



VALVE CLATTER



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

Volume XXIV, No. 4

April 2001

Cliff Green, Editor

MARCH MEETING - METAL WORKING

Tom Peters of TP Kustom Fabrications, Damascus, MD., was our guest speaker. Arrangements were made by our program chairman Steve Pieper. It took Tom an hour and forty minutes to make our meeting and it is much appreciated!

Tom fabricates metal to make repairs and had numerous handouts to describe what he does. He removes rusted pieces and makes new ones to repair or make the entire item. He got our attention when he said that he could reproduce a front '35 Ford fender like the one which he had present - for about \$1,000! It would be cheaper than to repair what is required. He passed around numerous pieces that he fabricated and explained how he made them. Tom is capable of restoring a fender to original condition without the use of lead or plastic if you wish. For instance, rather than weld up a split in a fender bead, he will fabricate a new piece to weld in. Joints are butt-welded and they have to meet exactly. Parts are metal finished ready to be painted

Tom explained the difference between TIG - Tungsten Inert Gas, weld process using electric charged tungsten, shielded in an inert gas - very precise; MIG - Metal Inert Gas, electric wire feed process - fast and continuance welding, but with large deposition and OXY-Acetylene, hand held torch used to generate heat via fuel allowing metal to be joined by fusion.

Many questions were fielded and Tom demonstrated his complete knowledge of his business. Over thirty members thoroughly enjoyed his presentation.



President Hank presents Tom Peters a club hat in appreciation for his well prepared presentation.

If any member desires quality body work, TP Kustom would be the place to inquire. We wish to thank Tom for his most interesting presentation.

TP Kustom Fabrications

Specialized Metal Shaping, Chassis and Body Restraiture

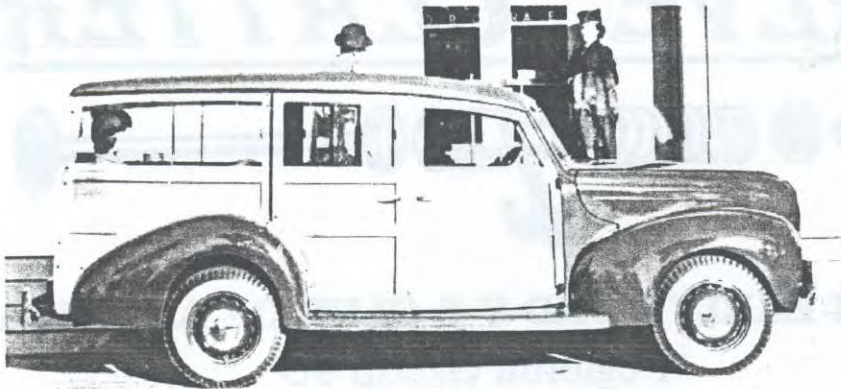
Tom Peters

9845 Moyer Road • Damascus, MD 20872

Phone (301) 391-6589 • Fax (301) 253-3474

website: www.tpfab.com

email: tpfab@erols.com



UP FRONT With the President

April, 2001

Well, spring is finally here! Weather forecasts of possible snow, sleet and freezing rain (the dreaded wintry mix") have been replaced with cherry blossom progress reports and, of course, pollen counts! Spring is a really nice time for V-8 touring and later this month on the 29th we'll be kicking off the tour season with a special tour arranged by Cliff Green. And, the club's annual Willowcroft Winery tour and fundraiser shepherded by Don Lombard is on May 5th. Please check out the details for these two events in this newsletter and make plans to participate!

Many thanks to Steve Pieper for arranging a great program for the March membership meeting and to Butch Myrick for providing the refreshments. I think we may sometimes forget to thank the members who provide the refreshments for our meetings but we certainly don't mean to! We all look forward to the refreshment breaks at our meetings and the conversations that accompany them. Be sure to check out the program for April's meeting and plan to attend.

The Frederick Parts Meet was really fun and I managed to find a couple of "gotta have" items like two 15-inch Mercury rims for my 50's hot rod project, and a couple of brown outer distributor caps for the woody. Similar treasures were uncovered by other NVRGers. Special thanks to Dave Blum for providing and driving the comfortable van for this event.

