



# VALVE CLATTER



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

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

Volume XXVIII, No. 5

May 2005

Cliff Green, Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004



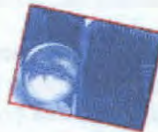
**Saturday May 21, 2005**  
**10:00 A.M. - 3:00 P.M.**



At City Hall  
10455 Armstrong St.  
Fairfax, Virginia  
(Between Rt. 123 & University Dr.)

### Live Music & Food!

Presented by:  
Northern Virginia Regional Group  
of the Early Ford V-8 Club  
City of Fairfax  
Downtown Fairfax Coalition



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

**Don't Miss this  
Extraordinary Demonstration!**

Saturday May 21st, 1:00 P.M.

**Historic Old Town Fairfax—The Place to Be!**



### CAR SHOW REPORT

Chairman Dave Westrate reports that all the minor problems reported in last year's event have been corrected. He has been working with the coordinator of the City to make sure that our car show will be the best ever.

We have more trophies to award thanks to our sponsors and to *Campers Trophy and Awards* who have supported us since our inception.

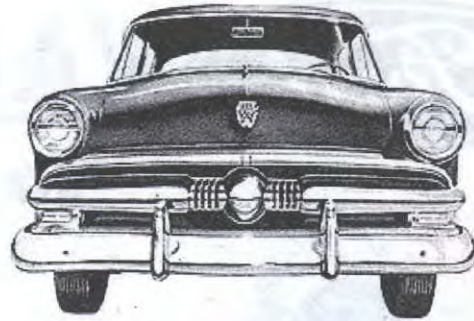
The registrations are coming in and we recommend that members mail theirs in support of our function.

We will have the same band as last year in the same position on the City Hall steps.

There will be a 50/50 drawing to support the Armed Forces Home.

We need member support the day of the event to help with registration and to help park the cars. No clean up crew this year.





## UP FRONT WITH THE PRESIDENT

### APRIL 2005

If you didn't go on the Poker Run, you missed a great event! Despite the weatherman's threat of rain, it turned out to be a really nice day. Unfortunately, the threat kept the Early Ford V8'ers from bringing their old Fords. We had only one old car on the tour and it was an off-brand compliments of **Steve and Wendy Pieper**. **Ken Burns, Don Lombard and Hank Dubois** laid out a great route for the tour over some beautiful countryside in Virginia and Maryland. As has become a tradition, there was just enough controversy surrounding the questions and answers for the scavenger hunt to keep it interesting. However, there was no controversy surrounding the winning poker hands: the ladies took them all. Read about that elsewhere in the Valve Clatter.

For those of you getting the Valve Clatter by email, don't forget the tour to the Willowcroft Winery. Spend the day with friends and tasting wine while surrounded by our old Fords and earn a little money for the NVRG. For those of you who don't get the Valve Clatter by email, hope you went (and will consider getting the newsletter by email so you get it faster).

**Eric Sumner** has an interesting program for the next membership meeting. Basically, it's a show and tell with a twist. In addition to the "typical" items members bring to the show and tell, we are encouraged to bring tools or items we've fabricated and used to solve problems or make a job easier as well as some tips to pass along to other members. Should be an interesting session because we've already seen examples of the creativity of the NVRG.

I finally finished installing a pair of **Skip Haney's** water pumps and a recored radiator on my '53. The pumps themselves were easy. What proved difficult were the motor mounts. I bought new ones to install even before I started on the water pumps, reasoning that the old ones were more than fifty years old and would need to be replaced. Boy, was that ever right! The old motor mounts disintegrated when I took out the water pumps. The motor mounts fought me every step of the way. I worked for several days trying to remove them. Access through a hole in the hollow subframe was difficult and they were really tight. In the end, **John Ryan** came by with his torch and that proved to be persuasive. (The help we get from fellow club members has to be one of the best resources this club has to offer!) However, installing them and lining them up with the water pumps also proved to be a challenge. I had a learning curve issue there. (Hint: slip the bolts to the water pump through the motor mounts before you install the mounts or you may find yourself blindly whittling away at the rubber on the motor mounts clearance holes.) Anyway, after a struggle, they are installed, the '53 runs and we're ready for Willowcroft and the Fairfax Car Show.

