



Northern
Virginia
Regional
Group



Valve Clatter



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

www.nvrq.org

Volume XXXII, No. 4

April 2010

Ken Burns Editor

START 'EM – CHARGE 'EM – COOL 'EM

by Rob Doudrick

Although the weather again conspired to deter NVRG from its tour of Arlington Armature and Springfield Radiator (AASR), a small but dedicated group of V-8ers turned out for one of the most technically informative shop tours of late. The plowed piles of February snow were melting rapidly under spring-like temperatures and the rains of March were upon us, but inside the expansive AASR facility, it was warm and dry. We learned much about armature motors, radiators in general, and our Ford generators, starters and charging systems in particular. Some of us even came prepared to have our vintage Ford parts evaluated on equally vintage test equipment.



AASR is operated under the name Starrad, and has been owned by Guenther Hencken for the past 25 years. His son Eric now runs this very successful business. As is the case with small businesses generally, success has not come easily to the enterprise. AASR appears to have weathered the most recent economic downturn, and by being innovative it's found a niche market that suits it. One especially important aspect of any small business success story is the employer and AASR is no exception. AASR invests a great deal in its employees; it takes at least 2 years for a technician to become skilled in this highly specialized service business. And with such an investment on the part of AASR, employee retention is vitally important. AASR cares about its employees, so much so, that VP/General Manager Mike Pizzi (who has been with the company for 33 years) was especially proud to let us know that they have never found it necessary to lay anybody off because of hard times, an admirable record indeed.

Another key to AASR's success has been its crystal ball ability to sense the need for a change in its business model and then have the capacity to embrace risk when appropriate. In the early 1990s, AASR saw the opportunity for expansion and in July 1993 moved to their current combined location: 7719 Fullerton Road, Springfield VA. If you've moved your household before you know something about logistics, but imagine, remodeling a 20,000 sq ft warehouse and shop facility over several months. Then so as not to have too much downtime and lost revenue, packing, moving, unpacking, and stocking shelves in the span of two weeks.

Continued on Page 7

Up Front with the President



April 2010

I think it's finally safe to push the old Ford out of the garage and give it the once over for a quick trip around the neighborhood. The snow in front of my house has disappeared and the handful of rain showers has cleaned the roads of all those rust inducing chemicals laid down months ago. I need to designate some time to give the '46 a good safety check before I venture out. Simple maintenance like fluids, filters, plugs, wires, and so on will go a long way towards a fun touring season this year, but I really should give the brakes a once over too, it's been nine years since I rebuilt the brake system and I'm sure I'm overdue for a thorough inspection. Man time flies!

All this planning is in anticipation of our own club sponsored car show coming up in May. Dave Westrate has been hard at work getting the wheels rolling again this year. As talented as Dave is, he cannot do this alone, so we will need volunteers to step up and help make our show a success. There will be many opportunities to help, so think about where you could step in and contribute and sign up when the time comes. As Dave says, "If we all do a little, together we accomplish a lot."

Speaking of volunteers, we still need a club member, or group of members, to take on the job of putting together the club's annual calendar. Ken Burns, now our newsletter editor, has produced the calendars in years past and is willing to instruct anyone interested. The proceeds from the calendar have become an important part of the club budget as we now pay rent for our meeting place each month. If you have an interest in this project please contact me, Ken, or any of the Board members and we will gladly help you get started.

Please take a look at the events calendar and make your plans to get out to some of our spectacular tours this season. We'll kick off the tour season in April with our 9th Annual Poker Run; always a great way to start the season! Leo Cummings has been putting together some great tours and has more in the pipeline. Read further for details. This month's membership meeting has our own Dave Gunnarson discussing license plates and those nifty license plate toppers. Should be interesting.

