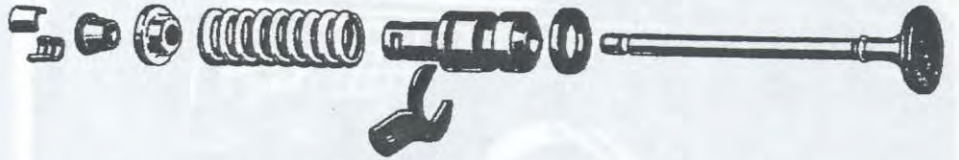




# VALVE CLATTER

Northern Virginia Regional Group

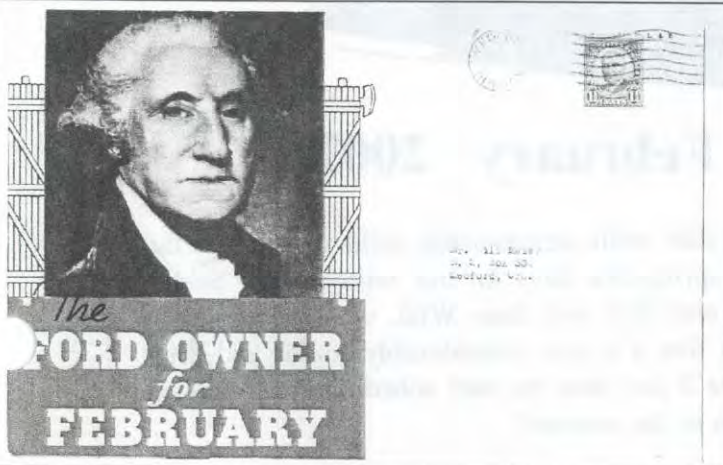


## THE EARLY FORD V-8 CLUB OF AMERICA Regional Group 96

Volume XXV, No. 2

February 2002

Cliff Green, Editor




### THE FORD OWNER

What could be more appropriate for February than this flyer that was mailed to new 1936 Ford owners? Mr. Bill Meier of Medford, Oregon received this item franked with a 1-½ cent stamp. It was sent courtesy of C.E. Gates Auto Co., Inc. of Medford, Phone 141. The two color flyer in yellow and green is made up of two 11 ½ x 9" sheets folded in half and stapled in the middle making a 8 page 6x9" booklet. Each month the color and art work changed. This is a colorful, informative and highly collectible piece of Ford literature.

These mailers started in June of 1935 thru 1936. It was a promotional program run by R.L. Polk and Co. for the Ford Dealers and supported by the Ford Branch offices. It was designed to increase the number of Ford owners who went to Ford Dealers for service. At the beginning Polk stated that less than 23% of Ford owners came for service at Ford dealers. The mailer was the first part of a

*In February*



**WE HONOR THEIR MEMORY**

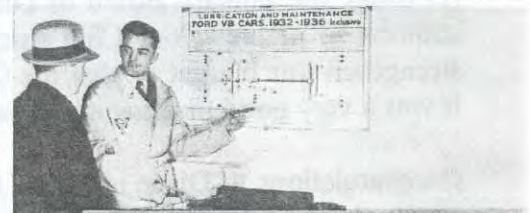
Two great Americans were born in February . . . George Washington and Abraham Lincoln.

Each achieved greatness at a critical time in the history of the United States . . . Amazingly different in character and viewpoint, each overcame many obstacles . . . persevered in the face of repeated discouragements.

Measured by the love and reverence of the American people, each attained the highest success obtainable in life.

three part program. The second part was record keeping on customer follow up and new customer prospecting; third was a monthly statement of dealer's service operations showing progress towards improved service sales. Polk imprinted the dealers address, addressed them and stamped them and sent to the dealer for him to mail so it looked like it came from the dealer!

Thanks to past National President **Don Rogers** for the information about these booklets. He has the original promotional booklet for this program along with the contracts, etc.



### FEBRUARY DRIVING SUGGESTIONS

A car traveling at 60 miles per hour is moving 88 feet per second. It's a good plan to keep in mind when driving on a strange highway.

Cars driven at moderate speeds show greater fuel economy than those driven at high speeds. Rapid acceleration and deceleration also increase fuel consumption.

The warm-up period for a car is important at all times. Even in late winter, it is advisable to let the motor run for a short time before driving at high speeds.

You seldom notice that a head light or tail light has burned out until a traffic officer brings it to your attention. Our inspectors cover your car's lighting system.

