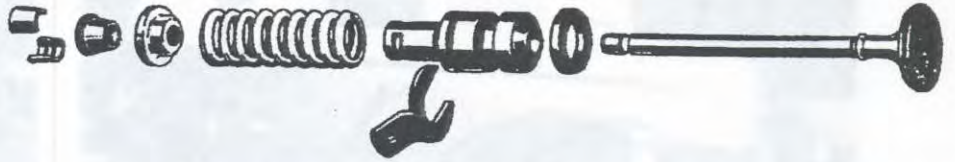




VALVE CLATTER

Northern Virginia Regional Group



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

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

Volume XXVI, No. 5

May 2003

Cliff Green, Editor



Saturday May 17, 2003
10:00 A.M. - 3:00 P.M.

4100 Chain Bridge Road, Fairfax, Virginia
(at Routes 123 & 236)

Live Music & Food!

Presented by:

Northern Virginia Regional Group
of the Early Ford V-8 Club

City of Fairfax

Downtown Fairfax Coalition

Historic Fairfax City, Inc.

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

Don't Miss this
Extraordinary Demonstration!

Saturday May 17th, 1:30 P.M.

Historic Old Town Fairfax—The Place to Be!

ADDITIONAL TROPHIES ADDED FOR CAR SHOW

In addition to the three traditional awards sponsored by Campers Trophies the following are new categories :

Best Early Car - Just tires

Best 30's - Bill Worsham - State Farm Ins

Best 50's - Weber Tire

Best 60's - P. J. Skidoo's

Best 70's - Community Bank

Best Modified - Interstate Van Lines

Best Original - Merchants Tire and Auto

Best Commercial - Fairfax Auto Parts

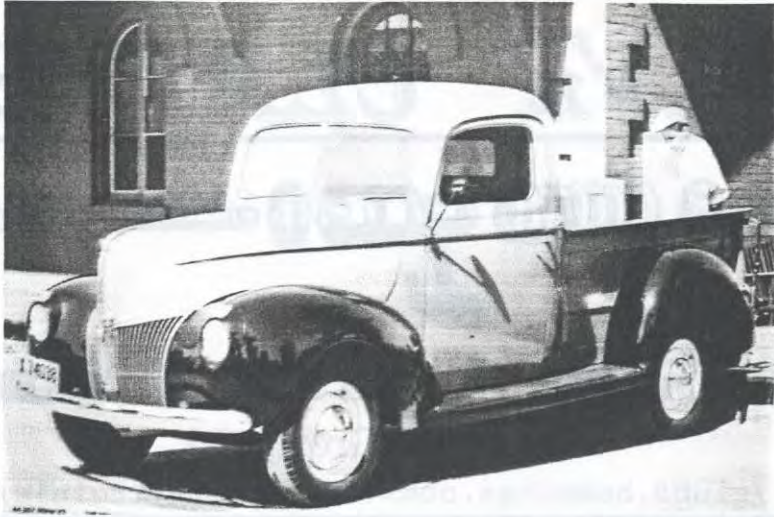
Best Foreign - Personal Touch Jewelers

Best Ford Product - Ted Britt Ford

Best GM Product - Jim McKay Chevrolet

Best Mopar Product - Darcar Chrysler

The sponsor or his rep will pick the car of their choice in the category. These new awards will enhance the event and increase registrations.



UP FRONT WITH THE PRESIDENT

May 2003

What another fun outing we had on April 12th organized by the **Burns** and the **Lombards**. A very well attended tour took us by various routes to five different destinations ending with a delightful Bavarian style meal. Weather was perfect and all cars made it through without any problems. My wife, **Wendy**, was unable to make the trip so I asked a long time friend to be my navigator. We ended up, however, as passengers in Dave and Barbara Westrate's Dearborn Award winning wagon. What a great car they have! Not a single rattle and it ran like a watch. Ken and Don had some great trivia questions which my friend took quite seriously, resulting in an award for his answers. Good thing the judges threw out the questions pertaining to all the churches in route or it would have had a different outcome for us. The event was another example of what this club is all about. There were many members, many spouses and many non member friends in attendance. It can't be expressed enough that if you have the opportunity, participating in all that the club has to offer is a real treat. Please don't hesitate to come to the next event, even if you don't have an early V-8 Ford. We all will be glad that you did. Thanks again to Ken and Don. Speaking of events, it appears that several of us have plans on attending the Grand National in Dearborn this July. As a reminder, check in with **Bill Simons** if you are intending to participate.

