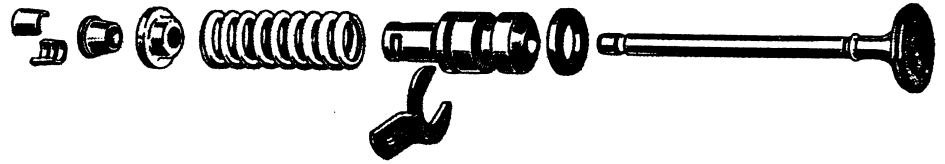




VALVE CLATTER



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

Volume XXVII, No. 9

September 2004

Cliff Green Editor

RECIPIENT OF THE 2003 GOLDEN QUILL AWARD FROM OLD CARS WEEKLY

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003

VERN PARKER'S "Out of the Past Review"

It was a double header weekend for some in the NVRG. Vern Parker personally greeted every entrant by his first name as 130 cars gathered on the lawn at the Spring Hill Rec Center for the 14th Annual gathering of those cars featured in his articles.

The weather was splendid for everyone and it seems that straw hats were in vogue this year except for Dodge



*Cliff Green, Dave Blum , Ken & Helen Burns, Hank Dubois,
Dave & Barbara Westrate, Cindy Dubois*

Dealers. Not pictured are Hank Amster, Butch Myrick (with a Chevy!) and Francis, Don Pauley, Rick Parker and Louise Vincent

The cars are parked as they arrive, not by class. It is a non-judged show and awards are made by popular choice voting. It is a fun, laid back event.

LABOR DAY CLIFTON SHOW

The little town of Clifton, Va. closes off its main street for an annual car show sponsored by the N. VA Cruisers and the Clifton Lions Club. The ladies like the event because of the quaint setting and shops. The guys like it for the mix of cars – rods, trucks and antiques. This is also a peoples choice show and the NVRG recipients were Dave & Barbara Westrate, John & Patty Girman and the Police cruiser of Jim McDaniel. Hot rodders Hank & Cindy Dubois were present.

When V. President Girman started out in his Model T with Patty it was not raining until it was too late to turn back. It was really a drizzle, enough to keep the Editor from going until a phone call declaring him a "wimp" for not showing up (that did it – the woodie arrived and stayed 30 minutes)



*Girman's change of pace
from the V8*



UP FRONT WITH THE PRESIDENT

September 2004

At the last board meeting, while discussing if a certain notice should be included in the president's message, a jokester said "No one reads the president's message anyway!" Well, I know that everyone eagerly turns to this article first before reading anything else in the Valve Clatter.... to prove my point, just mention that you read this and get 10 free tickets to the 50/50 drawing. Now on with some important stuff. Congratulations goes to member **Mike Gall** on his recent marriage. Mike and Kay celebrated their marriage as many did "in the day" by going to Niagara Falls... only thing different than most was that Mike's parents went along to chaperone the honeymoon!

Ken Burns and **Don Lombard** (with consulting experts **Sandra Green** and **Wendy Pieper**) are putting the final touches on this year's Lebkicker Tour taking place October 22, 23, 24th. We will be traveling up to the Amish country (Hanover, Strasburg PA) and will visit several interesting spots. Currently considered are: a trip to the PA railroad museum, steam powered train ride, guided Amish farm and country trip, visit to the PA museum of clocks and a stay at an "interesting" motel. Keep your eye out for announcements in the Valve Clatter. While on the Lebkicker subject, please be sure to vote for the person best deserving the annual Lebkicker Award. Consider such things as participation, service, knowledge and contributions towards the betterment of the club. Contact **Ken Burns** for details.

John and **Patty Girman** did an outstanding job (as usual) in their organization of the Drive In weekend. Thanks goes to **Butch Mryick** for his impromptu tour of his garage while the group traveled from dinner to theater. John, by the way, will be our speaker at this month's meeting. Being a chemist, John will give insightful information on what it takes to cool down our hot flatheads.