Hope to see you there,

Eric Sumner

The Petersen Museum According to Ken Burns by Maurie Roesch

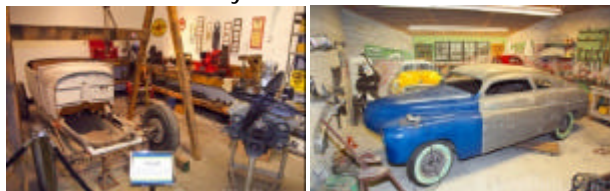
The March 2010 meeting of the NVRG was held at the Clark House in Falls Church. This was an important meeting for our club as the February meeting had been cancelled due to the two blizzards of 2010. More than 25 members were in attendance and there were many stories of snow depth, snow removal and snow emergencies. There was almost a festive mood in the reception area with a great deal of genuine camaraderie. But this atmosphere of cheerfulness and good-fellowship was even further amplified by the wonderful program for the evening. This program was an exceptional presentation by Ken Burns about the Petersen Automotive Museum on Wilshire Boulevard in Los Angeles.



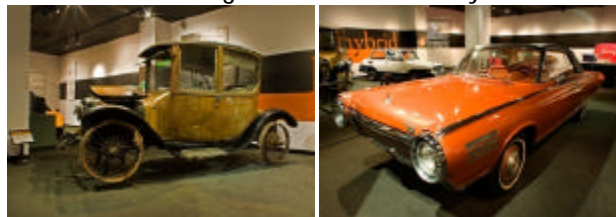
In September 2009 Ken and his wife Helen had the good fortune to participate in an extended tour of the Museum. His presentation was an engaging record of that visit. The program was well researched, masterfully documented and presented with enthusiastic professionalism. The presentation consisted of numerous photographs of the automotive galleries and other settings which constitute the venues of the Museum. In addition to photographs taken on the day of the visit, Ken artfully integrated images of the Museum from other sources into the presentation.

One of the most enjoyable aspects of the program was that portion devoted to, "The Streetscape: The Car and the City in Southern California". This portion depicted various street scenes from Southern California history which highlighted both culture and automobiles from the period. One streetscape in particular stood out with a 1950 Era Speed Shop including speed equipment, a Hi-Boy Roadster and an A-frame with a flathead waiting to be installed.

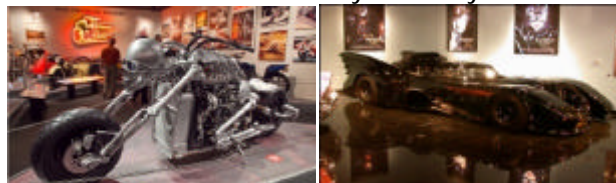
The '50's Speed Shop, and the accompanying Custom Shop with a chopped '50 Merc, were real "memories-of-our-youth" moments!



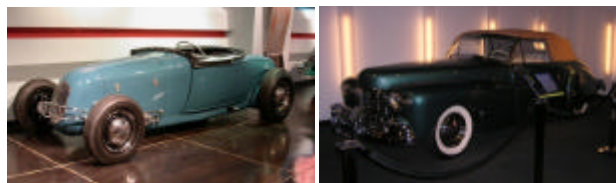
Another highly informative portion of the presentation was in the section addressing, "Alternative Power". This section addressed a variety of power sources for automobiles, including: electric (battery), steam, hybrid (gas/electric), wood burner, nuclear power concept car, gas turbine, solar and fuel cell. The large number of historical approaches explored to power automobiles really does make the point that there is not anything really new under the sun. A particularly innovative automobile in this category is the 1917 Woods (below, left) powered by both gas and electric making it the first known hybrid.



The presentation also addressed several "Galleries" of distinct motor vehicles. The Otis Chandler Gallery of historic motorcycles included the unique John Holt Skeleton Bike and the Hollywood Gallery featured movie, television and celebrity cars such as the Batmobile. The Bruce Meyer Gallery included

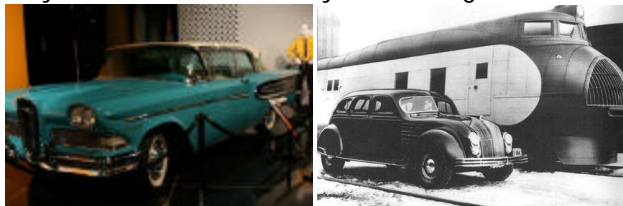


classic, hot rod, custom and high performance cars. A memorable car in this category was the Neikamp 1929 Ford Roadster voted America's Most Beautiful Roadster in 1950. The Gordon R. Howard Gallery highlighted special interest automobiles such as the 1948 Lincoln Continental built for Henry Ford II by Coachcraft.