And speaking of the car show: it's almost here. **Dave Westrate** has been working hard to improve the show. He'll outline the tasks remaining and line up volunteers to get them done at the next membership meeting. Be thinking about how you'll help out. **Don Lombard** has sent out registration forms to all previous attendees. **Cliff Green** has contacted sponsors and has over twenty trophies ready to go. Along with several other members, I've been putting up posters for the show and personally contacting folks whenever I encounter an old car. Maybe it's just me, but folks seem more enthusiastic about the show this year. I think it's gaining momentum and this year's will be even better than last year's. Hope you're getting your car (or cars) ready. You won't want to miss it.

JOHN



## SPRINGING FOR GARAGE DOOR SAFETY CABLES

John Girman

I hit the button to close the garage door and started to go into the house when I heard a horrendous crash behind me. I turned and saw one of the coil springs for the garage door rolling across the floor. That spring was heavy and if it had hit someone, they would have been seriously injured; if it had hit one of the cars, it would have meant some significant body work. At first I thought the spring had broken but a closer look showed that one of the cables running between the spring and the door had broken.

I had thought about installing safety cables that run through the springs but hadn't got around to it, in part, because the springs were fairly new and I didn't think there was much risk of them breaking. I hadn't even considered the cables breaking. The broken cable didn't really look bad, having only a little surface rust in a few places. However, multi-strand cables have mostly surface so apparently they had been weakened enough to break.

I went to a building supply store the next day and bought cables for the garage door. But I also bought safety cables (less than \$14 per door) and wire rope clips (about \$2 per door). That's a small price to pay to prevent possible injury or damage. Because I used the clips, it took less than ten minutes per door to install the safety cable once I had the hardware. If I had used nuts and bolts to secure the cables, it would probably cost a little less but would have taken more time. No excuses, guys. If you haven't done it yet and if you care about your family or your cars, it's a quick and cheap thing to do.

## SPRING CARLISLE -Bigger than ever!

Jason Javaris

How many times have you heard people saying that Ebay will be the ruination of swap meets? You'd never know it by the size of the crowd at this year's spring swap meet at Carlisle. I arrived at 9 AM on an overcast and dreary Friday and was barely able to find a parking place in someone's yard for \$10.00 thank you very much. Every person's yard within a mile of the Fairgrounds was crammed full of cars. The meet was as big as I have ever seen it, with no vacant flea market spaces nor car corral spaces to be found. With 3000 vendors on the field it is clearly impossible to see it all in one day. In 3 hours I must have seen about 10% of the meet.

Flatheads for sale – a 1936 Fordor touring car for \$24K. A 1936 3 window coupe for \$40K. A 1948 business coupe (Senior AACA) for \$32K. All were restored and appeared to be in fine shape. It still seems that whenever an old Ford is offered for sale it usually draws a crowd around it. Parts for EFV8s are still available from vendors such as Mark's Parts, Waymon Brownlee, and several others but even Dennis Carpenter has decided to stop bringing his parts to the big meets unless they are pre-ordered. I did stop to talk

to one vendor displaying NOS parts for 1940 Mercurys. When's the last time you saw a brand new shiny '40 Merc grill? There were probably a lot more old V8s for sale but I wanted to beat the rush hour in getting home and the skies were threatening to dampen everyone's spirit anyway.

Clem Clement

I was in a Carlisle booth looking at some toys and little cars. A dad and his small boy were admiring the cars. They were of the hot wheels size and the boy was of the age that they are very important to him. A young boy always needs to have a car in his pocket. Anyway there was a lot of eye candy and the boy was thrilled. Daddy said "go ahead and pick out a car that you like." The little boy was talking about this and that and Daddy said again "take your time, son, and choose your special one." And the little fellow said "Daddy, which one would you like me to have?" I am still teary eyed over that wonderful trust in his Daddy's choices for him.