September is the month that we must (as per bylaws) solicit new board members willing to serve a two year term. **Greg Mensinger** and **Frankie Martin** have raised their hands to the call. Are there others? Contact nominating Chairman **Hank DuBois** if you would like to be involved.

Our tour this month is going to be a double header. Saturday the 18th is a trip to Nokesville to be a part of the Military Restoration and Demonstration exhibit. The promoters will be parking flathead powered military vehicles among our club cars. After you catch your breath from Saturday, we are all going to head out to the Bealton's Flying Circus air show on Sunday. Departure times and procedures are in this issue.

No one needs a reminder that it's time to get the camping gear aired out. Hershey is around the corner and chiefs **Dave Gunnarson**, **Wendy Pieper** and **Greg Mensinger** are already planning some of their renown breakfasts.

If you recall, we had a donation bucket at last month's picnic with the intent of collecting enough to "buy a brick" at the new Early Ford Foundation Museum. We came close, but need just a bit more. Please consider bringing a buck or two to this month's meeting for that purpose.

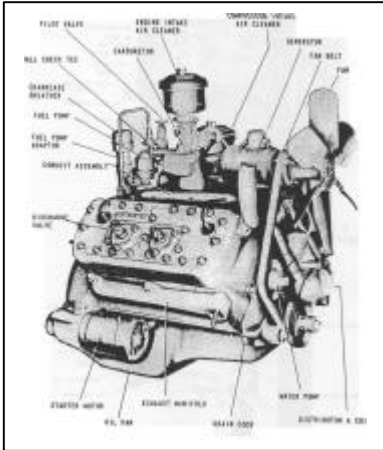
Be proud of your club! A very needed contribution to the Armed Forces Retirement Home (aka Old Soldier's Home) was presented on behalf of our club with the intent of keeping intact the traditional Old Car Parade Day on their grounds. The residents always enjoy seeing the cars and future events were threatened to be cancelled due to inadequate funding. Our contribution came from our show's proceeds.

OK, you've made it this far in you attention to this article, so no need to offer the 10 free tickets anymore (the offer is hereby rescinded). See you at the meeting. **STEVE**

SCHRAMM FLATHEAD AIR COMPRESSOR

Steve Pieper

In last month's presidents message, there was a photo of me holding up two unique gaskets for a Ford flathead and it was asked "What are they for?" Both had valve pockets closed off on two cylinders but each gasket (R & L) were different as to what valve pocket. If you guessed they were used for an air compressor, you were correct.



Schramm air compressors used the Ford-Mercury engine as its basis for their compressor. Schramm, who is still in business (although not with flatheads), offered several models of the Ford compressor. Using a special intake manifold, cylinder heads and exhaust manifolds, they converted the engines to a 4 cylinder

power plant with the remaining cylinders as compressing chambers. One of the units offered, fit under the hood of a Ford truck and used the "power" cylinders to drive the truck to the job site. The model '60' Fordair was the most popular (nothing to do with the Ford 60 HP) and over 6,000 were

Powair

STANDARD EQUIPMENT INCLUDES: Engine driven compressor, with air cleaners on compressor and carburetor intakes, pilot valve and intake valve unloaders, electric starter with battery charging generator, no battery, fan and water circulating pumps, no radiator, no air receiver or fuel tank, with intake shut-off valve and control rod, slowdown holdout lever and control, governor and carburetor, manifold for air and flexible metal hose 9' long furnished. Standard pipe fittings and bolts not furnished.

Price F.O.B. Factory\$ 700.00
Code Word.....**POWIR**

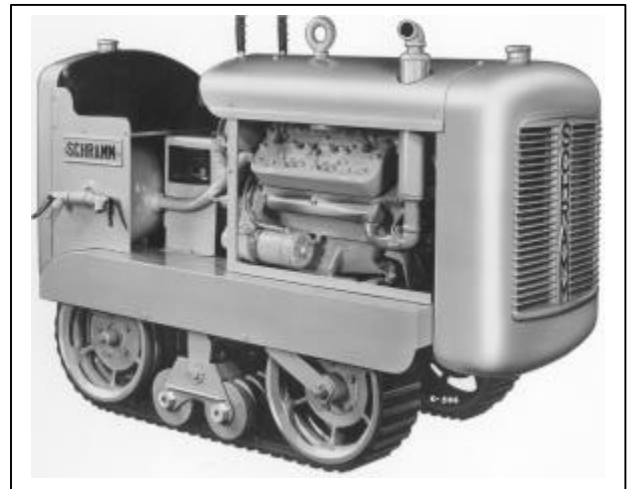
Add 14" x 26" air tank and fittings, not mounted..\$54.00

