



VALVE CLATTER

Northern Virginia Regional Group



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

Volume XXVIII, No. 2

February 2005

Cliff Green, Editor

TOUR OF THE ACE ROSNER COLLETION



Pictured are the few hardy souls of the NVRG who toured the collection of Ace Rosner in NW DC along with the Model A Club. Missing are Dave Blum and Clem Clement. The collection is stored in the garage of his apartment building where Ace has lived for 50 years

Bill Selley and Cliff Green arrived early to help ace uncover the 26 cars and rearrange them for better viewing. He has lots of Rolls of every description. My favorite is the gull wing MB and the '50 Jaguar drop head coupe. Among

the domestic cars are a 1955 Pontiac Safari with air conditioning; '33 Ford V8 pickup and an AA stake body truck. Ace lead the appreciative crowd by each of the cars and give the history of each vehicle – some were only one of ten, like a Jaguar convertible or one of two - a Roll Royce! What got everyone's attention, when Ace remarked that he paid \$20,000 at auction, was a little Rolls Royce pedal car of which only ten were built It is battery powered. All the cameras came out and took pictures of this one!

Thanks Ace, for opening your collections to the NVRG. Look for him at any of the local car shows.



Rare pedal car

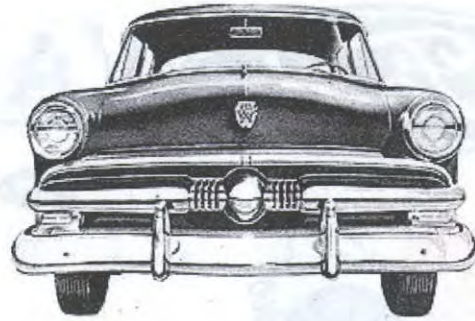


Ace Rosner



Sweet, Clem, Green install air cleaner on '47 Linc.

B. Selley photo



UP FRONT WITH THE PRESIDENT

February 2005

Well, cold weather has finally found us this year. It sure didn't stop club members from turning out for a great tour of the Ace Rosner collection. We were joined by the Model A club (or did we join them?) for a tour of an eclectic collection of cars comprised of mostly Jaguars, Bentleys, Rolls Royces and Mercedes Benz. There were also enough Ford products to keep it interesting. I think I was as impressed that someone would have that much garage space in the District as I was with the cars! Now if we could only find that much garage space here in Fairfax County.

Many of you may have seen the recent column in Old Car Weekly which featured our very own newsletter, the Valve Clatter, as an example of an innovative way to distribute car club newsletters through the use of email. They quoted **Cliff Green**, our editor, to describe how it's done. Way to go, NVRG! (And, if you aren't getting the VC through email you're missing really fast delivery and super color photos and graphics.)

The February tour will be a visit to the annual **Clem Clements** open house or as it's also known, Planes, Trains and Automobiles. (Okay, I made up the part about the planes but you'll certainly find automobiles and, what has to be, one of the largest train collections in the area.) Check the Valve Clatter elsewhere for details. And while we're on the subject of tours, **Don Lombard** and **Ken Burns** have agreed to plan the spring Poker Run once again, with an assist from **Hank Dubois**. In addition, they have agreed to plan the Lebkicker Tour and are actively soliciting ideas. Give them a call, write them an email or corner them at the February membership meeting with your suggestions of where you would like to go and what you would like to see. Spousal input is especially welcome.

As indicated above by the discussion of tours at the January Board meeting, it was a busy meeting since the initial planning for the year takes place then. **Eric Sumner** laid out plans for this year's programs and you can see some of the results in the Valve Clatter calendar. We will have a guest speaker at the next meeting who will talk about Alternative Fuels.

Dave Gunnarson informed the Board that we had sufficient donations in memory of Charlie Morrison that we could purchase a brick in his name at the Early Ford V8 Foundation Museum and the Board agreed to do this. **Hank Amster** provided a budget for the year, which the Board accepted, and, under his plan, the NVRG will be solvent for yet another year. **Dave Westrate** also presented initial thoughts on our car show, slated for May. The entire Board had a lengthy discussion of how to schedule all the events planned for this year. Our problem isn't having enough events but having enough space on the calendar. That's a great place to be and we hope you will join us this year in having fun with these great old automobiles.

