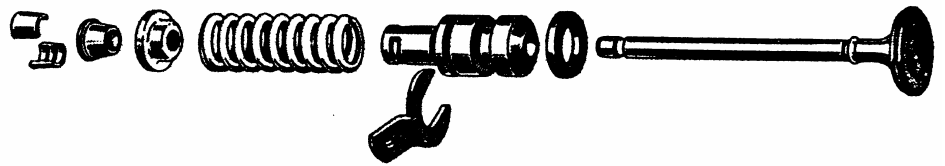




Valve Clatter



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

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

Volume XXIV, No. 7

July 2006

Cliff Green Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004

GOLDEN QUILL AWARD, "OLD CARS WEEKLY"

DINGMAN AUCTION REPORT

By Marl McDonald, a long-time Early Ford V-8er who lives in Hartford, Vermont- Thanks to Art Spero

Friday, June 9, 2006 began three days of activity at Mike Dingman's place in Kensington, New Hampshire. Mike had acquired dozens of flathead Ford vehicles and hundreds of era signs. He decided to "thin the herd" by having an auction conducted by RM Auctions. All of the vehicles were -- and it's hard to choose appropriate summary words -- meticulously and correctly restored. If the 34 1932 through 1948 Fords were judged at a regional or grand national Early Ford V-8 Club meet, each would earn at least 975 points. Many of them would earn in the 990's and a few might even deserve a score of 1000 points. The catalogs of cars and signs that RM Auctions prepared were well worth their \$80.00 price for a pair. They also tickets. It's a long story, but I received a complimentary pair of catalogs. The photography was beautiful while the descriptions were fresh, lively, and accurate. All the cars were sold with no reserve price. Mike obviously had faith in the quality of his restorations and in choosing RM Auctions. As you'll see soon by looking at the prices, Mike's faith was rewarded.



This '40 Deluxe station wagon was breathtakingly beautiful. Its exterior wood was rare birds-eye maple while the Mandarin Maroon paint was perfect. It sold for \$308,000 ... as in

Three Hundred Eight Thousand Dollars. Not \$108,000 and not \$208,000; instead, \$308,000. This is by far the highest publicly known price paid for an early Ford V-8. Before the auction I had heard about an occasional Sportsman convertible that allegedly sold in the six figures. When I first saw \$308,000 on RM Auction's Web site a few days after June 11 it was a good thing I was sitting instead of standing in front of my computer. The auction people must have been surprised too since they estimated, in their catalog, a selling price between \$100,000 and \$150,000.

I inspected this car closely when it was displayed at Amelia Island Concourse this March. The only thing that I found incorrect were the rear cargo floor mats! Editor

This '32 roadster has the rarest of all '32 accessories -- a radio. You can see the round control knob on the steering column. The antenna is held to the underside of the left



running board with through-the-board bolts. In 1932 a new Deluxe V-8 roadster sold for \$500.00 with a radio available for \$50.00. Paying \$50.00 on top of \$500.00 in 1932 was like paying \$2,000

on top of \$20,000 today. The car sold at auction for \$133,100.

(Continued page 3)



JULY 2006

By the time you read this many members will be making preparations or already attending the Eastern National Meet in Batavia. Hope those attending take good notes on running the meet so we can make our meet here in Fairfax Co. even better in 2007. Our V8-60 on its trailer will also be there in Batavia to help publicize our meet. To get the V8-60 ready, Hank Dubois, Dave Gunnarson and Bill Selley spent an afternoon rotating engine and its stand on the trailer to display it better. Cliff Green and Hank Dubois will be collecting early registrations for our meet while they are there. We'll be seeing photos from this meet at a later meeting.

At the last membership meeting, Ken Burns showed pictures that he took in California of what has to be the most extensive collection of Ford woodies in the world. Ken said that even he got woodie fatigue after seeing one beautiful woodie after another. At the same meeting, we also saw Jim McDaniel's pictures of the open house at the Virginia Museum of Military Vehicles last month, including a re-enactment of Iwo Jima featuring a flame thrower. Looks like those who didn't attend missed a really good show, including a Ford flathead-powered transporter.

