



VALVE CLATTER

Northern Virginia Regional Group



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

<http://clubs.hemmings.com/v-8northernvirginia/>

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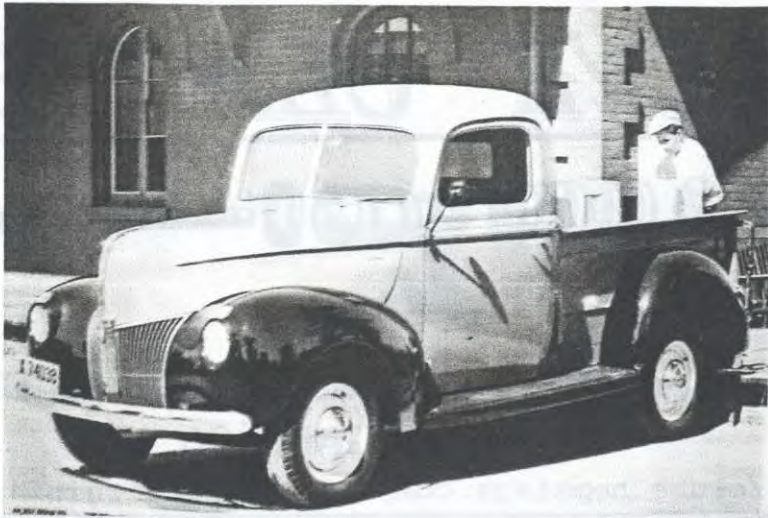
Cliff Green, Editor

2003 BOARD OF DIRECTORS



Seated, Lt-Rt: President Steve Pieper, Activities Dave Westrate, Tres. Hank Amster, Web Master Ken Burns, Tours Hank Dubois, Property Eric Sumner, Vice Pres. John Girman, Historian Don Lombard. Standing Lt-Rt :Editor Cliff Green, Membership Jim McDaniel, Programs Dave Gunnarson, Secretary Jim La Baugh.

Your Board meets the fourth Tuesday of every month in the community room at Kings Park shopping Center. This is where business is done and the activities of the Club are formulated Membership input is welcomed.



UP FRONT WITH THE PRESIDENT

March 2003

Wendy and I recently took a short trip to celebrate mom's 84th birthday in Florida. Dad is a volunteer at the Collier Automotive Museum which is a real site to see. Consisting of hundreds of cars from the late 1800's to the 1980's, the collection consists only of cars which have all had some significant history. This is more of a private collection than a museum in that it is not open to the public. However, if you ever plan on going to Naples, give me a call and I will ask the curator to see if a private tour can be arranged. It so happened the AACA had an event while we were there and dad arranged that I travel to the meet in a 1914 chain driven Simplex. There were a lot of "big buck" cars there, but the ones that seemed to draw the most attention were the early V-8 Fords. All were excellent examples of their respective years.

Upon our return, we learned of member Bill Vincent's eleven day stint in the hospital. It seems that 87 year old Bill had a "worn out feeling" only to find he had double pneumonia. While at the hospital, Bill suffered a heart attack (what a place to be). He is home now and doing well with the help from wife Louise. Bill can not say enough for all the comfort and concern shown by all of our members during this experience. It meant a lot to him.

The March issue of the Valve Clatter contained the new membership roster. There may be some corrections or changes needed so please contact membership director Jim McDaniel if you have any. We plan to start up a phone tree for those that don't have e-mail access. The idea is to have five captains call about five members each when there is information that needs to be dispersed. If you would like to volunteer to be one of the captains, please give me a call.

There has been some talk of a group of us going to Detroit for the Grand National being held July 21-25. Some may drive their V-8's, some may trailer and some may drive "modern cars". If you plan on going and would like to consider going as part of the group (security in numbers), please call Bill Simons at 703-536-3648 with your intentions.

This month has but yet another great tour scheduled. Ken Burns and Don Lombard have worked overtime (as usual) on this year's Poker Run. April 12th is the date. See details in this issue. I'll see you there,

Steve

1941 Lincoln Continental provides "therapy"

In 1941, the last full automotive model year preceding World War II, Lincoln produced 1,250 Continental models, 850 coupes and 400 cabriolets.

Each one of those gorgeous cars rolled out of the factory on a 125-inch wheelbase with a 292-cubic-inch, 120-horsepower, V-12 engine beneath the long, pointed hood.