*Save money with*

### THE FORD FACTORY EXCHANGE PLAN



FORD FACTORY EXCHANGE CARBURATOR

Here is a cheap carburetor with no gas passages to clog or clean. We take over all adjustment. Labor only \$1.85

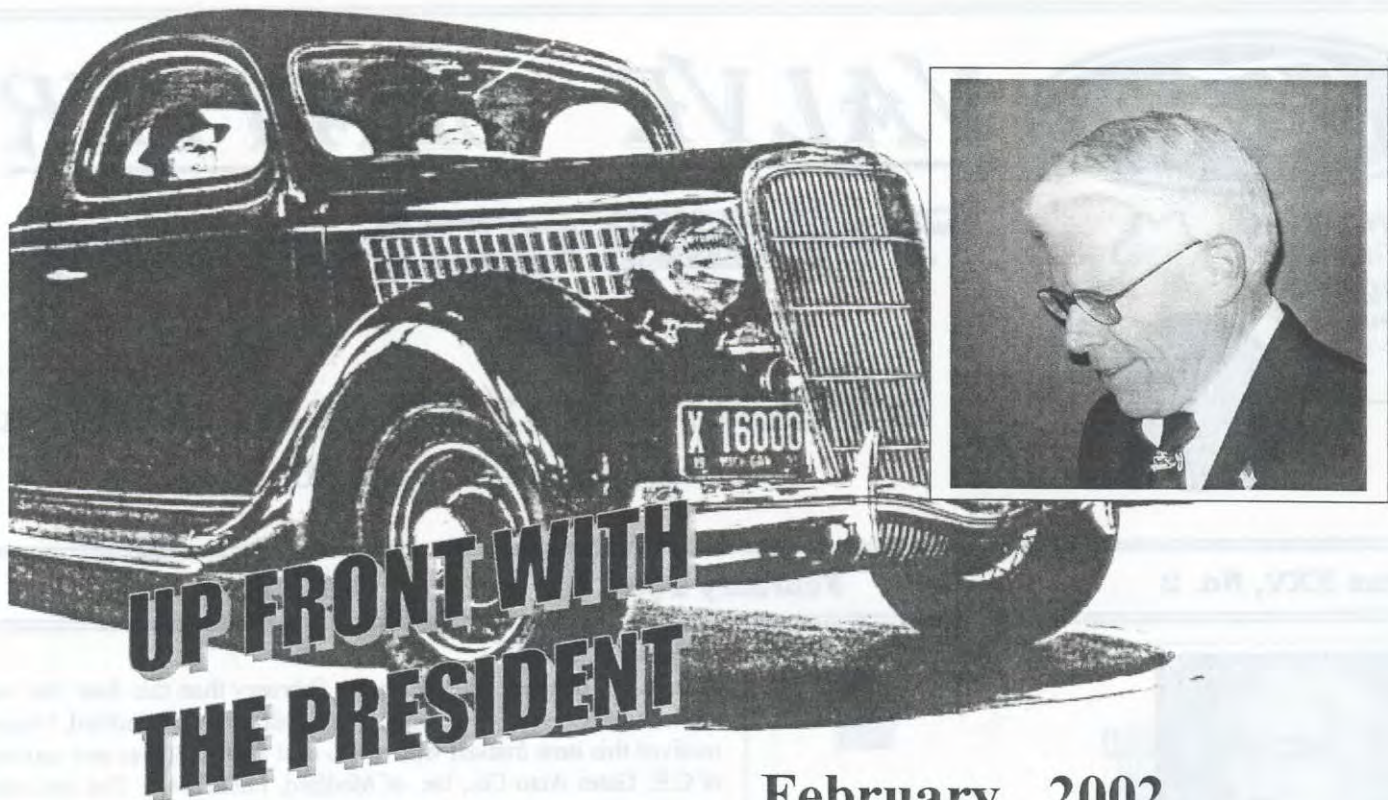


FORD FACTORY EXCHANGE BRAKE SHOES

Brake shoes are also covered through this low cost service of safety assurance. Your old brake shoes in exchange. Labor only \$2.45

**EQUALLY LOW PRICES ON OTHER IMPORTANT UNITS**





## February 2002

Well, 2002 has certainly gotten off to an unusual start with unseasonably mild weather in the east that has included quite a number of beautiful spring-like days for our enjoyment. Seems like it's been just the opposite in the west though and Bob and Jane Wild, who are spending January and February in Southern California, report that it's been considerably cooler and drier than normal out there. If this keeps up, I guess we'll just have to start scheduling our driving tours and car show in the winter and our garage tours in the summer!

As usual, the January Board of Directors meeting turned out to be a long but fruitful one! In addition to planning our Club's activities for the upcoming year, the Board discussed ways to strengthen our budget so that the Club will continue to be in good financial shape for the future. It was a very good meeting and I want to thank the Board members for all their work.

Congratulations to Diane and Pat O'Neill on the birth of their daughter, Bridget Triscoli O'Neill, who arrived on January 22 at 6:09 PM weighing in at a healthy 7 lbs. 7 oz. Hopefully, we'll all get a chance to meet this youngest Club member at some of our Club's activities later this year. I wonder if Pat can shoehorn a baby seat into "Mildred", the '37 pickup?

Please note that the February membership meeting will be at the Clark House in Annandale instead of our usual location, the Hunter House in Vienna. Dave Gunnarson is putting together an interesting program featuring clips from several original Ford promotional films and it should be fun. And, I hope to see you on the tour to Bill and Liz Simons' garage on the 9<sup>th</sup>.

