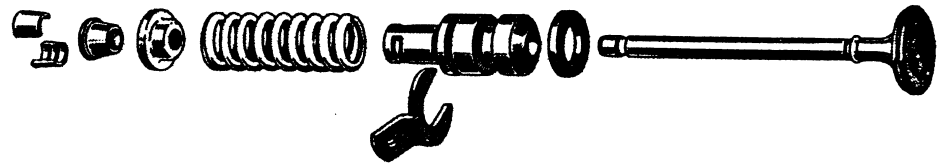




# VALVE CLATTER



## THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

Volume XXVII, No. 2

February 2004

Cliff Green, Editor

RECIPIENT OF THE 2003 GOLDEN QUILL AWARD FROM OLD CARS WEEKLY



See page 7

## UP FRONT WITH THE PRESIDENT

# February 2004

**NEWS FLASH!!!** Our meeting location has been changed to the Clark House for this month (February 10<sup>th</sup>) and for June 8<sup>th</sup>. See details back page.



Bill Simons received a “thank you” gift at our last meeting for his extensive efforts in the Valve Clatter printing and mailing to all of our non computer members (see photo). His secretary, Cheryl, received a gift certificate last month for her help as well. Visiting Twin City member, Kurt Beal, was so impressed with our news letter, that he insisted on taking a copy home to his club ( of course it was explained that all he had to do was visit our web page and print it out for himself). Remember that you save your club big \$\$\$ in postage and save Bill his donated printing costs when you receive your copy via E-mail....plus it’s in color. Contact Cliff Green for details.

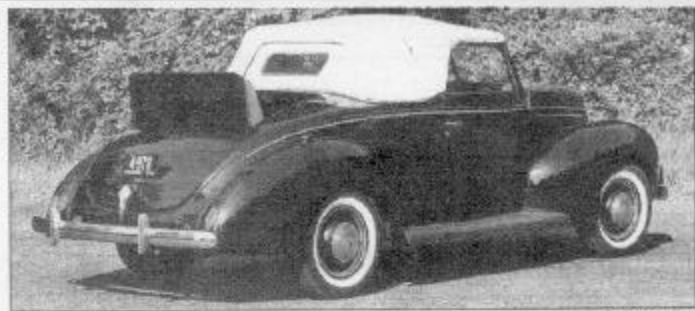
Big News! Dave Westrate announced the new location of our May car show. Everyone was happy to learn that the show will be just down the road from our old spot (soon to be developed) and now will be in front of Fairfax City’s town hall. Dave has worked overtime dealing with the City Council and the Fairfax Business Coalition. The site offers a tremendous opportunity in a park like atmosphere similar to Rockville and Sully. I’m sure Dave would appreciate a call {(703)620-9597} from volunteers willing to help on his various committees.

We have but yet another author among our ranks. Pat O’Neil had a “book signing” at our last meeting and graciously contributed a portion of the sales from club members to our treasury. His “Images of America - Mt. Vernon” gives a history of the land surrounding the mansion and its transformation in what it has become today. I was keenly interested in the book which is comprised of photos, charts, and maps with descriptive text in that I grew up around the area. It was well worth the small investment. Best of luck, Pat.

Next month’s membership meeting will be mix of humor and facts. Come hear Charlie Morrison speak on “More Sand in my Carburetor”.

See you there, **Steve.**

# 1939 Ford Deluxe ragtop fulfills wish 50 years later



The last rumble seat by Ford was offered 64 years ago on this 1939 Deluxe convertible coupe.

A well-worn black 1939 Ford served as transportation for high-school student Dave Blum. Back in the 1950s a teenager couldn't go wrong with a flathead V-8 Ford.

He would much rather have had a Deluxe convertible coupe. However, with typical teenager finances, he considered himself lucky to have even a standard model two-door sedan.

By February 2003 both high school and the Ford were distant memories. That's when Mr. Blum finally got the Ford that he had wanted for 50 years.

