



Northern
Virginia
Regional
Group



Valve Clatter



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

www.nvrg.org

Volume XXXII, No. 5

May 2010

Ken Burns Editor

NVRG 10th Annual Poker Run

By Hank & Cindy Dubois

Saturday, April 10, 2010, was bright and breezy as we met at Fair Oaks Mall for the NVRG's tenth annual Poker Run. We had a small group this year: Bob and Jane Wild in their '66 Mustang convertible, Cliff and Sandra Green in their '40 Woody, Dave Blum in his '39 Zephyr Fordor, Bill Selley in his '47 Coupe, Hank and Cindy Dubois in their '35 Coupe and their friends Mike and Stephanie Petty in their 1931 Model A Fordor, and the Poker Run organizers – Don Lombard and Jim LaBaugh in their modern iron.

Everyone was given instructions and directions to the first stop along with questions to be answered along the route for the Scavenger Hunt, emergency directions to the last stop and the opportunity to purchase cards for five card draw poker.



Cars left the Mall at about five minute intervals to find the first stop which was set up by Don. There was one very tricky turn on this first leg just north of Clifton where Compton Road intersects Clifton Road. Several of us missed it and drove into Clifton to turn around and try again from the other direction! The Wild's manned the first stop at the Crouch School House on Compton Road, and Don went ahead to set up the second stop. The Green's took over the second stop at the Manassas Battlefield Visitor's Center while Don went ahead to stop three which Dave Blum and Bill Selley then manned at the Catlett Market. Don then set up stop four on Richie Road (about 5 miles southwest of Bristersburg, VA) and the Dubois' took that over. Don set up the last stop in the Warrenton Cemetery and the Petty's were put in charge there. Jim La Baugh followed along at the end doing "sweep" duty to make sure no one got lost.

Continued on Page 7

Up Front with the President



May 2010

I love this time of year! We have made it through another winter and warmer days are ahead. The flowers and trees are starting to stretch out and the grass is growing. Now, along with all this new growth comes all the extra yard work that can sideline projects and eat into car time. Somehow we will manage to get the grass cut before we go out for a cruise, we always do. There are a plethora of car related activities in the Spring. Cruise-ins start back up, our touring schedule begins to fill up, and we are quickly coming up on our annual car show held on May 15 this year. If you don't have your V8 up and running yet, now is the time to do so. If need be, you have permission from the club President to let the grass go another day to get your V8 ready for the show.

Dave Westrate has the show planning under control and will need some volunteers the day of the show to help with various jobs. None of the jobs require an all day commitment, just an hour or two throughout the day. Please plan to attend our next membership meeting and sign up to help make our show another in a long line of successes.

I would like to thank Rob Doudrick for taking on the task of our annual club calendar. This is a very important fund raiser for the club and helps to offset the cost we now incur for the rental fees of the Hunter House where we hold our monthly meetings. So the next time you see Rob, give him a pat on the back for helping to keep a roof over our heads. If you would like to see you own car on the calendar, send some high quality pictures to Cliff Green (who also deserves a pat on the back) who is collecting the photos for the calendar.

Our next membership meeting will feature our own John Girman discussing the Borg Warner overdrive transmissions. So come prepared to learn about their applications, controls, and trouble shooting. Also please come ready to sign up to help our show run smoothly. Your assistance will be greatly appreciated.

Eric Sumner

NVRG APRIL PROGRAM REVIEW

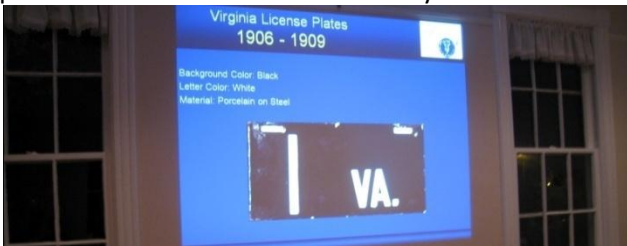
License Plates and Toppers – Dave Gunnarson

Reported by John Sweet

Consider the lowly license plate. Most of the time we probably don't give it much thought unless it's putting tags on a new car, or renewing the tags we've got. It's a necessary requirement that all cars, new or old, have them on if they are to be driven on the highways and byways of Virginia and the rest of the United States. But consider it Dave Gunnarson did, and for an entire evening in April. It was, as Dave mentioned, a trip down the "rabbit hole," but after all was said and done, he gave a wonderfully concise and informative presentation about the history of Virginia license plates, some information about Virginia "Year of Manufacture" plates for our antique Fords, Lincoln's and Mercury's, plus some great inside information regarding the registration of titleless vehicles in Virginia.