Records indicate that the 218th cabriolet, with a base price of \$2,865, was black, the most popular color, with a tan fabric top. The interior was upholstered primarily in red leather with gray whipcord inserts. The car featured three extra-cost accessories, AM radio, heater and Borg-Warner overdrive.

Where the elegantly styled car spent the next half century is not known.

In the latter part of 1997 Rick Parker was negotiating with a Denver man who was selling a 1941 Cadillac. After several telephone calls he was informed the car had been sold to another buyer. "However," the seller said, "I've got a 1941 Lincoln Continental you might like."

On a February 1998 business trip to Oregon, Mr. Parker arranged for a lengthy layover in Denver in order to inspect the Lincoln, which happened to be cabriolet No. 218. Within hours the deal was done. He left a deposit and then continued on his trip to Portland.

"It took about six weeks to push papers back and forth," Mr. Parker said, before the transaction was complete.

The next problem was how to move the 3,860-pound Lincoln 1,700 miles east. Several friends of Mr. Parker offered to accompany him if he opted to drive the Lincoln home to Maryland.

He knew the car had been driven only 500 miles since an overhaul six years before and was uncertain of its reliability. Consequently, he decided to have the Lincoln make the trip home on the back of a truck.

After the car arrived at the end of April he installed a new set of 7.00x16-inch-wide white sidewall tires including the metal-shrouded Continental spare. "I've done it once and never want to do it again," Mr. Parker said after wrestling the metal cover.

Soon thereafter, he decided to flush the cooling system and change the hoses and thermostat. He was driving to a nearby garage when the engine died. Fortunately, he was able to coast into the driveway.

"The culprit was a fuel pump full of gunk," Mr. Parker said. He had driven the car about 300 miles at the time.

"As it turned out," he recalls, "I made the correct choice in having the car trucked home. Three hundred miles from Denver would have me broken down in Nebraska."

Two months later he was about to travel 500 miles to an antique Lincoln show in Burlington, Ontario. On the morning of departure he saw one of the water pumps was leaking so

he took along an extra few gallons of coolant in case the 26.5 quarts in the radiator went south.

Within an hour Mr. Parker was battling a rainstorm with a pair of anemic vacuum-power windshield wipers.

He momentarily thought about returning home but instead pushed on to the north.

While the engine performed beautifully, the convertible top leaked like a sieve. "It particularly leaked along the header above the windshield," he said.

Mr. Parker reports burning a quart of oil every 500 miles and leaking 1 1/2 gallons of coolant on the 1,000-mile round trip.

In mid-August, with the water pumps still leaking, he set out on an 850-mile jaunt to Milwaukee for another Lincoln event. "I got to Toledo the first day," he remembers, "when it got chilly and I put up the top."

Driving with the top down has an added benefit. "You can actually see what's behind," Mr. Parker explains. "You can't see squat out the back with the top up."

After the Milwaukee show, he drove to Chicago where he left the car with a mechanic while he returned home.

When he returned two weeks later to take his Lincoln to an Itasca, Ill., car show, both water pumps had been replaced.

On the trip home, with the rings finally seated, the V-12 engine traveled 1,500 miles while consuming one quart of oil and delivering fuel economy of 18 miles per gallon with the overdrive engaged.

"The car performed flawlessly on that trip," he reports.



Rick Parker subscribes to the theory that cars, even beauties like his Lincoln Continental, were made to be driven.

In the autumn of 1998 Mr. Parker ordered a new wiring harness and in January 1999 he began taking the Lincoln apart. He said his plan was to go through the car and clean and lubricate where necessary.

Unexpectedly, life got in the way and the unassembled car stayed that way for 3 1/2 years.

Mr. Parker resumed working on the Lincoln in June 2002 and four months later the task was complete. After three years and 10 months he started the V-12 and declared victory.

The interior abound with 1941 convenience features.

Beside the lighter at the driver's command, the right rear passenger also is provided with a lighter.

On the floor by the driver's left foot are two buttons, one to raise or lower the headlight beams and the other to change the radio program to the next selected station.

The radio has no buttons but the face plate pops off, exposing an apparatus to set the desired stations.

The horn button, window cranks, radio speaker and gauge surrounds are all of a gold-colored material called gold macoid.

"This car was never intended to be a pavement ripper," Mr. Parker explains, "It's simply a boulevard cruiser."

He drove the handsome cabriolet 4,200 miles the first few months after he acquired the car.

Now that it has been made more reliable he has every intention of adding more miles to the total on the odometer.

