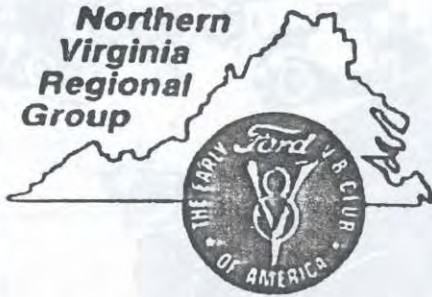




VALVE CLATTER

Northern
Virginia
Regional
Group



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

Volume XXVI, No. 7

July 2001

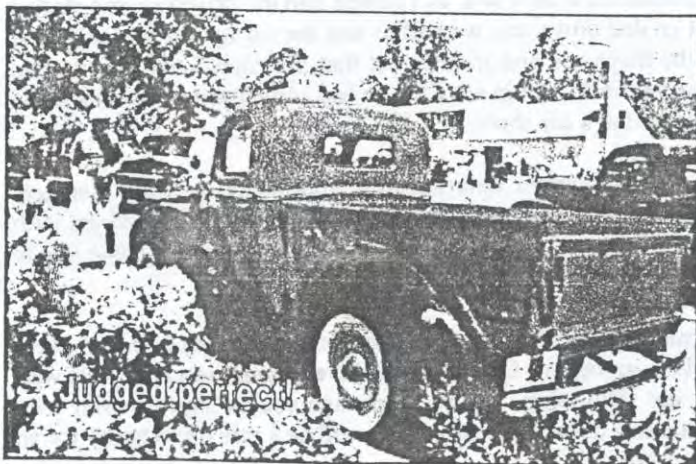
Cliff Green, Editor

2001 EASTERN NATIONAL MEET PIEPER PICKUP PRONOUNCED PERFECT!

Charlie Morrison

The 2001 Eastern National Meet at Westbrook, Connecticut was one of the best of over 20 National Ford meets that Dorothy and I have attended with our '35 Ford. The June 4th - 7th time period was a good choice as the weather was perfect and the venue, Water's Edge Resort, was an ideal spot for V'8ing. It was a large, very classy resort on the edge of Long Island Sound. About 220 registrants brought over 175 of our fine Fords.

The Northern Virginia group (and their awards) consisted of **Jeannette & Barry Moore-Hall** (Medallion), the **Handy's**, the **Morrison's** (Medallion), the **Myrick** (Medallion), **Steve Piper** and father (Dearborn), **David Westrake** (Dearborn), **Ray Kunsman** (Medallion) and **Mike Gall**. Steve and Dave received their Dearborn's their first time out with Steve's '40 truck scoring an amazing 1000 points.



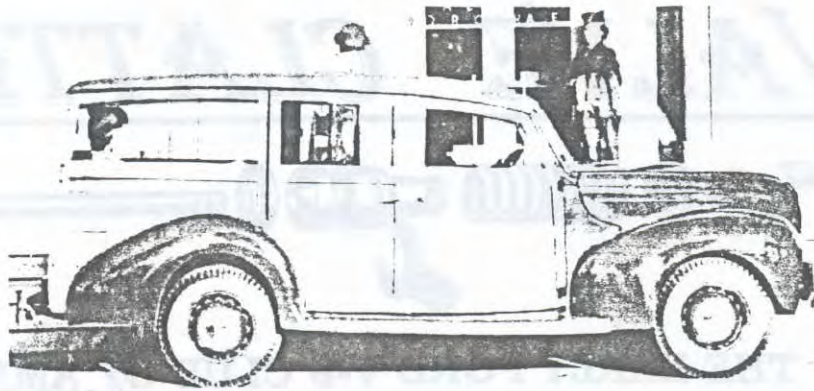
The "Ford Family" image was demonstrated when Steve brought his 80-year old father, a fine gentleman, who is also an artist who set up his easel and started a painting of Steve's truck during the concourse. In addition, Dave Westrake's daughter came up from New York City for Concourse Day and

was a welcome addition to our group. Dave reports there were about 12 Woody wagons on the field.



One of the group activities was a bus trip to the Foxwood Indian Casino, where Dorothy played one of her free \$10 chits on lucky number seven and in one roll won \$120. In place of the New England Clam Bake on Wednesday night (which everyone said was fabulous) several of us took our cars down the road to a "Cruise Night" at a local restaurant and were made welcome among the street rods and customs. The driving tour took us through some scenic New England areas with old, old cemeteries and ended with a picnic on the Connecticut River. All in all, it was a great time and it always amazes me how many folks still come up to me to reminisce about our 1987 National meet here in Fairfax.