As Dave explained, until 1906 Virginia didn't have any type of license plates. Nor did they have an annual fee for them either! Early tags were porcelain, manufactured in Baltimore and did not feature a year. Today these early tags are highly collectable and very expensive – in the many thousands of dollars. Interesting enough, Dave even showed examples of license plates that were issued not by the state, but by towns and cities such as Clifton Forge, Graham and Roanoke. In 1910 Virginia not only started to date tags, but also starting charging an annual fee. By 1914 however, the porcelain tag was superseded by the stamped metal plate that we are familiar with today.



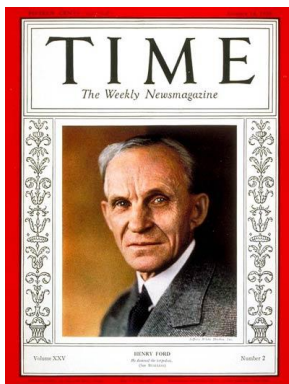
As Dave went through each year, it became obvious that Virginia plates are widely varied and uniform only in the fact that they are issued by the state of Virginia. Colors ranged from the black and white tags that most of us are familiar with to other shades including red, yellow, green and blue and plain unpainted aluminum. The fonts used in Virginia tags are varied as well, and in one case, when a fire burned up the means of manufacturing in Virginia (a state prison) the state contracted with New Jersey to lend a hand and the outcome was Virginia tags with the New Jersey font style.



Overall, Dave kept us all mesmerized by his well researched and very detailed program. At the end of his presentation, he talked a bit about the intricacies of getting Virginia Year of Manufacture tags as well as what forms are required by the Virginia Department of Motor Vehicles when going to register a titleless vehicle. In addition, several members told some "license plates" related stories and others brought in a few license plates accessories and did a quick show and tell with some license plates accessories, like a wig-wag signaler from Clem Clement, a nifty Ford dealer license plate frame form the 1940 brought in by Cliff Green and an early EFV-8 club topper brought in by Ken Burns.



It was a great program and many thanks to Dave for his presentation and everyone else who brought in items to share. Next month John Girman will talk to use about the postwar Ford overdrive – so be sure to get there early!



Last week the spare, stooped grey-haired dean of the premier U. S. industry launched a 1935 edition of the Ford V8, Model 48. And for the first time in his life he launched a model at the New York Automobile Show, No. 1 of the great

fairs where the men from the motormaking provinces of the Midwest each year exhibit their newest and finest transportation wares.

Mr. Ford used to exhibit only Lincolns at the Automobile Shows because Lincoln was a member of the National Automobile Chamber of Commerce (now the Automobile Manufacturers Association) which sponsored the exhibits. But Ford, characteristically, never joined the industry's trade association. This year the show was staged not by the manufacturers but by their local dealers. Hence Mr. Ford exhibited. He sent cross-section displays, a team of two mechanics who could pull down a V-8 motor in six minutes, assemble it in ten, a cutaway car on a traveling belt which, when big blocks were tossed under its wheels, demonstrated what Ford calls "Center-Poise," balanced riding quality. And he also sent a modern car.



The 1935 Ford is mechanically much like its predecessor in the Model 40 series. The motor is practically unchanged because, as the Founder said in a signed advertisement, "We have not learned how to build a better one." Major improvements are in line and ride. Bodies are heavily streamlined, tires are bigger, hood louvers are set in a horizontal line. Like many another motormaker who learned from

Walter P. Chrysler's Airflow models of last year Mr. Ford moved his engine forward about 8 in. over the front axle, thus equalizing the distribution of weight. In addition he lengthened the old transverse springs, mounted them ahead of the front axle and behind the rear axle, stretching the spring base to 123 in. but retaining the old 112-in. wheelbase.