Our board normally meets monthly at a community room that is Spartan to say the least. This past month we were surprised to find about thirty kids eating pizza at a play practice in the room. Being the good guys that we are, we gave up the room for the evening and even showed them how to turn on the air conditioner as we departed. Being the good guy that he is, Greg Mensinger made his nearby company's "board room" available for our meeting. Be careful, Greg. We could easily get spoiled by such luxurious accommodations.

Have you noticed that the NVRG has been featured in the last two issues of the V8 Times? And, in fact, we were the lead group in the last issue in the Regional Group News section. Not sure how Jim LaBaugh has managed that but I suspect it's because he has been providing some outstanding write-ups about the NVRG activities. Great job!

Also, due to popular demand (and the fact that we are running out of club shirts), Frankie Martin will be taking orders soon for new shirts. Time to stock up and replace that worn out one.

Finally, we have our annual picnic this month. This is always a well-attended event so be sure to sign up by calling or emailing Ken Burns. Good food, good company and some flathead Fords in the parking lot. It doesn't get much better. Hope to see you there.

JOHN

DINGMAN AUCTION REPORT (cont)



I thought that this '47 Sportsman convertible would have attracted the most money of all the Fords and Mercurys. Wrong. Still, the \$275,000 sale price was at least twice what I thought possible in the days before the auction. The catalog estimated that the selling price would be between \$150,000 and \$200,000.



here's a 1938 Huff-Ford midget race car with a V-8 60 horsepower engine. Each horsepower brought Mike Dingman more than \$500 because the selling price was \$33,000.



The indoor lighting doesn't do justice to the maroon paint of this '39 Mercury convertible. It sold for \$110,000.

It's my personal belief that these prices won't be equalled in a public auction again. Why? Largely because very few, if any, extensive (30 or more vehicles) collections of highest-quality flathead FoMoCo vehicles now exist anywhere in the world. On the other hand, I think that the long-time ceiling of \$100,000 for a ***rare and immaculately restored*** 1932 - 1953 flathead is now broken. All the cars were sold with no reserve price. Mike obviously had faith in the quality of his restorations and in choosing RM Auctions

The highest price paid was \$407,000 for a 1940 Lincoln-Zephyr Continental Cabriolet which was once owned by Babe Ruth. Actually, the new owner paid \$407,000 + 10% (standard buyer's premium) of \$407,000 = \$447,700 for the car.

While I wasn't present for the actual auction on the 10th and 11th, I was present long enough to get a highly positive impression of the RM Auctions people. Their 2-volume catalog was a masterpiece of photography and accurate descriptions. They have been gracious enough to put the auction results, complete with lengthy descriptions of the vehicles sold, on the Internet. Go to

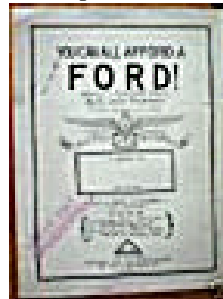
<http://www.rmauctions.com/AuctionResults.cfm?SaleCode=DM06> to see an expanded version of the list above.

Clicking on a vehicle's name results in a new window with the lengthy description. For example, this Web page contains the text

MEMORABILIA

Contributed by Dave Gunnarson

Item up for sale on Ebay



"You can all afford a Ford" is the name of this novelty Fox-Trot/4 page sheet music piece written by E Jack Pourman in 1933 and distributed ONLY to Ford Dealers in America- there is a blank square in the middle of this piece fore the dealer to stamp their company name on the inside of this promotional item. It even states on the front cover "Buy American Products, Help End Depression." An inside excerpt from page 3 of the actual song states- "We've Got Depression, without a question- But you call all afford a Ford." On the back of the piece is more advertising- it says "You'll be the hit of the season with a new Ford V-8 and a copy of this new Ford song. Sing it! Hum it or whistle it!!! as you roll along in your new Ford- Make 1933 a Ford Year." It then goes on to state that copies of this are obtainable ONLY at Ford Dealers\, where buyers are encouraged to trade in their old car for a brand new Ford. This particular copy was a Sample Copy, "reserved for you to stamp in your Dealer-Name and address." Thus, this is a very rare item. Condition- vg, with two small fold splits at the right side of the sheet music, otherwise OK!