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A final wonderful aspect of the presentation was the group of automobiles featured under the heading, "What Were They Thinking". This statement referred to the possible lapse in judgment that could have been a contributing factor in the development and/or production of the automobiles in this category. First and foremost in this vein was the 1958 Edsel by Ford Motor Company. A second well remembered car in the category was the 1934 Chrysler Airflow; the aerodynamic design of this car



was certainly ahead of its time. A third noteworthy car in this category was one from the early 1960's, the Chevy Covair and its novel rear-engine design.



Other vehicles represented in this category were the 1932 Helicon, the 1948 Davis Divan and the 1976 AMC Pacer.



Based on the many comments and questions during the presentation, it was clear that program was a great success with the members in attendance. In his closing remarks to this excellent presentation, Ken noted that his wife, Helen, had also very much enjoyed her tour of the Museum. So, if you are in Southern California consider taking your ladies to visit the Petersen Museum. The membership of the Northern Virginia Regional Group is deeply appreciative of Ken's splendid efforts in developing and presenting this highly informative program.



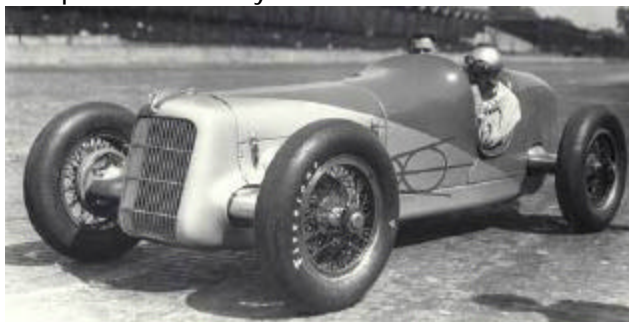
Henry Ford and Preston Tucker
by the Editor

Until recently I had no idea that Preston Tucker had worked on the Ford Assembly Line for a short period of time in 1922. After numerous moves and a series of automobile-related jobs, Preston ended up in Indianapolis so that he could devote more time to racing. He quickly became well known in racing circles where he met Harry A. Miller, the renowned engine designer/builder. Always the master salesman, Tucker once again established contact with Henry Ford, and his growing interest in auto racing as a means of promoting his cars.



Indianapolis 500 – May 1932 – L-R: Henry Ford, Harvey Firestone, Preston Tucker, Henry Ford II, Benson Ford, Edsel Ford – from the Henry Ford

Tucker eventually pitched the idea of a Ford-powered race car running in the 500 to Edsel and a deal was struck in late February 1935 to build 10 cars at a cost of \$75,000. Of the 10 cars built, only 4 qualified to run in the 500. All dropped out because of overheated steering boxes. The cars used a stock 21 stud block mounted backwards, front wheel drive and independent suspension. The beautiful and innovative Miller-designed cars bear a striking resemblance to the production 1935 Fords and incorporated the "lazy-8" on the side.



IN MEMORIUM

I Am Proud to Say that I Knew S. L. Ross!

by Cliff Green

I first met S.L. Ross in 1968 when we attended one of the first meetings of the National Capital Regional Group. He was the treasurer of that organization for many years. He was also an early member of our Regional Group. He lived about 4 miles from me down Mount Vernon way, close to Phil Howard, another V-8 enthusiast. He was a source of advice to me and would readily loan me his tools. His philosophy was: "If you devote one hour a day, doing something on your project, your interest will not wane and the restoration will be completed."

Back in the late '60s early '70s there were very few reproduction parts. What you found at Hershey was NOS or pieces that needed restoration. S.L. researched what he had to do and restored the old fashion way by cleaning the parts in kerosene, wire brush and then prime. He became very friendly with a machine shop in Hybla Valley that did most of his work. There was a metal finishing shop in Lorton that did the chroming. He did all the mechanics, body work and painting himself. He installed the LB upholstery kits.