Well, the "really big show" happens this May 17th in Fairfax. We as members need to show our support to this super outing. Each year it seems to get better and thanks to the extraordinary efforts of **Dave Westrate**, this year will be extraordinarily great. **Cliff Green** has beaten the bushes and has come up with 13 new sponsors. Each will have a trophy presented in their behalf in various winning categories. This brings the total number of awards to 16.

May is one busy month for us V-8ers - check out the events calendar section of this Valve Clatter and you'll see why! I look forward to seeing you at each event.

Steve

Fun Poker Group



Missing: Bea Amster & Sandra Green

POKER RUN

Charlie Morrison

Twenty-two R.G. members and guests took part in the Annual Spring Poker Run on April 12th and it was a great day for Fording. Once again **Ken Burns** and **Don Lombard** did an exFORDinarily good job of planning and preparation - they even had the weathermans cooperation. It was a beautiful spring day the 10 cars behaved like good Fords should. We started at the Holiday Inn at Fair Oaks and wound our way through the Virginia countryside with stops for cards at Clifton, on Route 15 at Harmony Church Road, Philomont (the great old General Store on Snickersville Pike) and the historic 1763 Inn on Route 50 past Upperville where we had a delicious lunch of various German dishes.

Things went well although a Stop sign did jump out in front of the writers 35 Ford coupe causing a slight ding in a very solid front bumper. The pain was eased somewhat when after the meal the cards were opened and I won first prize with a club flush. Mine was the first hand opened and there was some grumbling since I had recently won two consecutive 50-50's at recent Club meetings. I promised not to enter another RG contest and was awarded a nice trophy. It was a really nice tour - shame on you members who missed it -great FORD_FUN.