“On the Road in the Great Depression”

Continued from last month

By Von Hardesty

This is the continuation of the saga of the Bethel College Choir in a 1935 Ford bus touring the Western US.



On the road, there was the daunting task of getting one stop to the next, given the fact that concert sites were often separated by hundreds of miles. To reach certain distant stops on the itinerary, the tour leaders decided to drive at night, always a matter of concern when the Ford bus had to negotiate steep turns on mountain roads. Ruth Woods, a member of the choir, remembered that “we sang for our supper.” For meals and

housing, the local church typically came to the rescue, opening their homes for the visitors from Kansas. Choir members relished such moments on the tour, a rare chance to bath, wash clothes, and eat a hot meal.

There were also stops at tourist camps, then a popular and inexpensive form of tourism. Each member of the choir brought a bed roll and there were occasions when they were needed; when there were no invitations to stay at someone’s home, choir members would sleep in pews at a church or on tables in a school library. When the choir reached Zion National Park in mid-August, they slept outside under the stars. For meals on the road, Willis Rich purchased cold meats, cheese, bread, and canned food at a local grocery; the improvised “kitchen” on the Ford bus was then put into full use. Student morale remained high in the face of all privations on the road. What is amazing is the entire tour cost each student somewhere between \$50-100.

On those long drives in the Ford bus, according to Esther Schrag, there was a constant struggle against boredom.



Typically, the students played cards, rook or bridge, sang, slept, or engaged in on-going bull sessions. Heat was oppressive. And, as a result, the choir welcomed any chance to swim or go hiking. Having the college nurse Gaeddert gave a sense of comfort to the choir in case of any medical emergency. One accident did occur when the choir reached the Pacific Ocean in California. While camping out one



“Fixing a flat tire in Montana”

night, choir member Henry Voth fell and injured his back. Given his painful injury, the tour leaders on the advice of nurse Gaeddert arranged for Voth to return home by train. He later recovered fully. The only other personal crisis was the decision of the bus driver, Moe Stucky, to leave the tour early because of a family health emergency at home. Both Ruth Woods and Esther Schrag remembered their chaperones on the tour as thoughtful and attentive leaders. For all, there was a shared sense of commitment and sacrifice on this memorable tour.

One exciting break for the choir, a real chance to become tourists, came in the second week of August 1935, when the choir visited Santa Catalina Island. The Bethel College caravan had driven down old Route 101 to San Diego, where they had taken a ferry to Catalina. The 1930s, in many ways, was a golden age for Catalina. The Casino on the island hosted some of the best “big bands” of the era. And Catalina was a magnet for Hollywood celebrities, mafia bands, tourists from the mainland, and the Chicago Cubs who came to the island each year for spring training. The choir members had a brief, if memorable, visit to the island.



Surviving photographs from the tour capture random scenes, mostly taken of choir members at a national park on next to a church. More often than not, the college’s Ford bus is part of the background scene. What the choir routinely encountered on the road—gas stations, restaurants, and tourist camps—rarely prompted cameras to click or to spark close observation. It was all too familiar, just a fixed part of everyday reality on American highways. To assess this ignored theme, there is an unlikely source to consult, the observations/photos of Ilya Iif and Evgeny Petrov, two Russian journalists who made a cross country trip of the USA in 1935.

Ilf and Petrov arrived in New York City in 1935 on the ocean liner *Normandie*. They hurriedly purchased a 1935 Ford sedan and then set off on a ten-month tour of the country. It is interesting that these journalists drove down many of the highways taken by the Bethel College choir tour. Later they published their travel log in a book titled *Odnoetazhnaya America* (One-Storyed America). These Russian visitors did not linger in New York City with its skyscrapers, for them a signature image of the United States, but deliberately sought out the “real” American society hidden from view in interior. By following American highways into the interior, they aimed to chronicle everyday life in those parts of the country where skyscrapers did not dominate the skyline—that realm they dubbed “single storey America.”



Ilf and Petrov, in their words, planned “to drive around the entire country in an automobile, to traverse it from the Atlantic Ocean to the Pacific and to return along a different route...we would be sure to find America.” Their 1935 Ford performed well on this extraordinary trip. For certain, as journalists from the Soviet Union they expressed criticism of America’s capitalist economic

order. However, they were duly impressed with American society in general and, in particular, its unrivaled highways: “At first we were enraptured by these magnificent roads, then we got used to them and then we got angry, if sometimes due to a repair of a route, we happened to make a small detour on some bit of old, pock-marked road.”