J. T. Arrington donated a '46 Tudor to raffle off for funding the Eastern National Meet we hosted in 1987. S.L. installed the upholstery and directed the required mechanical work on the 51,000 mile car.



The painting on his '40 Ford convertible (that he bought from Tommy Arrington) was Como Blue and was controversial! It was not a standard color, but S.L. claimed it was a spring color and had some documentation that this was correct. The car was shown at EFV8 National Meets and always stirred up discussions. He eventually sold the car to Bill Vincent. The car now belongs to Ron Stauffer, a

Foundation Board Member in Indiana, who quickly painted it Mandarin Maroon!

The '36 convertible sedan was a real project for S.L. I remember the body off the chassis with stiffeners welded across the doors to prevent any twisting. He did all the body work and painting, mechanics and upholstery. The car appeared at our Fairfax National Meet. It received all the EFV8 and AACA awards.



The '48 Lincoln Continental convertible was his biggest challenge, after being damaged in a fire. The blue beauty was his own restoration except for the upholstery which was done by Jim Roll in Ohio. S.L. bought another '47 Lincoln Continental coupe from V8 member Jack Pixley's estate. I understand that car might be up for sale.

During the last ten years S.L. was having problems with his eyesight. He lost his driver's license and his grandson would drive the Lincoln or the Convertible Sedan to various car shows. It became increasingly difficult for him to read the Valve Clatter, so his wife Lela read it to him. He could no longer drive to our meetings so at times Bill Simons would pick him up and others would take him home.

Even though S. L. was taking radiation and chemo treatments he was active with his cars up to the end. Six months ago, he took Metro transportation for seniors to my house to borrow my wheel puller! He was concerned about the rear bearing on the '36. Bill Selley and I went to see him and that visit was written up for the VC.

S.L. Ross was the epitome of the EFV8 restorer. He loved the flatheads and spent most of his retired life working on them. He wrote Tech Tip articles for the *Valve Clatter* and the *V8 TIMES*. He also regaled us with adventures of his early Ford days. S.L. gave technical talks at the membership meetings. He always had a twinkle in his eye and never spoke a bad word about anyone. He will be sorely missed by all of his V8 friends.

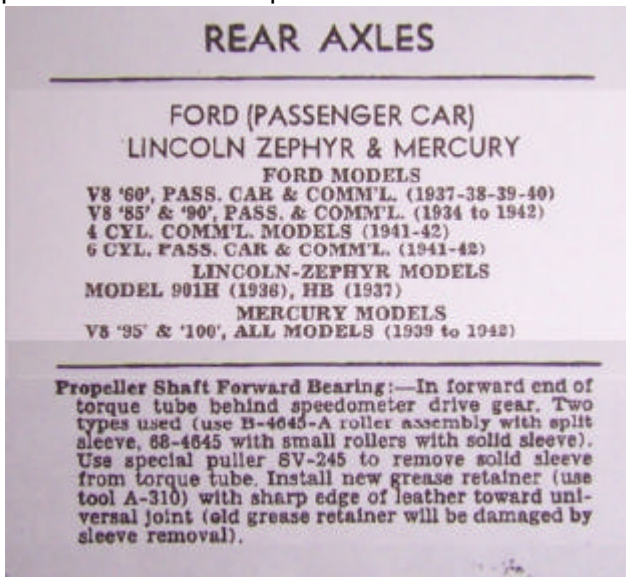
Did You Know...?

by Mark Luposello

During the years 1928-1948 Ford utilized a split sleeve and bearing combination in the forward part of the torque tube in its passenger vehicles. This roller cage bearing, which served to minimize drive shaft whip, was located just behind the speedometer drive gear. The corresponding part #s were B-4645 (bearing), and B-4655 (sleeve). These are readily available today through our major parts supply companies. Did you know that Ford also produced cars with a much thicker solid sleeve (race), part #68-4655, and a corresponding smaller outside diameter caged roller bearing, part #68-4645? The inside diameter is the same as B-4645, as both fit standard driveshaft.