"Highway therapy is good for the car," Mr. Parker said, "and better for me."

Dig 'em out , Dust 'em off ,Blow 'em out ,Shake 'em down

If none of those work, drive modern, car pool, or do whatever it takes, but join with us on our first spring season V-8 outing:

Spring Poker Run and Scavenger Hunt

Saturday, April 12, 2003 9:00 a.m.

Depart from Fair Oaks Mall

Across from Holiday Inn



- Travel some of Northern Virginia's roads less traveled.
- Trophies for the best Poker hands
- Prizes for the Scavenger Hunt Questions
- Lunch at one of the area's popular and historic Inns

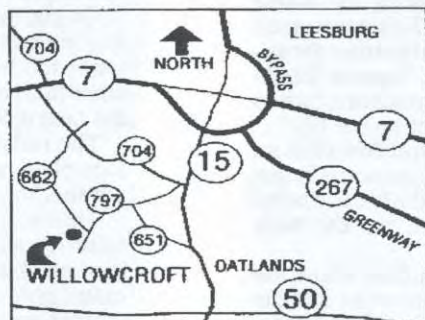
Contact: Don Lombard: 703-690-7971; don.lombard@verizon.net

Ken Burns: 703-978-5939; kenb@headstartinfo.org

WILLOWCROFT

FARM VINEYARDS

38906 Mt. Gilead Rd., Leesburg, VA 20175



Vintage Wine and Vintage Cars

NVRG Fund Raiser Picnic

Saturday, May 3, 2003

12:00-4:00p.m.

Join us for an afternoon picnic with good friends, good conversation, and lovely scenery as we once again are invited by the

Parker family to provide a static display of our cars as a backdrop for their special wine tasting event.

The Willowcroft folks will provide the club with a cash donation, and wine for our picnic. We look to offer at least a 10-car showing, and advance reservations are most appreciated.

- Bring your picnic lunch
- Depart Fair Oaks Mall 10:30 a.m.
- Secondary Meeting Stop at Gilbert's Corner 11:30 a.m.

Please Contact: Don Lombard, 703-690-7971, or e-mail don.Lombard@verizon.net

LEBKICKER TOUR, 2002 FOLLOWUP:

Jason Javaras

After our roadside problems during the last Lebkicker tour I promised to followup with my findings and cures. Our '47 was a new acquisition last year and due to illness, I had not been able to give it a proper going over before the tour, but I threw caution to the wind because of assurances from the fellow I bought it from that it was in solid shape.

Our first clue was an uneven missing that I thought I had solved in finding two separate wires with frayed insulation. Still had a miss. Then I tried two or three different coil swaps – no difference. The condenser was changed out – nothing. Finally, after it finally stopped for good on the Interstate, I swapped the distributor cap and finally a spare set of spark plug wires, which exhausted my spares for the day.

I was still getting no spark at all. With no spark, of course, it didn't occur to me to check to see if I was getting fuel. What a surprise, no gas either. It turns out the new gas sender gauge I had installed was showing a false reading and what gas I did have left was not pumping because of junk in the fuel line.



The old fuel tank had been "treated" with some chemical or other, which had started to break down and had clogged the fuel lines. The fuel pump screen had caught quite a bit of junk but probably hadn't caught all the debris. The missing spark I never did solve. The points were in bad shape but I don't think they were bad enough to keep the car from starting at all. And the gas gauge itself was apparently defective.

Solutions – I installed a new Drake fuel tank which was very well built except for the hardware which didn't work (had to reuse the old bolts), an inline fuel filter, a new fuel pump, had the carb rebuilt, and installed a rebuilt distributor and new spark plug wires. I haven't got a new gas gauge installed yet but otherwise the '47 runs better than ever. Before it takes a long trip again though you can bet I will have gone through the brakes and then maybe I can enjoy the trip instead of the side of

the road. Thanks again for the club members **Jim** and **Char McDaniel** and **Wayne Handy** that stayed to help a stranded fellow member.

Where Vintage Cars Go for Salvation

At Small Shop in Rural Virginia, Restorers Use Brand-New Old Parts

By John F. Kelly

Washington Post Staff Writer

Friday, February 14, 2003; Page B01

Excerpt -But not all of White Post's clients are so well-heeled. James Roebuck's 1948 Mercury town sedan will be finished this summer, six years after it arrived at White Post.