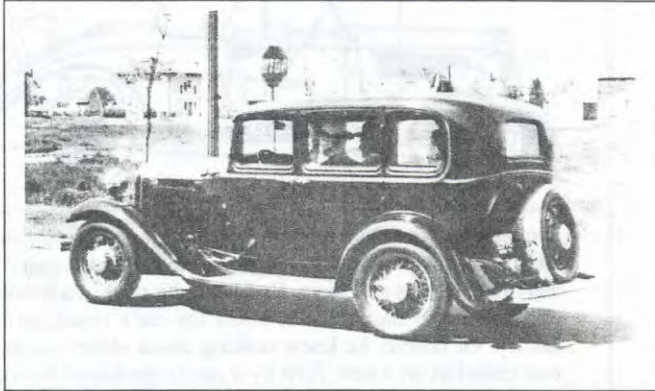
Don't forget to remember that special someone on Valentine's Day!

Happy V-8ing!  
Hank



## HAPPY ANNIVERSARY

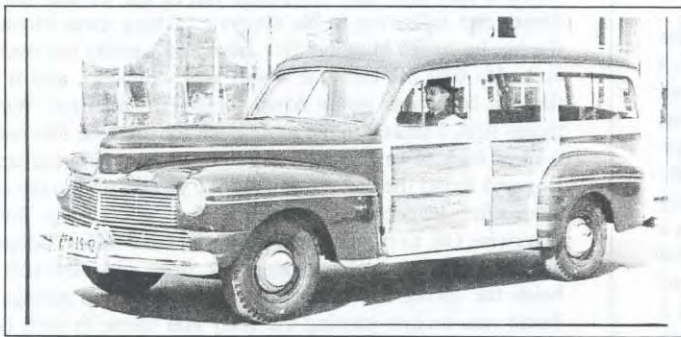
### 1932 – SEVENTY YEARS



“On March 31, 1932 the dealers made their public introduction of the first mass-produced V8 automobile in the industry. It not only revitalized the Company, but gave it a product that would carry it through the Depression and many years beyond.” Quote: Dave Graham, in the *V8 Album*

NVRG members **Mike Farkas, Dwight Green, Dave Jones** and **John Ryan** are proud owners of the 1932 model.

### 1942 – SIXTY YEARS



One of the rarest of all the 1942 models, with only 900 assembled, is the '42 Mercury wagon. Half were assembled in Edgewater, NJ plant for export. \$1,635 was the price. 5,173 '42 Ford station wagons were made!

**Lars Okeson** and **Ken Brwon** both have '42 Ford station wagons

### 1952 – FIFTY YEARS



A top-to-bottom restyle for Ford in 1952 – one piece windshield, 115” wheelbase, 10 more hp, new overhead valve 6, all steel station wagon, suspended clutch and brake pedals, fuel cap behind license plate holder and redesigned chassis marked a few of the new features. 627,000 produced.

**Mike Mote, Victor Painter** and **Paul Chase** are owners of a 1952 model.



## MY FIRST CAR *S. L. Ross*

Few events in a person's life hold more lasting memories than his marriage, the birth of his children, his military combat experiences, his favorite bird dog, and— his first CAR! The reader is invited to add, subtract, and prioritize the above items.

The story of my first car actually began in May, 1941 when I arrived home, having [barely] completed my freshman year at the University of Florida. That evening my mother prepared my favorite diner of fried chicken and we all were having a great time catching up on the news. At the end of dinner dad asked the question I knew would change our happy mood. He asked what my plans were for the summer. I took a deep breath and answered that I planned to hang out for a couple of weeks, then go to Canada to join the RCAF. There I would take fifty hours of flight instruction, and then be sent to England where I was promised my very own Spitfire fighter to battle the Luftwaffe.

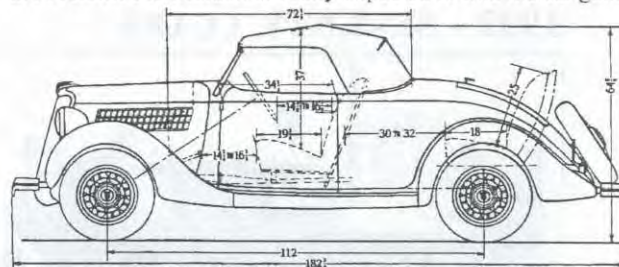
Response was instant and as expected. My brothers thought it was great, my sister Phyllis began to cry and mother slowly rose from the table and said in a soft sad voice, "I'll get the dessert". My dad was silent. Dessert was eaten in total silence and everyone left the table except dad and me. He finished his coffee, then looked over at me and said, " Son, let's take a walk."

The night was foggy and cool and puddles of water from the afternoon rain were standing in the sandy road. But we walked and talked. Dad was normally a quiet person, but not so that night. We agreed that the US would soon be in the war. He was a tank driver in WW-1 and reminded me that my mother lost her brother, Cleveland Crane, and another, Robert, gassed so badly he was an invalid the rest of his life, and when he began telling me about his experiences and those of some of his comrades in a real war, my rationale to jump-start my participation into the war quickly eroded. We returned home after a half hour, both of us with water-soaked shoes and an agreement. Next morning, I would leave home- not for Canada, but to downtown Pensacola to look for a job, find a university which offered a co-op program, and look for my first CAR!