Thanks to Von Hardesty, I was able to copy this poster off the Web. [www.chicagoautoshow/neatstuff/history](http://www.chicagoautoshow/neatstuff/history)



This Ford anti-freeze display is in member Ray Kunsman's showplace garage in Savannah. Look for a future article about his restoration of a running 60-hp display engine.



## TECH TIP -Who made your body?

Editor

If your car was manufactured in the year 1940 or later – Ford designed and produced the bodies. However, prior to those years Ford contracted with three companies to supply them with body stampings or complete bodies.

With the Rouge Plant coming completely on line in 1926, Henry Ford then had the capability to manufacture steel for body stampings. Prior to that, steel had to be purchased for producing the Model T at the Highland Park plant. Gigantic presses, upward to 2,000 of them, stamped out fenders and body panels along with hundreds of smaller parts. Most of the stampings were shipped to the Assembly Plants – while the Rouge assembled only those cars for their immediate region of dealers. It was cheaper to ship the parts stacked together on a rail car, than to ship a completed one – plus the Rouge did not have the capacity to fill all the orders.

In the beginning of 1932 there were 32 domestic assembly plants not including 13 foreign ones (five were in Canada). At the beginning of 1933, only 6 were still open. At the end of the 30's only 9 more were added to assemble.

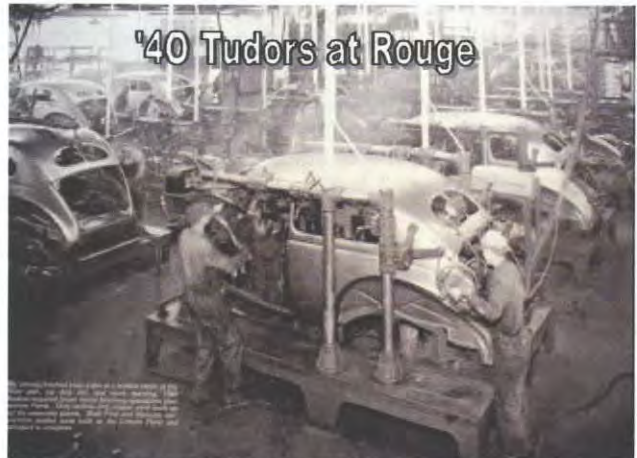
If you own a two or four door sedan, most likely your car parts were stamped at the Rouge and assembled elsewhere. The assembly lines at the other plants mimicked the Rouge. Now, what about the open, coupe and commercial cars? Some were designed and produced by Briggs Manufacturing, Murray Corp of America, both of Detroit, Edward G. Budd of Philadelphia and the 1932 station wagon by Baker-Raulang Co of Cleveland.

Briggs was merged with LeBaron in 1927. Their design studio, which was second only to GM, helped Edsel to design the '32. They produced the open cars at the Highland Park Plant under lease from Ford. Briggs built bodies since the Model T and never was involved with the design until requested by Edsel. Ford was not Briggs only customer in the design field. Their bodies were delivered to the assembly plant ready to be painted and in some cases complete ready to drop on the frame with the upholstery. In my research I could not find specific figures of what exactly Briggs supplied.

Murray Corporation of Detroit also contracted with Ford to supply bodies. They also built bodies for Reo, Packard and Hudson. They assembled station wagon kits supplied from Ford's Iron Mountain as late as 1939. Murray stamped the sheet metal required for the woodie body and contracted out for much of the hardware. In 1935 - 36 they also produced three and five window coupes, convertibles and pickups.

The Budd Corp. produced commercial bodies and some coupe body stampings.