A black 1939 Ford Deluxe convertible coupe with a rumble seat was available in Longwood, Fla. With a dual-downdraft carburetor, the 221-cubic-inch, 85-horsepower, V-8 engine had recently been overhauled and had been driven less than 100 miles since the rebuild.

A trusted friend in Florida agreed to give the car a once-over for Mr. Blum and he pronounced it fit.

Mr. Blum purchased the Ford sight unseen.

The 1939 model year was the last year in which Ford offered a rumble seat, as well as the last year for a floor-mounted gearshift lever and non-sealed-beam headlights.

It was, however, the first year for hydraulic brakes, which competitors Plymouth had had from its first car in 1928 and Chevrolet introduced in 1935.

When Ford finally climbed on the hydraulic-brake bandwagon, it outdid the competition by installing huge 12-inch brake drums.

Ford offered the 1939 convertible in 10 colors plus black with a choice of two convertible tops:

- Tan-gray with tan edging.
- Black with red edging.

The three-passenger Ford has russet leather upholstery. Pull the driver's seatback forward and the spare tire is exposed. The dashboard originally had a golden mahogany finish, but the years and sunlight have taken their toll and the finish has faded.

Of the 487,000 Fords that were manufactured in 1939, only 10,422 were convertible coupes, less than 3 percent of the total. They sold with a base price of \$788.

When the 2,840-pound car arrived in Virginia, Mr. Blum was most impressed with the fact that the doors fit. They didn't sag, which was unusual for 1939 Ford convertibles with a few years of wear. Additionally, he says, "It has never been hot-rodged."

There was an exhaust leak when he got the car, which a new gasket corrected. A new oil breather cap appears to be in order as well.

Brake cylinder work was accomplished because it's always nice to be able to stop when necessary.

Mr. Blum has noticed a few frayed wires so a new wiring harness is in future plans.

Because his car is a Deluxe model, it has two taillights, two windshield wipers, bumper guards and a clock in the glove compartment door.

Attaining the full capability of the 100 mph speedometer is within the realm of possibility with the venerable V-8 engine.

A pair of gracefully curved swan-neck exterior mirrors sprout from the door hinges to alleviate the extreme blind spot created by the convertible top. Unfortunately, the right side mirror is virtually useless to the driver. Still, it looks marvelous.

An oval interior mirror is as functional as it can be when the top is up and actually useful when the top is down.

Seated behind the three-spoke "banjo" steering wheel, Mr. Blum reports, "It starts like a snap." One touch of the starter button is all it takes.

At the hub of the steering wheel is a lever that controls the headlights. Just below the starter button on the dashboard is the hand brake.

The one thing Mr. Blum wishes his car had is a Columbia overdrive. On the other hand, he has no intention of taking his car on any long-distance trips where overdrive would be advantageous.

Above the 22 vertical "teeth" in the grille is the engine hood release, cleverly camouflaged in the V-8 emblem.

The nimble Ford rides on a 112-inch wheelbase and can be turned in a 40-foot circle. Fluid capacities are average for the era including 15 gallons of gasoline, 21 quarts of coolant and five quarts of oil.

The convertible has a road clearance of 8.5 inches, a reminder of pre-World War II road conditions.

By 1939 roads had been improved to permit high speeds, which essentially made rumble seats obsolete.

The 1939 Ford, the last of the breed, still has two step plates on the right rear fender for access to the open-air rumble seat.

Unlike earlier models, this rumble seat is spring-loaded, which means that whoever opens it must twist the chrome handle at the base of the rear of the car while placing an arresting hand at the top of the rumble seat. This eases it into the open position, avoiding the thunderous slamming of the seat.

Mr. Blum hasn't yet had many opportunities to enjoy his convertible, but with summer approaching he intends to get those 6.00x16-inch tires rolling.

Monday will mark the 100th anniversary of the Ford Motor Co., a perfect time to take his 64-year-old Ford out for a cruise to honor the man who put the world on wheels.