In the next few days I found a job in a furniture store in downtown Pensacola. With the help of my high school principal, Mr. Workman, we located a college, Auburn University, in Auburn, Alabama, which offered a co-op program. I found a co-op partner

and we applied and were accepted in their engineering school. Then I began checking the used car lots. One afternoon I was walking home from work and as always, looked across Palafox street at Mudlen Motors [the local Ford dealer] used car lot. There she was- snuggled between a 1938 Zephyr and a 1937 Buick. At least she's keeping good company, I mused as I crossed the street to take a closer look. Sure enough, it was a dark blue 1935 Ford roadster. As I approached her, a casual inspection quickly confirmed that she had indeed led a hard, hard life despite the 39,000 miles showing on the speedometer. Closer inspection revealed she had a number of bent grille bars and no top, although the top frame was all there, and the rear window glass was in the floor of the rumble seat. Seat leather was in fair condition. She was rust free and other than a few minor dings on the fenders, the body was not too shabby. A salesman finally showed up and I cranked the engine, after he replaced the battery. She smoked a little but didn't seem to have any serious noises, although the bad muffler did a good job in

hiding whatever knocks it may have had. Asking price was \$89 and he said he would clean it up. I told him I would think about it and let him know and I left. Well, before I re-crossed the street I knew I had found my first CAR!!! Next morning, Dad and I returned to Muldon's. I fully expected to find the car gone-



Someone else just had to have looked at it and recognized what a fabulous deal it was. After what seemed to be hours we arrived and the Ford was still there. Dad looked it over in a disinterested way and asked the salesman about the car's condition and its history. Of course, he knew nothing about either except that it was traded in on a new Ford by a newly graduated Ensign. Dad growled that the car looked to him like every Cadet in the NAS had owned it. Nevertheless, we [actually dad] negotiated with the salesman and we bought it for \$79 and we kept the new battery. What a deal!!

About a half hour later we pulled out of the lot and headed for home, dad following in his Chevy. About three blocks from the lot, he began blowing his horn and waving me over to the curb. He said the left rear wheel was wobbling, and it looked like the body was going down the street sideways. Well, first things first. I looked in the tool pouch for the jack. No jack! Dad walked back to get his jack and I began removing the spare tire ring and found the spare was flat! We jacked up the car anyhow and after inspection determined the wheel was bent, but otherwise OK to run on for a couple of slow miles. I discovered a more troubling problem under the front end—the bolt which holds the spring leaves together and centers the springs to the frame was broken causing the body and frame to shift laterally from the running chassis. Fortunately, we were able to force a screwdriver into the center hole of each spring leaf hopefully preventing further movement of the spring leaves. This was strictly a band-aid so we continued home at a very slow pace and with no further problems. I parked the Ford under the strongest limb of the century old oak tree in the front yard, anticipating the need for some heavy lifting right away.

For the next couple of weeks I was a very busy guy, checking, repairing, and upgrading the Ford. Of course, it had to be cleaned and polished- with wax- twice! I bought a jack and crank handle at a junkyard for 50 cents. Highway robbery! I repaired the spare and springs and straightened the bent wheel [with a heavy sledge hammer] well enough to be used as a spare. I replaced the muffler with a Smitty [what else?] to memorialize that unique melodious sound of a flathead Ford V-8 engine. I straightened the grille bars making it presentable [barely]. Then, with white paint, I painted a checkerboard pattern on the hood louvers, the upper section of the doors, and the dash. As best as I could, I cleaned the engine compartment and underneath. It was filthy but a lot of kerosene and labor made a big difference. It appeared that the engine was leaking a lot of oil from around the pan so off came the splash pans and all the pan bolts were tightened. My Ford looked much better but still no top though little did I know that in the near future that item would become an issue of highest priority!

(continued next page)



Soon after I began to drive the Ford to work. I started working at Hardaway Contracting Company who had agreed to sponsor our Co-op program with Auburn University. Working with an engineering survey team, my job was to handle the front end of a 100 foot surveyor chain, drive stakes, and kill rattlesnakes! We ran surveys throughout Escambia County for construction of Navy flight training fields. The Ford served me well although she burned a lot of oil.