They were also impressed with the numbers of privately owned cars, three-lane highways, the traffic jams in and around large cities, and the fact that along the main highways “autobuses travel day and night according to fixed schedules.” As with the Bethel College choir that year, the Russians drove through national parks in the West, reached San Diego on the Pacific Coast Highway, stayed in tourist camps, and took in the awe-inspiring vistas of the American western landscape at each turn in the road.

What the Bethel choir members no doubt viewed as mundane and commonplace on the road, for example American gas stations, Ilf and Petrov looked upon as an unique American institution. For their 1935 Ford, there were frequent stops for gasoline and they paid around 15-20 cents per gallon. Regular oil changes were another expense. And the traveling Russians lamented the fact that oil changes routinely cost \$1.50, for them a significant draw on their limited budget. The ritual of customer service at a typical gas station amazed them: “The gentleman in the striped service cap and leather bowtie does not let the traveler go. The famous American service begins. The man from the gas station opens the car’s hood, checks the oil and water. Then he checks the air pressure on the tires. He wipes the windscreen of the care with a cloth. If the glass is very dirty, he wipes it with a special powder. And then, everything is in order...The

traveler asks what is the best way to get to a nearby town. In response to this, he receives a first-class map of the state.... On the reverse side of the map are the names of hotels and tourist homes.... And all this is a free bonus for purchasing gasoline.”

Excerpts from their book: <http://www.admit2.net/lga01.htm>

For the Russian journalists and the Bethel College choir, travel on America’s highways in 1935 never lacked surprise and fascination, notwithstanding the heat and occasional lack of amenities. When the interstate highways emerged in the 1950s, this older pattern of travel would slowly disappear.



"Gus in his Ford V-8, which performed so well during the 49 days in which we traveled, exactly 9,400 miles--in Ks., Nebr., S.D., Minn., Manitoba, Sask., Montana, Wash., Oregon, Calif., Arizona, Idaho, Utah, Colo.--and, are there any states I forgot to mention? No. 18."



Bethel College choir tour 1935; Glacier National Park, Lake McDonald
Date: July 23, 1935



La Jolla, California

Next month Dave Gunnarson will investigate the 1935 bus chassis and custom bodies.

The Old Horn

Clem Clement

The car I learned to drive on was Mother's 41 Ford business coupe. That is the version with the two jump seats in the back. I can remember as a wee tot, riding on those jump seats and having my toys in the tray aft of the seats. Anyway the car became my driver after Daddy died and mother used his '55 Ford custom Tudor. The coupe was robin's egg blue and I had her equipped with one dual and faux white walls. But I wasn't gittin no respect on the road. Me and my best bud went to Marty's junk yard near five points, NJ and began a search for improved noise. Bill and I had rescued Marty from under a fallen Merc one early morning so we were kinda his favorites a round the junk yard. After much searching and testing we settled on a uuuugly sounding truck horn off'n a long forgotten truck. We did not have the right horn mounts so we made them out of shelf braces. The horn was mounted on the frame somewhere and off we went for the beeeeg test. We came up behind an 18 wheeler and I layed on the tooter. The huge truck immediately changed lanes to let us by! As we roared by, the trucker scowled when he saw that all that noise was coming from a puny light blue Ford coupe. We got our due respect!

Sadly, many moons later, Bill and I were in hot pursuit of three wenches when we took out one of those three-color '56 Dodges. The Dodge was hauled to the junkyard and we drove the distraught driver home. The little Ford's side was squished right where it had been squished years before and the leading work was all showing again. She was traded in on a '54 Merc Roach. First though, the truck horn was removed and has resided in my junk box for lo these 53 years.



Note: Clem's truck only has WW on Sandy's side because she thinks it looks nicer! Editor

Recently, as I readied my 1939 Ford Truck for her first outing, her horn was tested. I think it is the upper half of a twin horn set, and sounded whimpy. The solution was that the old truck horn was dug up and painted. It sounds as

loud and obnoxious and back in 1953, the shelf brackets were still attached and did not match the '39 mounting area. Then came the Winchester Meet last weekend. Lo and behold a feller had about 50 horn brackets in one box. I liked to died and clearly showed my hand during the negotiations. I have no idea why anyone would collect old horn brackets but I'm sure obliged to the feller who did. One of the brackets fit pretty well.

