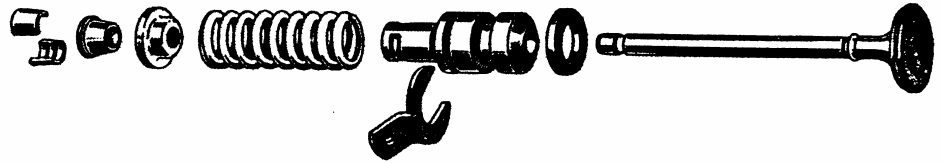




Valve Clatter



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

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

Volume XXIV, No. 6

June 2006

Cliff Green Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004

GOLDEN QUILL AWARD, "OLD CARS WEEKLY"



FAIRFAX CITY CAR SHOW

Dave Westrate

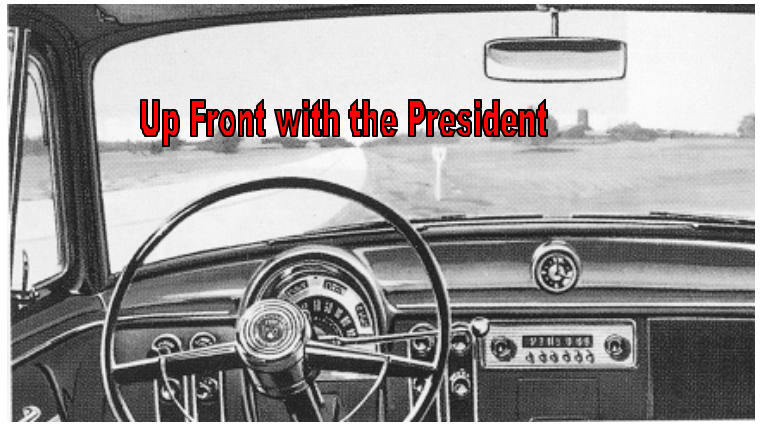
Wow, what a beautiful day we had for the ninth annual car show in Fairfax. Over 100 cars showed up, and we had a strong showing of interest by the public.

Many people have commented on the diversity and quality of the cars this year. We should clear over \$1,000 for the Club's treasury, when all is said and done. The City of Fairfax has indicated a desire to talk about taking the show to a new level with something like a blues festival to draw more people and cars. We have a meeting in a few weeks to discuss this idea.

Special thanks to all who helped on this event with hard work on advertising, signs, trophies, registration, parking, Model T take-apart-car and all the rest. Bill Simons was a grand MC again and Vern Parker picked the Best in Show, a 1955 Packard Caribbean.

Remember, if we all do a little..... etc.





JUNE 2006

I'm happy to report that, while I missed getting it ready for the wine tasting at Willowcroft, I did get the '53 on the road for the first time since last June. (I can't believe it took me that long but that's what my records show.) Eleven months without driving an Early Ford V8 is just too long but I was happy to have it ready for our car show.

We had a great day at Willowcroft. The weather couldn't have been better and the company was excellent. Driving a modern (quasi-modern at 1985?), wasn't as much fun as driving an early Ford V8 but it had to do. We also had a couple of early Mustangs join us (Bob and Jane Wild's and some friends' of the winery owners). There was a lot of tire kicking and close scrutiny of Don Lombard's '53. Thanks to Don for arranging this event.

As I'm sure you know, the Fairfax Car Show was a great success! It's always a pleasure to see the NVRG club members swing into action. Everyone did a fantastic job running the show and the crew easily overcame the handicap imposed by the construction at the rear of City Hall. So many did so much so well that it would be difficult to single anyone out. However, the effort Dave Westrate puts out on this show, year after year, has to be acknowledged. He does so much, (e.g., coordinating with Fairfax City and the Downtown Fairfax Coalition, getting the publicity out, working with the posters and brochures) but he does it with such quiet competence that many don't realize how much he's doing.