But what made the 1935 Fords more interesting than other Fords was the fact that their maker announced last autumn with considerable fanfare that he planned to sell 1,000,000 of them—"or better"—in the third year of Roosevelt II. A dozen years ago when Chevrolet sales were 76,000 and Plymouth was not even an idea in Mr. Chrysler's head, Mr. Ford was turning out Model T's at the rate of 2,000,000 per year. But Chevrolet has outsold Ford in six of the past eight years, and the last million-car year at River Rouge was 1930. Last year Mr. Ford had a head start over Chevrolet, which was delayed by the tool & die strike. Yet in combined truck and passenger car sales Chevrolet again nosed out Ford. The most famed U. S. industrial box score (estimated for 1934 on eleven-month domestic sales) reads as follows:

	1934	1933
Chevrolet	680,000	575,000
Ford	675,000	374,000
Plymouth	305,000	249,000

Said Mr. Ford in 1933: "I don't know how many cars Chevrolet sold last year. I don't know how many they're selling this year. I don't know how many they may sell next year. And—I don't care."

Mr. Ford's indifference to his competitors is no pose. His sole interest is in building the best car he can for the money. To him merchandising is merely a necessary nuisance. If a person chooses to buy a Chevrolet or a Plymouth, the loss, Mr. Ford feels, is the buyer's, not his. Even the staggering deficits rolled up in the Depression—\$132,000,000—do not bother him. It is, to Henry Ford, merely money "spent."

Mr. Ford's competitors, however, have stockholders to think of, and last year the Man of Dearborn increased his share of the national business from 20% in 1933 to 28% of all cars sold. Relatively, both Chevrolet and Plymouth lost ground. What they will do in 1935 no man knows.

Quoted from Time, January 14, 1935

THANKS FROM THE ROSS FAMILY

By Steve Ross

As I am sure you all know, thanks to Cliff's kind article about my father in the last edition of the Valve Clatter, SL Ross passed away on February 27th after a very long bout with sight loss and cancer. For those "senior or dated members" you will hopefully remember Dad for his dedication to the hobby and his consistent support of the club, its interests and its members.



Dad & Mom



Dad as ROTC Cadet at Auburn

I also thank you from the bottom of my heart for your planned participation in the services at the Fort Myer chapel on June 2nd at 11 am. It will be very endearing for Mom and all the kids.

Unfortunately, on the down side, we (primarily me for whatever demented reasons) are having to deal with a rather irrational mother and will have to pursue some uncomfortable actions in the near future. I'm sure some of you have been down that path but, hopefully, most of you will not have to go there. In that vein, Mom may reach out to one or more of you with requests to help her do "whatever" and I can only appeal to your good judgment to contact me (301-994-9707) should that occur.

There will be an "early Ford and Lincoln parts and perhaps car sale" which will be open to all members first. Dad was really into 36 Fords but, like all of us, could not pass up the bargains. There is quite a variety available. Absolutely a don't miss for all you 36 guys.

More will follow. Thank you in advance for your understanding. /s/Steve Ross

V-8 CARAVAN TO SL's FUNERAL – JUNE 2ND

By Ken Burns

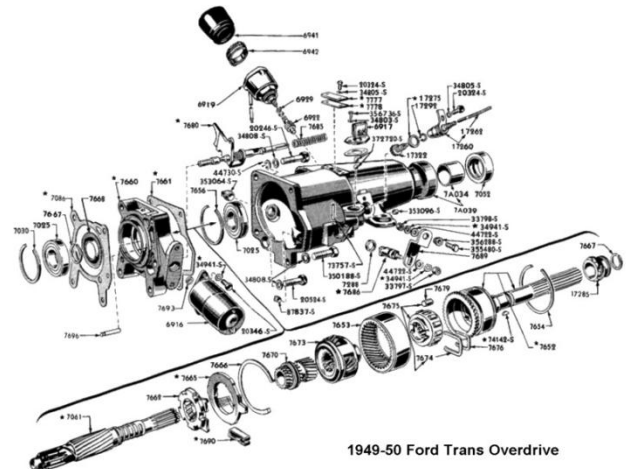
On June 2nd I'll be leading the NVRG V-8 caravan to Fort Myers for SL Ross's memorial service. This will be a fitting tribute to a member of the Greatest Generation and a dedicated Early Ford V-8 restorer. We'll depart from in front of the McDonald's in the Pan Am Shopping Center (Pickett Road and Route 29) at 9:45am **SHARP** and caravan to Fort Myers via Route 50 to South Washington Boulevard and enter via the 2nd Street South Gate. Bring a picture ID with you as well as normal vehicle insurance/registration papers. For those arriving separately, the memorial service begins at 11:00. The Ross family invites you to a reception following the service at the Fort Myers Officers' Club. Please let me know by May 10th if you plan to attend so that I can inform the Ross family. Ken Burns – helenandken@verizon.net or 703-978-5939.