So for her first outing, my '39 pickup sports a horn I first used in 53 years ago and we are out to get respect again. Ms. Sandy pointed out that if it took me 53 years to find the proper horn brackets, how long would it take me to redo the wallpaper-hang on darling, I'm aworkin on it.

EMAIL BAG

Eric Sumner

I have the latest issue of The Rodders Journal with an article on the '32 Coupe body they have repro-"duced". (sorry...I couldn't resist). It's pretty amazing. I'll try and remember and get it to you sometime so you can see it for yourself. For a cool \$24,000 it can be yours, fenders and cowl vent not included. The doors alone are incredible. Everything is exactly the same including the wood kit and garnish moldings. I agree we would be hard pressed to pick one out as a repro during concourse.

<http://www.brookville-roadster.com/3WINDOWCOUPE/3windowcoupefullfenderpage.htm>

Go check out this site. This car was shown with optional steel floorboard and cowl delete. A cowl with mechanism and original stye wood floor are options.

Patrick O'Neill

I have been showing Bridget how to spit shine on Mildred,



my 1937 Ford Pickup, and she is getting the hang of it! Of course, she used the old spit in the kleenex (1) then shine (2) but she quickly adapted to the direct application (3)!

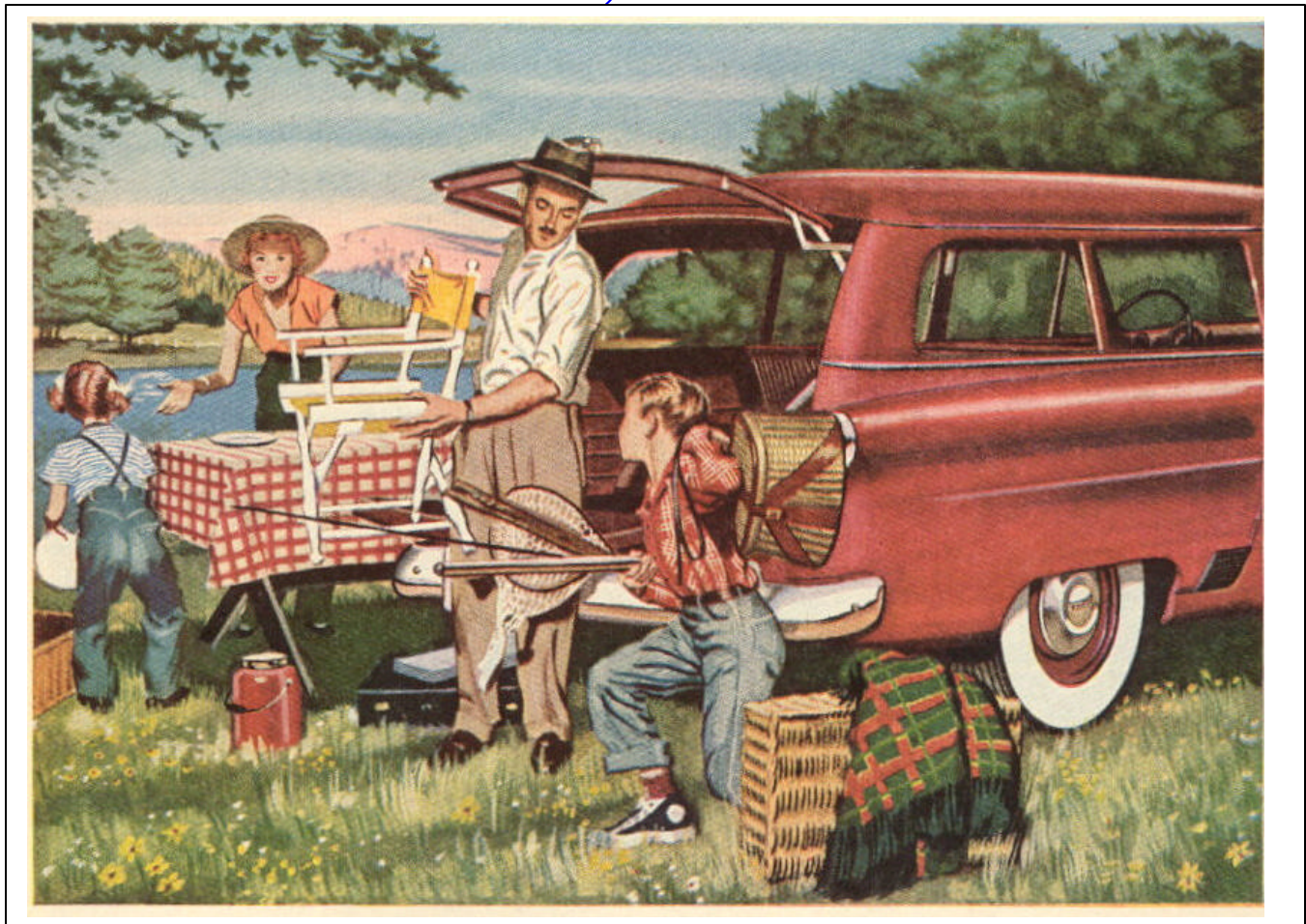
SULLY RESULTS

Dave Westrate

The following received trophies at Sully this year:

Jason Javaras - 1st
Bill Selley - 2nd
Dave Westrate - 1st
Frankie Martin - 1st

NVRG ANNUAL PICNIC
The “Flathead Grill” will be open!
TUESDAY, JULY 18TH 6PM



Picture complements of John Girman

MENU

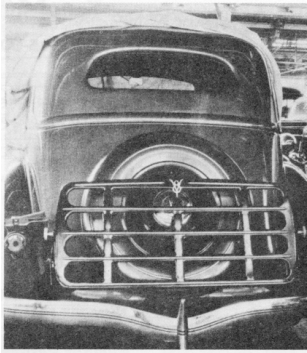
**BBQ PULLED PORK, RIBS, CHICKEN, SAUSAGE
POTATO SALAD, COLE SLAW, BAKED BEANS**
Please bring your own beverage and a dessert to share.

The picnic grounds are at Nottaway Park, in a covered pavilion, around to the right from the meeting house. The cost is \$5 a person. Please contact Ken Burns 703-978-5939, helenandken@earthlink.net for reservations.

Our cooks this year will be Chef Greg, assisted by Hank & Cindy Dubois and Patty Girman. **COME ENJOY THE FEAST AND FRIENDSHIP!**