## **FORD HAS THE WRIGHT STUFF !**

*Jim La Baugh - Secretary*

A segment of Vintage V8 Ford enthusiasts marvel at what craftsmen can do with wood, especially when the finished product rests on a Ford chassis in all its varnished glory. The January meeting showed that all Flathead Ford fans are equally enthralled when the result of wood working is a propeller for a 1903 Wright flyer. That propeller, one of only 10 built for the recent centennial flight at Kitty Hawk by craftsman Larry Parks, was on display at the front of the meeting room in the Hunter House, along with the tools used to make them. Larry is the proud owner of a 1948 Dodge Stake bed truck, and a business associate of 1935 Ford Stake bed truck owner, Dave Gunnarson. During the evening, Larry Parks explained that almost as much ingenuity was used by the Ken Hyde-led team to figure out how to reproduce a working 1903 Wright plane as was used by the Wright brothers in their original grand experiment with flight.

The evening's topic brought out some guests, including Curt Beal, owner of a 1941 Opera Coupe and 1940 Half-Ton, in town on a visit from the Twin-cities area (MN), who had learned of the agenda on the club web site, and Fred Couzer, from Warrenton. After the usual opening festivities, orchestrated by President Pieper, and refreshments, courtesy of Dave Gunnarson, some 30 members and guests sat back and enjoyed a venture into forensic aeronautics.

The group led by Ken Hyde that constructed the reproduction 1903 Wright plane have been working the past 3.5 years to reproduce a representative of each of the aircraft the Wrights constructed from the early kites to the 1911 model. Their goal is to produce one for each of the major models of that time span. From the Wright brother's notes, Ken Hyde knew that a draw-knife and axe were used to carve the propellers. Larry Parks interest is in antique tools, including draw-knives. So when Ken found out that Larry was accomplished in the use of that tool, he enlisted his aid to carve propellers.



Only two propellers of the 1903 vintage are still in existence; one is at the Smithsonian and the other at the National Park Service materials conservation facility. The prop at the Smithsonian was in the same storehouse and location as the propellers from the Langley aircraft. Controversy over that craft's flight and Langley's strong association with the Smithsonian was such that the donation of the 1903 plane by the Wrights was not accepted, at first. Instead it was sent to the London museum in 1906. In 1948, drawings were made of the propeller in London. Drawings also were made upon the Flyer's final acceptance at the Smithsonian. However, both sets did not agree. Furthermore, one of the existing propellers is incomplete, missing the prop on one side of the hub. Both were scanned with a laser that allowed construction of templates to guide reconstruction of the 1903 model. The goal was to create templates within a tolerance of 1/5,000th compared to the original. A template was needed for every three inches.

While the originals were being scanned, Larry noticed the surface of the wood was not sanded smooth, as had been thought. Instead his examination revealed tool marks characteristic of the tools used by the Wrights. The marks were those of a Rexell-Wilcox (sp.) draw-knife with a slightly pitted surface, pitting produced by rust, but one that left 4 distinct marks in the wood.

The U.S. Department of Agriculture Forest product laboratory identified the originals as being constructed of silver spruce, which was consistent with a purchase order in the Wright files. Wood from these trees are not commercially available, so Larry used Sitka spruce, which was commercially available and quite similar in characteristics to the original. Two boards of different thickness were used. The boards were glued together at the proper angle to allow for a solid hub at the center, and enough wood left over at the tips for a 1/8 thin edge of the proper curvature. While the Wrights used hide glue, modern glue was used. One of the original propellers in the Wright series of aircraft separated in flight causing a crash, injuring Orville (?) and killing a passenger observer. Although the hide glue may have been a factor, the modern reproduction did not leave this to chance and used a resorcinol glue. Each propeller Larry carved for the project took 100 hours of work.

Photos taken during the carving showed the initial saw cuts near the center hub. The saw Larry displayed to us, and used in the work, was a depression era hand hammered saw. Larry indicated that wood workers know these to be the best because during the depression more care and time was used in manufacture, because the saw craftsmen could take more time to produce each saw. Watching the series of photos truly was magical, particularly to see 26 lbs of wood transformed to 6 lbs of finished product. The result was so finely balanced that

## WRIGHT STUFF, CONT

Larry could move the prop, perched horizontally on its stand at the front of the room, with the slightest touch.