Our leaders: Ken & Don



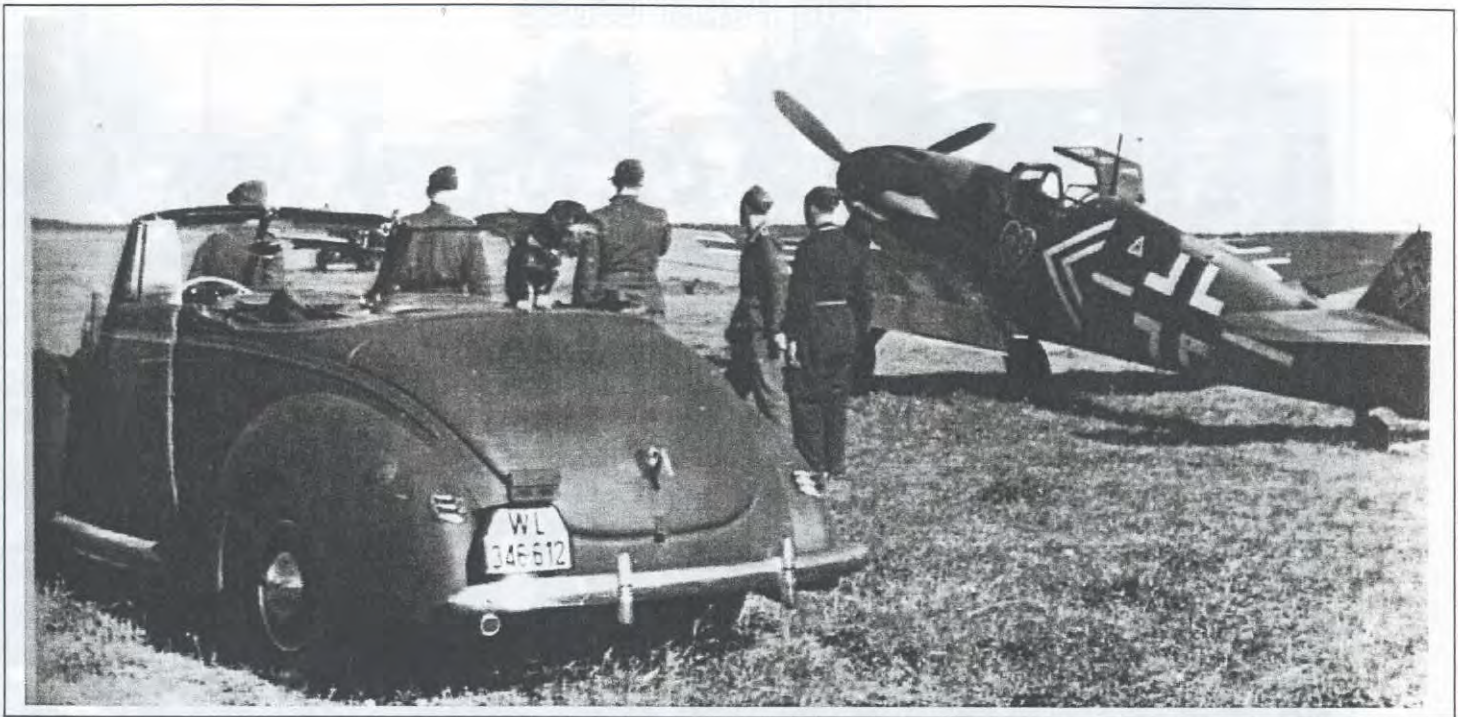
Historic Philomont Store



1763 Inn, Upperville



Westrate Wood



A FORD IN THE CRIMEA

Von Hardesty

I came across this photo in the 1980s when I was writing my book, *Red Phoenix: The Rise of Soviet Air Power, 1941-1945* (Smithsonian, 1983). At the time, there were few Russian archives open to Western historians, so I sought out published Russian language memoirs and German veterans to reconstruct the story of the air war on the Eastern Front.

This photo is unusual because of the improbability of a 1940 Ford finding its way to the Russian front in the summer of 1942. We know that the '40 model Fords were in American dealership showrooms in the fall of 1939. At that time, war had already broken out between Germany and the Allies, Britain and France (on September 3, 1939). It is highly probable that '40 Fords had been exported to Europe in the summer of 1939, well before hostilities broke out. Germany did not invade France and Lowlands until May 1940. This particular Ford convertible may have been acquired in Western Europe some time after the fall of France. It could have been purchased or confiscated as war booty. The story is lost in the fog of war.

The Ford may have belonged to Hannes Trautlott, the commander of the celebrated JG 54 air unit: the German fighter in the photo -- as best as can be determined -- is a Messerschmitt Bf 109 F-4. Perhaps Trautlott had his '40 Ford shipped by rail to the Crimea when he was assigned to this war zone. Trautlott introduced the unit's famous emblem, the *Grün Herz* is green heart (singular). This unit had some of Germany's most talented and high scoring aces. The fact that the '40 has the "WL" or Luftwaffe license plates suggests strongly that it was the staff car for Trautlott. The dog pictured in the back seat of the Ford may have belonged to the commander as well.

Shipping this Ford to the Crimea was tempting for Trautlott because it was a late model convertible and a stylish set of wheels, befitting the commander of one of Germany's most decorated units. However, one can only speculate on the problems he faced with spare parts, if ever needed.

One wonders as well on the ultimate fate of the car: During the winter of 1942-1943, the Germans faced the defeat at Stalingrad. The following summer of 1943, the Germans launched their last and ill-fated offensive at Kursk. Defeat at Kursk set the stage for retreat and ultimate defeat of the Third Reich. Somewhere along the roads leading back to Germany this '40 Ford was probably abandoned. Who knows where?!

Thank you Von for sharing with our RG, one of the most interesting '40 Ford pictures that I have ever seen! Editor



THE ORIGIN OF DRIVE-IN THEATERS

John Girman

The drive-in theater started shortly after the development of the early Ford V8. Richard M. Hollingshead, Jr. was a young auto supplies products sales manager at his dad's Whiz Auto Products. He wanted to combine his two interests, cars and movies. He had a little 1928 model Kodak projector so he could view his collection of silent movies at home. In the early 1930's, he began thinking, why not a theater where people didn't even have to get out of their cars.

He began to experiment by nailing a bed sheet between two large trees in his back yard. He put the Kodak projector on the hood of his Ford coupe and turned it on. (So, yes, he was one of us and the Ford was instrumental in the development of the drive-in movie.) He placed a radio behind the sheet to provide the background music.