We were very busy, working 10 and 12 hour days, 6 days a week. Despite that long schedule, we were able to squeeze in a bit of recreation. My high school and college classmate, Glen Werhan and I double dated often, usually alternating cars. One Saturday night, we four were using his car, a 1936 [Ugh] Plymouth. Glen told me earlier that he was obligated to show up at his kid sister's birthday party before going to the movies. So we drove out to the party and joined the festivities. I met his sister, Lela. She was a lovely 5foot, ½ inch brown eyed, and long black hair. I was not aware at the time, but chemistry was beginning to work! A short time later I called her and asked if she would like to go to Pensacola Beach to watch the wrestling matches. She agreed and we had a great time. We continued to date and were going great until one night after seeing a movie we ran into a rainstorm with no place to take shelter. By the time we reached her house, we both were soaked. But if that wasn't bad enough, her dad met us at the door! To put it mildly, he was upset! He told me not to plan to see his daughter again until I put a top on that "poor excuse of a car." I countered that I was saving my money for college and wasn't sure when I would be able to have one installed. He then asked why not make one? I told him I believe I could if I had the material. He said, "If you think you can, I'll get you the canvas". I thanked him, said goodnight, jumped in my "poor excuse for a car" and left. All the way home I wondered what I had gotten in to, but I kept remembering his parting words—"remember- no top, no Lela!" I knew that somehow my Ford was about to get a top- and soon! The next day I asked my mother about sewing canvas on her foot treadle sewing machine. She was a great seamstress, sewing dresses and things like that, but a canvas top for a car?? She agreed to give it a try if I would cut the patterns and install it. The next day after work, I stopped by Muldons and luckily, they had a 1936 convertible on the lot and it had a top. I examined the top, took dimensions, stitch patterns and drew sketches until I felt I could make a decent set of patterns using a couple of old bed sheets. While waiting for the canvas, under the watchful eye of my mother, I cut patterns for the five panels. We pinned and tacked them over the top frame until they looked pretty darn good. Phase one completed!

A few days later Lela called and said her dad brought the canvas home and I could pick it up any time. I drove across town to her house and when I walked into the living room there was a large bundle of olive drab canvas on the floor. It looked like a heck of a lot of canvas for one top. Her dad and I unrolled it but I still couldn't tell what it was. He finally told me that it was a PBY engine cover. [A PBY was a high winged seaplane powered by two radial engines. It was used in the 30's and during WW-2 primarily for aerial recy and air sea rescue.] Lela's father commanded a PBY training squadron at the Naval Air Station and I am sure he had little trouble getting an old engine cover no longer usable. Mine looked brand new! I assured him we [mother and I] could make a top with it. I thanked him, he helped me carry it -- it must have weighed close to a hundred pounds—to my "poor excuse of a car" and I drove back home wondering what mother was going to say when she saw that bundle of thick canvas.

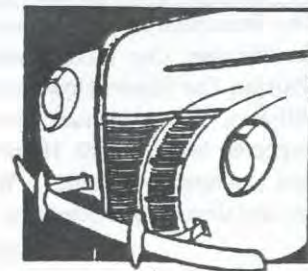
When spread out the cover assumed the shape of a coffee cup with a round hole in the middle of the bottom with a slit from the hole to the rim so it could be slipped over the engine cowling behind the propeller shaft. The two abutting edges were then laced or zipped together to form a water proof protector. Mother took a careful—and wary look as I spread it out but she finally agreed to give it a try. Using a couple of single edged razor blades, I quickly separated it into a number of flat panels. Next step was to fit the panels to the patterns and when the boss lady was satisfied, we cut the canvas. What a job!. We pinned the pieces together and carefully draped them over the Ford's top frame with the canvas positioned bottom side up. This allowed us to adjust the panels and add more pins until we were satisfied with the fit. Then as I held the canvas and helped feed it through the sewing machine, she sewed that heavy canvas, two-sometime times three layers. [She used up at least a half-dozen needles.] After a couple of fittings and adjustments involving unpinning, ripping and re-sewing, we were finally ready to tack it to the tacking strip and front bow, with a red trim strip around the edge. Finding we had enough canvas left we fabricated a couple of side curtains. My "poor excuse of a car" was at last a COMPLETE AUTOMOBILE!!!!

Mother was justly proud of our labor, dad thought it a miracle, as did Lela's father. I was again welcome at her home and we resumed seeing each other. At this point, I am proud to say that this wonderful young lady became my lifetime partner on 24 December, 1943 in Santa Ana, California.

### **MYSTERY MEMBER**



Who is this young man? What is the story about this '40 sedan? Find the answers on page 8





**NORTHERN VIRGINIA REGIONAL GROUP  
EARLY FORD V8 CLUB OF AMERICA  
STATEMENT OF OPERATIONS  
January 1, 2001-December 31, 2001**