Many of the V-8 parts owned by the late Gil Williams were successfully sold at Frederick and Gil's son, Marty has graciously donated the balance to NVRG with the sole proviso that no usable parts be discarded. Dave Gunnarson has volunteered to store the parts until the club decides what to do with them. Last Saturday I delivered the parts to Dave's garage and we spent a couple of hours doing a preliminary sort down. We are thinking about an auction at a membership meeting in a couple of months to dispose of these parts so stay tuned for details in the newsletter. On behalf of the club, I want to thank Marty for this gift.

Dave Westrate has issued a last call for orders of club name badges before he has them engraved. Please see details in this newsletter and call Dave if you want to be included in this batch.

Happy V-8ing to you all!

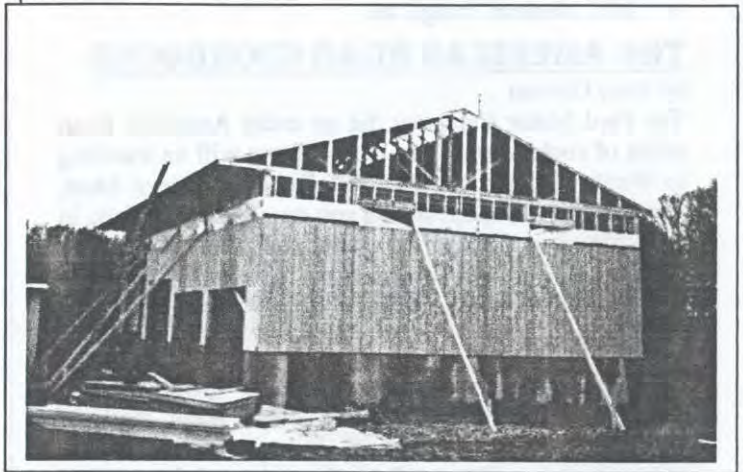
Hank

GARAGES, ETC. Jason Javaras

Last year I spent a good deal of my spare time and most of my spare change getting a new garage built. Overall it was a rewarding experience, but I thought it might be useful to pass along some of my lessons learned for the benefit of others so inclined to start this type of project. I did a lot of cost comparison between pole buildings, metal buildings, and conventional stick-built construction and found that the prices varied greatly – as much as 100%. For my purposes and location, a stick-built garage was the best solution. I wanted a four-car garage, 44 ft. X 30 ft., with 14 ft. walls to accommodate a lift. At some point of course either money, space or just plain logic limits you from building your own Rouge plant, so I settled on T11 wood siding vs. vinyl, and plywood doors for three of the bays instead of overhead doors. I also opted to have a shell built and to finish the inside myself – no small job in itself. The fourth bay was designed as a drive-thru for our trailer, and so we had front and back 10 ft. X 12 ft. overhead doors installed there. These doors work really well, being easy to raise and lower by hand and not requiring automatic openers. I chose a four-post storage lift from Eagle Equipment over a standard Backyard Buddy unit. The Eagle lift was a lot heavier duty and came with powder coating vs. regular paint on all the surfaces. Having the extra headroom afforded by 14 ft. walls and only really needing it for the lift bay, I decided to build a loft over one bay with a set of stairs for access. This area really came in handy for an office of sorts and a place to store many years of car stuff.

And now for some lessons learned – Make darn sure you don't skimp on door widths. Those fat fenders we love so well need lots of clearance. If you use wood siding, be prepared for sap bleeding through your beautiful new paint job, despite using primer. This is one of my problems in work. My builder recommended using white vinegar to cut the stains, followed by an application of something called "XIM bleed control 100." I may regret not going with vinyl siding before this is solved. Anyway, I recommend using an insulating wrap of Tyvek material under any siding, as this stuff does a great job of keeping out the cold drafts regardless of any other insulation used. Six-inch gutters are well worth the small extra cost on any garage over two bays. Do enjoy the empty space when your garage is built because they sure can fill up fast. For large garage doors, try to remember to have the concrete folks taper the aprons away from the building to help keep the rain from running back under the doors.

Do be generous with your lighting and electric outlets before the walls are finished – this stuff is comparably cheap and much easier to install early on in construction. I insulated the ceiling with 6 in. of insulation and the walls with 3 in. – a nasty job but it really stabilizes temperatures year round. And last but not least, think about how you want to heat your garage. I was concerned about using open flame heaters around gas and paint fumes and so went with sealed oil 220V baseboard heaters which have not performed well at all. Unless you are planning to keep the building heated all the time, you need some sort of quick heat to take the chill off. The units I used are far too slow in heating up. Still working on that problem too.