Contributing to the success of the show was great weather and a great field of cars. I'm always amazed at the quality of cars we get at a local show. Some of the judging must have been really tough. The V8 60 and its trailer were on public display for the first time. Every time it was fired up, it attracted a large crowd. I heard a lot of comment on how professional the trailer looked and, if you've seen it, you know how true that is. Anyway, hope everyone enjoyed the show. I know I sure did. You'll be happy to know that we'll be contributing the funds we collected from the 50:50 raffle during the show (along with a little extra) to the Armed Forces Retirement Home, to assist them in putting on their car show in the fall.

By the time you get this newsletter, the Virginia Museum of Military Vehicles Show will have come and gone. I'll bet it was an exciting event. It's been postponed/cancelled many times and I'm happy that we finally will get to see it thanks to the efforts of Hank Dubois.

Hard to believe that the Sully Car Show is just around the corner on June 18. NVRG will be there in force, under our traditional picnic tree. We're also bringing the V8 60 to display. Come on out and join us.

Finally, our meeting for this month will be at the Clark House (NOT at the Hunter House). Make sure you check the directions to the Clark House on the last page of the Valve Clatter. After all, you don't want to miss the June meeting.

JOHN



Willowcroft Winery Tour



FAIRFAX CITY SHOW



“On the Road in the Great Depression”

By Von Hardesty

A gray Ford bus, followed by two dust-covered sedans, rolled onto the campus of Bethel College (Kansas) on August 24, 1935, signaling the triumphant return of the twenty-seven member A Cappella Choir from its “Summer Good Will Tour.” Six weeks had passed since the college ensemble had set off on a 9,400 mile trek to Canada and the West Coast. Now safely home, choir members regaled parents and the college community with exciting accounts of their long journey—one that included stops in South Dakota, Saskatchewan, Glacier National Park, Washington State, San Francisco, Los Angeles, San Diego, the Grand Canyon, Denver, Salt Lake City, among other places.



"Snow Bank, Logan Pass, 6600 ft."

At the epicenter of this extraordinary choir tour was the college's new 1935 Ford bus, purchased the previous April from Brooker Motors in nearby Newton, Kansas. Throughout the long tour, the intrepid Ford bus had performed in an exemplary fashion, negotiating mud-filled roads in rural Canada, braving the steep and narrow artery through Logan Pass in the Glacier National Park, speeding down the paved and increasingly crowded Pacific Coast Highway of California, and making a successful passage across the parched American Southwest—then caught in the third year of a severe drought. For the students, the bus became their home on the road, a latter-day motorized conestoga wagon, the signature image of the long-remembered 1935 choir tour.

Choir director Walter Hohmann took charge of the musical program on the tour and he drove his own car, a 1934 Dodge sedan. For any medical emergency, there was Sarah Gaeddert, the college nurse, who was joined by her husband Gus, driving their brand new 1935 Ford sedan. A key organizer behind the tour, however, was Willis Rich, the high-energy student recruiter and public relations man for Bethel College. Working with Hohmann on the logistics of the tour, Rich had arranged an itinerary for the choir that included no less than 34 concerts.

The Summer Good Will Tour represented an effort by Bethel College to establish closer ties with its major constituency, the Mennonite churches scattered throughout Canada and the western states. One high point for the choir was a concert before the 3,000 delegates attending the

general conference of the Mennonite church in Upland, California.

Traveling by auto or bus in those days was never easy, swift, or comfortable. There were no interstate highways or GPS, no instantaneous communications via mobile phones or the Internet, no air conditioning for vehicles, and few franchised restaurants and motels. Daytime temperatures could (and did) reach 100 degrees during that hot summer. Having the college nurse along for the tour, as events unfolded, proved to be a prudent move.