The solid sleeve/race would have been pressed into the torque tube. The Service Manual (excerpted below) makes reference to this combination, as does the Chassis Parts List, 28-37 Fords (printed in June 1937). I do not know what percent of vehicles were produced with either combination but, based on feedback, the solid sleeve/narrow bearing combination was relatively rare and most probably used for part of the 1936-1937 production runs.



For Sale – 1951 Ford four door sedan – unrestored “Rouge,” V-8/Fordomatic, <19K miles, powder blue, \$13,500 – Jack Wenger – WWWvintage@aol.com or 540-833-5284. 4/10



For Sale – 1941 Ford Convertible – Henry Brown – 703-941-5263 (H) or 703-303-7307 (C). 4/10



For Sale – 1953 Ford Customline Tudor – good driver/tour car lots of new chrome, badges, mats, headliner, brakes/wheel cylinders. Sheridan Blue, 63,000 miles, clean in and out! \$7,800. Bob Helms – 540-459-5890. 4/10



For Sale – 1963 Ford Galaxie XL convertible – Auto, PS, PB, 352 c.i. V-8. Looks/runs good. Well maintained, always garaged. New top, tires, brakes, dual exhaust, more. Chestnut metallic w/matching interior. Great tour car. Asking \$24,500 – Jason Javaris – 540-786-5819. 4/10



For Sale – 1953 Ford automatic transmission with converter - \$150 or best offer. Wayne Handy @ 804 746-1376 or email pennytoy@comcast.net. 02/10



Wanted – ‘51 Ford V-8 radiator, part # 1BA-D – Steve Groves, 301-530-7411. 4/10



Wanted – Throttle linkage that connects to the firewall on a 1937 to 1947 Ford – Ben McDonald – 540-292-1632 or macsgarage4u@gmail.com. 4/10



Wanted – Buy/rent/borrow – front/rear axle service tools: spring shackle stud driver (C-clamp type tool), spring spreader, pinion bearing remover/ installer. John Ryan, john@ryanweb.com, 301-469-7328.

Other changes have come also. Inventories are computer controlled for the electronics division of AASR. In our fast paced life with our dependency on automobiles, AASR realized we don't want to wait a couple days for a radiator, starter, or alternator. Rebuilt and new inventory for tens of years and hundreds of models from US and foreign manufacturers occupies a substantial amount of floor space on two floors.



Rick Howell, Shop Manager, with 31 years at AASR, said equally important changes have occurred in the service end of the company. The multitude of variations in modern generating and starting systems doesn't lend itself well to automated remanufacturing. Both Mike and Rick remember when they would have work orders for their technicians rebuilding hundreds of identical starters in assembly-line fashion during a week. Now those same technicians work on 6 or 8 units of one model and tens of models in the same time span. Because each starter or alternator is now more specialized in its application, AASR's remanufacturing service requires even more highly skilled technicians.



Much of this complexity was seen on the shop

floor in the many large bins required for storing cores of all shapes, sizes and manufactures, many cores differing only slightly with a minor change in location of a mounting bracket, for example to distinguish the next model.

The radiator division of AASR has evolved, also, to meet a change in the market for cooling systems. Because of changes in technology, i.e. modern radiators have plastic tanks not metal, and a ready supply of foreign-made radiators, AASR services mostly heavy equipment, bus and truck fleets for the majority of their business. They do, however, have a large supply of modern radiators. Again, no one wants to wait. Even so, we also saw a long, high shelf of "obsolete" radiators that Mike said the company would like to find buyers for. He volunteered they could supply us with an inventory list at another time.