Briggs was closed because of a strike in early 1933 and Murray workers walked out in sympathy. Because of this and along with the weak sales of the 1932 Ford causing an over capacity condition at the Rouge, and the closing of many assembly plants, Henry stepped up the stampings of body parts and assembly. He wanted to become more independent from his suppliers. The majority of the cars produced were two and four door sedans – the most popular.



Also, in 1935 Edsel established an in house design department but still continued to buy bodies from Briggs, Murray and Budd. The 1938 model was the first completely in house design. Edsel started to pull one body type away from Briggs and Murray at a time until 1940 where all bodies were Ford produced. The 1940 Mercury and Ford were assembled at the Lincoln Plant and shipped complete.

There is a body number plate on the cowl of my 1936 Phaeton. According to the 1935-36 restoration guide, all bodies not manufactured or assembled by Ford had one of these plates. All open cars were built by Murray those years. I do not have specific information on other years. Any body know?

The information for this article was obtained from "The Ford Factory" by Lorin Sorensen, "River Rouge" by J. P. Cabadas and "Edsel Ford and E.T. Gregorie" by Henry Dominguez and "Famous Ford Woodies" by Lorin Sorensen.





## APRIL MEETING

### Why do YOU need an Auto Appraisal?

Jim LaBaugh



For the purposes of pre-purchase information, insurance, taxes, and estates, according to Dick McNinch of the Auto Appraisal Group Inc. who was the guest speaker at the April club meeting. Vintage autos tend to hold value over time but can fluctuate depending on

supply and demand, as well as due to the vagaries of inflation. The appraisal is not about making people happy, it is about providing objective information. Appraisals are a good aid to the vintage auto buyer ahead of handing over cold cash for old iron. Dick also noted it is important to be sure our vehicles are insured to reflect current market conditions. Recent changes in the tax laws are such that vehicles donated to charity result in deductions equivalent to the value received when the charity sells it, not the full appraisal value. Accurate appraisal is essential to settlement of estates as well.

In some cases, you may not be able to make the long trip there and back to see a vehicle for sale that you have been longing for. A well-known auto appraisal group can get a local agent to go over your heart's desire with a fine tooth comb and digital camera. This includes checking everything, including having the owner drive the car for about 5 miles to check for leaks etc. The agent's full report back, with a check on the value of comparable vehicles, in 3-4 days, runs about \$350 plus 40 cents a mile, (for the agent's travel not the test drive). Not selling or buying and just want to get a current appraisal of your vehicle? Such an appraisal typically costs \$250 with a 10% discount for national car club members.

Auctions seen at car shows, on cable, ebay, and the like can distort the perception of what a car is worth. The psychology of the auction is not a good substitute for an unbiased, thorough examination of a vehicle. Also, the sellers have to pay the auction 8% of the selling price, as do the buyers. Dick pointed out that most of the serious bidders and buyers at the well-known auctions are always about a few feet from the hardware up on the block. As a famous baseball player once said "You can see a lot just by looking."

And get to look the 30 plus members did, after Eric Sumner jump started the backup laptop computer and projector. Dick flashed photos on the wall with the 1988 price below each as a caption and asked members to guess the recent value of numerous muscle cars, vintage autos, and 2005 rolling stock. Some examples out of the dozens and dozens that were shown included- a 1936 Auburn \$80K in '88, \$115K in

2002; a 1954 Buick Roadmaster \$26K in '88, \$91K in '02; a 1959 Cadillac convertible \$41K in '88, \$96K in '02; and a 1940 Ford Woody \$143K in 2005. Muscle cars are "in" now and commanding top dollar - for example a classic Roadrunner sold in 2005 for \$93K. Not all vehicles showed the same appreciation in price with time. However, all the cars tended to hold their prices in the 1980s to 1990s with some spiking a bit during the .com boom then hitting a plateau, with another bump up in the past couple of years. The session ended with all of us having a better understanding of the appraisal process and its utility, and our thanks and applause for Dick McNinch's presentation, given some 130 miles from his home base.