produced between 1940 and 1949. The model got its name from the ability to produce 60 cubic feet per minute at 100 PSI and came in several different configurations. Some were

sold as basic air compressors and others came accessorized with air tanks, instruments, air connectors and the like

Self propelled units came with the choice of tank type treads or railroad wheels. Trailer and stationary versions as well as hand pushed models (with handles like a wheel barrel) complete with radiator, self starters and gas tanks were quite popular. Advertisements stated that the Schramm was a well balanced powerful 4 cylinder utilizing a "all in one" cast block that negated the usual chains, gears, and belts normally associated with the competition's models. It could be easily moved about with one man or a "pack mule".

The units were not cheap. The basic power/air unit listed for \$655. Some other examples were: 'railcar'- \$1500, 'powair' for use in a truck- \$700, 'crawler' - self propelled for mining - \$1500, 'tampair' mounted on two wheels - \$1125.



Schramm's design was a bit ingenious. It utilized valves in the special heads that allowed the air to travel where needed ,such as a power hammer or tank, and also utilized special unloading valves that allowed the engine to slow down when small amounts of air were being used and speed up when there was high demands.



If you would like more detailed information on the Schramm Ford air compressors, contact me for copies of their parts catalogue, sales literature and operators manual. Believe it or not, just like us 'Ford' collector nuts, there is a complete Schramm following that rebuilds, utilizes and even shows their favorite brand of old air compressors.

DAGENHAM, Henry Ford's Rouge Plant for Europe

Chad Coombs



Henry Ford's English version of the mighty Rouge plant most certainly has a place in the lore of the flat head Ford V8 era. Dagenham became the name for the plant that Henry built in England during the height of the world depression and was named after a small village on the Thames River, just East of London. Although the first 295 acres of the final 600 acres was bought in May of 1924, it was not until the 16th of May in 1929 that Edsel Ford shoveled the first spade full of earth to start construction. The Dagenham site itself was an uninspiring plot of swamp land on which trash and unwanted dirt from City construction had been dumped. Factory construction required the driving of 22,000 concrete piles into that unholy morass to support the factory floor and structure. The finished facility buildings covered 66 acres at first and included a power plant, blast furnaces and foundries. It was capable of receiving raw materials at the 1, 800 foot long wharf and shipping out finished vehicles to England and the rest of the world from that same wharf. The finished Dagenham factory was the most ambitious factory construction in Europe when it was built. It mirrored many of the features and flow of the mighty Rouge plant. No wonder, as the dynamic and ruthless Sorensen designed both plants.

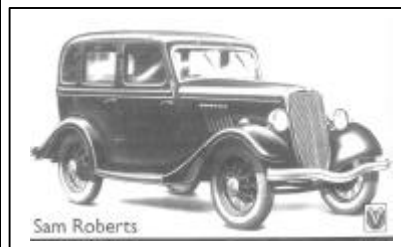
Henry Ford began his European manufacturing operations in Ireland at Cork, from which his father had immigrated to America. The Cork plant started building Fordson tractors with great hopes in 1919. However, the Irish Free State came into being in 1922, which placed a 22% tax on anything shipped to the United Kingdom and the Cork plant quickly withered to closure. Earlier, Ford had begun assembling cars starting in October of 1911 on at its Trafford Park plant on the Slough Trading Estate near Manchester, England. They built 302,000 Model Ts by August of 1927 and closed in December of 1931.