John

TECH TIP

Clem Clement

On a fine chilly day last month I began a fixin process on my '39 Ford truck. Many of you know the truck as it belonged to our late club member Gill Williams. We are all just keepers of these wondrous vehicles and hold them a while, improve them and pass them for the enjoyment of others. Gil worked many many hours on the truck and he and Katie loved being out in it. I'm planning for the same enjoyment. Certainly no disrespect to our friend Gil, but I felt I needed to get to know my truck and to do so I wanted to visit every nut and bolt on her. Back in 1951, when I began driving Mother's 1941 Ford super coupe (yes with the 2 jump seats aboard, I learned this tightening process. Lemme tellya about it.

Jack the car up on all fours using quality jacks, not those cheapo spot welded jobs. When the car is up and before you get under it, butt shake it side to side. If it talks, something is wrong with your jacking setup. BE safe and wear glasses. Now then, pick a day when you can't do anything else, shut off the cell phone, grab a pile of generic wrenches, your coveralls, a good set of safety glasses and a pillow (a nap may jump on ya whilst under the car and you should be prepared. Have chalk as well. I start at the front bumper and tighten everything you can see/reach as you move toward the rear of the car. Mark the bolt/nut with chalk after you have finished with it. You may get interrupted and can't remember.

What torque to use? If you hold the wrench close to the head and twist hard, you can generate about 5-10 foot pounds. At the end of a short wrench you can get a bit more. What you are interested in is those bolts that are really loose. If it is an engine or key bolt, your books will give the specs. For most, 10 is close enough. You will get the feel of things. Rusty tight one won't move. It is the loose ones(as the steering box had one as did the master cylinder) that you are worried about. Generally speaking, unless for some specific reason, bolts are installed head up and head facing the inside of the car so that if the nut falls off the bolt will stay in place. There are of course exceptions.

Henry was famous for not having empty holes. Some are there for right hand drive or accessory installation, but the general rule applies. So if you find an empty hole, see if there is any damage around the hole. This means something was there and you need to know why it isn't now. Cliff and I are wondering why I have a clutch bracket missing. Shake the tie rod ends to see how much slop there is in the tie rod joints. Inspect the exhaust system for leaks, looseness or frame contacts. One of my favorite accessories is a wooden clothes pin. The tapered half will work as a wonderful antirattle wedge for exhaust systems and the full pin is a great wire clamp. Inspect your hand brakes system for loose cable, rust and the such. A good wire brush and rattle can of black Rustoleum should be at hand for this process.

Bring lots of rags and wipe things down while there. Good time to change liquids in the tranny and pumpkin as well.

Enjoy the underneath of your car and the added knowledge and confidence about your old girl that this job brings.

ANOTHER TECH TIP

Dave Westrate

I had to replace the windshield wiper tower on the passenger side of the 39 Woodie, as the chain drive was loose, and the wiper flopped around like a fish on the beach. To do this, I had to take the glove box out, which was somewhat of a challenge because of the tight spaces where the bolts and nuts were, which held it to the dash. Keep in mind that when I put this box in during the restoration, it was installed in the dash before the dash was put in the car. So, it was simple.

The wiper replacement went well and now to put the box back. The bolts in the two sides and the bottom were not too bad. The two on the top seemed impossible, because of their location and almost no room to work. I thought that it would take forever, if it could be done at all. My first attempt went poorly. Dropped the nut, couldn't find it, got out the magnet, etc., etc.

It occurred to me that if I could hold the small nut on my fingertip, I could reach across the top of the box to the bolt which was extended from inside the box into the tiny space between the box and the top of the dash. I took a small blob of "Bag Balm" (remember this stuff) on my fingertip, put the nut on it and went looking for the small bolt. I hit it on the first try. I got the second one on my first try also!