"They did it as I could afford it," said the Census Bureau statistician from Woodbridge. "I'd save up some money and say, 'Start in on it.' . . . To do it right, and to do it well, is an extremely expensive proposition."

Roebuck, 46, estimates that he will have spent more than \$100,000 at White Post. The restored car -- a gorgeous metallic green, pontoon-fendered, four-door sedan dubbed "Bartholomew" -- is probably worth about \$15,000, he said. He bought it in 1996 for \$3,500.

For his money, Roebuck has bought a phenomenal level of detail. An in-house archive guides restorers in the proper application of things like "inspector marks," tiny dabs of paint applied to nuts and cotter pins in the factory as the cars moved along the assembly line. Because the world's rarest cars have handmade bodies, restorers painstakingly re-create any asymmetrical irregularities.

Anxious to see this car – Jim will have it at the Grand National this July. Editor

SAFETY

Bob wild

Accidents never provide any forewarning. Recently I sold my green '49 F-1 pickup and loaded it up to deliver it. On the way I remembered I had not put the truck in gear, which I usually do, but it was securely tied down so didn't worry about it. On arrival I got out the ramps and my son-in-law Ben started untying the tiedowns. The trailer was on a modest slope toward the rear. I was installing the left ramp when Ben called "look out". (the forward strap had broken.) The truck was coming back and I tried to block it with the ramp which was perpendicular to the truck. Didn't work, the truck rolled over one end of the ramp with my right leg under the other end. I got a very bruised leg and was probably lucky it wasn't broken. Other than my leg the only casualty was a broken tail light. We usually leave the steel cable to the winch for the last thing to release but not this time. The moral of the story, take your time loading and unloading and **Be Careful**.

Green Valentine's Coleman given prison sentence

By John Lee, Editor

Former woodie dealer George Coleman has been sentenced to two years in prison and three years of probation as a result of fraud involving the buying and selling of classic woodie vehicles. Coleman, head of Green Valentine, Inc., in Memphis, Tennessee, was also ordered to repay almost \$2.6 million he bilked from potential buyers and sellers.

According to an article by Mickie Anderson in *The Commercial Appeal*, Memphis newspaper, October 17, 2002, Coleman had gone to prison in 1984 for swindling pleasure boat owners out of more than \$900,000.

Testimony revealed some creditors wired the well-known woodie dealer thousands of dollars to pay for cars they never got. In other cases checks sent by Coleman to pay for woodies he was buying bounced. At times he used titles of cars he did not own to sell the car to someone else.

Some 60 creditors made claims totalling more than \$2.6 million.

U.S. District Judge Bernice Donald trimmed the 57-year-old salesman's possible prison sentence from three years to two, citing cooperation with prosecutors.

Coleman told the judge he was sorry. He was quoted in *The Commercial Appeal* as saying, "I clearly lost sense of what was right, what was wrong, what was honest and dishonest," he said. "The people I hurt were friends."

Former NWC member Roberta Kugele of Cincinnati, Ohio, testified that after her husband died, she sent the woodie car that he'd spent years restoring to Coleman to sell. She was embarrassed to admit to her mother-in-law and son that she had been duped out of her husband's prized possession.

This article was copied from the latest issue of the "*Woodie Times*". Remember the row of woodies in the Hershey car carrol every year? Yep – they were Coleman's

JUDGING STANDARDS COMMITTEE

Your editor has agreed to serve on the JSC chaired by John Griscom of Pa.

The JSC functions as the National Club's formal mechanism for the examination, formation, and development of policy, guiding the judging process used during the National Meets. The product of the JSC is a set of Judging Rules, which guides the judging. The JSC reviews the judging process as conducted at the National Meets, assesses what rules and procedure changes, if any, seem appropriate, and deals with issues brought before it, but plays no direct role in the judging at the Meets.

I am pleased to be appointed to this committee and will keep the members "in the loop"

EMAIL BAG

Von Hardesty

When my mother sold the old farm I asked her about a 1940 Ford V-8 engine I had purchased in Akron in 1972 for \$30.00 -- I had taken it to my parent's barn for storage. My mother had no recollection of the engine, and, after a quick search of the barn and outbuildings, I came to the conclusion that my father had disposed of it at some time. If he had, I would not complain,

Then this past week, the current owner asked me about the engine and whether I wanted it? What had happened was that my father had removed the engine to a pile of scrap metal behind the pole barn. I saw the engine -- still partially covered, with some surface rust, but rather complete with carb, manifold, fly wheel, etc. Originally, I think the engine had been taken out of the old Ford by a hot rodder and then offered for sale in 1972.