To manage his European operations, Henry Ford selected Sir Percival Perry, a competent visionary who was well experienced in making money with automobiles. Perry

devised the so called 1928 Plan, in which Ford's operations in the several European countries would be consolidated under the Ford Motor Company Ltd of England, making public companies of each one in the countries in which they operated. Perry (and Sorensen) was to promote the overall plan and control them by owning 5196 of the stock of each company. Ford Motor Company of Dearborn would, in turn, own 51% of the stock of Ford Motor Company Ltd of England. All the existing Ford companies would be liquidated, meaning that Ford would get back his investments in these companies and still own 51% of each company. In practice over the succeeding years increasing nationalism gradually changed many of these arrangements.

Parliament dealt a body blow to the Ford Motor Company in 1920 by the passing of the Motor Car Act, which all but eliminated competition from the Ford Model T. This act imposed an annual car tax on car owners that was based on the piston bore diameter. Thus, a Model T was taxed at £22 per year, same as for a Bentley and fully 18% per year of the original cost of the Model T. Ford car sales dropped to near zero. Trafford Park and Dagenham production became primarily tractors and trucks. The first vehicle off the line at Dagenham was a Model AA truck on 1 October, 1931.

Help for Dagenham arrived in 1932 in the form of the Ford Model Y, designed in Detroit for European use. This tough little work horse, essentially a scaled down Model A, was designated an 8 hp rating, with its four cylinder 933 cc "L"



head engine and three speed transmission. It continued the Ford features of traverse springing with a torque tube, mechanical brakes Kelsey wire wheels, Houdaille shock absorbers,

thermosyphon cooling and steel body in two door and four door styles. The public was captivated by the style of the car, with slanted windshield and heart shaped front grille, sweeping fenders and curvaceous body lines. This stunning (for the era) body was the work of 38 year old Eugene Gregorie, who established the Ford styling department and penned the timeless lines of Ford cars for the next 17 years.

Interestingly, Gregorie did not design the much admired 1933 and 1934 American Fords, this was done by Briggs, who simply scaled up the Model Y shape. A companion car to the Ford Model Y was the Model C of 19 rated hp, 1171 cc, offered in 1934. Model Y prices started at 120 pounds in 1936, when it was the cheapest car in



the British market. Almost 200,00 Model Y cars were built in the period of 10 August 1932 to 31 August 1937, a large number for this market at that time, and placed the Ford Motor Company solidly in the world automobile market. Production of V8 engines at Dagenham started in early 1936. Construction of the Dagenham facility gave Ford an enormous advantage in Europe.

Whereas the foregoing information came primarily from two books, FORD MODEL Y, by Sam Roberts and FORD AT DAGENHAM, by David Burgess-Wise, information for the following paragraphs were extracted from the book. FORD AT WAR. by Hilary St. George Saunders.

Dagenham was in full production of civilian goods in 1939, when the second World War started for England. The Ford organization and dealers and the Dagenham plant all were to play a critical role in supplying war material for the Allies. At the war's end, 34,163 workers were employed by the Ford Motor Company in England. Bear In mind that no less than 3,376 skilled employees were called away to serve in the Armed Forces. Dagenham was a major target in continuing air raids and developed superbly trained fire fighters and effective procedures, for minimum lost time through bomb damage and time in shelters. Personal heroism stories were plentiful. For the first time, women were employed, 2,217 of them, a pioneering first in European Ford plants.



The Ford V8 engine itself served the war effort in an astonishing variety of ways. Such as for Bren gun carriers, barrage balloon winches, auxiliary power in aircraft, sea going landing craft and other small craft, generating sets, anti-mine flailing arms on tanks, arc welders, search lights, locomotives, fuel and water pumps. These compact, powerful, lightweight and tough engines served everywhere, it seems. In all, 264,487 Ford V8 engines were manufactured during the war. Dagenham also made thousands of 8 hp and 10 hp engines, for powering X-ray machines, pumps, lights, winches, you name it! Ford's major contribution during the war was the manufacture of wheeled vehicles, for a total of 184,579, plus 137,483 Fordson tractors. In addition, Ford supplied hundreds of tons of pig

iron to industry. Ford dealers repaired 18,000 wheeled vehicles and Ford employees assembled 10,000 vehicles shipped knocked down from the US and Canada.