In the radiator division, as in the armature division, AASR values long time employees, the radiator technician has been with the company for 17 years. Over time the type of work in this division has also changed. The radiator technician, no longer rods cores, there's too great a chance to cause damage and when considering labor costs, it's too expensive compared to simply replacing cores. There was ample evidence across the shop floor in the array of large, very heavy specialized radiators for which AASR provides an invaluable service. They are equipped with a spray booth, power washing station, self-made cleaning tank, and heavy chain hoist for large radiators. Among their regular clients now are large metropolitan counties in the DC metro area and the Metro bus service. For our Fords, Rick indicated it's still possible to obtain the original core pattern for radiators and heaters.

In many ways our visit to AASR was a step back

Continued on Next Page

in time. Yes, AASR is very much the contemporary small business, but in the shops there was evidence everywhere of technicians doing service work in much the same way as it's been done as long as cars have been on the road. And although starter technology has advanced by incorporating indirect reduction gear drives, and permanent magnets, our starters, alternators, generators, and radiators are much the same as they've been all along. A 48 volt alternator is fundamentally the same as your Ford 6 volt generator, both being armature motors.

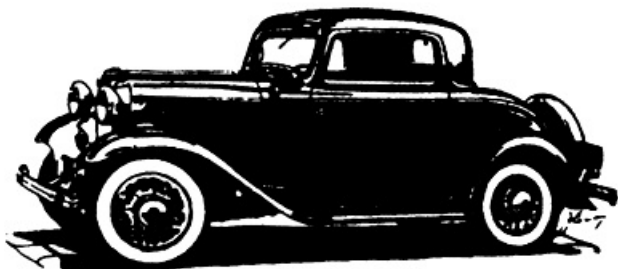
The perfect conclusion then to this little trip back in time was getting our own vintage Ford starters and generators evaluated on test equipment made personally years ago by Mike.



There was even a venerable growler I'd personally only read about but could never quite imagine. It was obvious Mike was very proud of this test equipment and more than happy to show us how it worked. Several among us observed how simple the tester seemed; but that simplicity of design was what made it so elegant for its purpose. It served a perfect metaphor for AASR, a simple, straightforward business, proud and protective of its success, and its employees doing good things for people and their vehicles.

WELCOME TO THE CLUB!

Hurrol Goodwin – Fairfax – 1932 3 Window



BETTY CROCKER in the V-8 ERA – WHO KNEW ?

by the Editor

Began as a pen name in 1921 to answer cooking-related questions that were sent to the Washburn Crosby Company, the predecessor of General Mills. The surname Crocker was chosen to honor a popular, recently retired director of the company, William G. Crocker. Betty was chosen as a friendly sounding name. Female employees were invited to submit sample signatures; the one judged most distinctive is the basis for the one still in use today.

Betty Crocker

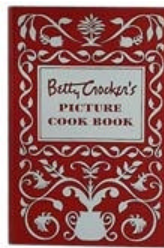


In 1936, Neysa McMein (cover artist for McCall's from 1923 to 1937) combined various common characteristics to create a portrait of Betty Crocker. Betty's portrait has changed throughout the years to accommodate mainstream cultural expectations.

Beginning in the 1930s, General Mills published numerous promotional pamphlets including this pair in 1933 with the mind-numbing titles: "**Betty Crocker's \$25,000 Recipe Set Featuring Recipes From World Famous Chefs For Foods That Enchant Men**" and "**Betty Crocker's 101 Delicious Bisquick Creations As Made And Served by Well-Known Gracious Hostesses; Famous Chefs' Distinguished Epicures and Smart Luminaries of Movieland.**"



During WWII General Mills published **Betty Crocker Cook Book of All-Purpose Baking** as an aid to war-time considerations in cooking.



In 1950 General Mills published "**Betty Crocker's Picture Cookbook,**" aka "Big Red." By 1991, 26 million copies had been printed and in 2005 the 10th Edition of "Big Red" was released.