What is the tribal wisdom? Should I go and retrieve the old engine, with the realization that it has been abandoned for a long time and I really don't know for certain its real condition? I do have a pick up and the means to go and get it, perhaps with my son and any who might join us. Is it worth it in terms of the intrinsic value of an old engine? Your thoughts are welcome.

Jason Javaras

Does anyone have a roll-about engine stand made especially for the flathead motor &/or an engine lift plate for removing flatheads? Motor City Flatheads used to carry them but no longer. I would like to copy their design, and return them in just a few weeks. I'm swapping the engine in my '40 coupe. Appreciate it. Thanks.

Dick and Joyce McIninch

Cliff, Our 1936 Fordor Delux Touring Sedan is almost ready to come home. Next week to be exact. It has been away since last Judy. We have been feeding the restorer parts as he needed them and tracking down parts that we had missed when ordering them originally. It has been an interesting and informative exercise that taught us a lot about not only our car, but also the whole restoration process. The final product is much more beautiful than we had expected. It is not only an excellent restoration but it will also be a wonderful car to tour in with a 12-volt system, hydraulic brakes, halogen lights, signal lights and other hidden goodies. We are looking forward to taking it out on the open road. We now have a greater appreciation for all the work that goes into a frame up restoration. Thankfully, we had a great restorer that was a real perfectionist and would not settle for any half way measures. Hopefully, we will see you down the road.

ON THE ROAD WITH DUNCAN HINES

Patty Girman

If I say Duncan Hines you probably think cake mix, but in the 1930's and 40's, Hines is credited with raising the expectation of travelers and transforming the hospitality industry in the U.S. He began by including a list of restaurants in his Christmas cards which he turned into an annual edition, publishing also *Lodging for a Night*, and *Duncan Hines Vacation Guide*. The highest compliment a restaurant or motel could receive would be "Recommended by Duncan Hines." In 1935, his *Adventures in Good Eating: a Guidebook to the Best Restaurants along America's Highways* actually outsold the *Michelin Guide*. His books were trusted because he refused to accept advertising or payment from any of the establishments that he recommended. In 1939 he listed a place called "Sander's Café", a lunch room behind a gas station in Corbin, Kentucky, as a great place for food especially its southern fried chicken - the beginning of "Kentucky Fried Chicken".

Hines is celebrated with an annual festival each year in Bowling Green, Kentucky and with an 82-mile route which runs through Warren and Edmonson counties. This drive takes a look at real life in rural Kentucky, passing many historic homes and churches. Beginning at the Hines' former home and office in Bowling Green, it runs through Smith's Grove and Mammoth Cave National Park where it crosses the Green River by ferry. Along the route are stately mansions, quaint homes, antique shops, one-room school houses, an old train depot, historic cemeteries, Civil War battlefields, scenic vistas, an old grainery and a stagecoach stop which was once the home of Patrick Henry's sister. Sounds like a great tour in those V-8's, wouldn't you agree! You can call, 800-326-7465, or 270-782-0800, for more information about the festival.

NOS CHAMPIONS – Dave Gunnarson



The standard spark-plug for 1935 Ford cars is the three piece Champion No. 7, however, for heavy duty applications a cooler plug is required. For this reason, Champion created the three piece 6 Comm plug (not to be confused with Champion C7 plug). These sparkplugs began to be available in mid-1935 for trucks and commercial vehicles replacing the Champion No. 18. This box of 10 NOS plugs was purchased through an ad in Hemmings. Each plug came in it's own box with the original wax paper and thread protecting cardboard tube. While I don't need them right away, I couldn't pass up the opportunity to put them away for the future. Look for eight of these to appear under the hood of my truck when it finally hits the road in a few years.



Cummings, Gunnarson, Blum, Dubois, Sumner, Westrate, Lombard, Martin, Burns, Simons, Amster, Pieper, Editor

FREDERICK - Editor

The group pictured above that rode in a van provided by **David Blum**, picked up and driven by **Hank Amster**, was but a sampling of the NVRG at Frederick. This event is the harbinger of the old car season. It is just as much a social occasion as the search for parts.

For the second year in a row the buildings were not freezing cold inside (global warming) – a slight sprinkle here and there did not deter the NVRG in investigating all the market had to offer. The tool vendors were out in force along with the usual model car guys, but there were deals to be had by those who did a proper search.