Beyond the Dagenham plant, a critical wartime assignment was the manufacture of 34,000 Rolls-Royce Merlin aircraft engines for the Air Ministry. To do this, a completely new plant was built near Manchester, starting in June, 1941. Procurement of manufacturing space, production machinery, engine test bays, and training for over 17,000 employees all had to be carried out. Ford manufacturing techniques were used. Wherein, unskilled workers, using semi-automated machinery and gages were able to do the work formerly done by highly skilled workers. Production was finished March 26, 1946, when the factory closed.

The Ford Motor Company accomplished amazing things during desperate wartime days, and our beloved Ford V8 engines were in the thick of it.

September Tour – Virginia Museum of Military Vehicles (VMMV) Open House

For the first tour of our two-tour weekend, the NVRG will be going to the VMMV's 2004 open house in Nokesville, VA on September 18. Events are scheduled from 10:30 AM to 3:00 PM and will include military vehicle displays, narrated demonstrations of WWII armored vehicles, a fire & maneuver demonstration by the U.S. Marine Corps Historical Company and a program focused on the Vietnam War. The program will feature a noted speaker who was the



only civilian decorated by the Army for valor during the Vietnam War, and demonstration of Vietnam-Era firepower. The VMMV is reserving a parking area for us to share with a couple of flathead powered WW II-

Era vehicles where our cars can be viewed and enjoyed by all visitors. Up to 1,000 visitors are expected to attend. It should be a lot of fun for everyone including kids of all ages!

Depart Fair Oaks parking lot at 9:00 AM. Caravan to VMMV via Routes 66, 234, 28 and Aden Road. Food and refreshments will be available from a vendor or you may wish to bring your own picnic lunch. A canopy will be available for Club members. Bring cameras, folding chairs, wide brim hats and sunscreen if you need it. You may also want to bring insect repellent just in case.

Please contact **Hank Dubois** (703-476-6919) for further information and notify him by September 14 if you will be going on this tour. VMMV has asked that we register for this event and Hank needs to provide a count of the cars and persons that will be attending.

TECH TIP – THE CONDENSER

Editor

One of the culprits of the ignition system is the condenser. This little device can stop the car from running at any time when it becomes shorted or open. It can cause the points to pit and consequently effect the dwell.

The purpose of the condenser is to absorb the spark that would occur when the points just start to open and prevent the points from burning and pitting. It provides current storage until the points are fully opened then is discharged back through the primary. The capacity value is measured in microfarads and varies with different ignition systems. For the early flathead V8, the book states that the prewar engine condenser should measure .330-.360 microfarads and the post war .290-.320. Any value lesser or greater will cause the points to burn and pit prematurely which would effect the dwell. Now, how do we measure this without the fancy Ford Laboratory Testing Machine, which has a feature to conduct such a test?

There is an inexpensive digital meter available on line or from Grainger's that will do this. The A/C repairman who replaced my fan motor had one to check the starting capacitor. I borrowed it to check all the condensers that I had stockpiled and wrote the value on each on. Of the ten that I had, only three registered the proper value as specified in the service manual! Of course, the meter will also show if the condenser is shorted



or open by not registering.

Now, this is only part of the test. We need to simulate the heat of the engine by placing the condenser in the oven (not microwave) and heat it up 150 degrees and run the test again!

The condition of a 50 plus year old condenser should always be suspect even if NOS out of the box. How do we check it in the field? With the use of a battery operated ohmmeter with a needle (not digital). Set the meter to the lowest setting. Ground the negative lead or terminal to the case in order to discharge it. Then with the ground wire of the meter held to the can, touch the other lead to the terminal. The needle should jump up and recede. All this does is determine that the condenser is not shorted or open. We have known idea of its capacitance value.

