



# VALVE CLATTER

Northern  
Virginia  
Regional  
Group



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

Volume XXII, No. 5

May 2000

Cliff Green, Editor

## VENDING AT SPRING CHARLOTTE – *Jason Javaras*

The Spring Charlotte Show at Lowes (formerly Charlotte) Motor Speedway is always a great event to start off the car show season. This year my son, Dan and I tried our hand at being vendors. We got a vendor spot on the Green Field and offered an assortment of surplus parts, Ford and otherwise for sale. We were pleasantly surprised when over half our stuff was scarfed up early by enthusiastic buyers. Camped on the swap meet field, we got to see the crowd from a totally different perspective. Vendors always seem to treat other vendors differently than customers, probably because they know that they share a lot of work in getting set up and putting up with sometimes difficult customers, etc. The Host for the show, the Hornet's Nest AACA Region, sponsored a much-appreciated free dinner for the vendors one night, attended by a huge, enthusiastic crowd.

We settled into a routine of setting up our tables early, selling until Noon, and then closing up shop to walk the parts fields ourselves in search for goodies. We both found some neat things to take home. The car corral at Charlotte (I still can't call it Lowes, anymore than I can call National Airport Reagan Airport) was extensive as usual, with every manner of car or truck offered for sale. The emphasis does seem to be on GM cars rather than Ford products though. We found the auto auction lacking this year. Fewer cars and more sports paraphernalia (autographed Tiger Woods golf balls?).

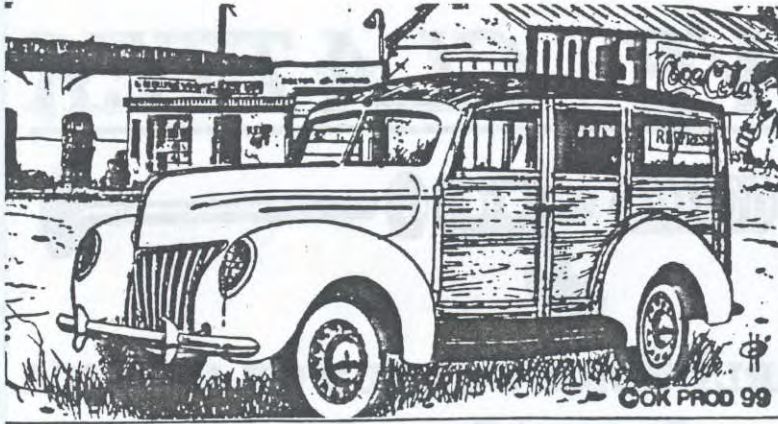
The weather held for Wednesday through Saturday morning (Show Day), but the heavens unloaded midway through the day and humbled spectators and vendors alike. We raced back to Dan's new hardtop camper, which although dry and cozy, in the downpour

sounded like we had our heads in a bucket with someone beating on it with a hammer.

There were few EFV8s on the show field for some reason. More and more later cars are being shown at this show like many others. Wait until the Eastern National in June though. A lot of money is being spent on expansion at the Speedway. NASCAR is a bigger draw than football these days. Recent additions are a brand new camping facility, more grandstands, more bathrooms and shower facilities. The campground will offer a welcome alternative to ever increasing hotel costs to see events held at Lowes.

While at Dennis Carpenter's tent, we looked over the '50 tudor sedan that is being raffled off at the Carolina 2000 National Show in June. It would be a great car to win. Dennis' facility is just down the road from the Speedway and a great place to visit when you are in the area. It's just a few weeks until the Carolina 2000 Show, and if you can't make that one there is always the Fall Charlotte Show in September. No shortage of things to do for sure!





## *UP FRONT With the President*

### **TERMITES ARE TERMINATED! THE MAY MEETING IS BACK AT THE HUNTER HOUSE NOTTOWAY PARK, VIENNA**

We are two weeks away from the Car Show in historic Fairfax City, and things seem to be moving along well. I want to thank **John Girman** and several others who have been working diligently on this major event. We have a better media plan this year and much improved flyers and brochures. They feature new art work and three color printing. Everyone agrees the stuff looks great! People know that we are serious about this show when we have such professional material to present. The word will be out much better this year. Please help promote this with your friends and neighbors who may be interested as well.