Bethel College, situated just outside Newton, was a rather austere place in the middle of the Great Depression. Still a small school with an enrollment of 314 students, Bethel nonetheless possessed great vitality as an institution of higher learning, well on its way to becoming one of the Midwest's finest liberal arts colleges. A large limestone administration building dominated what was then a sparse and nearly treeless campus, made even more forlorn in appearance by the drought. A single paved road linked the campus to nearby Newton, which in 1935 had a population of 15,000. Newton was a typical Kansas town with tall white grain elevators, numerous small stores and restaurants laid out along the main drag, the many churches, and two-lane highways pointing outward toward the distant horizon. The town—and the college—found itself dwarfed by the vast and nearly flat landscape. Arguably Peter Bogdanovich's classic film "Paper Moon" offers one of the best recreations on screen of this peculiar time and place.



"Somewhere--after we left Herbert, Sask. No passengers in the bus, except driver. Boys are guiding Bus to keep out of ditch. Girls are 'reducing' by walking."

Historian Robert Kreider arrived on the Bethel College campus in 1935 to begin his freshman year. His father, a Mennonite pastor, had accepted a faculty position at the college, driving Robert and the family from Ohio to Kansas in a new 1935 Ford. Kreider recorded his impressions of those days in his lively autobiography, *My Early Years*. He reminds us that cross country travel by auto had become commonplace by the mid-thirties, as evident in his own family's migration to Kansas, but the railroads still offered a more comfortable and swift means of travel. Kreider notes that each day thirty passenger trains, going east or west, passed through Newton, then a division point on the old Santa Fe Railroad. The local Newton paper, he remembered, published periodic reports on how Hollywood movie stars

such as Clark Gable, Gary Cooper, and Myrna Loy occasionally disembarked from their posh accommodations on the Super Chief Train to take a break or talk to the locals. At the edge of the town, there was also a new municipal airport where the young Kreider remembered vividly taking a ride on a Ford Trimotor passenger plane. Newton—as with most towns in the 1930s—displayed a growing civic interest in aviation. At that time, however, airplanes remained primitive and, in the minds of most people, remained a dangerous mode of travel (Notre Dame coach Knute Rockne had died in a plane crash in Kansas farm field just a few years before). The year 1935, however, marked the debut of the DC-3 airliner, which would soon revolutionize long distance air travel for Americans.

How Bethel College acquired its 1935 Ford bus can only be partially reconstructed, being little more than a footnote in the history of the college. Willis Rich may well have been the decisive factor in the purchase and design of the new bus, in large part because the acquisition of the vehicle was linked to his own ambitious program of public outreach. In Kreider’s words, Rich, a man “with a hundred ideas and eternally positive and exuberant,” had brought a new entrepreneurial spirit to the campus. In fact, it was Rich who coined the motto “Bethel College—where good friends meet at the crossroads of the nation,” and had it painted in bold letters on the new Ford bus.



"On the notorious 90-mile stretch after leaving Herbert, Sask., the Bus engine has to cool off a little ".

The college archive has preserved one random business office file on the bus and its operations. In April 1935, Brooker Motors billed the college \$651 for the new bus. Another \$50 was paid for the “bus body,” which may have been built at Brooker Motors or purchased from one of the independent coach work companies. Whatever its origins, the bus body, new or used, had been fitted to a 1935 Ford truck “Driveaway Chassis” (157-inch wheel base model with dual rear wheels). The design of the streamlined coach body was spacious, incorporating five rows of seats divided by a central aisle, adjustable windows with shades, a sliding entrance door, and a luggage rack on top.

The Bethel College variant, however, incorporated one additional design feature that Rich himself may have ordered in anticipation of the choir tour: a rear extension with two compartments was fitted to the Ford truck chassis. This highly utilitarian add-on allowed for additional storage of luggage in

the top compartment and a fold-out shelf in the lower compartment for the preparation of meals. It is not clear if this final modification in design had been completed at Brooker Motors or perhaps built by skilled carpenters at the college. When the college’s Ford bus took to the road in July, it had been adapted for the specific task of transporting the Bethel College choir across thousands of miles of North America.