The principle is the same as how PolyGrip holds your upper denture to the roof of your mouth, but on a much smaller scale. I did not need to try it, but regular grease should work as well.

INSPECTION TEAM

I received a call from a person who 20 years ago promised to call me when he wanted to sell his car. Well, he finally wanted to let loose of the 1935 Ford Cabriolet that has been in his family since new and in his possession since 1961. I was not interested but agreed to round up a team to come look at the car and give him some advice.

My team of experts, pictured below, looked over the car very closely and we were pleased with this example of a very rare open car – it did need a lot of work, but was basically solid and restorable and all the parts were there including the very elusive heart shaped wiper motor. We



judged it as a 4 plus according to the price guide. He will list the car on Ebay at a high reserve to see what happens and then accept offers. He does not want it hot rodded.

FLASH H. DuBois bought the car!

NORTHERN VIRGINIA REGIONAL GROUP ,EARLY FORD V8 CLUB OF AMERICA
STATEMENT OF OPERATIONS
January 1, 2004-December 31, 2004

	<u>2004 Actual</u>	<u>2004 Budget</u>
<u>INCOME:</u>		
Dues for Year 2003	\$1620.00	\$1400
50/50 Share	262.00	200
Fairfax City Car Show Income	\$ 1139.35	\$1500
Less Car Show Expense	105.40	1000
Net Car Show Income	1033.95	500
Accessories & Clothing Sales	\$ 275.00	\$300
Less Cost of Purchases	-0-	-0-
Net Accessory/Clothing Income	275.00	300
Fund Raiser-Willowcroft Winery	100.00	100
Miscellaneous	55.00	-0-
<u>TOTAL NET INCOME</u>	<u>\$3,345.95</u>	<u>\$2,500</u>
<u>EXPENSES:</u>		
Christmas Party	\$ 795.07	\$ 600
Contribution-EFV8 Foundation Brick:	\$300.00	-0-
Less Members' Contribution	241.00	
Contribution-Armed Forces Retirement Home	200.00	
Member Remembrances	202.13	50
Newsletter	119.80	200
Picnic-Social	153.61	300
Post Office Box	100.00	100
Tour Expense	316.23	150
Printing, Supplies	26.42	100
Postage	361.39	400
<u>TOTAL EXPENSE</u>	<u>\$ 2,333.65</u>	<u>\$1,900</u>
<u>PROFIT FROM OPERATIONS, YEAR 2004</u>	<u>\$1,012.30</u>	<u>\$ 600</u>
Bank Balance, January 1, 2004, From Year 2003 Statement		\$ 5,790.49
Less Year 2004 Dues Included in Balance		855.00
		4,935.49
Add Profit from 2004 Operations as Above		<u>1,012.30</u>
		\$5,947.79
Adjustments: Add Prepaid 2005 Dues Not Included Above		885.00
<u>Bank Balance, December 31, 2004</u>		<u>\$6,832.79</u>



TREASURER'S COMMENTS ON THE YEAR 2004
FINANCIAL OPERATIONS

The Statement of Operations for the year 2004 is shown above. Our results show a profit from operations of \$1012.30 for the year. The profit is mainly attributable to the success of our Fairfax Car Show and the outstanding efforts put forth by those involved in the show's planning and operation. The end result shows another successful financial year for the club. Our club's success this year can also be attributed to a record increase in membership and participation in club activities. We look forward to another great year in 2005.

Respectfully Submitted:
Hank Amster, Treasurer

MORE ON BRAKES –

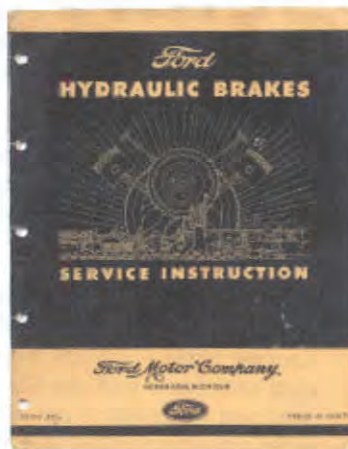
The January meeting was the continuation of the Ford brake talk given by Hank Dubois and Eric Sumner. The topic was maintenance and adjustment and Eric gave us a thorough discussion of the proper care and attention that our system needs. He discussed the tools and the importance of safety during our work.