Once carved, the original propellers were coated with orange shellac and a small piece of fabric was glued at the tips. This was the finish of the propeller shown at the meeting. Later propellers had a coating of aluminum paint applied. A journey to the NASA wind tunnel built in the 1930s took Larry's propellers to an engine stand that recreated the performance of the original engines. The reproduction propeller was found to generate 360 lbs. of thrust with an efficiency of greater than 70%. All of the wind in the tunnel used in the tests came from massive propellers, the blade of which were wood with just a bit of metal on the leading edge. Larry mentioned the wooden ones had gone out of service in the 1960s, replaced by metal, but those vibrated and were not as good as the original wood, which have been reinstalled.

Larry noted that when the Wrights were building the 1903 craft, they checked with the nascent engine industry to determine if existing manufacturers could build an engine to the Wright's specifications. No one could. So, in characteristic fashion, the aviation pioneers built their own 12-hp aluminum block engine. The wooden molds used to cast the original are still in existence and were used to cast the reproduction. Gas was delivered by gravity feed and dripped on a hot place to vaporize – no carburetor! The gearing attached to the engine was such that at 1,100 rpm the prop was spinning at 350 rpm.

Reverse-engineering of the Flyer was quite remarkable. The fabric used for the original was reproduced by having a North Carolina mill spin a cotton thread no longer produced – the plant shut down part of one mill just to make the correct one. Then, the thread was woven in a South Carolina mill to the correct warp and woof. The result of all of this was a 1903 reproduction that flew 97 feet and 136 feet last December as a trial run for the centennial celebration. Unfortunately, the weather did not cooperate. Lack of wind and much rain kept the craft just a bit above the ground for all-too-brief a time.

We were all glad that Larry Parks had the right woodwright stuff and was willing to tell us all about it. With anecdotes of December in North Carolina, Larry concluded the evening's program by surprising us with

## Tool Check Follow-Up *Dave Gunnarson*

In the November VC there is a short note about Ford Tool Checks. Apparently employees were issued a tool check with a number that matching their employee number and a letter corresponding to the employee's department. An employee would exchange their tool check for a borrowed item. The tool check was returned to the employee when the item was returned. The employee had to pay for the item if it got lost.

Tim O'Callaghan of Northville, Michigan (EFV8'er Ford Aviation Historian, [www.hfha.org/fordtrimotor.htm](http://www.hfha.org/fordtrimotor.htm)) provided a copy of the two known lists of Ford Rouge Plant department letter codes. Not all letters were used.

### Rouge Plant Factory Badge and Tool Check Letter Designations

Ltr	1932 Listing	1954 Listing
A	Motor Assembly	Motor Assembly
B	Crankshaft	-
C	Maintenance	Maintenance
D	Final Assembly	Transmission
E	-	-
F	Administration, traffic, etc.	Engine Assembly
G	-	Casting Finishing
H	Crankcase	Steering, Clutches, Brakes
I	-	-
J	Forge	-
K	Foundry	-
L	Body Steel	Body Stamping
M	-	Core Systems Casting
N	Stock, Blacksmiths, etc.	Grinding, Merchant Ships
O	-	-
P	Machine Construction	-
Q	-	-
R	Carburetor, Radiator Core	-
S	Rolling Mill	Body Assembly
T	Cement, Salvage, Drafting	Employment, Salvage
U	Pattern, Molding, Job Furnace	-
V	-	-
W	-	Crankshaft, Dies, Jigs
X	Body Die, Shipping, Axle	-
Y	Body Assembly, Heat Treatment	-
Z	Open Hearth, Cold Heating	Chassis, Frame Stamping

the Ford connection to his story. The craft that flew at the beach in December 2003 will be housed in the Ford museum in Dearborn. Thus, Ford truly has the "Wright" stuff.