The Club's Board of Directors especially urges that we get absolutely all the cars possible out to the show. Drive one and tow one if you have to, but get them out there. We are also suggesting if you can spare an hour or two during the next two weeks, take your cars out to areas where there are a lot of people and promote the event that way. Vern Parker, who writes the Out of the Past column in the Washington Times, will be Honorary Co-Chairman of the event this year, and he will judge the cars for the trophies.

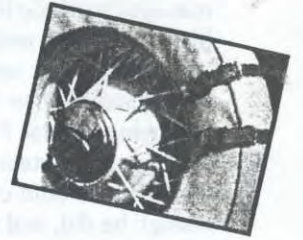
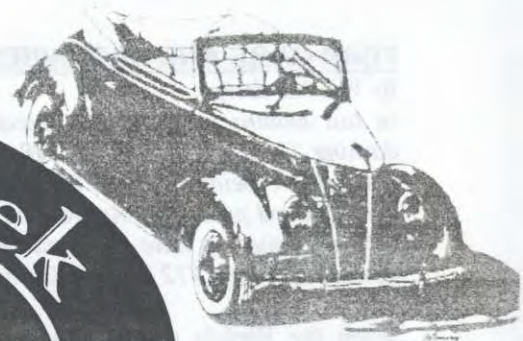
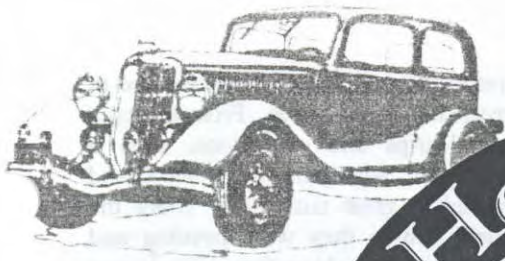
Hats off to **Ken** and **Helen Burns** for having all of us over to see their new garage addition. Wow, nice work!!

Ken found time to put together a great presentation on tube bending for our last meeting. That, too, was well done thanks! We were packed in the room like sardines, which won't be the case now that we are back at Nottoway Park in May.

Good things coming up include car appraisals at the next meeting, a Winery tour on May 6<sup>th</sup>, Middleburg's Garden Tour, and much, much more. Check the calendar. The Board voted to cater the picnic again this year, so we don't have so many singed eyebrows and burned hats from people showing off their cooking skills.

See you all on May 13<sup>th</sup>, if not before. Remember, if we each do a little, together we can accomplish a lot!

Dave

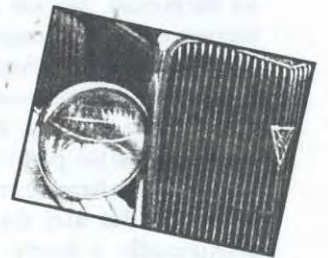


**Saturday May 13, 2000  
10:00 A.M. - 3:00 P.M.**

*Presented by:*  
Northern Virginia Regional Group  
of the Early Ford V-8 Club



City of Fairfax



Downtown Fairfax Coalition

Historic Fairfax City, Inc.

**Come see the Ford Model-T  
Reassembled in 15 Minutes!**

**Don't Miss this  
Extraordinary Demonstration!**

**Saturday May 13th, 1:30 P.M.**



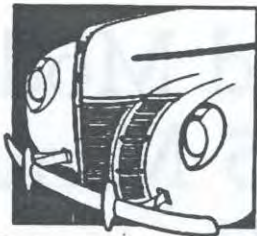
**Historic Old Town Fairfax—The Place to Be!**

## FORD CARS AND NAZI SPIES —PART II

By Von Hardesty

*In last month's episode, you recall, there was the dashing German Air Attache, Peter Riedel, on his honeymoon, being followed by the FBI with everyone driving Ford products. As we pick up this true story, the honeymooners have departed her parents house in Indiana driving a V12 Lincoln Zephyr.*