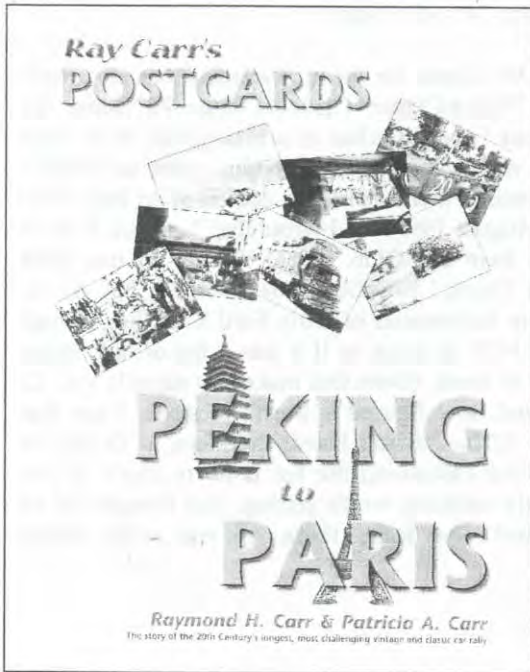
	<u>2001 Actual</u>	<u>Budget</u>
<b><u>INCOME:</u></b>		
Dues for Year 2001	\$1035.00	\$1200
50/50 Share	172.00	150
Fairfax Car Show Proceeds	565.05	1000
Accessory Sales-Shirts, Hats, V8 Parts	435.33	200
Fund Raiser-Willowcroft Winery	100.00	100
2000 Entertainment Book Income	<u>165.00</u>	<u>-0-</u>
<b><u>TOTAL INCOME</u></b>	<b><u>\$2,472.38</u></b>	<b><u>\$2,650</u></b>
<b><u>EXPENSES:</u></b>		
Christmas Party	\$ 786.88	\$735
Contributions	125.00	200
Fairfax City Car Show Expense	-0-	100
Meeting Expense	-0-	100
Member Remembrance, Recognition	16.09	50
Name Tags	539.25	350
Newsletter	145.01	250
Picnic-Social	552.63	500
Post Office Box	80.00	65
Tour Expense	363.26	300
Supplies	-0-	50
Postage	<u>288.21</u>	<u>500</u>
<b><u>TOTAL EXPENSE</u></b>	<b><u>\$ 2,896.33</u></b>	<b><u>\$3,200</u></b>
 <b><u>LOSS FROM OPERATIONS, YEAR 2001</u></b>	 <b><u>\$ 423.95</u></b>	 <b><u>\$550</u></b>
 Bank Balance, January 1, 2001, From Year 2000 Statement		\$5,408.99
Subtract Loss from 2000 Operations as Above		<u>423.95</u>
		\$4,985.04
Adjustments: Add Prepaid 2002/3 Dues Not Included Above		<u>555.00</u>
 <b><u>Bank Balance, December 31, 2001</u></b>		 <b><u>\$5,540.04</u></b>

**TREASURER'S COMMENTS ON THE CLUB'S YEAR 2001 FINANCIAL OPERATIONS**

The Statement of Operations for the year 2001 is shown above. Our results show a loss from operations of \$423.95 for the year. Our income was lower than expected mainly because of a decrease in the anticipated profits from the Fairfax Car Show. However this was offset by the sale of car parts donated to us by the estate of the late Gilbert Williams. Our expenses were lower than budgeted even though our budget was realistically developed to show an expected loss of \$550. However, the end result shows another successful financial year for the club despite the minimal operations deficit. We look forward to another great year in 2002, based upon the continued enthusiastic and devoted participation of so many of our members.

Respectfully Submitted: *Hank Amster*, Treasurer





**BOOK REVIEW: "RAY CARR'S POSTCARDS\* PEKING TO PARIS",** By Raymond H. Carr & Patricia A. Carr. Cignature Press 1999.

Those of you who attended the Eastern National V8 meet at Reading, PA in 1999 and also the Eastern National in Connecticut in 2001 will no doubt remember listening to Ray Carr's description of his experiences in the 1997 Peking to Paris motor challenge. This book documents the grueling adventure. The trip was a revival to celebrate the 90<sup>th</sup> anniversary of the world's first international motor rally. It was the longest competitive drive ever organized for classic and vintage motorcars, and covered 13 countries, 10,241 miles, and 43 days during September-October, 1997.

Ninety six cars departed Peking, with 62 making it all the way to Paris. The rally included cars from 1907 to 1969, and was won by a 50 year old Jeep. Ray Carr drove a 1939 Ford Convertible Sedan, Model 91A, with the flat-head V8-85 horsepower engine. He placed second in the vintage class, and was the only vehicle to complete the race without even a flat tire on the 650x16 four ply tires. The tour traveled through China, Tibet, Nepal, India, Pakistan, Iran, Turkey, Greece, Italy, San Marino, Austria and France. The only incidents chronicled regarding the author's car were a speedometer replacement midway through the trip, and a strange motor noise leaving Italy which required the balance of the trip to be driven no faster than 43 miles per hour to alleviate the condition.

The colorful book contains a double page documentary for each of the 43 days. On the left side of each double page spread are excerpts of the Motor Challenge Route Notes, the printed directions given daily to each of the drivers which describe the day's route directions, landmarks and obstacles to be encountered. There is also a brief description by Carr of the notable events during the day's drive. The right side of the double page contains a great color picture taken during that day's drive, and cryptic comments on a postcard format describing the day's highlights.

The book is easy, light reading, without a chance for snoozing during its completion. It is not an historical, literary composition, but is interesting and enjoyable. Carr's forward to the book succinctly sums up his trip: "If I had known how hard it would be, I never would have started. It wasn't fun, but it was a grand adventure." Take it from there!