The indispensable chemical used in all applications is "Brake Clean", seconded by Butch Myrick. However this wonder product must be used with proper ventilation. Just spray it on and catch the drips with newspaper. It will evaporate all the dust and grit just like magic leaving the

assembly ready to work on or inspect.

The Ford Filmstrip "Hydraulic Brakes" was shown to supplement Eric's talk. A period projector and a vintage 33-rpm record player provided the visual/audio effects experienced in 1941 when the film was produced. A companion book was published "Ford Hydraulic Brakes, Service Instruction (Form 3657) Price 25 cents, that reproduced each of the images along with the text. This 8 1/2 x 11 book



is one in a series of nine that was the first of the "manual" type produced by Ford. It was necessary because so many of the experienced mechanics left to join the service and the dealers had to train. Also, this is the only Ford publication that had the cost printed on it.

After viewing the filmstrip, Eric emphasized certain points that we saw and pointed out certain items for clarification. The membership was left with the impression that brakes are about safety and no compromise should be taken and that the flathead era cars are no mystery to work on. Parts are available and even mechanical brakes (with brake floaters) when properly serviced and adjusted will provide locked wheel performance. Do not accept otherwise.

Thank you Eric and Hank for an outstanding presentation.

OLD CAR WEEKLY RECOGNITION

From the January edition of Old Cars Weekly, page 8

CLUB CLIPS

Clipped By Gerald Perschbacher

Electronic newsletters

More and more old car clubs are issuing their newsletters by e-mail these days, and The Early Ford V-8 Club of America's Northern Virginia Regional Group is no exception, according to editor Cliff Green (P.O. Box 1195, Vienna, VA 22183).

It works like this. Clubs usually take a color version and send it to members who sign up for the e-mail transmission. A black-and-white version is mailed, so you can understand it's nice to get the color e-mail. For those who still like the feel of paper or who want to archive the piece, then a copy can be printed, in color.

The Ford club in North Virginia is the type of club that can put the two versions to good use. Numerous activities spice the pages for good reading, with plenty of car and people pictures. In a recent edition, the Fall AACA Meet in Hershey, Pennsylvania, received major coverage.

One comment in the Hershey coverage tells us we're in the 21st Century, even more than the e-mail newsletter.

"Maneuvers around all of the fields were greatly aided by the thousands of cell phones and radios in use. The airwaves crackled with club members telling each other where to zero in on particular finds ..." said Jim LaBaugh, one of several writers who contributed to the Hershey features.

NICK ARRINGTON GARAGE TOUR

March 5th – depart Fair Oaks 9:30

Or arrive on own at 10 am.

Directions: Rt 66w to Rt 234n to Rt 29 w to right on Featherbed Ln, - Right on first driveway when road turns to gravel – long drive in woods. Nick has a huge garage full of cars and memorabilia – **Don't miss it!**

TECH TIP – *The awakening*

Editor

I had purchased a 59AB (5=1945, 9=100 hp, A=passanger, B=bus) from an airline acquaintance who is presently a Captain with American Airlines and a retired Marine Corp Colonel, thus his description of the engine was creditable. It was a rebuilt, low mileage engine installed in a '36 cabriolet when he bought it. He subsequently found a '36 LB block which he installed. He took a main bearing cap off, which I inspected, and the plastic gauge came under tolerance. The engine was also painted. There were no flywheel or exhaust manifolds included. I bought it because he said it was good.

So, you ask, why would I be interested in this engine for my '40 woodie when my original ran perfectly fine and just completed a 300 mile Lebkicker tour without a hitch? Well, the woodie is 500 pounds more than a coupe and I have a 3:78 rear with a Columbia. I enjoy touring with the car and it does not have the power to climb modest hills without shifting out of overdrive and sometimes I have to resort to second gear. I had a '47 Mercury that would accelerate up the same hills. So what? I secretly want to compete with **Hank** "high gear" **Amster**.