However, he had a problem. When he lined up several cars as a practice run in his driveway at 212 Thomas Ave, Camden, NJ, he found that people in the cars in the "back rows" couldn't see the screen. He raised the cars on blocks

to determine the correct angle and spacing of cars to solve that problem. He applied for a patent for his idea, which was issued in May 16, 1933 (U.S. Patent 1,909,537). With \$30,000, he opened the first drive-in on June 6, 1933 on Crescent Blvd, Camden, NJ. Admission was twenty-five cents for the car and twenty-five cents per person. There were no in-car speakers. He had contacted a young company, RCA Victor, to come up with the sound system, called Directional Sound. Three main speakers were located near the screen to provide sound. The sound quality was not good for the cars at the rear of the theater nor for the surrounding neighbors. It wasn't until 1946 that in-car speakers appeared at drive-in theaters, again developed by RCA.

The baby boom occurred during the '40's and '50's and young couples discovered that drive-in theaters offered convenience and alleviated the need for a baby sitter. By the end of the '50's, there were about 4,000 drive-in theaters nationwide. But, for a host of reasons (e.g., daylight savings time causing late starts, VCR's, cable TV, land development and competition from multi-screen theaters with reclining seats and cup holders), drive-in theaters fell on tough times. By 1990, there were fewer than 1000. However, in recent years things have changed. Closings slowed and a few new ones have even been built. Sound systems improved with the addition of low-range FM broadcasts received by the good stereo sound systems found in modern cars. Certainly nostalgia plays a role in reversing the trend. In Northern Virginia, we are fortunate to have a functioning drive-in theater only a little more than an hour away in Stephens City.

LETS ALL GO TO THE MOVIES, LET'S ALL GO TO THE MOVIES....



THAT'S RIGHT! THE NVRG IS GOING TO THE MOVIES. A DRIVE-IN MOVIE!

- Depart the Fair Oaks parking lot at 4:00 pm on May 31 (with a stop at Gainesville on the way).
- Dinner at *New Town Tavern*, at Stephens City, VA about 6:30 pm (www.jesara.com)
- Movie at the Family Drive-in, Stephens City about 8:00 pm. (<http://mywebpages.comcast.net/driveins/va-stephenscity-family.htm>; [then click on website link]. Cost \$6.00 adults. Bring an FM radio or boom box for the movie sound. Consider lawn chairs, in case it's hot. Consider a blanket, in case it's not. Bring insect repellent, because who knows.)
- Overnight stay at a Holiday Inn nearby. (You will need to make a reservation at the Holiday Inn for the night of May 31, 540-869-0909. Cost \$71.10. Mention that you are with the Early Ford V8 Club because they are holding a block of rooms. But you must make the reservation by May 16!)
- Breakfast and head back home on June 1.

To reserve a spot on this tour and for further information, please contact **John Girman** (703-242-1459)