## MEMORABILIA

Dean Larson (Massachusetts member)

I have something that might be of interest under the heading of memorabilia. I worked for Harvard University at their Cogeneration Power Plant from 1980 until 1988, beginning my career there as the Start up Engineer and then becoming the Chief Engineer when the plant went "commercial. The new power plant replaced a plant that was built in 1907 for the Harvard Medical School. It provided steam and D.C. power for the University and the hospitals that Harvard attracted to the new campus amid the cow pastures and rock walled plots of land.

The old plant expanded in the 30's with the addition of high pressure boilers and then in the 60's they added AC power. Two, "used but good", turbo generators were purchased to install in the aging plant. One of them came from the Ford Assembly Plant in Somerville Massachusetts.

Harvard bought everything associated with the generator, rebuilt and overhauled the components and put them into service. When the new Cogeneration power plant was placed in service, the old Harvard Medical School Power House was retired and was slated to be torn down to make room for the expansion of Childrens Medical Center.

Down in the fuel oil pump room of the old plant was a small duplex steam pump that had seen many years service, pumping out sludge and any accumulating water from the



bottoms of the fuel oil tanks. It was pretty sad looking but I just couldn't bear to see it be fall victim to the wrecker's ball. I asked if I could have it and the Superintendent of the plant said sure, why not. (Continued next page)



When I brought it home I spent quite a bit of time chipping away a heavy coating of baked on heavy fuel oil and many coats of paint. Much to my surprise I finally got down to the original coat of paint and found it looked just like the Ford engine green on the block of my Model A Victoria. Further scraping uncovered a bronze ID tag in the oval shape of the Ford logo with Ford script engraved into the tag above a serial number. The nuts holding the cylinder head on were nickel plated.



I asked some of the old timers that worked at the old plant about the pump and they said it came from the Ford assembly plant in Somerville with a collection of equipment purchased with the generator. I restored the pump many years ago and have used it for training purposes for the Massachusetts operating Engineer's license and displayed it at gas engine meets and at the Annual Yankee Steam Up held each September at the New England Wireless and Steam Museum in Greenwich Rhode Island. If I must say so myself, it's quite a handsome piece of history!

I've tried in vain to move the pump up into the family room from the basement but my wife doesn't appreciate the historical value of the pump so it stays in the workshop, often covered in sawdust.

### POKERING ALONG

*Hank Amster*



Add another successful annual poker run to NVRG's continuing string of enjoyable tours. On Saturday, April 23<sup>rd</sup>, the following left Fair Oaks at designated intervals, in their regular cars, because of a spotty weather forecast: Girmans, Pipers (in their 57 Chivvy), McDaniels, Burns's, Cummings & Linda, Mensinger & Friend, Greens, Lombard and Amster. We drove thru Oakton onto Hunter Mill Road, through Reston and onto beautiful Georgetown Pike, where after passing some estates which the riders

ooed and ahhd about, we made our first scheduled stop near Great Falls for directions to the second leg of the run.

From Great Falls, we continued on the Pike onto Chain Bridge Road, across the Chain Bridge into DC and onto Canal Road where we made our second stop at a quaint little street off Arizona Ave. After refueling our poker hands there and receiving the next set of driving instructions, we headed back out onto Canal Road to the north, using the Clara Barton Parkway and MacArthur



Boulevard while driving along the scenic C&O Canal and the Potomac River. We followed MacArthur onto Falls Road and then River Road, through Potomac, after which we made our next stop at Poole's General Merchandise Store, an old fashioned country store where bellies and poker hands were refueled, used coffee was dispensed at an incommodious Don's John commode, and the next set of driving instructions were obtained.