I decided to do the engine swap in November, but first I took off the intake manifold and it was very clean inside – no sludge. Upon removing the heads, I discovered with a wipe of a cloth, that the pistons were .060 over – I had 248.5 cubic inches. There was no detectable ring ridge at the top of the cylinder. Looking good! I checked the lash and found that several valves were out of adjustment, so corrected all (Johnson adjustables) to .015 exhaust and .011 intake.



Don Lombard came over to help with his engine lift. Prior to Don's assistance, I had removed the radiator and all accessories. All we had to do was remove the hood and haul it out.

I removed all the components from the '40 block including flywheel, exhaust manifolds, oil pump, oil pan and water pumps, ignition system, intake manifold with carb and fuel pump – these were know working items – and installed them on the new block. The 59AB heads remained. The '38-'42 "A" heads need relieving for valve clearance in order to use on later blocks.

Bill Selley helped me install the flywheel and new pressure plate (9"), clutch disc, throw out bearing, oil pump and pan.

We dropped the engine in and attached all the components. Later we installed the hood and he went to California for Christmas.



After some delay I was ready to start the engine. I pushed the car out of the garage and cranked her over with the ignition off to build up oil pressure – 30 psi – great! The engine loped on the starter motor – Humm. Ignition on – not a whimper! Careful to only run the starter motor 15 seconds at a time with two minutes cooling. Good spark and fuel from carb jets – so there is only one thing remaining: compression! The cylinders were ranging from 40 – 70 with one 110 psi. Squirting in oil brought several up some.

I called the guru's – **Hank Dubois** and **Eric Sumner**. Both said to get it running. Probably the valves are stuck and some rings. Also, jump the coil with 6v for hotter spark. That did it and she fired up.

After running for 15 minutes and never exceeding 160 degrees (thermostat temp) I did another compression check. Looking better – the left bank averaged 100 psi and the right bank lower with one 65. Eric said that the rings were good and we agreed to put in some "Marvel Mystery Oil" in the crankcase and gas tank to free up the valves and see.

After running for 15 minutes another compression check – Ta Da! Reading of 125, 120's with the lowest at 100 and I believe that one will come up too. Now the engine will idle down to nothing and accelerate without pause.

Clift Hardin has a machined pair of '40 heads that I will install. So, from outward appearance the engine will look like a '40, except it will not pass the pencil test! Just how many people will be knowledgeable? (Let me explain: there is ramp on the earlier block above the distributor that will support a pencil, whereas on the later block the pencil will roll off.) Now I will have a 23% increase in HP (the overbore makes it 10 5 hp) with resultant torque. I have successfully resisted Hank Dubois insistence that I install headers and dual intake manifold to hop it up! See you on top of the hill.

FORD MEMORABILIA

I have become interested in Ford merchandise that were souvenir of the 1934 Chicago Worlds Fair and the best place to see what is out there is on EBAY.



There are numerous articles written by Dave Cole and Loren Sorenson about the goodies at the Fair but nothing of this. Here we have something mighty unusual and of interest to '34 owners as well as the World Fair Collectors. Here is the auction description: "This is a rare toy car pre-war Japan tin wind-up made by CK and was available only at the 1934 Chicago Worlds Fair from Fred Harvey Shops as far I have been able to find out. It is 7 1/2" long and in excellent shape showing light wear and is in it's original box. It is a 1934 Ford V8. Has a couple of very small dings on roof and some crazing in paint on roof. There is some baked on dust in the cracks of the running boards and fenders but I have done nothing to it except dust it off. The



blue pin stripping is still vibrant and bright. The front bumper is a little loose but only held on by the one tab (all that is supposed to be there) that I have not tried to tighten but shows no wear or bending. All the bright work is bright

and rust free. Wind-up mechanism works perfectly and is strong. Front wheels turn. Underside super clean and scratch free. The original box is bright and clean but missing end flaps as can be seen. Originally purchased price of 50 cents. LOL I'll bet it goes for quite a bit more now. This toy is fresh from an estate and guaranteed not to have been messed with or any restoration work done. Has to be a very rare addition to Japanese tin toy collections or Wolds Fair collectors."