When the Riedels resumed their trip, heading West once again, there would be new challenges for the FBI. Peter now became more aggressive than ever, speeding on rural Indiana roads to shake off his pursuers. He managed to elude his FBI shadows by accelerating to a high speed and, once out of sight, suddenly veer off on to an unmarked country road. His alarmed pursuers then scrambled to reestablish contact with Riedel by deploying several FBI cars down the highway. Given the highway system in 1941, the FBI assumed correctly that Riedel would eventually reappear on Rt. 40. Soon enough he did, and the honeymoon caravan resumed its established form. To keep pace with this transcontinental chase a nervous FBI passed the baton of surveillance from one field office to the next. There would be no repeat of Chillicothe, but the process was never easy. At one point, the FBI Washington Field Office proposed the abandonment of the surveillance effort, arguing that there was little to learn on what appeared to be nothing more than a honeymoon trip. But the State Department was adamant in their determination that the close observation of Riedel's movements be continued. Hoover acquiesced reluctantly, running the risk of further embarrassment for the bureau. Hoover and the top brass at the FBI had become extremely frustrated with the poor performance of the scattered field offices in monitoring the movements of one couple driving across the United StateFor the Riedels, the big Lincoln tan sedan had been a splendid performer – fast and maneuverable, always a comfortable ride on the winding roads of the Midwest. But, alas, the Lincoln eventually broke down unexpectedly a lonely stretch of Rt. 66 in Missouri. Surviving government records offer little detail on the problem, but we can assume there was a major mechanical failure. So serious a breakdown, in fact, that Peter Riedel decided to trade in the Lincoln for another car at a local Ford dealership. His choice of a used car was a low mileage blue 1940 Ford deluxe coupe. The deal was made and soon the honeymooners were on the move again, driving westward across Rt. 66 toward Arizona. The blue Ford coupe with Peter Riedel at the wheel proved to be another fast car for the FBI pursuers to follow.



Finally, the Riedels reached the Grand Canyon, the end of their long journey across the United States. From this spot they made many small trips and excursions, even a horseback trek into the desert. Along the way to the Grand Canyon, the FBI worked in great uncertainty about the itinerary of the Riedels, where they were heading and where they might spend the night. Now they were in one place for a significant block of time. Once the return journey began, there would face the challenge again of deploying teams of agents from the various FBI field offices to keep pace with the Riedels. The discipline of "close surveillance" called for a constant observation of their movements across thousands of miles.

When one drove on Rt. 66 visibility extended to the horizon. It was difficult to conceal any FBI car in this setting. The challenge for the FBI was to keep Riedel's 1940 Ford in view without exposing the FBI vehicles. No one FBI sedan shadowed Riedel's Ford coupe. Instead, numerous vehicles – some government-owned, others belonging to individual agents – followed the Riedels. The FBI deployed special radio-equipped "Mercury-powered" Fords. Most were 1941 Fords. These Fords allowed the FBI agents to maintain a comfortable distance from Riedel and then accelerate whenever necessary. To confuse Riedel, the FBI used one agent's 1940 Hudson, a fast eight-cylinder model fully capable of keeping pace with the Fords. Riedel would often vary his speeds, sometimes slowing to 5 mph and then driving at speeds in excess of 90 mph.

*By special request from fleet owners, such as the US Government, some 1940 Fords were produced with the 95 hp Mercury engine. It is undetermined how many of these cars were so equipped.*

One evening Riedel pulled into a travel lodge for the night, taking note of one of the FBI Fords with the distinctive radio antennas in the parking lot. Two agents were seated in the front seat. Angered by the relentless pursuit of the FBI, Riedel walked over and confronted the agents, asking them to keep their distance. The FBI agents denied that they were following him, to the disbelief of Riedel. As he turned to leave, Riedel snapped the door handle on the FBI car. This brief flare up prompted no action from the FBI agents.

Looking back on the entire trip, one may ask if there was any clandestine purpose associated with the Riedel honeymoon? Were the suspicions of the State Department justified? While the FBI agents always did their duty, they expressed the viewpoint more than once that the "close surveillance" technique was unnecessary. For certain, there is no conclusive evidence of espionage, but one mysterious incident lingers to raise questions about the innocence of the Riedel honeymoon trip. When Riedel stopped over in Denver he decided to visit a city park,

Denver he decided to visit a city park, alone and for no apparent reason, walking around aimlessly. The FBI had trailed a traveling Swedish diplomat to the Denver park on the same afternoon of Riedel's visit. Oddly, the two diplomats never greeted one another or even exchanged glances. A chance encounter? Had they been frightened off at the last moment? The coincidence of these two diplomats visiting the same park prompted no small amount of suspicion on the part of the FBI agents.

In late July, Peter and Helen began the long trip back to Washington in their 1940 Ford coupe. Upon reaching St. Louis, and for reasons still unclear, Peter took a flight to Washington on American Airlines. Now alone in St. Louis, Helen continued home in the Ford coupe, stopping briefly at Terre Haute to visit her family. Back home in Washington, Peter and Helen regaled friends with stories about their most unusual honeymoon trip.