(Our programs chairman, Dave Gunnarson continues to provide riveting, informative programs, month after month. The calendar is filled for the year with items of interest to the V8'er. It will soon be SRO, so come early and reserve a seat. Editor)

## **FOR THE LADIES**

### **The Ford Phoenix Mill Plant**

*Patty Girman*

In the later years, women were allowed to dress more appropriately for factory work. Henry Ford first offered men a \$5 daily wage for an 8-hour day in January 1914. In October 1916 women were given this same wage. By 1922, the workers at the Phoenix Mill plant were being paid \$8 a day, unheard of at that time. Formerly a parts plant for the Ford Model T, the Phoenix Mill plant became the first-ever all-female factory. At this facility, Henry Ford employed only single or widowed women or women whose husbands were injured during the war. He required and strictly enforced the rule that all of the women working at the plant had to first undergo "training in the art of homemaking" before their employment began. The women then proceeded to produce electrical parts, voltage regulators and switches for V8 Fords. He also paid them only in \$2 bills.



*Earlier plant workers were only allowed to wear dresses to work*

Labor unions were established during the Second World War, opening the doors to all women regardless of marital status and providing lunch and bathroom breaks, a luxury not afforded the women of the earlier employment. The plant closed in 1948 and today a project is underway to turn the facility into a museum honoring the "pioneering efforts of women in industry."

## **WHEN IN DOUBT, KEEP GOING**

*by Bill Aldrich Submitted by Jim Roebuck*

Part (from "V8 Times" Vol. 2 No. 6, June 1965)

There seems to be two schools of thought on what to do when your car starts to make odd noises. The timid type decides "I hear something strange, we had better stop and investigate immediately," while the seasoned Ford owner thinks "don't stop now, it's still moving."

The timid type is obviously used to driving better than average cars and is rather baffled by mechanical problems, while the "keep going" type has owned a series of rolling junk collections and a mechanical crisis

is greeted by "Oh! No! Not again!" and "Maybe it will run long enough so we won't have to walk quite so far this time."

Instruments! - These are for entertainment when things get dull on long trips or all the passengers fall asleep.

The oil pressure is usually pretty low anyhow, and if it does disappear entirely, nine times out of ten the wire to the transmitter has broken. If you are all out of oil, there is a distinctive rap that is quite audible before anything blows.

Gas gauges! - Are at best rather controversial. Normally when you run out of gas, the gauge has shown "EMPTY" for some time and you are trying to get a few more miles out of the last tankful.

The ammeter is probably the best of the bunch, but even without it you will recognize the distinctive odor when the generator armature burns up.

The temperature gauge - Well, it's nice, but usually there's no water around anyway, so when the engine develops an odd squeak and freezes up, it's too hot!

*Author unknown - forwarded on internet*

### **TECH TIP** -Editor

When is the last time that you have thought about your U-Joint? Yes, that coupler that is enclosed by two half cups behind your transmission? Have you greased it lately? Was it greased properly in the first place when you pulled the rear end out?

The owners manual calls for using "universal joint lubricant (cylinder oil soda soap grease). What is this and what modern grease duplicates it? Well, here is information about that forgotten mechanism that I gleaned in a Flathead forum on the internet. First, a low temperature grease is required. If the wrong type high temp is used the u-joint will spin inside and make a hole in the grease which will remain packed around the edges of the cup. Not good, as there will be no lubrication. A low melt grease such as Pennzoil Pennlith EP, Valvoline General Multi-Purpose or Mystik JT-6 is the substitute. These have a drop point (roughly melting point) of 250 - 275 degrees, thus will soften and become runny to better lubricate the u-joint. Do not use wheel bearing grease, which melts at 400 degrees to prevent grease running on the brakes.