MAY PROGRAM ANNOUNCEMENT

Controlling the Ford Overdrive Transmission

by John Girman

Come to the next membership meeting and learn about the overdrive transmission used in Fords and Mercurys from 1949 thru the '60's, including its advantages, operation and control system, with emphasis on troubleshooting and checking components.



1949-50 Ford Trans Overdrive

TECH TALK

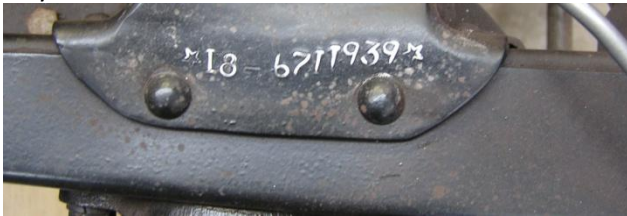
Must Have Been a Monday Car!

By the Editor

We've all been told that the Serial Number of our Early Ford V-8s can be found in several locations, the most common and easiest to locate being on the left frame rail adjacent to the front crossmember. That's where it is on the '41 Woodie that I've owned since 1969. Notice how neatly and evenly the number is stamped into the frame.



That's not the case, however, on the '41 Woodie I'm restoring. The number is actually on the cross-member and was skillfully stamped around the rivet head. The only conclusion I can draw from all of this is that the numbers were stamped by hand after the frame was assembled and that Ford wasn't particularly concerned about where that was.



BACK IN THE DAY

By Von Hardesty



The picture to the left is from the Winter 1994 issue of the Journal of the American Aviation Historical Society. It was taken at Roosevelt Field in 1940.

The plane pictured is a Vultee V-11T fitted with a Pratt & Whitney engine. The Vultee was used to test aircraft engines until 1945. Sadly, the plane was scrapped in 1950. Sharp eyes will note the 1940 Ford Standard Coupe security car in the background.

NVRG AUTOMART



For Sale – 1951 Ford four door sedan – unrestored “Rouge,” V-8/Fordomatic, <19K miles, powder blue, \$13,500 – Jack Wenger – WWWyntage@aol.com or 540-833-5284. 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 – 1941 Ford Convertible – Henry Brown – 703-941-5263 (H) or 703-303-7307 (C). 4/10



For Sale – 4 Champion 600-16 whitewall tires with tubes. Excellent condition. On road less than 3000 miles. No patches on tubes. Asking \$300. Bill Chaney, 804-776-7597. 5/10



For Sale – 4 Coker Commander WW tires; G78-15 (equivalent to 710-15), could be used as “rollers” but are much better, 5/32” to 6/32” tread, \$40 takes all. John Girman, 703-242-1459 or jrgplg@aol.com. 5/10



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, or borrow spring shackle stud driver and replacer tool. Also the C-clamp type tool for installing and removing studs on 32 - 48 cars. Also spring spreader and rear axle service tools such as pinion bearing remover and installer tools. John Ryan, john@ryanweb.com, 301-469-7328. 03/10



At the cemetery, Bob Wild put down the top on the Mustang and he and Jane drove to lunch in style! We all had lunch in Old Town Warrenton at The Iron Bridge Wine Company. We had a separate room at the restaurant and we enjoyed delicious lunches and great company.



After lunch, the winners for the poker hands were determined. Cliff and Sandra Green won first prize - a \$50 gift card to the Outback Steakhouse, Mike and Stephanie Petty won second prize - a \$25 gift card to Best Buy, and Bob and Jane Wild won third prize - a \$25 gift card to The Iron Bridge Wine Company. Then, after going over the answers for the Scavenger Hunt with some spirited discussion, the winners were determined. Hank and Cindy Dubois won first prize - a \$50 gift card to Home Depot, Cliff and Sandra Green won second prize - a \$25 gift card to Chili's, and Mike and Stephanie Petty won third prize - a \$25 gift card to Staples.

Lunch ended with a round of applause for Don and Jim who did a terrific job planning and organizing this tour. The weather was sunny, the approximately 60 mile route was spectacular and the spring flowers and trees were beautiful. The directions and questions were even printed on card stock with the directions in bold print which made them easier to follow. Everyone commented about that!