Soon events would overwhelm Peter Riedel. For a short period of time he was able to resume his duties at the embassy. He and Helen rented an apartment off Massachusetts Avenue, where they held many parties for diplomatic and American friends. With rumors of war and growing anti-Nazi sentiment, many of the Riedel's American friends declined to participate in these social events. Then came the attack on Pearl Harbor on December 7, 1941. Nazi Germany quickly declared war on the United States.

In the aftermath of these fateful events, Peter was interned at the Greenbrier Hotel in White Sulphur Springs, West Virginia with hundreds of other Axis diplomats. Helen joined him. They both sailed for Lisbon in April 1942, as part of a program of repatriation of diplomats. Peter's subsequent life was a turbulent one. He worked for awhile for Heinkel. Later he was posted as an air attache to Sweden. When the abortive assassination attempt on Hitler's life took place in July 1944, there were new dangers. A friend warned Riedel that he was a suspect in the plot. While not true, the German Gestapo had long suspected Peter Riedel of being subversive and disloyal. Riedel then defected in Sweden, going underground. He survived the war as a displaced person.

While at Greenbrier, Peter Riedel had told an American friend that after the war he wanted to return and become an American citizen. How he achieve this goal in 1958 is another story, one that would take him to Morocco and South America before he settled in Ardmore Oklahoma. Peter Riedel died in 1998. He is remembered today more his feats as an aviation figure than his tenure as Assistant Air Attache in Washington on the eve of World War II.

One might ask about all that 16mm film? What happened to the film of the FBI and all those Ford cars? We know that when Riedel returned from his honeymoon he threw a big party. At this soiree – to the delight of his guests – he showed his honeymoon film with all the footage of the FBI in hot pursuit. This film, as best we know, was confiscated in the immediate aftermath of Pearl Harbor. To this day, no one knows what happened to the honeymoon film.

### MYSTERY MEMBER FOR MAY



This lovely lass is identified on page 8. Hint – she is a regular on all NVRG tours



Come to the meeting Tuesday. An auto appraiser will advise you on how to fairly price your car. There will be refreshments, too!

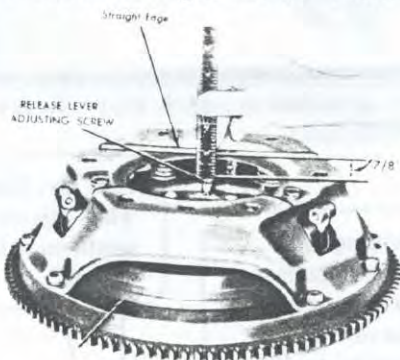
How do I find out what this car is worth on today's market?

## MORE ON THROWOUT BEARINGS - Editor

S. L. Ross spoke at our March meeting about the problems that he had with throwout bearings (bearing, clutch release, part no.7580). It began when he and his son pulled the rear to replace the noisy transmission and "rough" clutch on his '36 convertible sedan. The car ran fine for about 40 miles when the bearing became noisy. With much consternation, but with recent experience of pulling things apart, S. L. removed the culprit. Upon examination the bearing was one of those Argentine products and was pronounced defective. A new Federal-Mogul bearing was installed.

Now, right away, the same problem as before. After 30 miles the bearing really began to howl and screech. This time S.L. looked in the inspection window on top of the transmission and with the gear in neutral and motor running, slowly depressed the clutch with his hand and observed the throwout bearing wobbling as it touched the fingers of the clutch pressure plate. Ah ha!

Now, with lots more experience, he pulled back the rear end a third time! The bearing was hand tight on the collar. There were scoring marks in the inside matching the collar. Suspecting that the clutch fingers were out of alignment, S.L. devised a rig that made a plane parallel to the back of the pressure plate so that a measurement could be made. One of the fingers was 1/8" short!



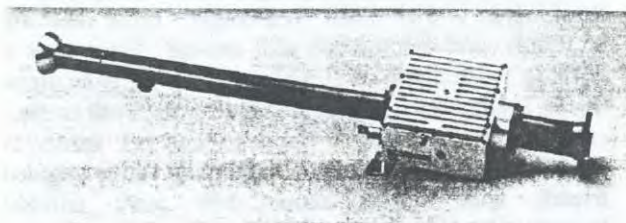
He did not know the history of the pressure plate as he had had it a long time. There was a sticker on it claiming that it had been rebuilt. While under the car, S.L. managed to remove all of the 7/16th adjusting bolts ("a bear", he says), cleaned them, applied lock tight and reinstalled them. He bumped the starter over to bring each finger to the point of reference on the plane and adjusted them equal. It would have been easier, of course, to do this on the bench if one had a flywheel to bolt the pressure plate to in order to compress the clutch fingers. A third throwout bearing was installed, everything buttoned up and the '36 shifted like a dream.