So, the culprit can be tested to eliminate one of the most frequent causes of ignition failure. Condensers do have a life, which can not be determined, so it is advisable to

change it every time the points are changed and keep a spare in the toolbox. Of course, those running with the electronic system do not have to worry about this. (BTY, the electronic distributor is not being produced anymore.)

Grainger.com –Supco, model MDF10 @ \$66.9

FOR THE LADIES

Remember in last month's issue the question how the ladies kept their hats on and hair in place while riding in a open V8? The riddle has been solved thanks to an article in the May 1941 *FORD NEWS* by Margot Sherman. Magot wrote frequent articles for the NEWS, mostly about fashion.

We have here a bicycle-clip hat! Not only will it keep you hat on but will "keep your back hair in place"! "Now – even when you're driving you car with the top down – your hat won't blow off. It's firmly – though comfortably clamped to your head!"

Check it out ladies – just what you need. You will look sharp in the V8!



MAY 1941 PAGE ONE HUNDRED TWENTY-NINE

Hats that stay on!

By MARGOT SHERMAN

Lilly Daché's New "Bicycle-clip" Hats Won't Fly Off—Even in an Open Car

Imagine making a hat over a "bicycle-clip" frame? Lilly Daché, one of America's best millinery designers, cooked up the idea—and while it sounds crazy, it's really wonderfully practical.

Because now—now when you're driving your car with the top down—your hat won't blow off. It's firmly—though comfortably—clamped to your head!

There's a story connected with the "clip" hat shown at the right. It comes from of Madame Daché's Hollywood clients grow so hard with kerchiefs tied around their heads for driving that they begged her for something new. So she conceived the "clip" idea with this very stylish kerchief of resplendent straw. It's as flattering as the dinkies, stays on in a high wind and keeps your back hair in place. What more could you ask of a hat?

SECOND STAGE HERE, wear this magical hat—more when it's a big party and (BTY) don't release the question—without clip this time—big getting you in a party state (leave) and keep it under your skin

THIRD STAGE HERE, (BTY) make it down to the top "clip" fashion. It's open at the back... doesn't mean your hair getting it on. It's being made in "Shantung, Dens, cotton, glass and crocheted straw hat"

Drive-In Movie Retrospective

Patty Girman

It rained, it was cold and the movies were, at best, only fair and we **still** had a great time! When Bill Simon responded to an email going over preliminary plans in the event of rain with “Liz and I and the 34 tudor are in, rain or shine!! A little rain will cool things down and our V-8s will purr!”, it was clear that this would be a good tour. With an attitude like that, how can you miss?

Liz and Bill Simon ('34 Tudor), Larrie and Frankie Martin ('51 Tudor), Jim McDaniel ('51 Sheriff's Special), Patty and John Girman ('53 Victoria) and Cindy and Hank Dubois, Norma and Dave Blum, Helen and Ken Burns drove in and out of drizzle to Stephens City. They were joined at the motel by Butch Myrick and Frances ('46 Sedan Delivery) and Bob and Jane Helms . After checking in, the crew loaded up and drove over to the New Town Tavern for dinner, where Wendy and Steve Pieper, with their '57 Chevy Nomad, joined them. After dinner, Butch and Frances surprised everyone with an invitation to their newly purchased home just a mile down the road and promised all the guys a surprise and a goody bag. The surprise was Butch's “new” '59 Chevy Impala hardtop parked inside his nice big garage. After aahing and oohing, everyone loaded up and drove over to the drive- theater with their goody bags filled with cans of carb and brake cleaner.



At the drive-in, the cars were parked in a cluster, folks situated their lawn chairs, talked about the old cars, saw a couple of shooting stars and watched the movies, *The Bourne Supremacy* and *Cat Woman*. (It was the first time Norma had ever seen shooting stars and they were spectacular!) As the night air became colder and wetter, condensation began covering everything and everybody. Slowly, the chairs disappeared as everyone moved into their cars halfway through the second feature. The real



excitement began as Bill and Liz decided to call it a night during the second feature and drove away, only to have their '34 come to a stop. Bill quickly gathered a few of the fellows who pushed the car back into a space, let the owners of the theater know that the car would be spending the night and grabbed a ride back to the motel.