Ford trucks and commercial vehicles were highly popular in the Depression era, outselling all competitors. Powered by the fabled Ford V8 engine, Ford-design trucks/buses provided low-end torque and optimal cruising speed on long trips. By 1935, there were some new engineering and design features to contend with chronic overheating problems associated with the V8 engine: an enlarged radiator core, a six blade fan, and heavy-duty water pump impellers. No doubt mastermind Rich and his associates felt very confident with the enhanced performance and mechanical reliability of their new bus. Once underway on the choir tour, there were only a few recorded instances where the bus had to stop “to cool off” during that hot summer of 1935.

Gus and Sarah Gaeddert drove their new 1935 Ford sedan with equal confidence on this long trip, making it to the West Coast and back without a mishap. Sales for Ford cars in 1935 were robust and, for the Ford Motor Company, a welcome shift in economic fortune after years of decline. That year, in fact, Ford moved into first place in sales over its chief rival Chevrolet. The Gaeddert Ford sedan mirrored the fresh design concepts that would make Fords so popular in the mid-1930s—new streamlined styling, completely skirted fenders, a rakish sharply sloping windshield, a full-height grille with intricate design, and enlarged seating capacity. The Ford V8 engine, of course, gave the car special appeal at a time when most low cost automobiles lacked such a powerful engine. O. R. Brooker at his dealership on West Broadway in downtown Newton sold the new 1935 Fords for around \$575—no small amount of money in those Depression years, but still affordable for Gus and Sarah Gaeddert on their modest salaries at Bethel College.



Flat tire in Montana

Choir Director Hohmann's aforementioned 1934 Dodge sedan was a more upscale vehicle, a highly dependable car that he drove on more than one choir tour. If Hohmann had purchased his Dodge new, it would have cost him around \$745. Fitted with chrome headlights and suicide doors, the Hohmann Dodge could comfortably seat five people—and on the tour, students vied with one another to get a seat in the more plush Dodge, especially on some of the longer drives between concerts.

The choir offered a rich repertoire of choral music. Some Mennonite churches consisted of German-speaking immigrants who had escaped from Soviet Russia after the 1917 Revolution; for these congregations, the choir rehearsed a number of German hymns. Wherever the choir performed, audiences expressed their enthusiasm. "A chorus marvelously trained," noted Fred Carberry of Milwaukee, Wisconsin. The writer for the *Plattsmouth Journal* (Nebraska) was even more exuberant in his praise: "The Choir is without a doubt one of the finest organizations that has been heard in this city." When the choir performed at the Mennonite Church



New 1935 Ford Sedan accompanied tour "Arrived, after all night driving, at Glacier Nat'l. Park camp where slept in the warm sunlight for several hours. The scattered piles are different ones asleep." conference at Upland, California on August 3, 1935, it won additional plaudits for their excellence, in this case from a key constituency supporting Bethel College. A week later, the college ensemble performed at the California Pacific Exposition in San Diego, winning a special medal. Walter Hohmann took great pride in his choir on this pioneering tour of 1935.



"Tourist camp ground at Pacific Beach City, along the Pacific Ocean, out of San Diego, Calif."
(Continued next month)



Hi Cliff. Angelo Van Bogart of Old Cars Weekly emailed me and asked if I could provide photos and more information on the engine you guys are donating. He wanted to do a story on it. I send OCW our Foundation News each issue, and he apparently saw the article I did on the engine. I was surprised and delighted to see he used it as the lead story on the cover!

So, Cliff, there's no backing out now. The car world knows all about the donation! Can't wait to see it in July at Batavia!

Frank Scheidt – Editor, *Foundation News*

FLASH

The "GOLDEN QUILL" awards were announced in the last issue of Old Cars Weekly. The VC was one of the recipients!! Please note the addition on our masthead.