S.L. said "The moral of this story is don't believe the rebuilt claim - measure the fingers of the pressure plate prior to installation!"

## FREEWAY SPEEDS AT LAST! - Mike Mote

Those of you V8er's with 4:11 rear ends that don't have a Colombia may want to consider Mitchell's "Model 1000" overdrive.

While recently attending the club tour of fellow V8er Steve Pieper's garage, I mentioned my overdrive purchase to club member Ed Mascali and how difficult I thought the installation would be. Ed happily volunteered to assist me even though we barely knew each other. As a fairly new club member it is great to belong to a club like ours where advice and help is readily available.



We started the job about 10 AM on a cold February Saturday. The rear end and torque tube had to be lowered and removed from the car (34 Ford). The new torque tube (with Mitchell overdrive) was then attached to the rear end and reinstalled. To activate the overdrive, a shift cable was installed under the dash. This process took us about 7 hours. I opted for Mitchell's 26% overdrive, which changed the ratio of my rear end in high gear from 4:11 to 3:01. My old Ford now cruises effortlessly at interstate speed with improved gas mileage.

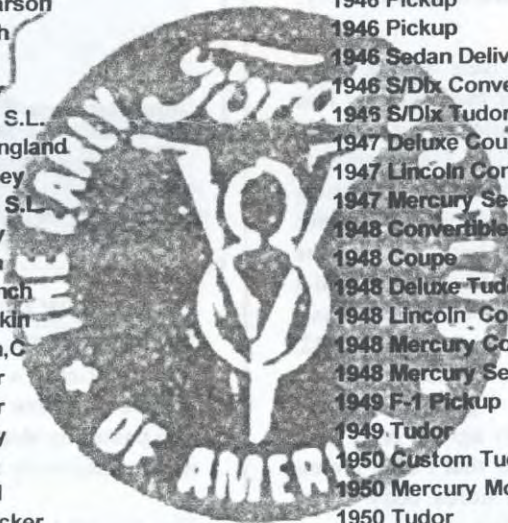
### Information from Mitchell Manufacturing flyer:

- ◆ Model 1000 overdrive is a totally new, tested and proven 2-speed synchromesh overdrive transmission. It is small, compact and easily adaptable to Ford V8's
- ◆ Precision built in America of the finest alloys and workmanship, assuring you of a quiet, easy shifting and dependable unit to make your driving a pleasure. Installation kit includes new front and rear torque tubes, drive lines, speedo cable extension and gear, shifter and linkage, or cable shift.
- ◆ With RPM reduction of approximately 500-600 (at 55 mph) our 26% overdrive allows a comfortable highway cruising speed. Not just an overdrive, with the synchromesh shifting feature, any gear can be split at any speed, giving you six forward gears instead of three.
- ◆ Ratio available: 14.3%, 20.7%, 26.6%, 32.%, 37%
- ◆ A two year warranty will apply to transmission
- ◆ Price: \$1795 - includes overdrive and install kit