It takes two tubes or more to pack the housing initially, then greased when the chassis is lubed or as the forum suggest, at the beginning of the tour season. The Ford u-joints are tough and will last forever if lubed properly. Beware of the foreign parts

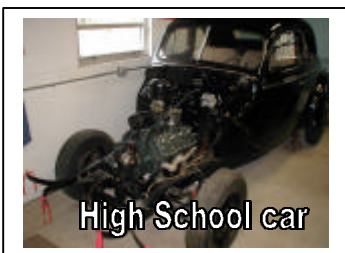
## JANUARY GARAGE TOUR THE SEASON

OPENER Hank Dubois



About 20 NVRGers ventured out to member Bob Burke's home in Catlett, VA on Saturday, January 24, for our first tour of the year. We had to contend with 20 degree weather but we were rewarded with an experience that really got our collective V8 juices flowing! Bob showed us through his clean, spacious, well-equipped, and heated garage which he built himself and then gave us a run down on each of the vehicles inside. Bob has been seriously involved with V8 Fords, and especially '40 Fords, since his high school days in the '50's. He's known as "Mr. Fordy" and his address is Fordy Lane. It was no surprise then that '40 Fords ruled his garage! In addition to vehicles, however, lots of NOS body and trim parts (mostly '40) have been collected by Bob over the years and quite a few of them are displayed on the walls of his garage. Bob's high school V8, a nice low mileage '40 Deluxe Opera Coupe, was the first vehicle to receive our attention. Bob has installed a NOS 59A engine in the coupe and is planning to repaint the exterior to bring it

back to its former glory. Next, we admired Bob's pretty Pearl '40 Tudor street rod with bow tie engine and power amenities including A/C. This car was originally owned by a local County Sheriff and Bob kept track of it for years before finally being able to acquire it. A nice, mostly stock '41 Pickup w/59A engine came next and is Bob's newest old Ford and the only non-'40 in the garage. The truck's 4-speed straight tooth tranny is scheduled to be replaced with a 3-speed unit and Bob will be doing some cosmetic work on the exterior to bring it back to its original appearance. A '40 Pickup street rod project was sitting next to the '41. Bob is building this truck up from pieces and parts and it is destined to be a true highway cruiser with modern all-Ford driveline and suspension. The last vehicle in the garage was Jerry Hill's '40 Standard Tudor w/Mercury engine that Bob has restored. The pristine Lyon Blue Tudor needs only final detailing and should be a really capable V8 cruiser with its Merc engine and 3.54 rear.



After we had a chance to enjoy the refreshments provided by Bob, he gave us a tour of the outbuildings behind his garage. These structures contained an array of V8 treasures including a nice original and complete 1945 Ford fire truck, numerous flathead engines and transmissions, and innumerable other parts which weather and time did not permit us to fully explore. Bob advised us that most of these parts are available at reasonable prices so, if you're looking for something, give him a call.



From Bob's place, we drove through the Fauquier Co. countryside to the Town & Country Restaurant on Rt. 29 for an enjoyable lunch. After lunch, we were all invited to member Chad Coomb's home nearby to see his extensive collection of vintage auto and truck literature as well as his collection of vintage auto models and auto related antique toys and collectibles. All in all, it was a great day and a welcome break from the winter doldrums! Many thanks to our hosts Bob and Chad for their generous hospitality.



## BACK PAGE PICTURE

I pulled this picture off the internet and have never seen such a rig. I wonder if it is a Canadian modification of a '35 truck or a European? Any ideas? It looks like it will go through the mud!!

**From Chad Coombs:** INTERESTING photo, new to me. Neatly styled, with flotation tires. It is not quite in the style of German military vehicles. The styling dates it to the middle of the 1930s, when the Hitler crowd was giving the German Ford branch a hard time because they weren't German enough. Possibly it was a private demo venture by Ford to try to interest the German Government. Could Marmon Herrington have been involved? Not likely, as this photo would have showed up earlier. Hard to determine, also, the purpose of the truck. Are those cylinders for balloon gas? Or, it could be an artillery tractor. No canvas hood is in evidence. Could it be a tractor for Saudi oil exploration for Aramco? Probably not large enough for that. At any rate, it is a handsome vehicle and would be a knock out in the show circuit today. I am surprised it hasn't shown up in publications prior to this.