FREDERICK SWAP MEET

By Bill Simons

After a long, cold winter the Frederick flea market finally arrived and marked the beginning of "Car Season" for 2010. As advertised in the March Valve Clatter, the faithful were called to assemble at the usual Fair Oaks parking lot at 7:45am. Maybe it was the early hour, maybe it was the beautiful sunny day ahead or maybe it was the little nip in the air that lured 5 die-hards, AKA, Westrate, Sumner, Selley, Simons and Burns to pile into the Hemi-powered Westratemobile for the trip up I-270 to the Frederick fairgrounds.

I was shocked that the main building was actually heated and the addition of 2 new bathrooms made for some real unexpected luxury. The line-up of vendors revealed again that Chinese tools and boxed toy car models must be profitable as they seemed to be for sale everywhere. I have to admit I love to look at all the little Dremel bits sitting in neat rows with various cone and onion domed tips lined up perfectly. The "buyer beware" sign was flashing when I bought about 50 small washers that were advertised as nickel plated brass. The \$6.00 cost seemed reasonable until later in the morning when I borrowed a magnet and lifted all 50 at one time!! Jason Javaras and Mark Luposello were spotted in the crowd but neither had made any big finds when I saw them. The "find of the day" award went to Eric Sumner who spotted 2 flawless 90's something Mustang tail light assemblies that he was going to install on the Mustang GT convertible that had been given to him by a neighbor. At least now he has some skin in the game!

At the pre-determined noon hour we rallied at the small car corral and headed for home with plenty of daylight left in the day for all those "honey-do" projects that we promised we'd get to. Thus the green flag was officially dropped on the 2010 Early Ford V-8 season!



WOMEN WORK AT FORD DURING THE V-8 ERA

WOMEN AT WORK

By Cliff Green

During the recession it was tough for a woman to find a job. It was usually their duty to mind the fort. Here is a lucky bunch that found work at the Ford Motor Company's Highland Park Plant near Detroit sewing upholstery in 1936.



Highland Park Plant



From "The Ford Factory"- Lorin Sorensen

It must have been noisy! The bulk of the upholstery manufacturing was done here at the Cutting and Sewing Department.

As the demand for new Ford cars grew during

the end of the recession, the larger assembly plants became involved. The Edgewater, NJ Assembly Plant, which was nearer to the New England source of upholstery materials cut, sewed and assembled interior trim for all the East Coast branches.



Edgewater Assembly Plant

Not to be outdone, Louisville Branch, with men at the sewing machines, also operated an upholstery department. The picture below is dated 1939.



From "The Ford Factory"- Lorin Sorensen



Louisville Plant in 2007

According to "The Ford Factory" by Loren Sorensen "Model changeover periods accounted for some interesting variations in the Ford car upholstery installations. An excerpt from a June 5, 1936 letter to branch plants: 'Final shipment of old style trim was made to branches today. This is to be used up in production before using the new style trim sets of any of the other trim materials.'" This accounts for the variations between some cars.

The Schlumpf Collection – Part II

by Rick Parker

The Royales are absolutely enormous automobiles, but are so perfectly proportioned that they don't seem that big, unless you are standing right next to one. The photo below shows Jean Bugatti with the Esders roadster (see April Valve Clatter), and gives an idea of just how big the car really is...



There were six Type 41s built by Ettore Bugatti. All six still exist. Here is a quick precis on each one:



41100 - the Coupe Napoleon

This is the prototype, and was originally fitted with a Packard touring car body. The current Coupe Napoleon body is the fifth on this chassis. This was Ettore's personal car, and is on display in Mulhouse.



41111, the Binder Coupe deVille

This car originally was the Esders roadster. It was rebodied by Binder in the late '30s as a Coupe deVille. This car was owned by Bill Harrah, and later

sold to General William Lyon. Several years ago, General Lyon sold the car to Volkswagen for a reported \$20,000,000. It is currently on display in Mulhouse.



41121, the Weinberger Cabriolet

Weinberger of Munich built a cabriolet body for Dr. Joseph Fuchs. This car ended up in the US, and was discovered sitting in a New York wrecking yard with a cracked cylinder block by GM executive Charles Chayne in 1943. He had the engine repaired, and drove the car for several years. Mr. Chayne eventually donated it to the Henry Ford Museum. It is on display in Dearborn. (See, there is a Ford connection to this article after all – Ed.)