UP FRONT WITH THE PRESIDENT JULY 2001



Well, Summer is here and so far it looks like we're not going to be as lucky as last year; this one's shaping up to be a more traditional hazy, hot and humid Northern Virginia summer. Cindy and I were in Vermont two weeks ago and it was even in the 90's up there for a couple of days. While we were there, we attended a really nice large car show on the grounds of Hildene, the lovely mansion built by Robert Todd Lincoln, in Manchester. Pierce Arrows were being featured this year and there must have been 15 of these beauties on display. About 750 cars were registered and I only recognized one, a '33 Woody, which I remembered from the Reading V-8 Meet in '99 and which had just attended this year's V-8 Meet in Connecticut. There was a good flea market and a small car corral where Cindy's brother, John, spied and purchased a restored '34 Alvis Firefly, a super-rare, rare British roadster. Nice car! If you're ever in Vermont in early June, I would encourage you to include Hildene in your schedule.

Hats off to **Dave Westrate** and **Steve Pieper** for their well-deserved Dearborn Awards received at the Connecticut Meet! From all accounts, the Meet was very successful and benefited from nice weather. **Bill and Louise Vincent** report that the Central Meet was also a fine one even though it was pretty warm out there. Bill and Louise stayed on in Branson for a few extra days after the Meet to take in some shows and celebrate their 60th wedding anniversary. Congratulations to this very special couple!

If there's such a thing as the perfect old car breakdown, I believe it happened to me on the way home from Sully in our woody! As I was approaching my driveway, the engine shuddered a little and, as I turned into the driveway and shifted into second gear, it died. It wouldn't restart even after it cooled down and we had to tow the car up the driveway and push it into the garage. **Eric Sumner** helped me with the diagnosis and it turns out that the "new" condenser I had installed earlier this spring (as a precautionary measure) was at fault! All in all, a not so bad ending to a really fine show day blessed with some of the best weather I've ever experienced at a car show.

As many of you know, we have been using email to convey important time-sensitive information to Club members between newsletters. If you have access to email and have not done so already, please register your email address with **Cliff Green** (dcgreen@erols.com). If you do not have access to email and would like to participate in a telephone tree to receive announcements, please contact **Steve Pieper** who will be coordinating this effort.

I'm looking forward to seeing all of you at our annual picnic on the 10th. Last year's picnic was the best-attended event the Club has ever had and I'm hoping that this year's will be even better! Call or email **Dave Gunnarson** or myself with your reservation and plan on enjoying some great food and fellowship. I also encourage you to sign up with **Von Hardesty** for the July Masonic Temple tour/picnic if you haven't done so already. This will be a rare opportunity for an exclusive and extensive tour of one of the area's great landmarks.

Happy V-8-ing!

TOOK THE CHEVY TO THE LEVEE

Jeannette Hall

Barry and I decided a year ago that we would go on the AACA Sentimental Tour but quickly realized that Barry's 69 Mustang would not qualify because the years were limited to 1928-1958 and the 50 Ford only travels in a box. So the search began at the beginning of this year for a nice looking and good driving car.

I spent hours searching the internet, we made a trip to Suffolk to look at a 50 Ford, found a very expensive 56 T-Bird that we considered but we finally found the perfect car in an unlikely place. We have a favorite auction company in Richmond and they had told us they would have antique cars for sale in March. We went down on Sunday prior to the sale and had either a 56 Crown Victoria or a 56 T-Bird in mind to purchase. The auction was held on a Wednesday night (not a good night for a teacher my age) and when we arrived there were tons of men "hanging around" the cars. I got the person in charge to start both of the cars we liked but really had other thoughts in mind. Barry drove a 50 Chevy in high school and his father owned a 51 that he also drove so there just happened to be a 52 Chevy. I let the two Fords go by, let the "men" finish their bidding on the Chevy and then stuck my hand up and purchased the Chevy much to Barry's surprise. He thought he was going to get out of there without spending any money! That is where the trouble began since I am a spur of the moment person when it comes to cars and Barry is the cautious one who often thinks too much.

The battery was dead and had to be jumped so we could hear it run (after the purchase). Barry's first question was "how are we going to get it home?" and my answer was "drive it". He wanted to take the trailer down to get it and I did not agree since it was going to be a tour car. He was worried about the expired tag, no insurance and the most important thing was would it run. I finally said either get in it and drive or I will at which time he stated that I did not know how to drive a Chevy! Funny! We were on Broad Street in Richmond and he wanted to drive Route 1 which is too dark and lonely on a Wednesday night so I insisted that we take 95. So the bill was paid and off we went into the night with me following in the Ford 150.