Mitchell Mfg. 800-859-2088

# CARS OF CLUB - MAY 2000

1932 5w Coupe	Farkas	1940 Deluxe Sedan	Kunsman
1932 Phaeton	Jones	1940 Sedan Delivery	Gibson
1932 Tudor	Ryan	1940 Deluxe Station Wagon	Green, C.
1932 Pickup	Green, D.	1940 Deluxe Tudor	Richlen
1933 Cabriolet	Judy	1940 Pickup	Pieper
1933 Pickup	Mascali	1940 Mercury Convertible	Hill
1934 1 Ton Panel	French	1940 Mercury Coupe	Hill
1934 Coupe	Fox	1940 Linc Cont Cabriolet	Vaughn
1934 Coupe	Mote	1940 Linc Cont Cabriolet	Whelihan
1934 Phaeton	Mazzie	1940 Linc Zephyr Sedan	Judy
1934 Roadster	Simons	1941 1 Ton Panel	Selley
1934 Roadster	Mazzie	1941 Convertible	Amster
1934 Roadster	Fox	1941 Coupe	Foltz
1934 Roadster	Wells	1941 S/Deluxe Sedan	Chase
1934 Sedan	Fox	1941 Pickup	Arrington
1934 Tudor	Simons	1941 S/Dlx Station Wagon	Hardin
1935 3w Coupe	Morrison	1941 S/Dlx Station Wagon	Burns
1935 3w Coupe	Dubois	1941 S/Dlx Station Wagon	Burns
1935 3w Coupe	Dubois	1941 Tudor-Deluxe	Bowers
1935 Phaeton	Ross, D	1941 Sedan	Welch
1935 Phaeton	Wells	1941 Sedan	Lunt
1935 Cabriolet	Ross, D	1942 Convertible	Wild
1935 Phaeton	Potter	1942 Army Sedan	Schreier
1935 Roadster	Arrington	1942 Deluxe Station Wag	Okeson
1935 Slant Back Sedan	Ross, D	1946 Deluxe Coupe	Girman
1935 Sedan Deluxe	Vincent	1946 Coupe	Hill
1935 1 1/2 Ton	Gunnarson	1946 Pickup	Welch
1935 Tudor	French	1946 Pickup	Wenchel
1936 5w Coupe	Gall	1946 Sedan Delivery	Mryick
1936 5w Coupe	Pieper	1946 S/Dlx Convertible	Blum
1936 3w Coupe	Ross, S.L.	1946 S/Dlx Tudor	Stewart
1936 Cabriolet	Windingland	1947 Deluxe Coupe	Lombard
1936 Cabriolet	Kearney	1947 Lincoln Cont Cabriolet	Whelihan
1936 Convertible Sedan	Ross, S.L.	1947 Mercury Sedan	Dawkins
1936 Convertible Sedan	Handy	1948 Convertible	Tindall
1936 Coupe	Welch	1948 Coupe	Nelms
1936 Deluxe Sedan	Mcininch	1948 Deluxe Tudor	Tindall
1936 Roadster	Lumpkin	1948 Lincoln Cont Cab	Ross, S.L.
1936 Phaeton	Green, C	1948 Mercury Coupe	Boardman
1936 Convertible Sedan	Potter	1948 Mercury Sedan	Roebuck
1936 Trunk Sedan	Potter	1949 F-1 Pickup	Wild
1936 Tudor	Handy	1949 Tudor	French
1936 Tudor	Clark	1950 Custom Tudor	Moore
1937 Pickup	O'Neil	1950 Mercury Monteray	Cummings
1937 Cabriolet	Lebkicker	1950 Tudor	Hinkle
1937 Convertible Sedan	Wells	1951 Convertible	Wild
1938 Sedan	Lumpkin	1951 Convertible	Shaw
1938 Convertible Sedan	Blum	1951 Sedan Custom D/L	Welch
1939 Pickup	Williams	1951 Sedan Custom D/L	Vincent
1939 Dlx Station Wagon	Westrate	1951 Station Wagon	Wild
1939 Std Station Wagon	Westrate	1951 Tudor Police	McDaniel
1940 Std Coupe	Javaras	1952 F1 Pick-up	McDaniel
1940 Convertible	Arrington	1952 Panel Delivery	Painter
1940 Convertible	Kunsman	1952 Victoria	Chase
1940 Convertible	Hardesty	1953 Tudor	Lombard
1940 Convertible	Vincent	1953 Lincoln Capri Convert	Blum
1940 Deluxe Coupe	Kunsman	1953 Lincoln Capri Convert	Sweet
1940 Duluxe Coupe	Spero	1953 Lincoln Capri Convert	Gall
1940 Deluxe Coupe	Gibson		



59  
50  
1

### CARS OF THE CLUB – a statistical analysis

- ✓ There are 104 Fords, 6 Mercury's and 8 Lincoln's within the club.
- ✓ The largest year represented (most popular) is the 1940 vintage with 18 or 15.2%, with 1936 next at 15 or 12.7%. The remaining count 12 -1935, 11 -1941, 10 – 1934.
- ✓ The fewest year group are the 1933, 1938, and 1949 with 2 each. 1937, 1939, 1942, 1947, 1950 and 1952 show 3 each. 1932 and 1953 have 4.
- ✓ The average count of 6 goes to the remaining years: 1946, 1948 and 1951.
- ✓ There are 39 open cars listed at 33% of the total. Coupes come in second with 21 at 17.7%. Commercial are the third most popular at 15 at 12.7.
- ✓ There are 8 woodies in the NVRG! 4 belonging to two members!
- ✓ Looking at these numbers one must determine that the most popular car/commercial would be a Ford, 1940, open, which it is with 4 owners tied with the 1934 Roadster.