In the morning, Bill, Frankie and Dave ate an early breakfast and headed back to the drive-in. The folks who had stayed overnight at the

motel joined them later. When the guys began the fiddling and head scratching, the ladies got the lawn chairs out and moved into the shade of the movie screen to solve the world's problems. After several hours, a trip to a car parts store and more puzzlement, the ladies were ready to have the car towed, but there was one more thing to try. Lo and behold, the car started and we were off to a late afternoon lunch at an Italian restaurant in town. The remaining crowd of ten was seated at pushed-together tables near the back of the restaurant after only a short wait and had a leisurely meal, talking about the events that had occurred that weekend. It was a pleasant drive home down Route 50 and they split off one by one waving and heading to their individual homes.

(Note by John Girman: The NVRG crew did yeoman's work to get the '34 back on the road. Bill and Frank did the “heavy lifting” by swapping out the distributor. Dave and I located a well-stocked car parts store that was open in a small town on a Sunday morning to purchase a coil secondary wire. Hank and Bill stretched and shaped a small spring used to provide pressure on the contact in the distributor. Most importantly, all the guys provided diagnostic and mechanical support so that no Ford was left behind.)

AUGUST METING

Cliff Green was the feature speaker about “The Rouge in the V8 Era”. After an introduction to the history of the Rouge, a 20 minute 1935 narrated film strip of the factory was shown.

Booklets that were hand outs to the visitors of the Rouge provided a guide for the talk. Many interest points were gleamed from the FORD NEWS, V8 TIMES and various books.

Henry Ford created a factory complex unlike anything in the world at that time. He wasted nothing. His company was an innovator in the auto industry.

BACK PAGE PICTURE

Here we have the famous picture of Henry and Edsel with the 1937 Ford at the Ford test track. The time frame would be early November 1936 when Henry entertained over 8,000 Ford dealers to introduce the new car. This would be the second year of fall new car introduction. Prior to 1936, the Government mandated that new cars could not "come out" until the first of the model year. Note that Edsel, with his German Lecia camera, has on an overcoat and Henry, who would be 74, is braving the Dearborn chill.

Let us examine the engine. We have the water outlets in the middle of the aluminum, 21 stud heads. Front block mounted water pumps and a new style distributor. The fan design is new, too. Note that the fan belt is a light color relative to the ignition conduit! This engine only lasted until mid 1938 when the 24 stud was introduced.



JIM & EDNA CROSS

39246 Lime Kiln Road
Leesburg, Va 20175 703-777-8561
1941 Ford Convertible

Tommy and Shelia Madison

7167 Madison Ave.
Bealeton, VA 22712 540-439-8733
1950 F-1 Pickup

Owen & Carol Ann Beeder

515 N. Oak St
Falls Church, Va 22046 703-532-5644
1935 Ford Fordor, 1937 four door Linc Zyper

MEMBERSHIP AT 113

THE ANNUAL DICK LEBKICKER AWARD

PURPOSE: The selection and subsequent presentation of this annual award to a fellow club member who exemplified the qualities exhibited and practiced by our friend and highly respected club member in whose memory this award is named.

OBJECTIVE: Be it know that club members of the NVRG of the EFV8CA will, through the process of nominations/voting, select the person most deserving of the award. The award will be presented to a highly active club member based on the qualities, presence, demeanor, and contributions to the betterment of this regional group as were demonstrated by the attributes of **Mr. Dick Lebkicker**. This person will be someone who has repeatedly, if not characteristically, demonstrated one or more of the following characteristics:

- * Love of the Cars.
- * Drive the cars.
- * Support the club-
 - Assume office, take responsibility -Attend meetings, encourage others -Recruit new members. -Participate in tours and activities -Help plan meetings, programs

*Help fellow members:

- Mechanical – fixes cars and advise others.
- Help others as needed, when needed where needed
- Offer assistance to resolve car related problems and identify vendors of parts /services.
- Set aside own projects and priorities for the betterment of the club and it's members.