CARS OF THE CLUB 2003

Prater	32 3W Cpe	O'Neill	37 1/2T Pickup	Girman	46 Dlx Tudor
Farkas	32 5W Cpe.	Parker	37 Linc Rdstr	Abeyta	46 Merc. Cpe
Gross	32 Roadster	Wright	38 Conv. Sed.	Tindall	46 S D/L Conv
Prater	32 Std Rdstr	Lumpkin	38 Dlx Fordor	Stewart	46 S/DL Tudor
Ryan	32 Tudor V8	Blum	39 Conv Cpe	Sumner	46 S/DL Tudor
Judy	33 Cabriolet	Harden	39 Convt Cpe	Myrick	46 Sedan Deliv.
Mascali	33 Pickup rod	Gross	39 Convt cpe rod	Sweet	46 Linc Cont Cabr
French	34 1Ton Panel	LaBaugh	39 Dlx S/W	McNiff	46 S/DL Clb Cpe
Mote	34 5W. Coupe	Westrate	39 Dlx S/W	Welch	47 Sedan
Fox	34 D/L Fordor	DuBois	39 Dlx S/W	Welch	47 Pickup
Fox	34 Dlx Rdstr	Westrate	39 Std S/W	Dawkins	47 Merc 4Dr
Mazzie	34 Dlx Rdstr	Blum	39 L/ Zephr 4Dr	Whelihan	47 Linc Con Cab
Simons	34 Dlx Rdstr	Kunsman	40 Coupe	Lamonds	47 S D/L SAW
Simons	34 Tudor	Hardesty	40 Del. Convt.	Sykes	47 S D/L Tudor
Fox	34 Std 5W Cpe	Ayers	40 Dlx BusCpe	Lombard	47 S/DL Sed/Cp
Gunnarson	35 1 1/2 Ton	Arrington	40 Dlx Convt	Roebuck	48 Merc Sedan
Morrison	35 3w Coupe	Kunsman	40 Dlx Convt	Boardman	48 Merc. Cpe
DuBois	35 3W Coupe	Vincent	40 Dlx Convt	Tindall	48 S D/L Tudor
DuBois	35 3W Coupe	Gibson	40 Dlx Cpe	Ross	48 Linc Cabr
Hess	35 Cabriolet	Green	40 Dlx S/W.	Mason	48 Merc Coupe
Vincent	35 Fordor	Hill	40 Merc Cpe	Simons	49 Station wag
O'Neill	35 Phaeton	Hill	40 Merc Convt	French	49 Tudor
Potter	35 Phaeton	Burke	40 Opera Cpe	Hall	50 Cust Tudor
Arrington	35 Roadster	Pieper	40 Pickup	Cummings	50 Merc Mont
Spero	35 Pickup	Burke	40 Pickup	Helms	50 Merc Spt Sed
French	35 Tudor	Kunsman	40 Sedan	Belsley	50 Tudor
Crawford	35 Tudor	Gibson	40 Sedan Delivery	Hinkle	50 Tudor
Crawford	36 3W Coupe	Javaras	40 Std Cpe.	Mazzie	50 Cust D/Lconv
Gall	36 3W Coupe	Clark	40 Tudor	Mazzie	50 Cust.Conv.
Welch	36 Coupe	Hill	40 Tudor	Wild	51 Cust S/W
Welch	36 Sedan	Spero	40 Dlx Opr Cpe	Martin	51 Cust Tudor
McIninch	36 Dlx Fordor	Whelihan	40 Linc Con Cab	Shaw	51 Cust. Conv.
Lumpkin	36 Dlx Rdstr	Vaughn	40 Linc Cont Cab	Wild	51 Cust. Conv.
Potter	36 Fordor	Selley	41 1Ton Panel	McDaniel	51 Cust Tudor
Lamonds	36 Phaeton	Bowers	41 Del. Tudor	Vincent	51 Cust Fordor
Potter	36 Phaeton	Amster	41 S Dlx Conv	Chase	52 Vic. Tudor
Green	36 Phaeton	Burns	41 S Dlx S/W	Welch	53 Fordor
Handy	36 Sed Convt.	Harden	41 S Dlx S/W	Blum	53 Linc Conv
O'Neill	36 Std Fordor	Burns	41 S Dlx S/W	Gall	53 Linc. Convt.
Handy	36 Tudor	Parker	41 Linc Cont Cab	Helms	53 Merc 2dr Htp
Clark	36 Tudor	Chase	41 S Dix 4 Dr	Girman	53 Victoria
Crawford	36 Tudor	Lunt	41 S/DL Sedan	Lombard	53 Cust Tudor
Frise	36 Conv.Sedan	Gross	42 Dlx S/W	Sweet	53 Linc Capr Cvt
Ross	36 Conv.Sedan	Okeson	42 S Dlx S/W	Pauly	53 Merc Mont
Ross	36 Coupe	Brown	42 S Dlx S/W		
		Wild	42 S/Dlx Conv		

APRIL MEETING

Steve Pieper

At our last meeting, we were treated by having one of our own, **John Girman**, give a very informative presentation on the safe way to use chemicals in our shops and garages. John is a chemist with the EPA and knows his stuff. One's first reaction is to occasionally wear gloves and maybe a respirator when dealing with solvents, paints, degreasers and the like, but as John points out, there may be more to it than just that.



We were first educated as to certain terminology and learned how a very small amount of airborne particles (measured in parts per million and per billion) can possibly have a negative affect on us. One key word is "RISK". John makes the point that exposure based on time and concentration is what

determines the amount of risk - not that there is any guarantee that one will be adversely affected. Second hand smoke, filling up the gas tank and other similar activities all have a certain amount of exposure and therefore risk. Inhalation is the most problematic form of exposure since there is a tremendous amount of surface area in our lungs. Our sense of smell is not always a protective device as we cannot necessarily smell something toxic. There are, of course, various classes of chemicals and of these there are some shop chemicals that are considered as irritants and some that are quite harmful. So how do you know what to look out for? Each chemical which we can purchase has a MSDS (Material Safety Data Sheet) available from the manufacturer. Among other things, it lists how to best use them, the possible effects, first aid remedies, etc., etc.. As an example, he showed one very commonly used chemical's (WD40) MSDS and showed what the various ratings meant.