We had not been on 95 but a few miles when Barry began to pass everything on the road including the tractor trailers and I thought he must be high on Chevy fumes. When we arrived at our house in Fredericksburg the first thing I asked was why were you driving so fast and the answer was "how fast was I driving?". It seems that the dash lights did not work so he had no idea how fast he was going, if there was gas in the car or all the other necessary information needed about driving an old car the first time. To be honest I was really glad to see our driveway that night. We had a tour car that just passed a good reliability test.

We took the 52 Chevy on the AACA Eastern Divisional Sentimental Tour from May 20-23, and it drove perfectly the

entire time. If you have not attended one of these tours, we highly recommend them. This one was held in the Northern Neck of Virginia and was a very well organized tour which included approximately 400 miles total. We stayed at the beachfront Windmill Point Resort which was the Headquarters Motel. The first day included a tour of a club member's collection of cars and auto related items and a welcoming banquet. The second day was very rainy but it did not stop anyone from enjoying the tours of a Coca-Cola Bottling Plant, Stratford Hall where we had a great lunch, George Washington's Birthplace and Ingleside Plantation Winery. We drove approximately 150 miles that day in the rain! We had a reporter from the local newspaper accompany us.

The second day we toured the Historic Christ Church, a restored 30's gas station and very large Model A collection, had a wonderful lunch at an Activity Center, toured Ditchley, the historic home of Jesse Ball DuPont, the Mary Ball Washington Museum and the Lancaster Roller Mill. We really enjoyed the pool party that night which was actually held inside due to the weather.

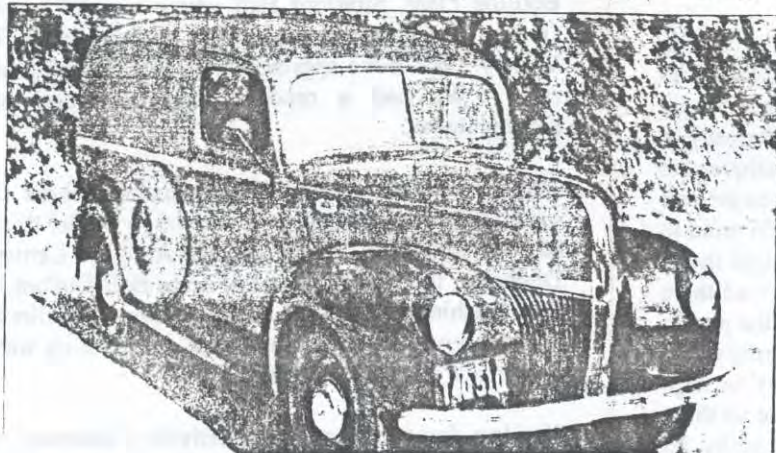
The last day we toured the Reedville Fisherman's Museum prior to taking the cruise ship to Tangier Island where most people had another wonderful lunch. The trip to Tangier was very rough due to the rainy weather and I was extremely sick by the time we arrived and could not even look at food without getting sicker. I think Barry ate my share plus his but the residents of the island were so nice and helpful and concerned about my being sick. Due to allergic reactions to medicines I was reluctant to take a Dramamine but it was a necessity to get back alive! There is no doctor on the island on a Wednesday so the locals know not to get sick on that day.

The final banquet was on Wednesday night and again they had excellent food and I was hungry after not eating all day. There was a very unique event at the banquet called a wedding. There was a couple from Pennsylvania who upon arriving at the tour asked the local tour chairman to help him make arrangements to marry his girlfriend so they made arrangements and the wedding took place at the banquet. Our very good friends from the Ohio Region V8 Club were on the tour and we really enjoyed seeing them the entire week. **Buzz and Ginny Potter** were also there and we admire them so much for attending the tour. When we were on the way to catch the boat for the cruise to Tangier Island, there was a long walk to the boat and Ginny said to Buzz "Do not stop, just keep on going" and Barry commented that I will be saying that to him in the future. Our 52 Chevy is for sale since we agreed that we would purchase it for the tour and then sell it due to garage space problems. If you want a nice "foreign" car, let us know.

FOR SALE: 52 Chevy 4 Dr; Powerglide; Mint Green; Very solid clean car driven on the AACAH Sentimental Tour; \$6500. Call Barry and Jeannette Hall at 540-373-1229.