The Eagle lift was a real challenge. I wasn't told when I ordered the lift that I would have to unload it myself when it was shipped. This is common practice apparently, and you need to have at least three guys and a good engine puller to do a proper job of unloading the shipment without anyone getting a hernia. Mine weighed in at 1600 lbs and even dismantled on the truck the smallest bundle weighed several hundred pounds. It arrived shortly before Christmas, late one Friday afternoon, and with the wrong instructions. There followed two weeks of phone calls, Fed Ex packages, and lots of head scratching before I was able to get it installed, and then it was in spite of the poor instructions finally sent from the factory. The lift itself is very heavy-duty and well made, but the quality control used (or not used) at the factory took the shine off an otherwise good product. I ordered the optional casters so it could be moved from bay to bay, but after raising a car six feet in the air I decided to bolt the rig to the floor – call me conservative.



The **VALVE CLATTER** placed fourth in the National Newsletter competition. Congratulations to the Nat'l Capital **HEADLINER** and editor John Grimm, who placed second.

REPORT FROM DIRECTOR WAYMOND

BROWNLEE ON NATIONAL DOINGS

- ◆ V8 Web Master assigned
- ◆ Need chairman for 33-34 book
- ◆ 1937 book in progress
- ◆ 1938-39 book finalizing cost with a printer!
- ◆ 1941-48 hope to have ready for review end '01
- ◆ Youth restoration program pushed
- ◆ 25/30/35 year recognition pins sample made
- ◆ Newsletter winners announced (see above)
- ◆ 2001 National budget set

THE AMERICAN ROAD COOKBOOKS

by Patty Girman

The Ford Motor Company did an entire American Road series of cookbooks. Since many of you will be traveling to Westbrook, CT, for the 2001 Eastern National Meet, here are two Connecticut inns you may want to include in your travels. They are still operating today and highlighted in "The Second Ford Treasury of Favorite Recipes from Famous Eating Places," published in the early '50's.

The *White Hart Inn* which has been in operation since 1867. It is located about 95 miles north west of Westbrook, in the center of historic Salisbury. It originally was a Dame school for girls and for a while was owned by Edsel Ford.

The *Silvermine Tavern* is located a little closer to Westbrook, only 40 miles away in the town of Norwalk. In 1846 it was a wood turning and peg making factory. In 1955 the *Silvermine Tavern* was purchased by the Whitman family who have turned the Tavern into a notable gathering place and still offer good food and overnight accommodations. The Tavern is famous for the never-ending supply of its **Silvermine Honey Buns**:

Combine 4 ½ Tab. white sugar, 2 egg yolks, pinch of salt, 4 ½ Tab. melted shorting, and ½ cup milk. Crumble 1 yeast cake in 1/4 cup warm water and add ½ tsp. sugar. Dissolve yeast and sugar and let rise. Combine with first mixture. Gradually add flour - 3 ½ to 4 cups - until dough is stiff. Knead dough for 10 minutes. Place in greased bowl, cover and set in warm spot until dough doubles in bulk. Roll dough out into oblong shape and brush with melted butter. Sprinkle thickly with brown sugar and cinnamon. Roll up like a jelly roll and cut in 1-inch slices. Place in buttered muffin pans that have brown sugar and butter in the bottom of each cup. Let rise for about ¾ hour. Bake in moderate oven for 20 to 30

minutes until brown on the bottom. Remove from pans as soon as taken from oven. Makes about 2 ½ dozen buns.

NAME TAG REMINDER

Don't forget to order your name tag from **Dave Westrate, 11605 Belmont Drive, Oakton, Va 22124**. Send him \$5 for member/\$8 spouse - family member. **IF YOU WEAR YOUR NAME TAG TO A MEETING, \$2 WILL GET YOU FOUR 50/50 TICKETS INSTEAD OF THREE!!**

FAIRFAX CAR SHOW REPORT

Co-Chairmen **John Girman** and **Dave Westrate** report that everything is in place for our big event May 12th in Fairfax City at the Massey building parking lot. (same place as prior years).