This little gem sold for \$778. Check your attic, men!

LADIES PAGE

Do you remember in your Dad's car or maybe your boy friends where the seats had covers on them? Most people who bought a new car that had cloth upholstery covered it up so that it would be easier to clean, but probably the main reason so the seats would look like new when the car was sold! That is also why we see real old cars with perfect interiors.

Did you know the Ford dealer sold seat covers along with Sears and Jack & Harry? Here is an ad from a 1941 magazine emphasizing the important features of this accessory

Seat Covers

ATTRACTIVE • COOL • COMFORTABLE • PROTECTIVE

The STURDIBUILT Ford seat covers... we used the only one... these...
The only covers...
AVAILABLE THROUGH YOUR DEALER FOR
Ford Mercury Lincoln
*TAILORED TO FIT
*HIGH-QUALITY MATERIALS
*STYLED TO MATCH THE INTERIORS

The print reports that it is cool to ride on and you can slide easily across the seat, that the fabrics were made to match the cars interiors and were made to fit with no strains or wrinkles. Is this what you remember? Most likely, for the examples of old Fords that still have their seat covers on show that they held up well. As restorers, we are thankful for those owners who preserved for the future.

JOIN THE EARLY FORD V8 FOUNDATION

Preserve the history, the cars and everything Ford between 1932- 1953 Only \$15 a year.

BACK PAGE PICTURE

Off all the cars in the NVRG, this car seems to be an orphan. We have only one '52 on our roster and that is for sale. This is the first of the new designs; much needed as the "shoe box" of the '49 - '51 appeared dated. "Presenting low clean lines and suggesting "jet Plane" flight from the little stylized airplane of the hood ornament back to the taillights, which were large and round, a suggestion of the exhaust of the jet. We have the introduction of one-piece glass; the filler cap behind the license plate, swinging clutch and brake pedals. This was the year of the all new overhead valve 6 at 101 hp.

22,534 Crestline Sunliner Convertibles were produced - Why don't we see more of them today?

TREASURER'S REPORT

Treasurer for life (TFL) Hank Amster has been a member of the Board longer than anyone else and has guarded the finances as though they were his own. We thank him for his continued efforts.

It is interesting to note that we are the only RG that publishes a financial statement. All others keep it a secret unless you go to their meetings. Of all the newsletters that we exchange with, none of them divulge their worth.



DENNIS BACHETTI
5435 Balls Mill Road
Midland, VA 540-788-4161

NOTE FROM DOROTHY MORRISON

"Thank you so much for the lovely flowers and the amazing turnout of our friends and fellow V8'ers. The cards- calls- Emails have meant a great deal to me and my family

This continues to be one of the hardest things I've ever had to do and I don't think it will get any easier in the days ahead."

Sincerely, Dorothy Morrison & Family

THANKS

We also received a thank you from Cheryl Hatcher, Bill Simons assistant who prints and mails the VC. The club gave her a \$50 Starbucks card in appreciation of her help.

We are saddened to learn that member Bill and JoAnne Fox's daughter, Joan, age 49, died in her sleep January 20th. Bill tells me that she was apparently in good health and no reason is available at this point. Joan leaves her husband, Ed, chef of Washington ArchBishop and 2 daughters. As you know, Bill and JoAnn lost another daughter, Ida Jane, 8 years ago.

Individuals donated enough money to the Early Ford V8 Foundation in memory of Charlie Morrison, that a brick will be purchased and inscribed to be permanently displayed.

HARRY BRANFORD AVERY

Born and raised in New Bern, NC, he was a past president of the NVRG serving the club in 1993. He died January 4th alone in his Springfield town house of heart failure.