OUT OF THE PAST / Vern Parker

1941 Ford truck chosen for its no-frills honesty



Many 2001 model trucks are more luxurious than premium automobiles of only a few years ago.

Still, the basic no-frills work truck has a certain honesty about it that is undeniably appealing, regardless of the era in which the truck was built.

Bill Selley was looking for a plain and simple truck a dozen years ago this month when he located a 1941 Ford panel truck. A Manassas man had purchased the Ford a decade before with the intention of restoration.

Mr. Selley convinced the owner that if he hadn't done anything to the truck in a decade he probably never would. The owner concurred and the truck changed hands.

The original 221-cubic-inch, 85-horsepower flathead V-8 came with but not in — the vehicle. Mr. Sel-

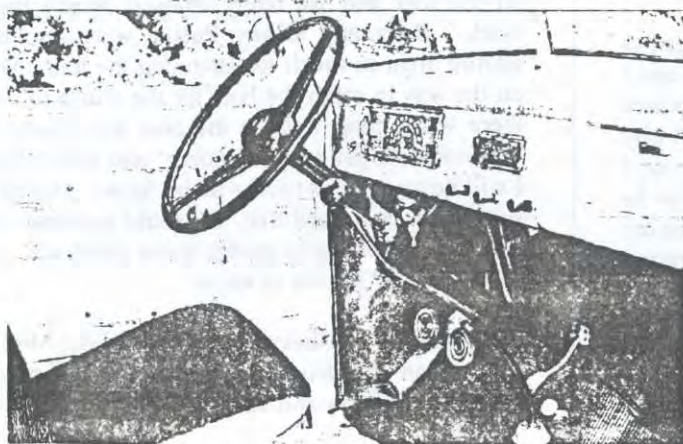
ley had the truck and miscellaneous parts hauled to his Fairfax home in June 1989.

He intended to give the old Ford a quickie restoration and enjoy the truck.

The plan was good but the Ford didn't cooperate. After all those years of setting unused, the gasoline in the tank, along with debris, had solidified to the extent that the tank either had to be cleaned or be replaced.

That's when Mr. Selley discovered the 18-gallon gasoline tank on his Ford could only be removed by lifting the body off the frame.

Ford engineers and designers really can't be faulted since the vehicle was not expected to last into the next century.



Once Mr. Selley accepted the fact the body had to come off in order to get at the gas tank, he changed his attitude and decided he would do a proper restoration.

"It kept me off the streets, out of mischief and broke," Mr. Selley said.

While the gas tank problem was being resolved, Mr. Selley had the all-black vehicle sand blasted. The good news was rust was located in only two spots near the rear fenders. The bad news was that 10 years later Mr. Selley still finds loose sand on the 10 new floorboards in the cargo area. Where it originates he doesn't know.

From the faded lettering on the sides of the vehicle Mr. Selley discerned that it had been a bakery delivery vehicle in Tefts, Pa. As a workhorse model the Ford was equipped with painted (instead of chrome) headlight rims as well as a painted grille.

As far as extra-cost options go, the Ford has two — neither of which were in place 60 years ago. Mr. Sel-



ley found a passenger seat and has installed the optional larger 6.50x16-inch Allstate Super Safety Tread tires.

The original owner more than likely ordered no options. The Ford came from the factory equipped with one vacuum windshield wiper, one seat and one taillight but no sun visors. It has no bumper guards or any brightwork along the sides of

the body. "This was a working truck," Mr. Selley said. "It's not made to be pretty."

During the restoration process Mr. Selley decided to paint his vehicle red with black fenders leaving the original green interior the way it was.

All the glass in the 16-foot-3-inch-long Ford is original — a little bubble around the edges — but original.

The Ford was fairly complete when Mr. Selley got it, however, he decided new rear fenders made more sense than straightening the somewhat bent originals.