The third leg took us through Poolesville, where we then veered northeast to the Marc train station in Brunswick, Md., our fourth stop. From there, we followed Route 28 to the train station in Point of Rocks, our fifth stop, where we glimpsed at that historic structure and obtained instructions for the last leg of our journey. We crossed the Route 15 Bridge at Point of Rocks back into Virginia, where we headed for our final stop and lunch at the Talk of the Town restaurant in Lovettsville, VA.



(Continued next page)



The fun continued at the newly opened restaurant, a refurbished ancient house in the middle of town where a number of the participants enjoyed the day's two pound hamburger feature special. All along the tour, the handout for each leg contained questions for the riders to answer. They were based on observations to be made along the route. The answers were tallied and Jim and Char McDaniel won with a 100 percent correct score, and her reward was a 25-dollar gift certificate to Macaroni Grill. Sandra Green came in second and got a \$15 certificate, good for one cup of coffee at Starbucks. The poker hands were then opened, and the winner's were first, Linda, second Wendy, and third Char.



The tour was just great. Many remarked that they had never been on most of the roads traveled, and the scenery was beautiful. Even the weather turned out great, with the rain holding off until the trip home from Lovettsville. Don Lombard, Ken Burns, and Hank DuBois are to be commended for their excellent planning and operation of the event. Unfortunately, Hank was home sick in bed with the flu, so the DuBois couldn't attend. That gave the opportunity to the others to blame him for any of the miscues that occurred. Everyone had good fun and a wonderful time. Those of you who missed out on this year's poker run had better make plans for next year's event. You won't regret it!

### ACCESSORIES



When a 1935-36 owner installs a radio in his car, the ashtray is sacrificed! Heaven forbid, since in those days everyone smoked. Here is the solution – an ashtray harmonized with the instrument panel that attaches to the bottom of the dash at \$.65 list. There are three different styles: '35 painted, early '36 painted and '36 wood grained.

I have a NOS ash receptacle that I bought in the box for my '36 that has the correct wood graining in perfect condition and a knob that matches the instrument knobs. This accessory is difficult to find, but necessary if you have a radio. Also difficult to collect are all the required condensers and spark suppressors.

*Editor*

### FORD MEMORBILIA

Here we have a real gem that was for sale on Ebay, submitted by Dave Gunnarson.



What we have here is a coat hook on a suction cup with a dealer's advertisement.

The card reads "For friendly Service see Roy W. Cook Garage Spearfish, S. Dak."

### LADIES PAGE

No, this is not the latest in hat fashion – these ladies are proudly displaying the trophy that they won on the annual Poker Run. It was with great skill and cunning that the girls pulled a "Hat Trick" over all the men using their uncanny skills at cards. Congratulations to 1<sup>st</sup> Place Linda Stevens Kearse, 2<sup>nd</sup>, Char McDaniel and 3<sup>rd</sup>, Wendy Pieper. I am sure they will display the trophies in a place of prominence.





## BACK PAGE PICTURE

This picture was submitted by Chad Coombs. It was taken from the March 1936 edition of the British "Motor" Magazine. The car in the accompanying article is described as "Shaped for Efficiency". It ran on the test track at 108 mph and of course was powered by an unmodified Flathead V8 mounted in the rear! "This represents an increase of about 23% as compared with an orthodox saloon of the same engine power". The car was engineered and built in France by Andre Dubonnet, yes, the same wine guy.



### **Stephen P. Groves**

6312 Marywood Road  
Bethesda, MD 20817  
301-350-7411  
'51 Ford Club Coupe  
'51 Ford Victoria

## SALE/WANT

In addition to my usual Ford parts that are also Lincoln parts, I have a 1972 Mercury 400 engine, complete with all accessories (A/C, P/S, cruise). \$100 or best offer. Alan Whelihan 301-874-5464

For Sale: 1937 21-stud short block (w/crank, heads and other parts). Free if you haul it from my garage. Dave Gunnarson 703-425-7708

For Sale: 1991 bronco silver anniversary edition: 31,000 miles; has always been garaged; stored and rarely driven since 1993; \$7000. great collector vehicle due to the limited number produced. want it to go to a collector - not an offroad driver. Jeannette Hall - 540-373-1229.