### MYSTERY MEMBER

This month's mystery member is **Louise Vincent**. This picture was taken in 1940 in the mountains of upstate NY near Albany. Bill bought it in 1939 trading in a 1935 Ford and a 1937 DeSoto which had been willed to him by an uncle. It was an even swap! The 1938 Ford was used for the Vincent's honeymoon to Niagara Falls in June of 1941.

### RARE FORD PURCHASED

I have enjoyed going to the Hornets Nest Spring Swap Meet at the Lowe's Motor Speedway for many years. This year I decided to take the truck and trailer so that I could buy a stake body for the '49 Ford pickup I am restoring and hopefully, a 6.5 upright air compressor. Unfortunately Northern Classic Trucks was not at the Meet and I didn't find an air compressor that I wanted to buy. Toward the end of the day on Thursday I was in the Green Field and a car hauler pulled in with a '56 Chev and a '42 Ford convertible on it. I was immediately interested in the '42. The seller started the engine for me, activated the top mechanism and turned on the radio. I guess it was the radio that convinced me and we quickly agreed on a deal. My main rationale for this purchase was that I didn't want to go home with an empty trailer. It needs body work, paint and upholstery, but seems to run fine.

*Bob Wild*

### FOR SALE

'47 Mercury coupe. Maroon. Skirts, duals, good chrome and stainless. Seen in Alexandria. \$7,500 703-549-3035  
WANTED: Oil bath air cleaner for the 8BA engine stock carburetor; Four 16" F-1 truck wheels from late 40's or early 50's pickup; 51/52 F-1 pickup headlight rims; 51/52 front steel splash pan (behind the front bumper and below the grill). Jim McDaniel, 703-569

For sale – '47-'48 running boards (good shape) with new set of rubber covers and installation ket – you install. \$250 for all. Jason Javaras 540-786-5819

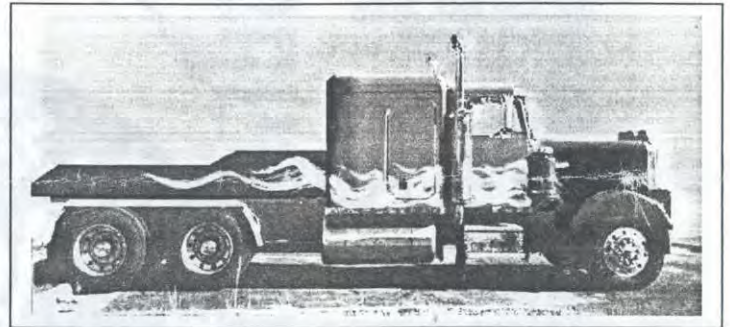
### APRIL MEETING REPORT

There was a packed room at the temporary location of the monthly NVRG meeting at the Clarke House. A record amount in the 50/50 drawing of \$54, half of which went to the winning ticket held by **Hank Amster!**

A presentation on gas and brake line fabrication was presented by **Ken Burns** who did his typical exemplary job. **John Girman** gave an up to date report on the car show and passed around a volunteer sheet. Everything is in place for an outstanding car show.

### SELL ONE, BUY ONE BIGGER!

**Mike Kearney** sold his neat 1937 pickup for an offer he could not refuse. Since he needed another truck he bought one sight unseen in Kansas! It was delivered to his door step and the checkout lasted 30 minutes in front of his house before the driver had to catch a train back home. Mike had to learn how to drive the thing himself – a 1984 400hp Peterbuilt semi with sleeper cab! He was able to talk the DMV in registering it as a private truck (not for hire has to be painted on the door) and not requiring a commercial license to drive. He intends to customize the truck with a car hauler bed in place of the fifth wheel. Rendition below:



### CAR SHOW UPDATE – John Girman

The **Tindalls, Blums, Charlie Morrison** and the **Girmans** all went to Vienna's *Walk on the Hill*. I was a great afternoon and we had three old Fords there, parked on the closed street. The passer-by stopped and asked questions about them, giving us an opportunity to pass out brochures for the show.

The EVOOA (Emergency Vehicles Operators and Owners Ass.) is planning on coming to the show and bring about 20 cars. After the show they plan on pizza and beer and would like to treat us to the same. Detail later.