BACK PAGE PHOTO

How to pack the luggage when you have no trunk rack! This picture is from the FSA collection discovered by Von Hardesty.



The two and four door sedans in 1935 stored the luggage behind the rear seat, and piled on the floor, unless you had the optional luggage rack which sold for \$700. These are very scarce items today. A reproduction is made and the quick way to tell it's a repro is to check the fasteners that hold the stainless trim on – the original have clips and the

repros are bolted on. Also the top stainless piece should have a curve in it.



CHUCK CAKE

3510 North 17th St. ,Arlington, Va
22207 Phone 703 528-5111, email
c.cake@worldnet.att.net.
1936 Convert. Sedan

SELL/WANT

The final run of the new original Ford script battery cases machined to cover Optima 6 vokt 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.

'51 Ford "button" Mystery.

Bob Wild

In the June 2006 Valve Clatter Jim McDaniel asked for help to identify a mystery button under the dash on his '51 Ford. My '51 Ford Country Squire has the same button under the dash just left of the steering column. First a little information on the '51 Woodie dash. For some reason Ford used a '50 type dash on the '51 Woodies, hence the Woodie has a push button starter. The dash is wood grained and has extra chrome trim The dash in the '49-'51 Ford Woodies is a little narrower than that in the sedans. Some people have speculated that Ford, knowing the '51 was to be the last true woodie, decided to use modified '50 dashes on the '51s rather than do the tooling for a '51 style dash. The steering wheel on my woodie is like the '51 sedans.

Back to the mystery button. It is a little larger and has a very different bezel than the starter button. It has what feels like a stiff tube coming out of it which I thought might have been

for a window washer. I rewired my woodie many years ago and I don't recall any electrical connection to this button. I expect to have my woodie at Sully and Jim is welcome to see if it is the same as the mystery button on his car.