There are several changes this year:

- \$1 entry fee for spectators
- Three trophies - Mayors Award
Best of Show
Peoples Choice
- New larger dash plaque designed by H. Amster

The live band will again play and there will be a food vendor on the field. Also, a farmers market will be under way a block from the show that will draw spectators. The City will provide the fencing and printing, however this year NVRG will pay for the postage.

The flyers/registration forms have been printed and mailed out to 26 local car clubs and individuals that attended prior shows. Members are encouraged to distribute the flyers in prominent places - they will be handed out at the membership meeting. Volunteers are needed for various tasks: Registration, parking, cleanup.



Tom Lunpkins award winning '38 at Fairfax 2000

NVRG SUNDAY BRUNCH AND SPRING TOURING

Sunday, April 29th

at the

LANSDOWNE RESORT AND CONFERENCE CENTER

Leesburg, Virginia

NVRG will meet at Fair Oaks Mall, to leave promptly at 8:45 to arrive at Lansdowne for a 9:30 reservation. We will drive out Rt. 50 and proceed north on Rt 669 through Arcola, crossing Rt 7 directly into the resort - about 24 miles.

A scrumptious breakfast buffet will be served in a beautiful dining room overlooking the Potomac River valley.

Full buffet \$12.95, Cold buffet \$9.95, Plus 18% gratuity

After breakfast we shall motor out Rt. 7 through Leesburg to Bluemont, down Snickersville Pike (the National Highway) back to Aldie and Rt. 50 and Fair Oaks. Total driving - about 50 miles.

If it rains, we will all meet out at Lansdowne to enjoy the food. You can join/leave the caravan at any point. We need a head count – Call Cliff Green 703-426-2662 or dcgreen@erols.com for reservations

NVRG FUND RAISER **WILLOWCROFT FARM VINYARDS**

May 5th, rain date May 6th
BYOL for picnic – tour and wine
provided

Meet at Fair Oaks 10am – connect at Gilberts Corner.

Sign up with Don Lombard 703-690-7971

The international award winning winery, atop Mount Gilead, is in a rustic barn overlooking the Loudoun Valley, and is Loudoun's oldest winery. Enjoy spectacular views of the Blue Ridge Mountains from the picnic area and from the 13 acres of vineyards. (From Loudoun's Winery Trail)



RITE OF SPRING

Hank Amster

It was bright and early on Saturday morning, March 21 at 7:30 AM that a hardy group of NVRG'ers met at Fair Oaks Mall for the annual first rite of spring – the trek to the Frederick flea market. Courtesy of **Dave Blum** and Jerry's Ford, 11 of us piled into a new Ford van chauffeured by Dave and began the trek to the Beltway and up I-270 to Frederick. Aboard were **Amster, DuBois, Gunnarson, Girman, Shaw, Simons, Sumner, Westrate** and **Jason Javaras** and son Dan.. Following separately in **Mike Mote's** pickup truck were himself and **Ken Burns** in case the large haul of expected goodies wouldn't fit in the van.

As always, the fairgrounds at Frederick were overflowing with eager old car nuts looking for the find of a lifetime. **Buz Potter** was holding court

outside the main building (the most important one, where the food is sold) and **Louise** and **Bill Vincent** were encountered inside contemplating what to buy—food, that is. Also encountered was **John French** as well as **Jack Sweet**.

Most of the troops did a lot of looking but not much buying. Hank DuBois was the exception, hauling in a couple of new Mercury rims for his '35 souper-upper. Dave Gunnarson was seen wearing a steering wheel for his '35 1&1/2 ton truck. Our V8ers really enjoyed the outing, and the club owes a debt of gratitude to Dave Blum for furnishing the transportation. More important than the fleaing was the club camaraderie by the group. It's what makes the NVRG such an outstanding organization!

NOW! A Foot Control for the Ford-Mercury Roto-Selector Radio



NO hands! Don't even take your eyes off the road. A flick of the foot and you've switched from any one of five pre-tuned stations to another! A slight pressure and your radio is silenced until you're ready for it again! How often you've wished for just this convenience when approaching a railroad crossing signal or during short conversations. The Foot Control is a remarkable

advantage, and it's available at only slight extra cost with the Ford-Mercury Roto-Selector Radio. *the only radio with a foot control built for these cars!*

ORDER THROUGH YOUR FORD DEALER



A new Ford Special Radio without foot control is also available at only—

\$29.00
INSTALLED

State and local sales taxes are extra. Prices subject to change without notice.