Mail in vote for up to **three** members on a slip of paper to:
Ken Burns 10409 Stallworth, Ct, Fairfax, Va 22032
Email - Kenb@headstartinfo.org Phone – 703-978-5939

The Flying Circus Antique & Classic Car Day

NVRG is going to the Flying Circus at Bealeton, VA for their Antique & Classic Car Day. What a deal! You get to attend a car show and see the flying circus for \$10 adults (drivers of show cars get half off admission) and kids 3-12 are \$3. The Flying Circus includes biplanes, comedy flying, sky diving and much more. The air show is from 2:30 to 4:30 pm. Car show winners, selected by people's choice, are announced at 4:30 pm.

We'll meet at Fair Oaks Parking Lot on September 19 at 11:00 am. Bring a picnic lunch or buy hot dogs or barbeque there. Ice cream and soft drinks are also available.

Go to www.flyingcircusairshow.com. Contact John Girman at 703-424-1459 for more info

LEBKICKER TOUR to the Armish country in Lancaster, Pa. October 22-24. Mark your calendar and watch for details!

There are no ads in this edition, which BTY really work!



Don Pauly & his '53 Merc
at Wash Times show



V8 CALENDAR NVRG



September

- 6 Cruising Clifton, Custom Cruisers & Clifton Lions Club, Clifton, VA 9-3 Park on streets
- 11 AACA Sugarloaf Mt..Region car Show, Mt Airy, MD
- 12 Herndon Police Dept & Citizens Support Team 4th Annual Car show Municipal Ctr. 10 -3
- 14 **General Membership Meeting** Automotive Coolant – John Girman Refreshments: Dave Westrate
- 18 Bull Run AACA 28th Annual Edgar Rohr Antiqure Car Show, Prince Wm County Fairgrounds 8-3
- 18 **Military restoration display**, noon Nokesville, VA Contact Hank Dubois 703-476-6919
- 19 **Flying Circus Air Show NVRG caravan , picnic** Contact John Girman 703-242-1459
- 28 **NVRG BOD**
- 29 – Oct 3 Fall Carlisle

October

- 3 Antique Auto Assembly, 47^t Annual Show, Armed Forces Retirement Home, Washington
- 6-9 HERSHEY
- 12 **General Membership Meeting** Hershey Review Refreshments: Al Edwards
- 16 Rockville Antique & Classic car Show, Rockville MD Civic Ctr.
- 22-24 **Annual Lebkicker Tour** Lancaster, Pa. Details to follow
- 26 **Board of Directors**

November

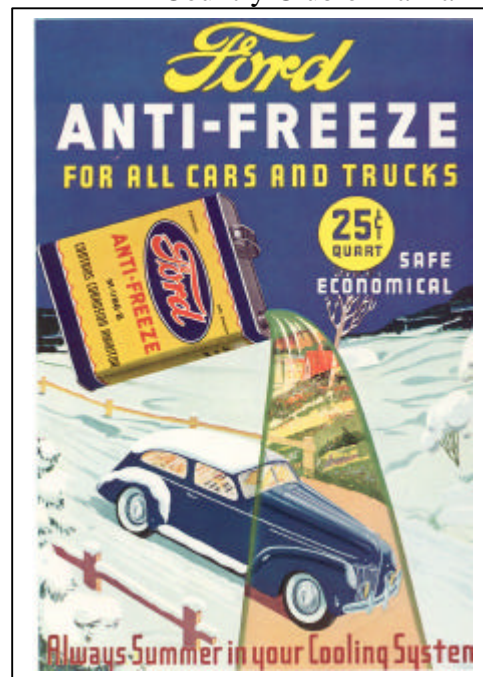
- 9 **General Membership Meeting** Alternate Fuels – Dept of Energy Refreshments: Frankie Martin
- 30 **Board of Directors**

December

- 4 **NVRG Annual Holiday Party** Country Club of Fairfax

Program for the September Meeting: “Coolents”

Presented by our own EPA
Chemist: John Girman
Refreshments: Dave
Westrate





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**