MUSEUM REVIEW

The Schlumpf Collection – a brief history

by Rick Parker

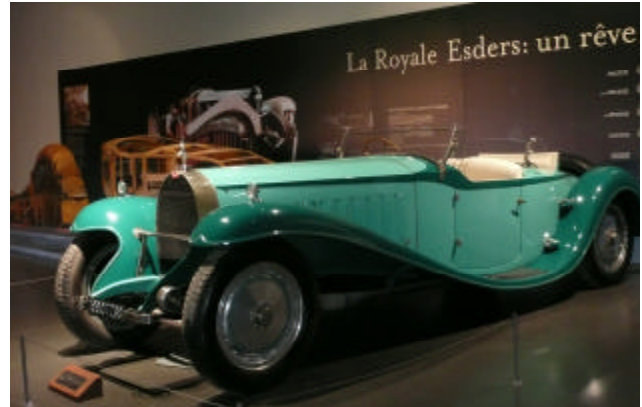
Hans and Fritz Schlumpf made their money in the textile industry (wool, mostly), and banking. They were bitten by the old car bug in the late '40s, and began collecting and restoring. Their primary focus was Bugatti. The men hired to work on the cars were sworn to secrecy. Over the next 30 years, the Schlumpf's amassed the largest collection of Bugattis on the planet (estimated at 10% of Bugatti's total production). The brothers quietly converted a woolen mill in Mulhouse (pronounced "moo-looz") to house and display the collection. The lamps you see in the pictures are duplicates of the street lamps on the Pont (bridge) Alexandre III in Paris – and there are roughly 900 of them in the museum.



The brothers put an incredible amount of money into their restorations, including funds that should have been spent on plant and equipment. The textile industry experienced a rather severe slump in the early '70s, and the Schlumpf's textile business slowly slid into bankruptcy. I recall reading at the time that the brothers offered their entire woolen business for the token sum of one franc. There were no takers.

In 1977, following layoffs in the Malmerspach textile mill, the workers went out on strike. The brothers fled to Switzerland, leaving everything behind (except for one item, a Royale mascot). A

group of workers broke into one of the mills, the building that housed the car collection. No one knew it was there, and they were amazed to find all of the cars. A number of the Schlumpf creditors began eyeing the car collection as a mean of satisfying the company's outstanding debt. In order to prevent dispersal of the collection, the French government declared the collection to be a national historic monument, and it was opened to the public in 1982.



The Collection has four Bugatti Type 41 Royales on display: the Park Ward limousine, the Coupe Napoleon, the Coupe deVille (on loan from Volkswagen), and a recreation of the Esders roadster. The original car was ordered by a Parisian couturier, Armand Esders. He kept the car for a few years, and sold it to a French politician, who had the car re-bodied by Binder. The second roadster was built using spare parts acquired when the brothers bought out the parts stock from the Bugatti factory in Molsheim, and was still under construction when the collection was taken over. In the background to the left you can see part of the buck that was used to hammer out one of the fenders. Note that each fender is in one piece, from front to rear.

This is the first installment in a multi-part series culminating with Rick's visit to the Schlumpf's collection last December. – Ed.

CREDIT WHERE CREDIT IS DUE!

Last month I ran the cover from the January, 1946 Motor Age magazine and attributed it to Cliff Green. Cliff sent it to me but he got it from the V-8 Telegraph, publication of Regional Group 127 of the UK. Chris Sanders- one of NVRG's overseas members – sent Cliff a copy of the V-8 Telegraph. – Ed.

APRIL MEETING – DAVE GUNNARSON

Virginia License Plates and DMV rules for your EFV8



The April meeting will feature an overview of the history of license plates in Virginia by Dave Gunnarson. He will also discuss the different ways the Virginia Department Motor Vehicles provides for licensing your early Ford V8. Please bring your interesting license plates, toppers, and any license plate related item to the meeting for a focused show and tell. A guest collector of license plates will be at the meeting to answer the tough questions and show off some of the Virginia license plates in his collection. Also, if you have had success in restoring license plates, please come and share your techniques.

Dig 'em out, Dust 'em off, Blow 'em out, Shake 'em down

If none of these work; drive mama's car, the ol' commuto-wagon, or anything else that will move under its own power!