John was involved in some experiments dealing with products we as restorers frequently use paint remover and aerosol paints. The experiments showed what various exposure was experienced when dealing with these items. Different ventilation techniques were used throughout the experiment and the results were quite amazing.

In conclusion, certain parameters need to be adhered to so as to assure the least amount of risk when dealing with shop chemicals:

1. Select the least hazardous product
2. Choose space wisely (bigger and well ventilated)
3. Use the product wisely (correct product for job)
4. Leave the space as quickly as possible when the job has been completed

Many of our members gave testimonials of years of mishandling of chemicals with seemingly no problems and others with severe negative effects. However, the point is the

amount of exposure and what the related risk is. After John's talk, I know that I, for one, will rethink how I deal with the basic chemicals that are used frequently around my shop. I'm quite sure that everyone in attendance shares that thought. Thanks, John, for another informative program.

EMAIL BAG

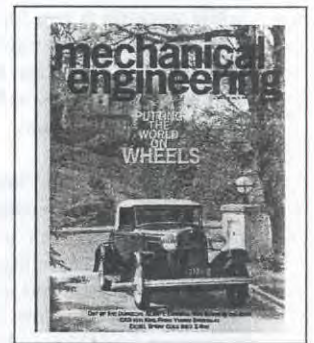
Dick and Joyce McIninch

Cliff, Thank you for the membership roster. It was a great help in finding members with parts that I needed for the restoration of our 1936 Fordor. The job is done and the car is in our barn now. In fact, we plan on taking it on a tour tomorrow to Poplar Forest and the D-Day Memorial. The only correction you need to make in our listing in the roster is the area code has changed to 434 from 804. Thank you for all your help in giving me leads to round up '36 parts

Art Spero

CLIFF - The May 2003 issue of the American Society of Mechanical Engineers features a six page story on Henry Ford entitled "The remarkable Henry Ford". The author, Frank Wicks, notes that Henry was more than a car maker, more than an innovator, his company's centennial is a reminder of Ford's vast influence.

The ASME magazine cover carries a 1932 Ford Cabriolet in all its glory . The story synopsis reads: With the Model T, the Model A and jazzier V8s in the '30s, Henry Ford remade America. As the company he founded approaches its 100th anniversary, *Mechanical Engineering* takes a look at the achievements of the world's greatest industrialist.



Jerry Lunt

Cliff - In my ignorance I was seeking a source of 6V sealed beam - halogen type for early V8's. The regulars being the same '40-'55. No such animal according to a friend of mine who's a mgr. for *CarQuest*. He says the remaining four manufacturers of 6V stuff are competing for a small market, so none is doing so well. Each hopes to emerge as the sole remaining source. Let's hope the winner sees the huge potential market (all makes) for 6V hologen sealed beams!

Hank Amster

Dave Blum, Bill Selley, Cliff Green and I drove to Carlisle on Friday morning, April 25. We decided to go in order to shake off the old car cobwebs, knowing full well that there would be a dearth of flathead material there. Also, of course, it was time for an infusion of Amish chicken corn soup. Each year, the fifties, sixties and seventies automobiles seem to be making greater inroads in the flea market, along with more and more tool vendors. The Chinese manufacturers must be working day and night to supply those people. The place is also a Corvette lover's heaven, with lots of high dollar stuff.

It was a fun trip, even though none of us made any great buys. There's really something for everyone there: clothing, tools, food, and even some rusty, junky auto parts thrown in. But best of all, it's great to spend a nice spring day loitering among the other demented old car hobbyists.

ANALYSIS OF THE CLUB CARS

Editor

This year we have the largest fleet of Early Ford V8's ever in the history of the Club! 135 examples over 113 for 2002 and 119 for 2001.

- The most popular year is 1940 with 21 examples or 15.5% of the total. 1936 is next with 19 = 14%
- The least popular is the 1952 year with only one represented. 1938 is next with two.
- The most popular body style is the coupe/tudor with 57 examples. Open cars with 44.
- There are 14 woodies with three '42's.
- We have 11 Mercury's and 10 Lincolns.

16 members own more than two cars. 42 members have only one V8. Four members do not own any cars!

KEN GROSS BIO

RG member Ken, will be the speaker at May's meeting – Subject: Road Testing New Cars; and the ladies are encouraged to attend - Editor

"I've been writing about cars, travel and motorcycles for over thirty years, and I never tire of it", relates Gross, who wrote part-time while working at two top New York City advertising agencies, and later as a Brand manager at Lever Brothers. After a distinguished sixteen year marketing career at Avon Products, which included overseas assignments in Latin America and Asia, he became a full-time automotive writer.