The big spender was perhaps **Leo Cummings** who bought a ton of Mercury literature. **Green** and **Simons** swooped upon NOS Champions at a bargain price and **Gunnarson** carried off a complete 1935 gasket set. **Tom Lumpkin** reportedly picked up some goodies. The long distance award for a NVRG member went to **Jerry Hill** from Irvington.

Also spotted NVRG members, Handy, Arrington, Muscali, Sweet, Burke, Gross, Parker, Ryan, Shaw, plus others - Missing was Buzzy Potter???

NVRG thanks Dave Blum for providing the van and to Hank Amster for picking it up and bringing it back .

ROCKVILLE – October 18th Sunday

This year being the 100 anniversary of the Ford Motor Company, the city of Rockville Annual Antique & Classic Car show will be celebrating the event by attempting to display every car year between 1903-2003. The committee is looking for our cars to be represented in this line up. The cars have to be nominated by sending the car's description (year, model, features) with photos to: Car Show Desk, Rockville City Hall, 111 Maryland Ave, Rockville, MD 20850 by April 30th.

The BOD has designated this event to be a NVRG function and the Lebkicker Tour will be scheduled around it. (There has been a conflict in prior years). Let's make sure that the NVRG is well represented in this line up by getting your nomination in!!

MARCH MEETING Steve Pieper

At the last membership meeting, Cliff Green spoke to a "standing room only" crowd. It was the second in a two part series dealing with his extensive collection of Ford literature. Primarily 1936 in content, but covering many other years,



Cliff seemingly had everything Ford had ever printed relating to sales, service and parts. It seemed as if we were in a time machine as salesmen or customers in a typical 1936 Ford showroom as Cliff went through several examples of the sales aids Ford offered. Cliff explained how to tell the "real McCoy" from a fake (reprint)

and showed some very rare examples that were few in print to begin with and due to the nature of the item, prone to be discarded when the new models were introduced. "Better than the stock market", Cliff was quoted to say as to the investment value of his collection. Several years ago, Cliff sold a '47 Mercury Convert and promptly invested the profit into his library. Cliff abides by the statement that "two cars are a hobby, three or more you're a collector" and intends to stay a hobbyist.

The information contained in this voluminous collection is available for research to our members. Just give Cliff a call with your questions, and you will get an enthusiastic and authoritative answer. I think that if time allowed, Cliff would have been able to keep everyone's attention for several more hours. His knowledge on the subject is as immense as his collection. Great program and thanks, Cliff.

MEMBER LISTING CHANGES

Gall- 429 Main Street

Javaras - JJsFords@aol.com

Lumpkin - tbl3638@aol.com

Martin - theothermartins@cox.net

Prater - mip@olg.com

Prater - zip 20637, 301-932-5433

Selley (name spelling)

Lumplin -38 Dlx Fordor

Prater - 32 Rdstr, 32 PU

Martin - 51 Cust Tudor

Welch- 36 cpe, 36 4dr, 47 4d, 47 PU, 53 Fordor

Send corrections to Jim McDaniel (phone on back) also roster requests.

FOR SALE/WANT

For Sale: "Ford news" for the following months-Jan-Jun,1941-\$30 ea; 3 good used 650 x 16 Goodrich wide white walls,\$100; following nos parts: set (4) 18-4215-'32-'38 pinion gears; set (4) 81-a 4215-'38-'48 pinion gears \$75/set; nos '42-'48 exhaust pipe \$60; 8-ba rebuilt water pumps \$70 ea; nos 11-a 3020 rear axle bumpers \$10 ea; 11-a 3558 stabilizer bushings \$8 ea; nice used '42-'46 front grille guard with license plate bar & bracket (needs replating) \$100; nos

8a-17997 bumper guard \$35; lots of nos '32-'48 mechanical parts. Jerry n. Hill, p o box 710, irvington, va 22480, 804-438-5450, e-mail irv@rivnet.net.