9th Annual NVRG Spring Poker Run & Scavenger Hunt Saturday, April 10, 2010

9:00 a.m. - Depart from the Fair Oaks Mall Parking Lot

- ✚ Travel some of Northern Virginia's beautiful scenic roads to view the spring blossoms!
- ✚ Lunch at a great local restaurant!
- ✚ Great prizes - \$\$\$ gift cards for both scavenger hunt and best poker hands!
- ✚ See you on the road!

A head count is required by April 6th for the restaurant
Contact Don Lombard – (703) 690-7971 or don.lombard@verizon.net



Saturday May 15, 2010
10:00 AM - 3:00 PM

Location: City Hall
10455 Armstrong St.
Fairfax, Virginia

Uncle Dave Needs You! Volunteer to Help by Contacting:

Dave Westrate

@

(703) 620-9597 or dlwbaw@aol.com



NVRG Calendar



April

10	9 th Annual NVRG Poker Run – see Page 10 for complete details
13	Membership Meeting - 7:00 pm @ Nottaway Park - Program: <i>License Plates and Toppers</i> by Dave Gunnarson – more details on Page 10 – Refreshments: Bill Simons
27	NVRG Board of Directors meeting - 6:45 pm @ Oakton Library
27	Valve Clatter Deadline - submit items to Ken Burns – helenandken@verizon.net

May

7 & 8	52 nd Apple Blossom Antique Car Show – Jim Barnett Park, Winchester, VA – Contact Meet Chairman Duane Catlett (540-533-7376) for more info.
11	Membership Meeting - 7:00 pm @ Nottaway Park - Program: <i>Ford Overdrive</i> by John Girman – Refreshments: Nick Arrington
15	NVRG-sponsored Fairfax City Car Show – Contact Show Chairman Dave Westrate (703-620-9597) to sign up
25	NVRG Board of Directors meeting - 6:45 pm @ Oakton Library
25	Valve Clatter Deadline - submit items to Ken Burns – helenandken@verizon.net

June

2	NVRG Caravan to S.L. Ross' military funeral at Fort Myers. Depart Pan Am Shopping Center at 9:45 a.m. sharp (weather permitting). Contact Ken Burns helenandken@verizon.net or 703-978-5939 if you want to caravan with us or with your questions.
5	53rd Annual Antique Automobile Meet. Held in Old Towne Fredericksburg, VA. Great venue. Contact J. Gordon Brown. (540) 372-6896.
8	Membership Meeting - 7:00 pm @ Nottaway Park - Program: <i>Ford Overdrive</i> by John Girman – Refreshments: Nick Arrington
20	Sully – Join us in the shade for our annual Father's Day no-host family picnic.
23-26	2010 Eastern National Meet – Concord, NC – NVRG caravan coordinated by Cliff Green and Bill Simons. Call them for details.
29	NVRG Board of Directors meeting - 6:45 pm @ Oakton Library
29	Valve Clatter Deadline - submit items to Ken Burns – helenandken@verizon.net

Down the Road



Garage Tour to Bubba's East Coast Rods and Customs – TBD
 Annual Family NVRG Picnic – TBD
 Annual Drive-In Movie Night - TBD



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: Eric Sumner 703-860-1916

Vice President	John Sweet	703-430-5770	FFX Show	Dave Westrate	703-620-9597
Secretary	Cliff Green	703-426-2662	Property	John Girman	703-242-1459
Treasury	John Ryan	703-281-9686	Refreshments	Hank Dubois	703-476-6919
Membership	Dave Gunnarson	703-425-7708	Historian	Don Lombard	703-690-7971
Tours – Primary	Leo Cummings	703-866-9707	At Large	Frankie Martin	703-973-1376
Tours – Assist	Hank Dubois	703-476-6919	Web Site	Rick Parker	301-279-7145
Programs	John Sweet	703-430-5770	Newsletter	Ken Burns	703-978-5939

MARK YOUR CALENDAR!
The April Meeting is on Tuesday,
April 13th at 7:00 pm in the
historic Hunter House, located
adjacent to the tennis courts,
Nottoway Park, Court House Road,
Vienna, Virginia

License Plates & Toppers



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

FIRST CLASS MAIL