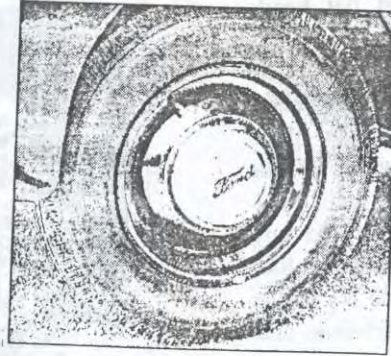
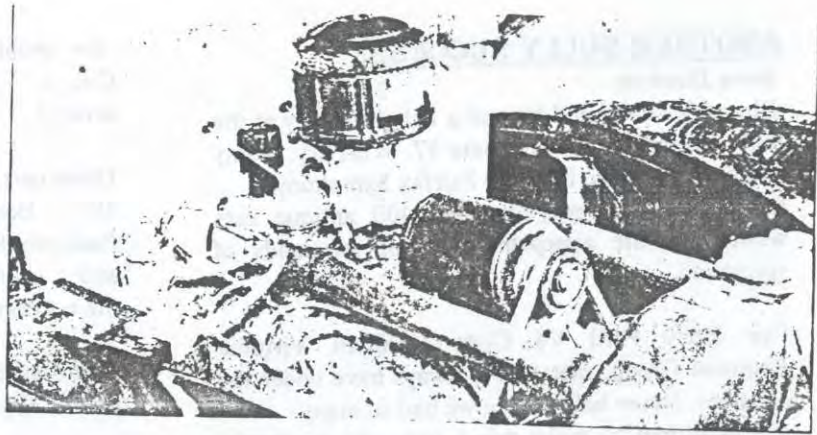
While the vehicle was being painted at High Expectations in Front Royal, Va., Mr. Selley was having what little chrome there is replated.

After almost nine years the Ford was back together probably in better condition than it was when new. Mr. Selley had the handsome red and black paint scheme highlighted with Tacoma cream pinstriping.

The simplicity of the dashboard is a testament to its working class heritage. A 100 mph speedometer is visible through the two-spoke steering wheel. To the left is the starter button, while the hand throttle, headlights and choke controls are on the right. The windshield wiper switch is atop the dashboard and that's about all there is in the way of controls.

A 112-inch wheelbase supports the vehicle, which Mr. Selley says is somewhat difficult to drive in traffic only because of the limited visibility.

The pair of small windows at the rear, one in each door, aren't much help. Mr. Selley installed a twin on the right side to the outside mirror on the left side, which helps visibil-



Ford script hubcaps comprise most of the truck's brightwork.

ity dramatically.

Since the project was completed the farthest Mr. Selley has driven his restored Ford has been to a Ford

gathering in Reading Pa.

"It'll go 65 [mph] on the highway," he reports, "and gets about 15 to 16 miles per gallon."

FRIDAY, JUNE 1, 2001

140th ANNIVERSARY OF THE BULL RUN ENGAGEMENT – SUNDAY, AUGUST 5 – BATTLE OF BULL RUN REENACTMENT.

Represented the first test of Union and Confederate armies in the aftermath of shelling of Fort Sumter at Charleston, the event that sparked the Civil War. There will be more particulars to be shared in the future. The attached summary provides an historical overview of the battle. We will gather at Manassas for the reenactment at 11:30 am on Sunday, August 5, 2001 (more details later). The reenactment will begin around noon and last for nearly three hours. By purchasing tickets in advance, we can obtain entry at \$12; if we mobilize 40 people, we can get tickets for a mere \$10. Tickets at the gate will be \$15.

Please contact Von Hardesty for further details:

Phone: 202-633-9707 (Office, Mondays and Tuesdays)
540-249-8761 (Home, all other times)

ANOTHER SULLY SUCCESS

Steve Dawkins

Blue skies overhead framed a delightful day at the Sully Plantation shown June 17. With dry, balmy breezes and music from the Fairfax Symphony Dixieland Band playing, over 400 antique cars waited for the approving eyes of thousands of spectators.

Our Early Ford V8 Club, Northern Virginia Regional Group, met as we always have under the old trees. Never before have we had so many grandchildren to make this a truly old car family day. Grandchildren and antique Ford flat heads make a wonderful combination.

Former President **Dave Westrate** and **Barbara** sailed onto the Sully show grounds in their showroom fresh 1939 Ford woody wagon. **Hank** and **Bea Amster** added nostalgia with their 1941 black Ford convertible. Every ten-year old boy today should touch and promise to restore one like it in the future. Officer **McDaniel** parked his police car on the high ground with good observation and fields of fire.

Bill and **Liz Simons** drew admiring sighs with their '34 roadster, and **Ken** and **Helen Burns** arrived in style in their 1941 woody wagon. I saw great **Dave** and **Norma Blum's** gorgeous Lincoln Zephyr for the first time. Original V-12 engines bring back memories of my mid-1950s work at Ken Smith Lincoln Mercury in Ridgewood, N.J. We would all stop work and gaze at the V-12.