## NEW CAR SHOW LOCATION

**May 15, 2004** *Dave Westrate*

Hey, listen up everybody!! The NVRG's May 15th Car Show is moving to a new location, and a first class one it is. Our old site at the parking lot of the Courthouse is becoming a building, so we are out of there. After a series of meetings and field visits, we have received approval from the City of Fairfax to use the area around the City Hall for our show.

The plan calls for us to close the street in front of City Hall between University Drive and Old Chain Bridge Road (Route 123). There also is a sweeping semi-circle in front of the City Hall Building that we can use to park cars, as well as parking lots at the rear of the City Hall. This gives us a lot of paved surface in case of questionable weather. There are expansive lawn areas and a small amphitheater for our musical group to play in.

This location will have a "Sully feel" to it, because of the lawns, trees, and the historical buildings on the grounds. It is also surrounded by residential neighborhoods for us to draw spectators from. It will be more visible to passersby on University and Route 123 than the old site was.

The show team is very excited about this development, as it gives us the chance for a more classy show and future growth. Swing by and take a look for yourself. Let's renew our efforts this year, so we can realize the potential of this event. I want to thank Steve Pieper and John Girman for their time and support. Can you believe that spring is just around the corner? Please mark your calendars and make plans now to attend.

## EMAIL BAG

*Von Hardesty*

I thought it might be appropriate to alert the membership to the workshop of Ben McDonald, the son-in-law of Bob Wild,

in Stuarts Draft. Ben has done some work for me, and we are planning on replacing the clutch in my '40 Ford soon. He is a skilled mechanic and restorer, currently completing the restoration of a 1936 Chevy Pickup. He wants to open a restoration shop in the future. He manages to devote a considerable amount of time to work on antique cars of various types in the area. I highly recommend him to the troops. His telephone is 540-337-0310.



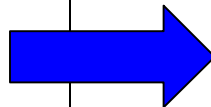
## NVRG tour of the Udvar-Hazy Air and Space Museum at Dulles Airport Saturday, February 21

**Charlie Morrison** is making the arrangements with the museum and has agreed to be our tour guide for the event. We will be going through security clearance as a group so we will have to be at the museum as a group at 9:30 AM (museum opens at 10:00 AM). Anyone who is not with the group at 9:30 AM would have to go through security clearance with the general public and would probably have difficulty joining the group once inside the museum since it's so big. Therefore, we should plan on being at Fair Oaks Mall at 8:45 AM where we will arrange car/van pools (in order to minimize the impact of the \$12.00/vehicle museum parking fee) and be ready to depart promptly at 9:00 AM. This will give us ample time to get to the museum by 9:30 AM.

We encourage wives and friends to join us. A sign up sheet will be at the Feb. Meeting, or call Hank Dubois at 703-476-6919 [hcdubois@aol.com](mailto:hcdubois@aol.com)

## IMPORTANT NOTICE

The February meeting will be held at the Clarke House, not Nottaway Park. See directions on back page.







**February**

- 10 General Membership meeting.  
Program: "More Sand in my Carburetor" Charlie Morrison.  
Refreshments: Ken Burns
- 21 **NVRG special tour of new Air Space, & Space, Dulles**
- 24 NVRG Board of Directors meeting
- 26-29 Atlantic City

**MARCH**

- 9 General Membership Meeting.  
All about car painting systems  
Refreshments: Hank Dubois
- 30 NVRG Board of Directors
- 27 & 28 Frederick Flea Market (Sugar Loaf  
ACA annual indoor ) van pool