WILSON BRIDGE CHRISTENING

Our own Rick Parker was chosen to drive the Governors of Virginia and Maryland, plus the Secretary of Transportation in a 1923 Rolls-Royce as the first vehicle to cross the new WW bridge! Next month Rick will tell us all about how it happened.



FROM THE EMAIL BAG

Dave Gunnarson

Anyone who is interested in having small parts cadmium plated please contact me. I am in the process of negotiating with a plater in Ohio that will do the original silver cadmium plating and they can take up to 100 pounds of small parts. No prices, specifications or delivery times yet, but I will have more details in a few weeks.

gunnarson@verizon.net

Jim McDaniel

I need some help with an electrical question.

My '51 cruiser has a feature probably no other '51 has. As you most likely know, the '51 was the first year for the key start, doing away with the button start after the '50 model year. There were several other firsts and lasts... first for the gas cap cover in the fender, first for the counter-balanced springs in the trunk lid (stays up by itself), last for the split windshield, last of this body style, etc.

The feature my '51 has is under the left side of the dashboard, up under it and mounted on the "bottom" where the dashboard curves under, so you cannot see it. There is a starter button there, positioned so you can press "up" on the button (toward the roof), to activate it. It is totally out of sight. There is nothing connected to it now, but it was obviously there for some use in the past. My memory tells me it looks like the '49 and '50 start buttons; is chrome and has the word "START" stamped on it.

I suspect this button may have been locally installed and used back in the early '50s when this car was an emergency vehicle in North Carolina. You may also know that my car has two "bright light switches" on the floorboard, left of the clutch pedal, one for the lights and one for activating the siren. I had an old former cop at a car show probably 15 years ago (before I restored the car as a police car) tell me he drove a '51 police car and that second button was used to activate the siren. He also told me they didn't like it because it made it difficult to use when shifting gears in a manual transmission in traffic, and they locally modified it so the horn button on the steering wheel activated the siren. When I restored it as a cruiser, I wired that floor button to my siren -- didn't figure I'd do much traffic maneuvering while using the siren.

As there was very little standardization in police car configurations back then, and many of the patrol cars were "local modifications" of standard cars (especially for the small town police departments), it's possible the second floorboard bright light switch could have been used for something else instead of the siren, perhaps to turn on and off the red lights. It seems plausible to me the start button could have been used for the siren -- I can't think of another reason for it. Could be another example of people not liking the floor button and coming up with a local modification to activate the siren.

Now here's the question, and it has to do with the electrical configuration of this start switch. As it is now, the switch is "hot" all the time with current flowing through it, and you have to press the start button to interrupt the current flow. Said another way (to be sure I'm clear), when I connect a wire to the terminal (there is only one terminal for a wire on the bottom of the switch) and ground the switch (normally it's grounded to the dashboard when it's "clicked" into place in the drilled hole in the dashboard), it's hot and the siren sounds off. When I press the button, it breaks the circuit and the siren stops.



That seems backwards to me, and is certainly backwards to how I want to use it. It just seems it should be the other way, so it starts passing current when it's pressed. Of course the electrical system is positive ground, but that makes no difference in this case -- whether I place the positive or negative leads to the terminal on the switch. They both work identically.

Is this switch working properly? Did they all (or do they all) work this way. Do any of you know how I'd use a starter switch like this to activate my siren?

Tom Shaw

Looks like you have a "police package or Fire Chief's "factory prepared car. I know that Ford has offered the factory built cars specifically for fire and police for many years. The hole for the starter switch appears as if it was cut by the manufacturer. My car doesn't have such a switch. I think your car is a rare example of the Ford assembly line police/fire vehicle. During my police days, 1963-1982, Ford, General Motors, or Chrysler would offer larger brake drums, beefed up suspension, police interceptor engines, heavy duty alternator, etc. and deliver them as a police package vehicles. The starter button must be connected to a hot lead which bypasses the ignition. I certainly know very little about wiring, but when I wired an FM converter to my AM radio. I made sure it was connected to a post that was not hot until the ignition was turned on.