A TOUCH OF THE TOE
CHANGES STATIONS
SILENCES RADIO

CARS OF THE CLUB - APRIL 2001

1932 5w Coupe	Farkas	1940 Dix Coupe	Spero
1932 Pickup	D. Green	1940 Dix Coupe	Gibson
1932 Pheaton	Jones	1940 Mercury Coupe	Hill
1932 Tudor	Ryan	1940 Mercury Convert	Hill
1933 Cabriolet	Judy	1940 Sedan Delivery	Gibson
1933 Ford 1/2 Ton Pu	Mascalì	1940 Dix Station Wagon	C. Green
1934 1 Ton Panel	French	1940 Pickup	Pieper
1934 Coupe	Fox	1940 Dix Sedan	Kunsman
1934 Phaeton	Mazzie	1940 Linc Cont Cab	Whelihan
1934 Roadster	Simons	1940 Linc Cont Conv	Vaughn
1934 Roadster	Mazzie	1941 1 Ton Panel	Selley
1934 Roadster	Fox	1941 Convert	Amster
1934 Roadster	Wells	1941 Pickup	Arrington
1934 Tudor	Simons	1941 S/Dix Station Wgn	Hardin
1935 3w Coupe	Morrison	1941 S/Dix Sedan	Chase
1935 3w Coupe	Dubois	1941 S/Dix Station Wag	Burns
1935 Coupe 5w	Mote	1941 S/Dix Station Wag	Burns
1935 Pheaton	Wells	1941 Tudor Dix	Bowers
1935 Pheaton	Potter	1941 Tudor Dix	Mazzie
1935 Roadster	Arrington	1942 Dix Station Wag	Okesen
1935 Sedan Dix	Vincent	1942 Dix Station Wag	Brown
1935 Heavy truck	Gunnarson	1946 Dix Coupe	Girman
1935 Tudor	Crawford	1946 Tudor	Sumner
1935 Tudor	French	1946 Coupe	Hill
1936 5w Coupe	Gall	1946 2 Ton COE	Gall
1936 3w Coupe	Ross, S.L.	1946 Pickup	Welch
1936 Conv Sedan	Handy	1946 Pickup	Wenchel
1936 Conv Sedan	Frise	1946 Sedan Delivery	Mryick
1936 Conv Sedan	Ross, S.L.	1946 S/Dix Convert	Blum
1936 Coupe 3w	Crawford	1947 Dix Station Wagon	Lamonds
1936 Coupe	Welch	1947 Del Coupe	Lombard
1936 Dix Sedan	McIninch	1947 Linc Cont Cab	Whelihan
1936 Dix Roadster	Windingland	1948 Coupe	Neims
1936 Dix Roadster	Lumpkin	1948 Dix Tudor	Tindall
1936 Phaeton	Lamonds	1948 Linc Cont Cab	Ross, S.L.
1936 Phaeton	C. Green	1948 Mercury 4 door	Dawkins
1936 Convert Sedan	Potter	1948 Mercury 4 Door	Roebuck
1936 Trunk Sed,Std	O'Neil	1948 Mercury Coupe	Boardman
1936 Trunk Sed,Std	Potter	1949 Convert	Darby
1936 Tudor	Handy	1949 F-1 Pickup	Wild
1936 Tudor	Lee	1949 Tudor	French
1936 Tudor	Clark	1950 Custom Tudor	Moore
1937 1/2 Ton P/U	O'Neil	1950 Tudor	Beasley
1937 1/2 Ton P/U	Kearney	1950 Mercury Mont.	Cummings
1937 Conv Sedan	Wells	1950 Tudor	Hinkle
1938 Sedan	Lumpkin	1951 Convert	Wild
1938 Conv Sedan	Blum	1951 Convert	Shaw
1939 Commercial	Williams	1951 Tudor Custom	Martin
1939 Dix Station Wagon	Westrate	1951 Sedan Custom	Vincent
1939 Dix Station Wagon	La Baugh	1951 Station Wagon	Wild
1939 Std Station Wagon	Westrate	1951 Tudor	McDaniel
1939 Dix Station Wagon	Dubois	1952 F1 Pick-up	Mote
1940 Std Coupe	Javaras	1952 F1 Pick-up	McDaniel
1940 Convert	Arrington	1952 Panel	Painter
1940 Convert	Kunsman	1952 Victoria	Chase
1940 Covert	Hardesty	1953 Linc Capri Conv	Sweet
1940 Convert	Vincent	1953 Linc Capri Conv	Blum
1940 Coupe	Bowie	1953 Linc Capri Conv	Gall
1940 Dix Coupe	Kunsman	1953 Tudor	Lombard
		1953 Linc Capri cpe	GALL