*Hank Amster*



## MYSTERY MEMBER

The date on the side of the photo says MAR 1960.....the washer is 21 years old...there is at least a foot of snow on the ground....he's washing the car "before" it goes out for a ride...the car in the photo has only four accessories - the dealer installed '41 heater, and oil filter, and the new owner's wrongly installed radio antenna, and 'narrow' white sidewalls, even on the rear snow treads.....(The same car now has a total of 17 accessories)....The location is Western Pennsylvania ... in 1958 the owner paid an extremely high price of \$165 for this 18 year old car and fully intended to replace the flathead with an overhead Olds or Caddy engine, but lack of money, a woman, and the real world intervened.

Today, the owner still lacks enough money, but has kept the same woman and the same car, and has had both restored.

**Ray Kunsman** (*Ray is our Georgia member who frequents our social activities at Hershey and is a good friend of the Editor*)

## LETTERS TO EDITOR

Cliff: We all have our favorite "why did I ever do that?" issues surrounding our interest in antique Fords. One of mine is brought to mind by your VC article on Dealer Albums. As a youngster in the years between the mid 30s and 1942 I was an avid collector of auto literature, especially Ford and Chevrolet stuff, which was all that was available in my small New England home town. In the late 1950s, when my parents were preparing to dispose of the family homestead and I was living elsewhere with my own young brood we gave the whole pile of literature to a builder-friend, who just happened to have an old Packard. 20 years later, as we were finishing a very extensive restoration of a 1936 phaeton, I contacted the builder-friend and inquired if there had been any 1936 stuff in the literature I had given him. "None of significance, he responded, "but, when my contractor Father purchased a couple of new Ford trucks in that year the Dealer was so pleased that he gave him this big, old book-- which I will gladly give you to get it out of my way". Thus, did I become the owner of a mint 1936 Dealer Album, complete with upholstery samples and all else that you described. Like all such tales, it has a sad ending. When I sold the phaeton in 1984, the purchaser paid me such a high price for it that I would have been ashamed to refuse his request to take along the Dealer Album, with the car. QED. Moving on to 1942, I once had a truck color catalogue, which I studied extensively as a kid, but have never seen a truck showroom album. The commercial vehicles are, however, very extensively covered in the red salesman's Reference Manual. More than 100 pages of that manual are devoted to commercial

vehicles and trucks, including the rarely seen Ford Bus.

**Ken Brown** (*Ken is the author of the soon to be published restoration guide to '41-'48 Fords*)

Thanks again to Mr. Green for the nice words about my article in the December "Valve Clatter" ("Editors of the V8 Times, We Salute You"). Now I must confess to a little glitch in it. Near the end, where I write about Bob McCoppin's term as editor, I wrote about the special memorial issue dedicated to him (Vol. 32 No. 4; July -August 1995), and wrote that "... Alas, it is no longer available from the Club."Oops. Wrong. In the latest issue of the "V8 Times," Nov-Dec 2001 (Vol. 38, No. 6), on page 12, "Genuine Accessories of Early Ford V-8 Club," I read the list of issues NOT in stock as if it was a list of only those issues that <are> in stock. (Does that make any sense?) Vol. 32 No. 4 wasn't listed, so I figured it wasn't in stock. I got that backwards. Vol. 32 No. 4 isn't listed; therefore, it IS still in stock from the Club (assuming the list is up to date). If you don't have one, it's certainly worth getting. Just thought I'd let all of you know! (At least, those of you with e-mail addresses...)

**Jim Roebuck**

## FOR SALE

1932 4 cylinder Model "B" engine – restorable, no accessories.  
Bill Selley 703-771-9374

## ASSOCIATE EDITORS

The editor is departing south for six weeks prior to the deadline for this month's VC – as last year, **John and Patty Girman** have volunteered to fill in the blanks for the February and March issues. Please direct you email articles and news to them at [jrgplg@aol.com](mailto:jrgplg@aol.com). They will appreciate your support. Thank you.

## NEW PRINTING MACHINE FOR VC

You might notice the improvement in the copy of the VC with this issue, especially with the pictures! Bill Simons who volunteers to print our newsletter at his office has purchased a new wiz-bang copier. It takes a digital image of the copy and uses that to make prints – only the initial corrections are required! He has not sent the bill to our treasurer yet!

## FEBRUARY GARAGE TOUR

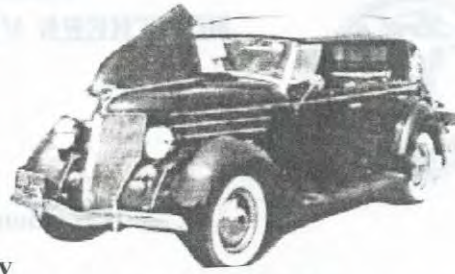
On **Saturday, February 9**, we'll meet for a breakfast and go on a garage tour to Bill Simon's. He's been working hard on his '49 Woodie and we can catch up on his progress.

We'll meet at the **Metro Diner** on the corner of Lee Highway and Glebe Road in Arlington at **9:00am** for breakfast and then we'll go over to the **Simons**, 4526 N. 41<sup>st</sup> ST., Arlington, at approximately **10:00am**. Please call Ken Burns at 703-978-5939 to make a reservation.