The posters are being displayed at auto parts stores, barber shops and other point of interest to draw cars and crowds. All the local newspapers have an announcement, the radio stations have the word and Vern Parker of the *Times* will promote us. The banner will be up across 123. It will be a great show!





# V8 CALENDAR NVRG

## May

- 6 **NVRG Fund Raiser** – Willowcroft Winery, Leesburg, VA, 11:00-3:00 (Rain date - May 7)
- 9 **NVRG Monthly Meeting**, Program: Wayne Rogers auto appraiser, Refreshments: **Dave Blum**
- 13 **City of Fairfax Heritage Antique Car show**,  
**NVRG SPONSER**
- 20 Shenandoah AACA Spring Meet, Winchester, VA
- 21 Middleburg Garden tour – 10am Fair Oaks
- 30 **NVRG Board Meeting**

## June

- 2-4 Carlisle All-Ford Nationals
- 7-10 **Carolina 2000 Eastern National V8 Meet**,  
Lowe's Motor Speedway, Concord, NC, **NVRG Caravan**
- 13 **NVRG Monthly Meeting**, Program:  
Slides of E. Nat'l Meet, Refreshments: **Jim Roebuck**
- 18 Sully
- 24 **NVRG TOUR** – Virginia Antique Aviation,  
Hyde Field, Warrenton, Va.
- 27 **NVRG Board Meeting**

## July

- 9 National Capitol Region V8 Show,  
Brookville, MD
- 11 **NVRG Annual Picnic**, Nottoway Park
- 15 **NVRG TOUR** – Antique glider field, picnic,  
Lovettsville, Va
- 25 **NVRG Board Meeting**
- 28\_30 Summer Carlisle

## August

- 8 **NVRG Monthly Meeting**, Program: TBA,  
Refreshments: **John Girman**
- 29 **NVRG Board Meeting**
- TBA **NVRG Tour**

## September

- 10 Sugarloaf Region AACA Activities Meet, Mt.  
Airy, MD
- 12 **NVRG Monthly Meeting**, Program: TBA,  
Refreshments: **Bill Simons**
- 16-17 **Lebkicker Memorial overnight tour**
- 26 **NVRG Board Meeting**
- 28-Oct 1 Fall Carlisle

## October

- 5-7 Hershey
- 10 **NVRG Monthly Meeting**, Program: TBA,  
Refreshments: **Steve Pieper**
- 31 **NVRG Board Meeting**
- TBA **NVRG Tour**

## November

- 14 **NVRG Monthly Meeting**, Program: Hershey  
review, Refreshments: **Cliff Green**
- 28 **NVRG Board Meeting**
- TBA **NVRG Tour**

## December

- 2 **NVRG Christmas Party**

## NVRG TOUR TO MIDDLEBURG

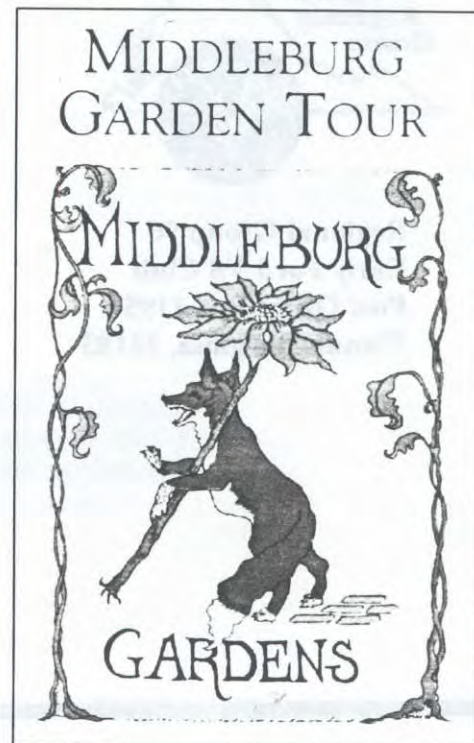
**SUNDAY MAY 21<sup>ST</sup>**

**Meet at Fair Oaks Holiday Inn at 10am**

The tour is self-guided of gardens only of five homes in the immediate Middleburg area including: Locus Hill Farm, Middleton, West Riding, Oak Hollow Farm and Cloverland Farm.

Admission to the tour is \$20 and may be charged by phone at 800-752-6618 or purchased at the Garden Market just behind the Community Center.

Bring a picnic lunch. This tour has been popular in past years. Join us for a pleasant day!





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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**

**Cliff & Sandra Green  
 6214 Militia Court  
 Fairfax Station, VA 22039**