FOLLOW-UPS

- ◆ Editor wants to thank **John Girman** for filling out the February and March edition of the VC while was in Florida. The RG appreciates you picking up the ball.
- ◆ In the last issue of the *V8 TIMES*, there was an old article out of the VC under the "Shade Tree Mechanic" byline. (Note: **Bill Selley's** name was misspelled as always!) I have brought it to the attention of the editor, **Jerry Windle**, that I could "clean up" material to make it more appropriate for the National readers. I did receive a letter from **Gus Cafasso** of Glen Ellen, Ca. who did not approve of "moosing down" on a nut in order to insert a cotter pin. Here is what he wrote in regards to the proper procedure: "To tighten a nut to torque specifications and then install a cotter pin, should be done by torquing and if the hole in the shaft or bolt does not align with the slot in the nut, remove the nut and file the contracting surface. This will reduce the thickness. Only remove as little as necessary until the slot and hole align. I have been asked many times to repair, remanufacture or replace threaded parts because the previous person did not have the experience or knowledge on how to install a cotter pin when the slot and hole did not align."
- ◆ In a previous article, I wrote about how Ford, under Henry's instance, never mentioned the competition in advertising or sales literature. It was always car "A" and "B" when comparing features. I have discovered an exception on my 1936 "Factograph". Packard, Lincoln, Pierce Arrow and Cadillac V16 are used as examples of high priced cars with mechanical brakes. Does anyone know of other exceptions to Henry Ford's dogma?
- ◆ In last month's issue we looked at the flow chart of the Ford Motor Company that I created from my research. I have discovered that the Branch broke down their territory into zones with a manager for each. This was an intermediate step for the dealer with a problem before going directly to the branch. Of course the number of zones depended on the size of the territory.
- ◆ Letter to the Editor from **Jerry Hill** who writes: "I believe the mystery member's car is a '40 Mercury and not a '39. '39 Mercury's has headlights with bulbs and stainless headlight rims like a '39 Ford. Also, the side hood mouldings are quite different on '39's, unlike the ones shown in the picture" You are correct, Jerry - glad to see that some people look at our rag closely!
- ◆ Our Historian, **Don Lombard** and Past President **Dave Westrate** were not included on past lineups. Also, the area code has been added to the numbers since NOVA has more than one code and we can no longer assume 703.



Jim La Baugh

8405 Stonewall Drive,

Vienna, Va 22180

703-573-9285 jlabough@erols.com

1939 Station Wagon

Oz & Karen Lamonds

13109 Dumphries Road

Mannassas, Va 20112

703-791-6090 Dyce.lamonds@gateway.net

1936 Phaeton, 1947 Station Wagon

FOR THOSE MEMBERS WHO DESIRE A CURRENT ROSTER, REQUEST FROM HANK AMSTER

hankbea@erols.com

CARS OF THE CLUB STATS

The 1936 model year is once again the most popular in NVRG with 18, second is 1940 with 16, and 1935 third with 10. We have the fewest 1942's and 1933's with 2 each and '37 and '47 with 3 each. The Mercury make up 6 of the total while Lincoln is more popular with 9 versions. The station wagon bodystyle has expanded to 12 owners!! The open cars rank first in body types with 36 owners. NVRG has 19 trucks listed!

APRIL'S SPEAKER

Our program chairman, **Steve Pieper**, was able to secure an excellent speaker for April. Mr. Al Cox, AIA, will speak about the history of the Ford site in Alexandria. Al has been working as City Architect for the City of Alexandria since 1991. His primary responsibilities are design review and gives tech assistance for the City owned historical buildings. Present project is restoration of Alexandria's Union Station and with the City Parks Dept on a review of the 15 Waterfront Master Plan and the Woodrow Wilson Bridge mitigation. His presentation will include a slide show!