I realize I have not solved the mystery but hope this sheds a little light on it. Bob Wild

CAR SHOW FIGURES

Don Lombard

We had 100 registrations for the show as follows:

- 61 advance registrations at \$10.= \$610.
- 39 gate registrations at \$15 = \$585.

Total receipts \$1195.

Many thanks to Patty Girman for taking over the duties as Registration Chairperson from me on the day of the show and many thanks as well to the excellent help from other club members who participated under her direction in making the registration process smooth and efficient.

COPY THE VC ON BOTH SIDES

When you print the VC from the Acrobat file, print only the even pages first, than restack and insert pages so you can read them and than print the odd pages only.

NVRG GOLF SHIRTS

Frankie Martin is taking orders again for quality NVRG white polo shirts with our logo above the pocket for \$25 703-928-7136

CONGRATULATIONS

Frankie Martin, Ken Burns and Sandy Clement retired!!

EASTERN NATIONAL MEET

The editor will be towing the display trailer to Batavia to promote the 2007 meet. We will be selling logo T-shirts and taking early registrations. There will be hand outs from the hotel and display placards. A number of members are going and will assist with the watch. The editor will also make a presentation at the Awards Banquet.

The only cars that will be shown are Dave Westrate's '39 woodie, Leo Cummings '50 Merc and Bob & Jane Helms '53 Merc.

Dave Gunnarson, Bill Selley and Hank Dubois removed the display engine and turned it around so that the instrument panel faced to the rear. Greg Mensinger is making an exhaust pipe extension for it. It was unable to start at Sully because of a blocked inlet jet discovered by Hank Dubois.

Bill Simons bought a vanity plate for the trailer "V8-60".



V8 CALENDAR NVRG



- ◆ 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**
- ◆ July 24th – Custom Cruisers of NoVA – Lucketts, 9am-3pm bellx2@erols.com
- ◆ August 4-6 – Das Awkscht Fescht, Macungie, PA
- ◆ August 8th – **Membership Meeting** – Program: Eastern Nat'l Review. Refreshments: Dave Westrate
- ◆ August 19th – rain date August 26th **NVRG NIGHT AT THE MOVIES**
- ◆ August 20th – 21st Annual Francis Scott Key Car Show, Rose Hill Manor , Frederick, Md
- ◆ 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 K.R.Wilson tools 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 10 – **Membersip Meeting** – Program: Hershey Review Refreshments: Cliff Green
- ◆ October 14th – Rockville

CASH FOR THE CLUB *Jim McDaniel*



Several us in the Club received an e-mail note from Hank Dubois, letting us know of a request from a young woman soliciting participation at an event she was organizing with a 1950s theme. It was for the Maryland National Capital Building Industry Association.. She was looking for 1950s cars that she could showcase. The event was an awards and recognitions picnic for the home building industry, and it was to be held at Smokey Glen Farm in Gaithersburg, MD. For those who could support this, she was willing to compensate the club \$100 per car for the event. Free food and beverages were also to be provided for the car owners.

The event was held in June, and Leo Cummings, Bob Belsley, and I attended, where we earned \$300 for the Club. There were two other cars there from Maryland clubs, a maroon 1951 Ford convertible and a 1957 Chevy. The event was very well done, with lots of '50s music and great BBQ food with all the trimmings. The

awards podium was a replica of an old diner, and the young lady presenting the awards was on roller skates and decked out in a little pink car-hop uniform. They had fun events like miniature car racing, horse shoes, miniature golf, rock wall climbing, and the like. The cars drew a lot of attention and many favorable comments. This was not a crowd that normally attended car shows and they really seemed to enjoy them. While not the type of event we usually go to, it was a fun change.



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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Newsletter: **Cliff Green** 703-426-2662
Web master: **helenandken@earthlink.net**

NO MEETING IN JULY

ANNUAL NVRG PICNIC

NOTTAWAY PARK PICNIC GROUNDS – around to the right of the house.

TUESDAY, JULY 18TH

6PM

SEE FLYER INSIDE FOR DETAILS



FIRST CLASS MAIL

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