For Sale: Spanking new rebuilt '40 engine. New pistons, sleeve valves, crank and more. Painted and ready to install. \$3,800. Convertible - 8,000 miles on ground up restoration. Sheridan Blue Great driving car! Bruce Mazzie - 301-865-7244

For Sale: 1949-'53 flathead complete, 8RT, \$250 obo. Dave Gunnarson 703-425-7708

Wanted to borrow for research: 1937 and 1938 Ford Chassis Parts books. Dave Gunnarson 703-425-7708



JACK WENGER

P.B. Box 667

Broadway, VA 22815 540-896-8243

BACK PAGE -3,000,000th Truck Photo -

Dave Gunnarson

Sales of Ford Model 51 trucks surged in 1935 for a variety of reasons but began to slow down in 1936. Ford made some minor improvements to the truck in 1936 but it was practically unchanged from the prior year. In an attempt to boost sales Ford introduced the "Deluxe" version. The Deluxe Equipment package consisted of a chrome-plated rear view mirror, windshield frame an radiator grille and shell, plus dual horns, windshield wipers and sunvisors. The 3,000,000th Ford truck built since 1917 was a Type 51-920 1-1/2 ton deluxe panel and it rolled off the assembly line on May 12th. This truck has single rear wheels while trucks with dual rear wheels increase the load rating well beyond 1/2 tons. Henry and Edsel Ford look a bit small in this photo for a reason, this is a big truck. A very heavy 4 foot wide, foot tall and 10 foot long box will slide into the rear compartment with room to spare and the doors will close. Try that with your modern SUV!

CITY OF FAIRFAX ANTIQUE CAR SHOW

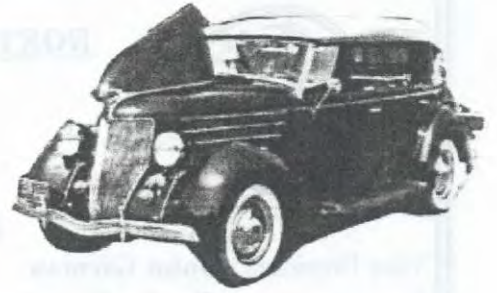
Dave Westrate, co-chair

Year Six! The Fairfax City EFV8 Club Car Show has become a tradition. The planning is well underway, printed material is in hand, and dash plaques are on the way. They have last year's Best in Show winner - Steve Pieper's 1940 pickup truck in full flower on them. This show is fun, kicks off the show year and helps the club pay the bills. **May 17, 2003**, 10am to 3pm - Mark your calendars!

Many people are already doing specific things for the show, and others will pitch in as well. But, the most important thing is to get the cars out on show day. Only about 1/3 of our cars show up each year, and we can do better. Plan now to get your hardware out for this event. If you have two cars, get two drivers. Let's have an extra effort this year to kick this up a notch. If you got em, show em!!!



V8 CALENDAR NVRG



April

3-6

Charlotte Auto Fair at Lowes Motor Speedway

8

General Membership Meeting. Program: Shop Chemical Safety - John Girman

Refreshments: Steve Pieper

12

NVRG Poker Run (Spring Tune-up Tour—Get your cars ready!)

23-27

Spring Carlisle

26

Northern Neck Region, AACA, 10th Annual Antique Auto Show, Fairgrounds, Warsaw, VA

Contact Jerry Hill for more info – 804-438-4131

29 -

NVRG board of Directors meeting.

May

3

NVRG TOUR -Willow Croft Wine Tour (May 4, rain date)

10

Shenandoah Valley AACA Antique Car Show, Winchester, VA NVRG caravans

13

General Membership Meeting. Program: Ken Gross

Refreshments: Bill Simons

17

NVRG - Fairfax Car Show, Fairfax City, VA

27

NVRG board of Directors meeting.

31

NVRG TOUR - Drive-in Movie Night Tour to Stevens City

June

10

General Membership Meeting. Program: Chrome Plating - Bob Maersch, Annapolis Plating

Refreshments: Dave Westrate

15

Sully Car Show, Sully Plantation, VA

24

NVRG board of Directors meeting



BOARD OF DIRECTORS

NORTHERN VIRGINIA REGIONAL GROUP



President: **Steve Pieper**.....703-860-2801

Vice President:	John Girman	703-242-1459	Programs:	Dave Gunnarson	703-425-7708
Secretary:	Jim La Baugh	703-573-9285	Property:	Eric Sumner	703-709-4164
Treasurer:	Hank Amster	703-753-9575	Activities:	Dave Westrate	703-620-9597
Membership:	Jim McDaniel	703-569-6699	Historian:	Don Lombard	703-690-7971
Tours:	Girman/Dubois		Newsletter:	Cliff Green	703-426-2662
Past President:	Hank Dubois	703-476-6919	Web master:	kenb@headstartinfo.org	

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