FOR SALE

Collection of 1940 Ford parts, NOS and rebuilt to numerous to list. Contact Larry Colbert 480-894-2639 larry-colbert@worldnet.att.net for list (Friend of Tom Lumpkin and editor).

1941 Ford Opera Coupe with Mercury motor, black. \$15,000 OBO
Audrey Morris, Luray, Va 540-743-6725

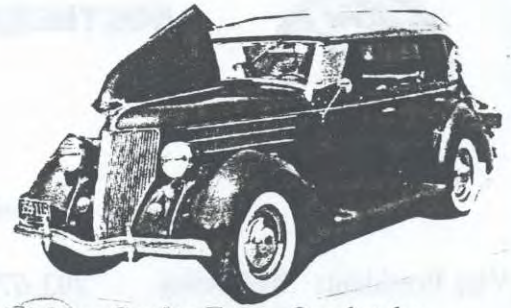
WEIAND

Power and Racing Equipment
FORD '60 — STUDEBAKER — MERCURY

See Your Dealers



V8 CALENDAR NVRG



April

- 5-8 **Charlotte AutoFair**, flea market, car corral
- 10 **NVRG Monthly Meeting**, Program: Al Cox of the Alexandria Dept. of Planning, "History of the Ford Building in Alexandria," Refreshments: **Eric Sumner**
- 19-22 Spring Carlisle
- 24 **NVRG Board Meeting**
- 29 Breakfast Buffet and Spring ride – Lansdown Resort, meet at Fairoaks at 8:45, reservations 9:30.

May

- 5 **Willowcroft Wine Tour** – NVRG fund raiser
Contact Don Lombard 703-690-7971
- 8 **NVRG Monthly Meeting**, Program: Bob Hellmuth of NHTSA (retired Chrysler engineer), "Snowflakes, Fingerprints & Cars,"
Refreshments: **John Girman**
- 12 **Fairfax Car Show**, NVRG's own car show, get your cars ready!
- 19 **Winchester Apple Blossom 2001**, Shenandoah AACA car show

- 20 **Middleburg Garden Tour** – One that the wives will not want to miss!
- 29 **NVRG Board Meeting**

June

- 1-3 Carlisle all Ford meet
- 4-7 **Eastern National V8 Meet**, Westbrooke, Conn
- 4-8 **Central National V8 Meet**, Branson, MO
- 12 NVRG Monthly Meeting, Program: slide show of the Eastern National meet.
- 17 **Sully Car Show**, George Washington Model
- 18 A Club sponsor, Sully Plantation
- 26 **NVRG Board Meeting**