41131, the Park Ward Limousine

Park Ward built this limousine for Captain Cuthbert Foster of London. This car ended up in the John Shakespeare collection in central Illinois, and was sold to the Schlumpf brothers as part of a 30-odd car deal in the early '60s. It is also on display at Mulhouse.



41141, the Kellner Coupe

Kellner built a coupe body that was eventually sold by the Bugatti family to Briggs Cunningham. It has

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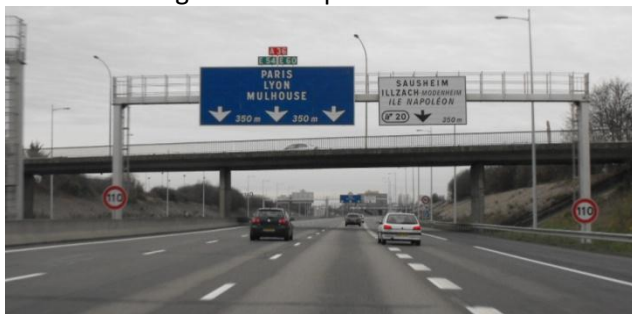
been reported that the price paid was a small amount of cash and two new refrigerators. While Briggs Cunningham owned the car, it was maintained as a running automobile. I recall reading that the car was *driven* from Costa Mesa up to Monterey in 1985 when the Royales were all displayed at Pebble Beach. This car was sold when Miles Collier bought the entire Cunningham Museum in 1987. I believe that the car is currently in Switzerland.



41150, the Berline de Voyage

The Berline de Voyage is a rather strange-looking convertible sedan. Briggs Cunningham also purchased this car along with the Kellner Coupe, and later sold it to Bill Harrah. When the Harrah Collection was auctioned in the '80s, it was purchased by Jerry Moore, who sold it to Tom Monaghan of Domino's Pizza fame. It is reported that this car is now owned by the Blackhawk Collection in California.

Early in December, I went on a five-day trip to see the Christmas markets in Strasbourg, France. Strasbourg is approximately 70 miles from Mulhouse, where Cité de l'Automobile, Collection Schlumpf (aka the French National Automobile Museum) is located. There were three of us interested in making the side trip.



For this little jaunt, we had a choice of modes of transport. I thought about taking the train. With careful scheduling, we could have ridden TGV (the French high-speed train), but in the end I decided to rent a car. When I made the reservation with Hertz,

I specified on-board navigation. When I went to pick up the car near the railroad station on Saturday afternoon, I was given a new Mercedes-Benz E220. I figure that I got the Mercedes because I requested the navigation system. It worked very nicely, even though the thing only spoke French.

The next morning, we departed the car park at about 8:45. Traffic was light, and we arrived at the museum in Mulhouse (pronounced "moo-looz") at about 10:05. This was the second time I had visited Mulhouse, and I was interested in seeing what had changed in the past 7 years. The biggest difference was that they had constructed a completely new entrance to the museum, a large multi-level glass atrium. This new space included several multimedia displays, and the gift shop, with two long walkways from the car park.



On the way in, you pass a large display of automotive mascots, culminating in the display of the recreated Type 41 Royale Esders roadster that the Schlumpf brothers recreated in the '70s.



This completes the second installment in Rick's multi-part series culminating with his visit to the Schlumpf's collection in December 2009. – Ed.



UPDATE

We Are Home!



Dedication last August of our new State-of-the-Art 8,000 square foot Museum in Auburn, Indiana.



New Library for Reference & Display



Cars, Engines, Memorabilia..All on Display

But Not Home Free!

We need your support now more than ever! Won't You consider joining us this year!

THE EARLY FORD V-8 FOUNDATION Membership Application

(Membership includes unlimited admission to the Museum for You and Your Spouse)

\$25 Annual U.S. & Canada \$625 Life Member

Please print **\$40 Annual Foreign Memberships**

Name _____ Spouse _____

Address _____ City _____

State _____ Zip _____ Phone () _____

Email Address _____

Please send payment to:
The Early Ford V-8 Foundation
P.O. Box 284
Auburn, IN. 46706

Phone: 260-927-8022
www.fordv8foundation.org

Method of Payment \$25 Annual \$625 Life
VISA MASTERCARD \$40 Foreign

Card# _____

Exp.Date: _____ Security Code: _____

Signature: _____

As a 501(c)(3) organization, some tax benefits may be available from donations to the Early Ford V-8 Foundation



A portion of the proceeds are donated to the Armed Forces Retirement Home

Saturday May 15, 2010

10:00AM - 3:00 PM

LOCATION: CITY HALL

10455 Armstrong St. • Fairfax, Virginia

Historic Old Town Fairfax—A Sense of Place



(Between Rt. 123 & University Dr.)