*V8 Ladies -Standing: Bea Amster, Sandra Green, Helen Burns
Front: Liz Simons, Jane Wild and Barbara Westrate*

Other woodies in attendance were Pres **Dubois '39**, **Cliff Green's '40** and **Bob Wild's '51**. I spotted **Buzzy Potter** and his '36 sedan, **Butch Myric '46** sedan delivery, **Jerry Lunt's '41** sedan, **Tom Lumpkin's '36** roadster, **Bill Humphries '38**

convertible sedan, and **Jason Javaras '40** Standard Coupe. **John** and **Patty Girman** were seen wandering around

Other cars of interest included a prewar Bugatti race car, a 1930 Bentley four-door convertible, a great covey of Packards from the 1930s to the end of the line in 1953, and a solidly respectable 1939 Buick four-door sedan. In the car corral a 1927 French Mathis stood for sale.

Great weather, beautiful cars and all those grandchildren made Sully 2001 a special day



Cliff Green, Tom Lumpkin, Steve Dawkins, Hank Amster



A V-8 OXYMORON - Winchester at a glance. *Bill Simon*

(Forgot to run this last month - Editor)

What, you might ask, is a V-8 Oxymoron?

A "one car caravan"; and that's what **Hank Dubois** and I had on the rainy morning of May 21, at 8:00am in the Fair Oaks parking lot. I was shocked, shocked, that no one else in any kind of car showed up at the allotted time.

I had decided the night before to drive the 34 Tudor if the weather wasn't too bad. The wet weather would be a good test for the four coats of top dressing I had put on my roof, and with my brand new headliner, I was more than a little nervous.

Hank and I waited until about 8:15 and with no company in sight headed west on Rt. 50 in a light steady rain. We did not see another antique car until we were within 8 miles of Winchester when we came up behind a 1950 Packard 4 door sedan. About that time the rain stopped and by the time we pulled out of the show field the sun had come out.

We were directed to our pre-assigned space in class 28-A, and pulled up beside a very nice 34 Cabriolet. After the usual introductions, the owner began to tell us about his 34, which he had driven from Pittsburg Pa. On further inspection, Hank and I could see radial tires, a nice little 6 volt alternator on a stock flat head under the hood, and a maroon leather custom interior stitched like an original. It was all very nice, but definitely not as Henry built it.

The owner was proud to tell us that the car was a composite of various bits and parts from near and far. The fenders were fiberglass and the windshield frame cost \$18.00 instead of the usual \$400.00 to \$500.00. It

was one he resurrected from a junker and covered in stainless. His grill, usually the most expensive single part on a 34, cost him \$180.00. He said he only straighten and polished it. Although not a show grill, I must say it looked damn good for \$180.00. The bottom line was that he had built this car for the grand sum of \$3,500.00. As we were the only 2 in class 28-A to be judged, it will be interesting to see if the judges selected nice customization or worn originality for first prize.

This car also had an after-market three piece "clamp on" banjo wheel conversion kit. I had never seen one before; He said he bought it at Hershey for \$10.00 (This guy was the king of bargain hunters) It consisted of 3 banjo sections that clamped on to the 3 spokes of his steering wheel making it look, at first glance, like a banjo wheel.

The flea market seemed to be the same as always; quite a few "A" and "T" parts with some V-8 stuff. President Dubois found a 39 Ford wrench to complete his woody tool set and I bought a piece of old wiring loom in order to get the metal connectors at the wire ends. Not too exciting.

As the sun shined and the morning wore, on some of the usual suspects began to appear. **Patty and John Girman, Dave Blum and Tom Lumpkin** all drove modern iron while **Bill and Louise Vincent** drove their Mercury.

The early morning rain kept the field down to about 60% of the normal number of cars so our exit 3:00 was quite calm and orderly. My headliner did not leak a drop, and our ride back to Fairfax was uneventful except that at Gilbert's corner we stopped to purchase fresh Maine lobster from the back of a pick up. A perfect dinner at the end of a great day.



MYSTERY MEMBER

This month's mystery member might be a tough one! Hint - this young man is a future V8'er and whose father and grandfather belong to the NVRG! See page 8 for answer.

REFRESHMENT LIST

AUGUST - DON LOMBARD
SEPTEMBER - TOM SHAW
OCTOBER - STEVE PIEPER
NOVEMBER - DAVE BLUM

ATTENTION!!!! - WHO HAS THE CLUB RADIOS????

Reply to Dave Gunnarsen

MYSTERY MEMBER

The young man behind the wheel of his grandfather's (Dave Westrate) '39 woodie is Eric Sumner's son Eli. You might have seen him at Sully enjoying the fine weather. It is a shoe in that he will grow up with a wrench in his hand!