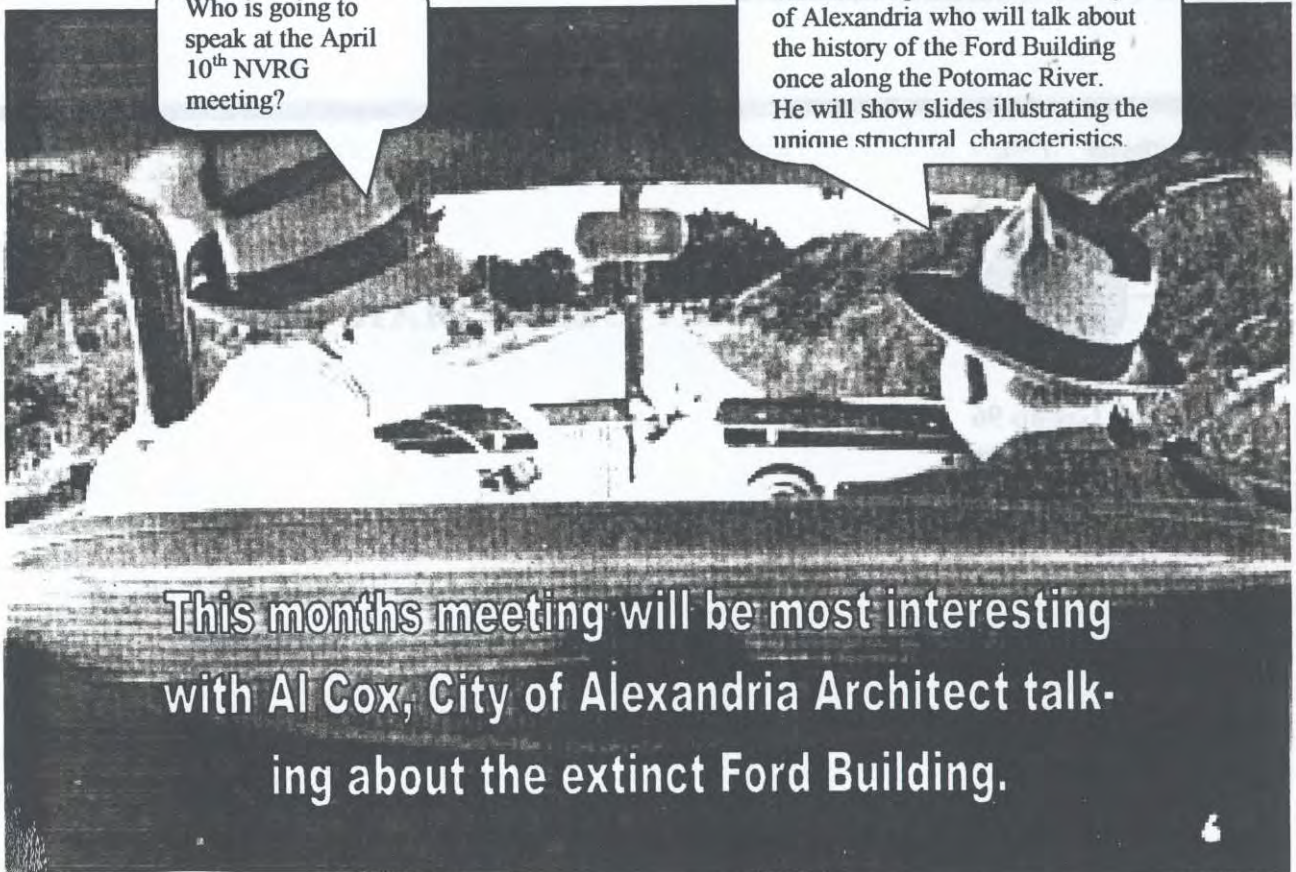
July

- 10 **NVRG Annual Picnic**, Nottaway Park
- 27-29 Summer Carlisle
- 31 **NVRG Board Meeting**

Tours in the works: Military vehicle restoration facility
Quantico Marine Museum
CIA tour
Tucker automobile garage

Who is going to speak at the April 10th NVRG meeting?

We have a speaker from the City of Alexandria who will talk about the history of the Ford Building once along the Potomac River. He will show slides illustrating the unique structural characteristics.



This months meeting will be most interesting with Al Cox, City of Alexandria Architect talking about the extinct Ford Building.



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

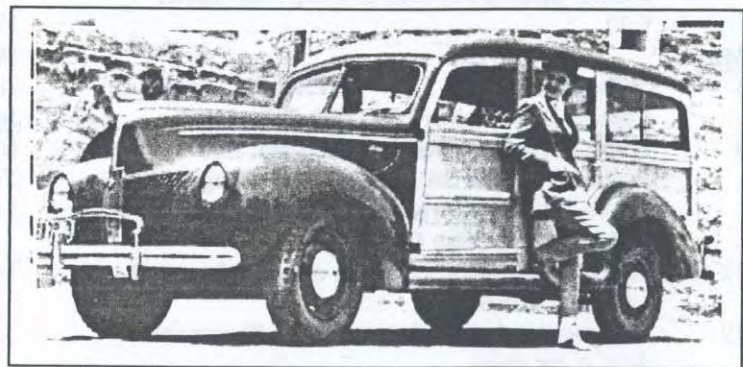


President: Hank Dubois ...703-476-6919

Vice President: **Bill Selley** 703-679-9462
Secretary: **Tom Shaw** 703-771-9374
Treasurer: **Hank Amster** 703-753-9575
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Activities: **John Girman** 703-242-1459
Refreshments: **David Gunnarson** 703-425-7708
Newsletter: **Cliff Green** 703-426-2662
Historian: **Don Lombard** 703-690-7971

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