For Sale-1968 Dodge Monaco-4 door -383 motor-low mileage - runs great-\$3500.00 -8n Ford tractor with blade and finishing mower-asking \$3400.00 -1998 GMC Sonoma-very good runner -high riser package-\$11,500.00 call Gene Welch-540-869-7475-e-mail [welco@visuallink.com](mailto:welco@visuallink.com)

For Sale -34 parts, I have fenders (need work), some transmissions - 34? and other EV8, NOS shift lever, speedometer, etc. The guy I sold it to made a hot rod out of it, which was OK, because it needed a lot of work to bring it back. Steve Forester s4ster@msn.com

## CHANGING HANDS

Eric & Nancy Sumner bought Steve & Wendy Piepers house without an Agent - it was a sweetheart deal for both!

Bill Selley bought Don Lombards '47 coupe.

Leo Cummings bought Don Lombards Mustang advertised in the VC.

## JUDGES

The Amelia Island Concours D' Elegance book described the credentials of the judges - one of our members was thus depicted:

**Ken Gross**, Hamilton, VA

After 16 years as a New York advertising executive, Ken Gross decided to follow this dream as an automotive writer. This was in 1996, and shortly thereafter, he accepted the position of executive director of The Petersen Automotive Museum, Los Angeles. He has been *Playboy's* automotive writer for more than 14 years and he writes an award-winning column each month for *Automotive Industries*.

He is a regular contributor to *The Rodder's Journal*, *The Robb Report* and *Showcase*. Gross has authored two books and has a vast library totaling more than 30,000 pieces. He judges at Pebble Beach, where he is a chief class judge, is the chief judge at the Concours of Rodeo Dr., and was a senior judge at The Louis Vulton Classic at Rockefeller Center. He has been a jurist of the North American Car of the Year since the award's inception.



What is missing from the list is - a writer for the *Valve Clatter!*

## NVRG JUNE TOUR



### COME WITH US TO THE VIRGINIA WINE FESTIVAL

Meet with us at Fair Oaks at 9:30, June 4<sup>th</sup> (rain date June 5<sup>th</sup>) to caravan out to Historic Long Branch, Millwood, VA.

Free admission to the show

Two souvenir wine glasses

Wristbands entitling you to unlimited wine tasting

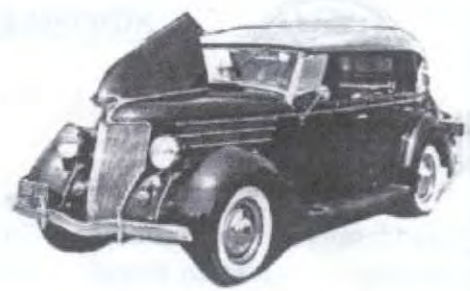
One bottle of Virginia wine per car

**You must reserve your space by calling 800-520-9670  
They will send you a package and a brochure.**





# V8 CALENDAR NVRG



## MAY

- May 7 **May Tour** – Willowcroft winery tour and picnic – see page 7 for details
- May 10 **Membership meeting** Back by popular demand “SHOW & TELL” Refreshments: **Don Lombard**
- May 14 Winchester
- May 21 **NVRG ANNUAL CAR SHOW**, Fairfax City Hall

## JUNE

- June 1-5 EFV8C Central National Meet, Ailene, TX
- June 3-5 All Ford at Carlisle
- June 4 & 5 **NVRG TOUR** Virginia Wine Festival -Contact 800-520-9670 to reserve space.  
Free admission, two wine glasses, unlimited wine tasting, one bottle of VA wine per car. Historic Long Branch, Millwood, VA -see flyer page 8