**APRIL**

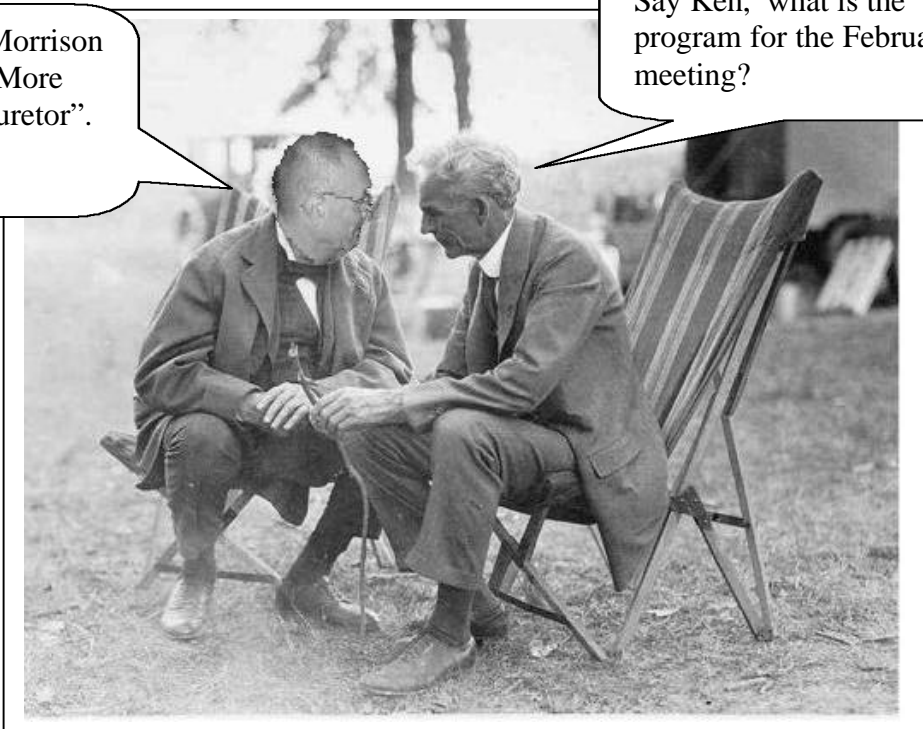
- 1-3 Charlotte Auto Fair at Lowes Motor Speedway
- 13 General Membership Meeting  
Program: Lock & Keys – J. Crawford  
Refreshments: Butch Myrick
- 22-24 Spring Carlisle

**MAY**

- 1 **Willowcroft winery tour and picnic**
- 8 Winchester
- 11 General Membership Meeting:  
Program: Generators & Starts Part II  
Gunnerson, Green, Dubois  
Refreshments -Cummings
- 15 **NVRG ANNUAL CAR SHOW**

Henry, Charlie Morrison will talk about "More Sand in the carburetor". don't miss it!

Say Ken, what is the program for the February meeting?





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

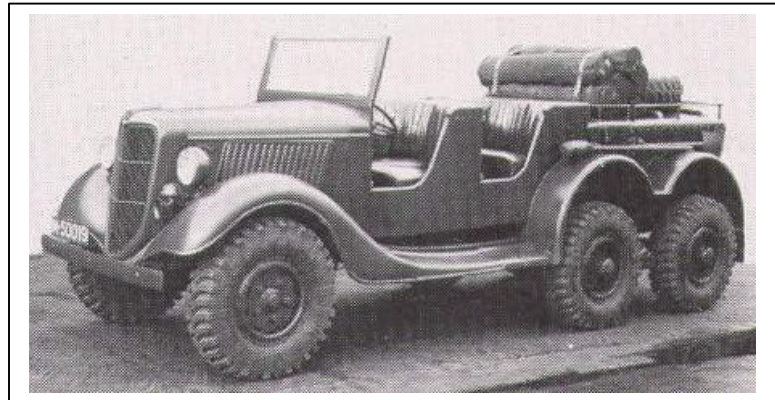


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Treasurer **Hank Amster** 703-753-9575  
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Property: **Eric Sumner** 703-709-4164  
Activities **Dave Westrate** 703-620-9597  
Historian : **Don Lombard** 703-690-7971  
Newsletter: **Cliff Green** 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**