Working for Universal Underwriters Life Insurance for 30 years, he retired this past June. Hobbies included collecting and smoking fine cigars, U.S. Military long arms with a special interest in the War of Northern Aggression, night fishing for channel catfish, the Early Ford V8 Club of (Northern) Virginia. Damn, how I hate the word "Northern" in conjunction with the great and glorious state of Virginia. So did Harry!

He had a keen interest in anything Scottish, doing both the Games, collecting Scottish edged weapons, bottles of Scotch, etc., and making a number of trips to Scotland. His last trip was devoted solely to the enjoyment of visiting ALL of the distillery's that made single malt scotch whiskey. Now that had to be an enjoyable trip, what could be remembered of it!

Harry always had a story to tell about everything he did. His adventures into guns, the Civil War, Scotland, V8 Fords, and yes, even fish stories. Which, by the way, were true as I saw the pictures!

A fitting summary of Harry is this: If you sought shelter from a sudden summer down pour and met Harry under the same awning - when you left a half hour later, you would feel as though you had know Harry all your life.

God bless him.
John Wenchel

CLEM & SANDIE CLEMENT OPEN HOUSE

February 20th 12 -5

You all come and bring the child'en . Bring finger food if you can and drive the old cars. Bring yur trains so we can examine them and yur old Fords, too.
12106 Gary Hill drive, Fairfax.

"Just follow all the exhaust smoke"

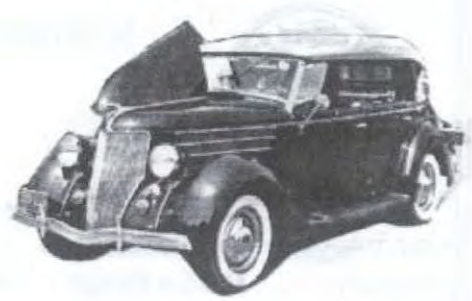
We are going to Clem's open house where we will shall see old cars and old toy trains. See calendar

Where are we going, Dear?





V8 CALENDAR NVRG



- February 8th **Membership Meeting:** - Dennis Smith, Federal expert on Alternate Fuels
Refreshments: **Tom Grady**
- February 20th **February Tour** - Open house 12 - 5, cars & trains at Clem Clements, Fairfax – Bring finger food, your old trains, drive old cars 12106 Gary Hill Dr. Fairfax ADC map grid 19K5
Kids and grandkids welcome
- March 5th **March Tour:** Nick Arrington’s garage in Manassas - Meet Fair Oaks at 9:30 See detail pg 5
- March 8th **Membership Meeting:**, Generators and starters, Part II – Dave Gunnarson
Refreshments: **Tom Shaw**
- March 26th **Frederick Flea Market** (Sugar Loaf AACA Parts Meet) Car pool from Fair Lakes - lv @ 8:00
- April 4 **4th Annual Poker Run**
- April 12th **Membership Meeting** Presentation by member Dick McIninch of the Auto Appraisal Group -
Reasons to have your car appraised and how they do it.
Refreshments: **Steve Pieper**
- April 21-23 Spring Carlisle
- May 7th **May Tour** – Willowcroft winery tour and picnic
- May 10th **Membership meetin** Back by popular demand “SHOW & TELL” Refreshments: **Don Lombard**
- May 14th **Winchester**
- May 14th **NVRG ANNUAL CAR SHOW**, Fairfax City Hall

What will be the program for this month’s meeting?



Dennis Smith, a Federal expert on alternative fuels, will tell us everything that is going on in this interesting area. See you there!



BOARD OF DIRECTORS NORTHERN VIRGINIA REGIONAL GROUP



President: **John Girman** 703-242-1459

Vice President: Dave Gunnarson	703-425-7708	Programs: Eric Sumner	703-709-4164
Secretary: Jim La Baugh	703-573-9285	Property: Frankie Martin	703-928-7136
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: Greg Mensinger	703-893-5644	Newsletter: Cliff Green	703-426-2662
Past President: Steve Pieper	703-860-2801	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