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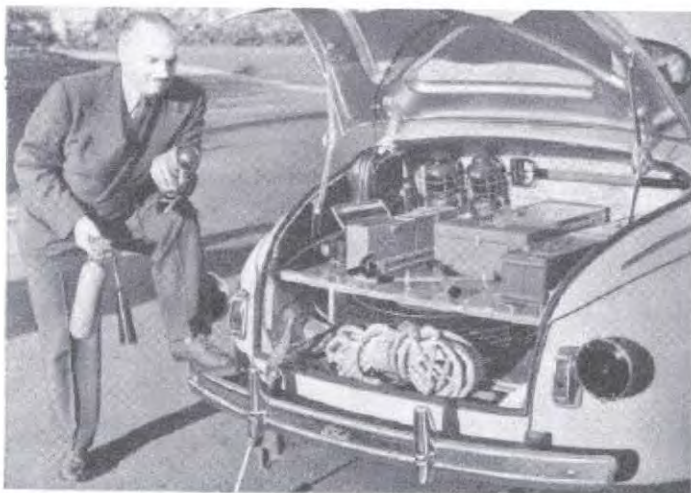
- June 14 **Membership meeting** Lincoln H-V12 John Sweet & Chad Coombs Refreshments : **Bob Burke**
- June 19 Sully
- June 21 – 24 Eastern National V8 Meet, Hiawasse, GA

## JULY

- July TBA Annual night at the Drive Inn movie.
- July 10 National Capital V8 Annual Car Show, Brookville, Md.
- July 12 **Annual Club Picnic** – Nottaway Park, Vienna
- July 28-30 EFV8 Foundation “Auburn Motorfest”, Auburn, IN

## AUGUST

- August 9 **Membership Meeting** – Review of Eastern National Meet Refreshments: **Dave Gunnarson**
- August 13 Fredericksburg AACA – Contact Jason Javaras 540-786-5819 for information



WHAT IS THIS MAN DOING? Why, he is bringing a trunk full of items to “Show & Tell” at the May meeting at 7:30 Tuesday, the 10<sup>th</sup>.

Back by popular demand – come and bring your strange and unusual - especially the odd tools and gigs that help with restorations. This is always a good program.

**Refreshments: Don Lombard**





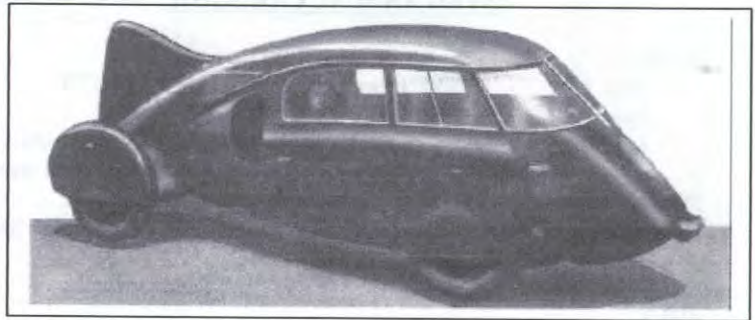
**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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

Vice President: <b>Dave Gunnarson</b>	703-425-7708	Programs: <b>Eric Sumner</b>	703-709-4164
Secretary: <b>Jim La Baugh</b>	703-573-9285	Property: <b>Frankie Martin</b>	703-928-7136
Treasurer: <b>Hank Amster</b>	703-753-9575	Activities: <b>Dave Westrate</b>	703-620-9597
Membership: <b>Jim McDaniel</b>	703-569-6699	Historian: <b>Don Lombard</b>	703-690-7971
Tours: <b>Greg Mensinger</b>	703-893-5644	Newsletter: <b>Cliff Green</b>	703-426-2662
Past President: <b>Steve Pieper</b>	703-860-2801	Web master: <b>kenb@headstartinfo.org</b>	

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 alternate sites. **SEE YOU THERE**



**FIRST CLASS MAIL**

**Regional Group 96**  
**Early Ford V8 Club**  
**Post Office Box 1195**  
**Vienna, Virginia, 22183**