Ken Gross has been Playboy's auto editor for sixteen years. He has written an award-winning column for Automotive Industries for nearly as long. Ken is the automotive writer for Hemispheres, United Airlines' monthly magazine. He is a regular contributor to the Robb Report and automedia.com A hot rod enthusiast, he writes frequently for The Rodder's Journal, Street Rodder Magazine, Hop Up, and he contributes columns on hot rodding to Hemmings' Rods and Performance and Old Cars Weekly. His articles have appeared in Automobile Quarterly, Automobile Magazine, the BMWCCA Roundel, Road & Track, AutoWeek, forbes.com, Fortune, and many others.

An enthusiastic car collector, Gross has owned several vintage V-8 Fords, five Morgans, two Ferraris, a 275 GTB and a 246 Dino GTS, and a Lamborghini 400 GT 2+2. He is very proud of a period-perfect 1932 Ford highboy roadster that took over six years to complete. He also owns a 1939 Ford convertible coupe with an early Chrysler hemi engine, and he is the caretaker for his son Chris' 1942 Ford woody. In the past, Ken's motorcycle collection has included several Triumphs, two Vincent's, three Ducatis, a BSA Gold Star and a Velocette Venom.

But what most people don't know is, Gross has a large appetite for automotive books. His library consists of over 30,000 pieces, including nearly every significant postwar American and European automotive memorabilia. Ken's extensive collection of early Ford speed equipment is a lasting tribute to the gone, but not forgotten flathead V-8.

Gross is well known in the automotive community. He skillfully divides his time to accommodate those who are continually seeking him out for interviews. Gross has appeared on Speedvision, The

History Channel, CNN FN, E-Entertainment, The Sci-Fi Channel, Rolling Art Television and many local Los Angeles TV and radio stations. Using his Museum experience, Ken serves as a consultant to the Saratoga Automobile Museum in Saratoga Springs, New York.

He is also able to satisfy his passion for the automobile by serving as Judge/Chief Class Judge at the Pebble Beach Concours d'Elegance for the last fourteen years, as well as being Chief Judge for the Concours on Rodeo, now in it's sixth year. Also, he's a Jurist for the North American Car of the Year, and he has served as a Senior Judge at the Louis Vuitton Concours d'Elegance in New York City and at the Amelia Island Concours d'Elegance.

With his vast automotive knowledge, matched by his affection for motoring and his list of credentials, it's no wonder Ken Gross isn't hard to find in an automotive crowd, he's the one everyone wishes to talk with, book and magazine, along with a fine collection of automotive art and related

SELL/WANT

FOR SALE: NOS Trico windshield wiper motor for '42 Ford and others. In orig box. \$50 Bob Wild

FOR SALE: 1947 Mercury Town Sedan, Taffy Tan, mechanically superb, body and paint first rate, original interior, WWW, and radio. Specialty tools, parts, literature, etc. also available. Car currently garaged in Tappahannock, Virginia. \$12,000. Contact Steve Dawkins in Key West, 305/296-8791 or SPDJHD@AOL.com for .jpg pics.

For Sale: Spanking new rebuilt '40 engine. New pistons, sleeves, valves, crank and more. Painted and ready to install. \$3,800 '50 Convertible. 8,000 miles on ground up resto. 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

Wanted Banjo steering wheel for a 1936 Ford-Call Gene E. Welch at 540-869-7475- or E-MAIL welco@visuallink.com

For Sale: '34 Frame, pair front fenders, front shocks, steering column & box, 5-W pass door. Asking \$875 for frame, offers on other parts. Frame is very good overall - solid and straight with some rust holes where fenders and boards attached, but excellent in wishbone areas. Jim Crawford 301-870-2036



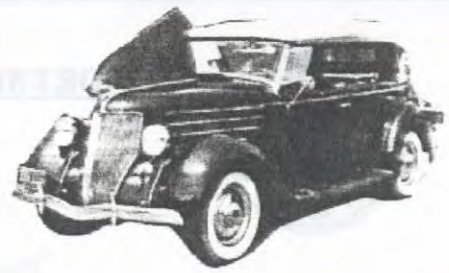
James and Jane Cain
15033 Sunny Ridge # 101
Woodbridge, VA 22191 48 Fordor

Renewed: David K Hatchett
1817 Post Oak Trail
Reston, VA 20191 32 B Fordor

Bring your V8 pictures to the May meeting if you want them inserted in our web site – short paragraph would be welcome too.