Live Bluegrass Music & Food!



Presented by: Northern Virginia Regional Group of the Early Ford V-8 Club

City of Fairfax

Downtown Fairfax Coalition

First 150 Pre-registrations Guarantees Dash Plaque

Pre-registration Deadline: May 8, 2010
VEHICLES: \$10.00, Advance • \$15.00, At Gate

Make Checks Payable to:
Northern Virginia Regional Group EFV-8

ALL VEHICLES MUST BE ON DISPLAY FIELD BY 11 A.M. RAIN OR SHINE

VEHICLE REGISTRATION FORM

Name _____

Address _____

Email _____

Phone _____

Vehicle Make _____

Year _____

Body Style _____

Send Registration to:
Don Lombard, 9505 Oak Stream Court,
Fairfax Station, VA 22039

Come See the Model-T Ford Reassembled in 15 Minutes!



Disassembled 1926 Model-T Ford...



Getting it together...



SHE RUNS!

Saturday May 15th, at 1:00 PM

Don't Miss this Extraordinary Demonstration!

For more information go to: www.visitfairfax.com or www.nvrg.org • email: info@nvrg.org



NVRG Calendar



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>Controlling the Ford Overdrive</i> by John Girman – Refreshments: Nick Arrington. More info on page 5.
15	NVRG-sponsored Fairfax City Car Show – Contact Show Chairman Dave Westrate (703-620-9597) to sign up
22	Morven Park – Leesburg – 10:00 AM-4:00 PM. Gates open at 8:00. Preregistered \$10, at the gate \$12. Proceeds to educational programs (501c3). Questions : call Alvin Dodson, 703-430-5971. Rain date, May 23.
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 V-8 Caravan to S.L. Ross' memorial service at Fort Myers. Depart Pan Am Shopping Center at 9:45 a.m. sharp (drive your V-8, weather permitting). Contact Ken Burns at helenandken@verizon.net or 703-978-5939 if you want to caravan with us or if you have questions. More on Page 5.
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>Ice Cream Social and Ford Art Show & Tell</i> by John Sweet – Refreshments: Dave Gunnarson
19	Wings and Wheels Weekend – Udvar-Hazy Center, Route 28, Chantilly – NASM has a 1939 WACO flying in as part of the "Become a Pilot" program – looking for vintage cars of that era – contact Margy Natalie (NatalieM@si.edu) for more info.
20	Sully Plantation Show – 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

July

13	Membership Meeting - 7:00 pm @ Nottaway Park - Program: <i>Old Time Movie Night, Part II</i> – Refreshments: Maurie Roesch
27	NVRG Board of Directors meeting - 6:45 pm @ Oakton Library
27	Valve Clatter Deadline - submit items to Ken Burns – helenandken@verizon.net

Down the Road



NVRG Annual Picnic – TBD

NVRG Annual Drive-In Movie Night – TBD



BOARD OF DIRECTORS NORTHERN VIRGINIA REGIONAL GROUP

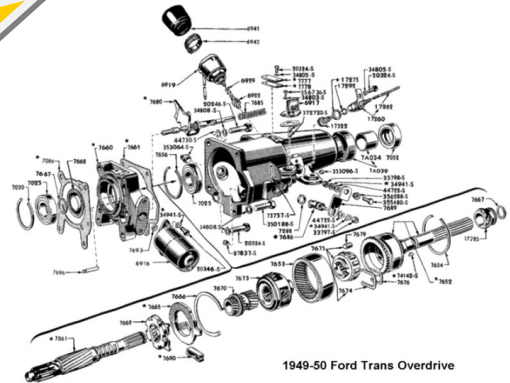


President: **Eric Sumner** 703-860-1916

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

1949 - 1953 Overdrives

Mark your calendar!
 The May Meeting is on Tuesday,
 May 11th at 7:00 pm in the
 historic Hunter House, located
 adjacent to the tennis courts,
 Nottoway Park, Court House Road,
 Vienna, VA



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

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