NVRG CAR STATUS REPORT

Cliff Green's 1940 Station has been receiving on going wood repair. 30 years ago, the pieces that were rotted were removed and new maple was spliced in - "fixed up" in other words. Having more time and being more experienced in woodworking plus more tools, those pieces that were spliced have been removed and entire new wood made. The use of Dave Westrate's finger joint cutter helped!

Jim La Baugh emailed: The '39 Woody is only 80% restored - dash, top, and front fenders are left to be completed - so I brought my Tucson Tan '48 Woody to Sully. As I pulled the vehicle out of my shirt pocket to show to Hank Dubois and Dave Westrate, Dave mentioned it is not easy to find vintage V8's in scales other than 1:1. Mine happened to be at 1:160 scale and they are also available in 1:87 scale. Current Ford offerings from www.classicmetalworks.com also includes a 1950 Pickup, 1948 Convertible, and a 1953 Ford Victoria, all in Factory Official Paint Colors. You might have seen the article on page 15 of the May/June 2001 V8 Times that the Ford Foundation is building a model railroad, well the vintage V8s in other scales originate in the model railroading market. Showcase Miniatures also has begun producing vintage V8's in 1:160 scale with an unpainted '34 Coupe. (Granddad's Hobby Shop in Springfield carries both lines of product - this is not an ad, just provided for information purposes only). The V8 article missed the fact there is even a smaller model railroad scale known as Z (1:220) but I am not aware of vintage V8 offerings in that scale yet. Of course, I am really looking forward to the day I can bring out the Coach Maroon Bright '39 Woody in 1:1 scale to a club gathering instead of the small scale vehicles!

Ken Burns reports on woodie #2 (another '41) that the mechanical work is all done except for the steering box. The car is drivable. He is presently working on the floor pan and the inner fender wells where the wood will attach. Since there is no wood worth saving on this 60,000-mile car, Ken is on the waiting list to order a complete new body from *Cincinnati Wood Works*. When his name comes up he will have the opportunity to send a deposit for delivery up to a year away!

Frankie Martin has an original continental kit for his 1951 Custom Tudor and is mulling over if he will put it on.

Don Lombard is thinking about retiring from the FAA but first will take a vacation and test the waters. He claims

that he is getting serious about installing the rebuilt motor in his 1953 Tudor. The engine compartment and surround area has to be cleaned up first. Stay tuned!

Clift Hardin reports his 1941 Woodie is FINISHED! He put the hubcaps on last week. His second rebuilt engine now has 270 miles on it and the NOS double pulley water pumps work fine - no leaks! He has been working on the car for six years. Ken Burns reupholstered the seats and replaced the top. You can see the Cayuga Blue woodie at the Fredericksburg meet in August.

FOR SALE/WANTED

Sale: 1948 Mercury Convertible, mostly complete, very restorable. Best offer over \$3,500 Gene Welch 540-869-7475 welco@visuallink.com

Wanted: Fan, four blades, generator mount type 32-42? Space from pulley to fan approx. 1 3/8 inches Ed Mascali 703-893-6429

Sale: Rear view mirror for conv or SW #16690A \$20 and #318784 \$20. '39 rear spring shackle kit (repro) \$16, 49-53 spindle bolt and bushing kit (repro) \$36, '51 ignition sw with keys \$40, '46 Ford clock \$40, starter drive assembly #B11350 \$15. Bob Wild 540-347-0725

SPRINGFIELD DAYS

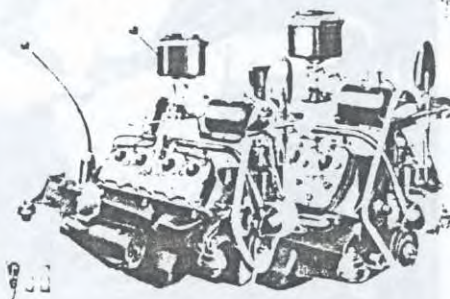
Blum and Green received neat trophies made of acrylic enclosing a '57 pewter T-Bird for "Judged outstanding" in class. This show had more door prizes than I could count: car paint job at Macco, \$100 gift certificates, dinners for two and the grand prize - round trip to Las Vegas on National Airlines! That's the good news - the bad news is you had to be present to win and Dave and I left at 5 and there was still no movement on awards let alone door prizes! Heard they went 'till 6:30!