EASTERN NATIONAL MEET

So far these are the members that have responded about going to Batavia: Cliff & Sandra Green, Wayne & Joyce Handy, Bob & Jane Helms, Ken Gross, Bill Selley, Dave Westrate, Eric Sumner, Joe Wright, Hank & Cindy Dubois, Bill Simons -- Anyone else? Contact Editor

NOTICE
JUNE MEETING AT
CLARKE HOUSE
CHECK BACK PAGE FOR INFO.

SOME KIND OF DIFFERENT HERE!

Clem Clement

Tons and tons of ambiances. The property is in the Jersey pines. Short pines, maybe 30 feet tall, not the famous pine barrens. The land has been cleared and pine bark spread. You park your "Show and Shine" among the pine trees in rows of your choosing. We were in a hot Monty Carlo next to 3 nice Hudson's. The property is hundreds of acres out in the sticks and is called Fleming's Auto Parts, English Creek, NJ (a few miles from Atlantic City).



Twice a year they throw a beeeeg show. The next event is Nov. 4, 2006 which is called the Pumpkin Run.

Along comes a pair of ladies in T shirts. I wouldn't mention it except both have their sleeves rolled with cigs in the roll. I thought that went out with the 50's. I assumed they were with a 50's car. Then I saw several men and women that way. I bet it is still cool to roll your sleeves down in the pines. I felt soooooo at home.



They had a great band just a tootin and a strumming. A fellow had a huge base and really knew his way around that instrument. Recordings included Bill Hailey of course. Folks were having such a good time. Did I mention super Philly cheese steaks complete with roasted peppers??

Old junk yard cars included a 60 linc cony, a Henny, several Packards, 40 fords, Ford and Merc coupes and all manor of cars. Hundreds spread out all over. I understand the yard is

closed, but I really am not sure. You just have to see this for yourself.

Several Model A Doodlebugs were seen. Model A's were the horse of choice for plowing the blue berry fields. Several had TT worm rear ends for torque and A motors. Big trucks, little trucks, one 15 foot tin fish, and several dozen tractors. I loved the dirt track car section full of vintage coupes in race dress. How can that not be fun? Wear supportive shoes when you go. They cleared some of the land and spread pine bark everywhere. No junk yard dogs were seen.

This was quite the event. So much to see and do. And so different. I loved it and hope to go back in the fall.

STAY TUNED!

Our May meeting program was filled by our own Leo Cummings who told us all we need to know about Ford radios in this 45 minute talk. A full house sat enraptured by his discussion.

When you turn her on there is a Hummmm – that's the vibrator doing it's thing, the tubes light up and we listen to a station in El Paso. Leo says that the AM signal bounces off the atmosphere and at night, in the old days, the stations would crank up their power (illegal).



"There are several big differences and great advances between tube radios and transistor radios / devices. As I mentioned tubes consume high amounts of power or amps for the filaments circuits, then delayed operation until warm up and tubes require a large B+ power supply. However, transistorized radios / devices have no filaments to warm up, transistors are instant-on and can operate on low B+ Battery supply therefore, starting at 1.5 volts [std. one cell] to what ever the designer decides relative to variables in weight, size and power needed. Thanks to bell labs developer of the transistor. Anyone with question about conversions or updating their radio to the new state of the art can contact me"

Leo demo'ed a tube 1934 radio and a transistorized '51, a \$400-500 conversion.



**VIRGINIA MUSEUM OF MILITARY VEHICLES
OPEN HOUSE**

Jim McDaniel

Perhaps the morning threat of rain caused some to change their minds and not go, but the day turned out to be beautiful and the visit to the Virginia Museum of Military Vehicles (VMMV) near Nokesville was an absolutely enjoyable event. The rain threat evaporated early, and it was a cool, dry, breezy, and sunny Saturday afternoon.