V8 CALENDAR NVRG



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 City Car Show, Fairfax City, VA**
- 27 **NVRG Board of Directors Meeting.**
- 30 -1 Carlisle Ford Nationals carsatcarlisle.com
- 31 **NVRG TOUR - Drive-in Movie Night Tour to Stevens City**

June

- 8 Kena Temple 14th annual car show, Arlington Blvd, Fairfax Bill 703-335-9989
- 7-8 Virginia Wine Feastive – display your car, free admission. Great Meadows, The Plains
- 10 **General Membership Meeting.** Program: Chrome Plating - Bob Maersch, Annapolis Plating
Refreshments: Dave Westrate
- 12-16 FoMo celebrating the 100th Anniversary, World Center, Dearborn. www.ford.com
- 15 Sully Car Show, Sully Plantation, VA
- 22 Lion's Club Car Show, King & Market, Leesburg 200 cars max Jim 703-777-7837
- 24 **NVRG Board of Directors Meeting**

July

- 4 Town of Vienna annual 4th celebration car show,30 car limit, 703-255-6357
- 8 **NVRG annual PICNIC –** Nottaway Park, 6pm
- 13 National Capital V8 13th annual car show, Longwood Comm Ctr, Brookeville, Md
- 21-25 **EFV8CA Grand National Meet, Dearborn**
- 29 **NVRG Board of Directors Meeting**

August

- 1-3 Macungie, Das Awkst Fest car show and flea market (lot of shade)
- 11 **General Membership Meeting**
- 16-17 Virginia Wine Festival, Great Meadows, Va. Free admission 800-520-9670

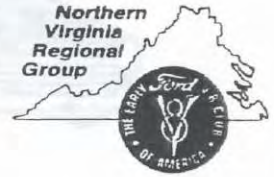
Say Ken, what do you plan to talk about at this month's meeting?



I will be talking about how I test new cars for magazine articles plus a Q & A. It will be interesting for the ladies.



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

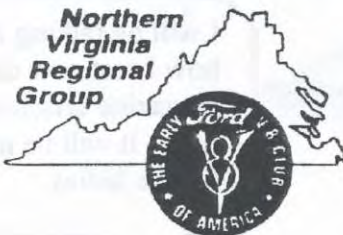
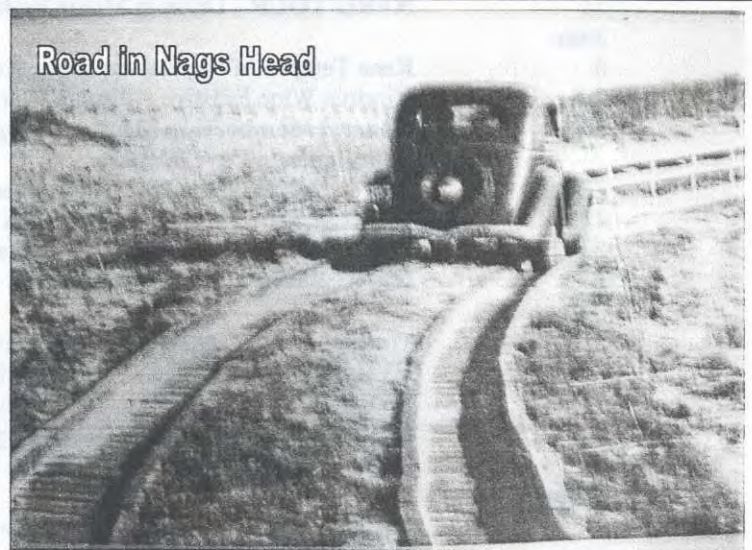


President: **Steve Pieper**.....703-860-2801

Vice President: **John Girman** 703-242-1459
Secretary: **Jim La Baugh** 703-573-9285
Treasurer: **Hank Amster** 703-753-9575
Membership: **Jim McDaniel** 703-569-6699
Tours: **Girman/Dubois**
Past President **Hank Dubois** 703-476-6919

Programs: **Dave Gunnarson** 703-425-7708
Property: **Eric Sumner** 703-709-4164
Activities: **Dave Westrate** 703-620-9597
Historian: **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
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