GUNNARSON SELLS CLUB PARTS

Dave has been responsible for storing, sorting and handling the parts that were given to the club by the William's estate. They were hauled to the last meeting for members to buy - bargain prices. Dave has sold numerous items on Ebay, packaging and mailing them. The remaining will be "make offer", given away, and then disposed of. The club appreciates his efforts - Atta'boy Dave! He has raised \$... far for the club treasury.

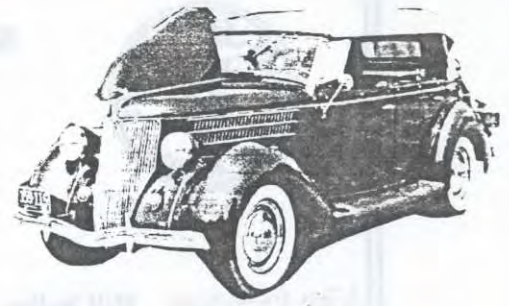
KEVA TEMPLE CAR SHOW

Blum, Green, Amster, Martin and Nancy Windingland (with his Airflow) enjoyed a pleasant day at the Fairfax show. **Dave Blum's** Lincoln took best prewar car!





V8 CALENDAR NVRG



July

7 NVRG Fund Raiser 12-4 Arden Courts

8 National Capital V8 car show, Brookville, Md.

10 NVRG Annual Picnic, Nottaway Park

21 Washington Masonic Temple Tour/drive on Potomac Lunch Ft. Hunt Park

27-29 Summer Carlisle

31 NVRG Board Meeting

August

2-5 Das Awkscht Fesch, Macungie, Pa

4 Battle of Bull Run Reenactment Tour

11 Fredericksburg Region AACA Walker-Grant Middle School. Contact Bill Vincent

14 NVRG Membership meeting - Charlie Morrioso talks about "Antartica and V8's" Refreshments: Don Lombard

18-19 Virginia Wine Festival

28 NVRG Board Meeting

September

9 Sugarloaf Mtn AACA, My Airy, Md

9 Vern Parker "Out of the Past" review

11 NVRG Membership meeting - Back by Popular demand - "Show and Tell"

Refreshments: Tom Shaw

17-21 Western National V8 meet, Pismo Bch, CA

15 Bull Run Region AACA, Prince William County Fairgrounds, Manassas, Va

25 NVRG Board meeting

October

4-7 Carlisle

9 NVRG membership meeting

10-13 HERSHEY!

TBA Lebkicker overnight tour - Annapolis

TBA National Cryptologic Museum Tour or Quantico Marine Museum

20 40th Annual Rockville Show

November

12 NVRG Membership meeting

Refreshments: Dave Blum

17 Tucker Museum, Alexandria

Geo. Washington Masonic

Temple tour

July 21st

Depart Fair Oaks 9:45 for special 2 hour guided tour with visit to top. Will tour down GW Parkway to Ft Hunt Park for BYO picnic. Bring chairs. Option for Mt. Vernon after picnic.

Sign up with Von Hardesty

202-633-9707

Option to meet group at temple at 10:30 - special parking provided

Club Fund Raiser

FREE LUNCH!

Come spend a little time and help the club raise \$100.00

OPEN HOUSE

Saturday July 7th noon-4

Arden Courts Assisted Living

12469 Lee Jackson Hwy

(South side between West Ox and Fx Ct Pkwy)

A family affair with live music - lunch at 11:30



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



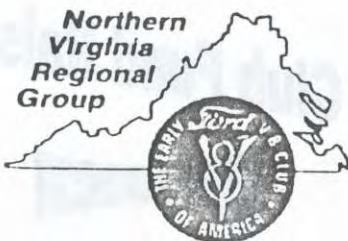
President: Hank Dubois ...703-476-6919

Vice President: **Bill Selley** 703-679-9462
 Secretary: **Tom Shaw** 703-771-9374
 Treasurer: **Hank Amster** 703-753-9575
 Membership: **Bill Simons** 703-536-3648
 Tours: **Von Hardesty** 540-249-8761
 Past President: **Dave Westrate** 703-620-9597

Programs: **Steve Pieper** 703-860-2801
 Property: **David Gunnarson** 703-425-7708
 Activities: **John Girman** 703-242-1459
 Refreshments: **David Gunnarson** 703-425-7708
 Newsletter: **Cliff Green** 703-426-2662
 Historian: **Don Lombard** 703-690-7971

PICNIC TIME 6:00

Located in the pavilion in Nottaway Park around the corner from the Hunter House. Tuesday, July 10th
SEE YOU THERE!



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

FIRST CLASS MAIL

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