# V8 CALENDAR NVRG



## February

- 9 Garage Tour: Bill Simon's
- 12 **NVRG Member Meeting**, Program:  
Promotional Films of '33-36 & '53 Fords  
Refreshments: Steve Pieper  
**NOTICE: MEET AT CLARK HOUSE**
- 26 **NVRG Board Meeting**

## March

- 12 **NVRG Member Meeting**, Program:  
Tribology  
Refreshments: Jack Sweet
- 30 Frederick Flea Market
- 26 **NVRG Board Meeting**

## April

- 9 **NVRG Member Meeting**  
Refreshments: David Blum
- TBA Quantico Airground Museum
- 18-21 Spring Carlisle
- 30 **NVRG Board Meeting**

## May

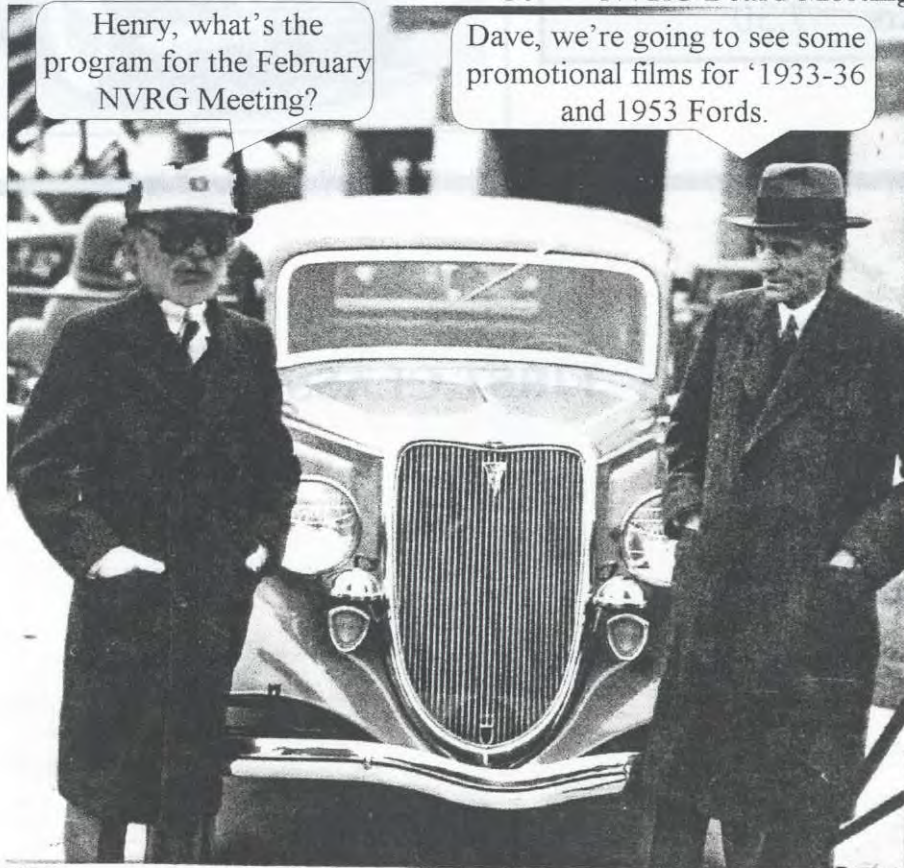
- 4 Willow Croft Wine Tour
- 11 FAIRFAX CAR SHOW, NVRG event
- 14 **NVRG Member Meeting**  
Refreshments: David Westrate
- 18 Winchester Apple Blossom Meet
- 28 **NVRG Board Meeting**
- 29 EFV8 Central Nat'l Meet, Oklahoma City, OK

## June

- 11 **NVRG Member Meeting**  
Refreshments: Dave Gunnerson
- 16 Sully (Fathers Day)
- 25 **NVRG Board Meeting**

## July

- 2-6 EFV8 Western Nat'l Meet, Park City, UT
- 9 **Club Picnic, Nottoway Park**
- 17-20 EFV8 Eastern Nat'l Meet, Vernon, NY
- 30 **NVRG Board Meeting**







**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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

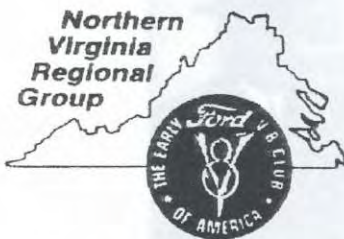
Vice President: **Bill Selley** 703-679-9462  
 Secretary: **Tom Shaw** 703-771-9374  
 Treasurer: **Hank Amster** 703-753-9575  
 Membership: **Bill Simons** 703-536-3648  
 Tours: **Von Hardesty** 540-249-8761  
 Past President: **Dave Westrate** 703-620-9597

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

**ATTENTION !**

**NEW MEETING PLACE**

For the February meeting only -  
 the Clark House, 6332  
 Barcroft Mews Dr., adjacent to  
 Barcroft Sopping Plaza on  
 Columbia Pike, near Lincolnia  
 Rd. 7:30



**FIRST CLASS MAIL**

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