The program for the VMMV open house was “Flags of our Fathers, the Marines on Iwo Jima and the Making of the Film,” and we enjoyed a reenactment of a portion of the battle of Iwo Jima, to include tank and artillery fire and an infantry platoon assault with plenty of rifle fire and an authentic, functional flame thrower. The heat from the flame thrower could be felt by the crowd 100 feet away.

The breeze was also blowing the right direction, which was AWAY from us as it transported the rather significant smoke and fumes from the old tank diesel engines, the artillery fire, and the very BLACK smoke from the flame thrower somewhere other than over us.

We had five club members and three cars attend. Cliff Green rode with me, and we met Hank DuBois and his friend John at Fair Oaks Mall. Cliff and I provided police protection for his '35 Coupe out to Nokesville. We stopped on the way and picked up Hank Amster, and Leo Cummings joined us at the museum in his '51 Mercury tudor.

The outdoor museum is FULL of military tanks, trucks, jeeps, artillery, and other weapons from WWII to Iraq, including vehicles from Germany, England, Switzerland, France, Israel, Japan, and other countries. It was a great tour, for we all love old motor vehicles, and we especially enjoyed finding a old flathead V8 powering a WWII scout vehicle. It was a fun day.



BACK PAGE PHOTO

Thanks to Von Hardesty

New model. Photo by Ralph Walters, February 18, 1951.

Roberta Richards poses for amateur photographers at the Ford exhibit during the 1951 Automobile Show at the International Amphitheater. Images © Chicago Sun-Times

We can only guess what the trophy signifies that Roberta is holding – Miss Lake Michigan? But, there is no guess work about the beautiful Ford that she is sitting in. A New Body style for 1951: a Victoria 1A-60 of which 110,286 were produced. “It’s smart as a convertible! Snug as a sedan!” The ’51 received a new dashboard and instrument panel with a key operated starter switch. This was the first year for the Fordomatic transmission of which 25% of the cars were so equipped. “Long looking, low looking, and good looking...”



Rob & Susan Doudrick

4623 Old Auburn Road
Warrenton, VA 20187-8326
540-351-6049
doudrick3@msn.co
1936 Ford Standard 85 hp V8

SELL/WANT

The final run of the new original Ford script battery cases machined to cover Optima 6 vork batteries are now for sale. Call Alan Whelihan 301-682-3696

Sell: Lincoln 225 amp Arc welder – 220 Volt. Excellent condition. \$75 Cliff Green 703-426-2662

Wanted: 32 and/or 33-36 original taillights. John Ryan john@ryanweb.com 703-281-9686 or 301-469-7328.

Condolences are expressed by the Club to Hank Dubois upon the death of his Mother in May.

SULLY

The biggest car show in the area will be on Father's Day, as usual. The NVRG always has a large turn out and gathers under the trees across from the woodies to picnic and visit. Send in your registration form by June 14 (\$10.00) or pay at the gate for \$5.00 more. Show time is 10:00 AM to 3:30 PM. Bring the kids/grand kids and/or some friends and a blanket and join us. See you there!

ANNUAL PICNIC WEEK LATER

Reservations for the picnic shelter at Nottaway have been made for July 18. This is one week later than the original plan so that those who go to the meet in Batavia can get back and attend. Get your reservations into Dave Gunnarson for planning purposes.

REGISTRATION # _____
(Describe it.)

Early Ford V-8 Club of America
2007 Eastern National Meet
Fairfax, Virginia
May 31st thru June 3, 2007

EARLY REGISTRATION FORM

IMPORTANT: YOU MUST BE A NATIONAL MEMBER TO REGISTER

Membership # _____

Last Name _____ First Name _____

First Name for Name Tag _____

Total # in your party _____

Street Address _____

City _____ State _____ Zip Code _____ Country _____

Phone Number _____ E-mail _____

	Price Each
Early Registration Fee (until December 31, 2006 - includes 1 vehicle) <i>This price includes a discount of \$10.00</i>	\$65.00 \$ _____
Additional Vehicle Registration Fee(s) _____ @ \$30.00	\$ _____
Swap Space _____ @ \$15.00	\$ _____
Total Check or money order must be included (no cash)	\$ _____

MAKE CHECK PAYABLE TO: **VA-V8-07**

MAIL TO: John and Patty Girman
16407 Hart Country Lane
Vienna, VA 22182

Email - jgg4@aol.com - questions or additional information only

Here is the early registration form that will be distributed at the Eastern National Meet and on our web site. We encourage you to help the early funding of our meet. Copy off the necessary info and send in your check, or Email John for a full sized copy.



The airplane was fully restored by EAA over a decade-long span and first flown again in the mid-1980s. The 2006 summer schedule represents the first time the EAA Tri-Motor has visited the East Coast. Visitors will have the opportunity to take 15-minute flights aboard this unique aircraft, nicknamed the *Tin Goose*. Flights cost just \$40 per person for EAA members and \$50 per person for non-EAA members. A secure flight-reservation system along with complete information are available through EAA's Tri-Motor tour website at www.flytheford.org.

JUNE 14 – 15 MANNASSAS AIRPORT



83 CALENDAR 1930s



- ◆ June 10th - Fredericksburg AACA Meet -new show date. Special class for EFV8s. Contact Jason - 540-786-5819.
- ◆ June 10th - Cruzn' Leesburg 6pm-10pm, 20 Annual, rbrown7581@verison.net
- ◆ June 13th - **Membership Meeting** – Program: Ken Burns images Refreshments: Dave Gunnarson
- ◆ June 18th – Sully
- ◆ July 24th – Custom Cruisers of NoVA – Lucketts, 9am-3pm bellx2@erols.com
- ◆ July 9th - National Capital V8 16th Annual Car Show, Brookville, Md Florann 410-239-7484
- ◆ July 10-13 **Eastern National V8 Meet**, Batavia, NY
- ◆ July 18th – **NVRG PINIC – NOTE DATE CHANGE**
- ◆ August 4-6 – Das Awkscht Fescht, Macungie, PA
- ◆ August 20th – 21st Annual Francis Scott Key Car Show, Rose Hill Manor , Frederick, Md
- ◆ August 8th – **Membership Meeting** – Program: Eastern Nat'l Review. Refreshments: Dave Westrate
- ◆ September 3rd – Downtown Herndon – Municipal Ctr, Herndon Police & Citizen Support team
- ◆ Sept 4th – Clifton Labor Day Show – Custom Cruisers
- ◆ Sept 10th – Sugarloaf Mt. AACA , Mt Airy, MD
- ◆ Sept 12th – **Membership Meeting** Program TBA Refreshments: Nick Arrington
- ◆ Sept 23rd – Bull Run AACA – Grounds of Manassas Museum
- ◆ Sept 24th - Lucketts
- ◆ Sept 27-30 – Fall Carlisle
- ◆ October 1st – 49th Annual Antique Auto Assembly – Armed Forces Retirement Home, Washington
- ◆ October 4-7 – HERSHEY
- ◆ October 14th – Rockville



MEMBERSHIP MEETING JUNE 8TH
CHANGE OF LOCATION –
CLARKE HOUSE
(see directions back page)

Ken burns will be showing 100 images taken at Nick Alexander's open house of his woodie collection and restoration facility. Don't miss Ken's colorful narration. Refreshments: Dave Gunnarson



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Activities: **Dave Westrate** 703-620-9597
Historian: **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
Web master: **kenb@headstartinfo.org**

CLARK HOUSE
FOR JUNE
MEETING

6332 Barcroft Mews Drive, next to Lake
Barcroft Shopping Ctr. & Barcroft Mews
Townhomes, off Columbia Pike, Lincolnia.
ADC map 16 B12 7:30
SEE YOU THERE!



FIRST CLASS MAIL

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