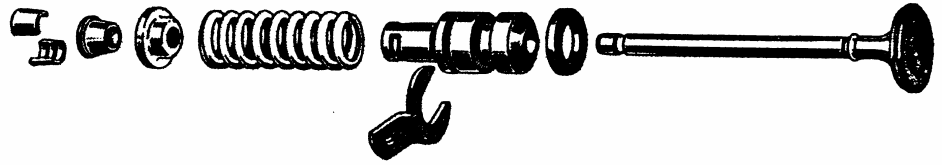




# Valve Clatter



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

NEW WEB ADDRESS: [www.nvrg.org](http://www.nvrg.org)

Volume XXIX, No. 7

July 2007

Cliff Green Editor



### Eric Sumner

Once again our annual car show, held in conjunction with the City of Fairfax, proved successful again. Although the number of registered cars was lighter than usual, 88 cars, pedestrian traffic seemed heavier than years past. Predicted weather conditions called for rain, but we experienced cool temps and clears skies.

This year we added some new attractions to entice the public to attend. There was a special Service Vehicle area which featured an antique Fire truck, two Police Cruisers, and the county's "Smoke Trailer", designed to help educate children how to safely escape from a burning building. Also this year, another band was added to the play list. A local Blue Grass ensemble that was quite good. The Court House was undergoing some renovation work but the impact on the show was minimal and will greatly enhance our show in the years to come.



Parked on the lawn this year was last years best of show, a 1955 Packard Convertible. We hope to continue this practice in years to come and our contact with the city seemed to be in favor of doing so. We have been getting some great assistance from the city, and their excitement seems to grow each year. Because of the heavy spectator traffic, we were able to collect \$210 through the 50/50 drawing for the Armed Forces Retirement Home.

Thanks to our many generous sponsors, we had many trophies to award to a wide variety of

automobiles. Taking Best Of Show this year was our own Leo Cummings with his freshly restored 1955 Ford Pick Up Truck. It was Stunning! Every year our show seems gain momentum as we refine and enhance it, due to all the hard work and planning by the many volunteers. Next year should be even better





## July 2007

Summer certainly feels like it's in full swing – heat, humidity and afternoon thunderstorms. While the 2007 Eastern National Meet consumed all of our attention for a long time, we are beginning to return to normal again. We have no tour planned for July yet, but **Hank Dubois** is working on setting up an event, so keep tuned. Don't forget that we are trying something new this year for our July meeting. We traditionally have held a picnic in place of our regular members meeting in July. Also, this month we will have our **July Members Meeting at 7:00 pm (our new starting time) at Clark House in Arlington (this month only)**. Our picnic will be held on Saturday, September 15<sup>th</sup>; rain or shine. Having the picnic on the weekend and during the day, hopefully more folks will be able to attend and drive a flathead too. **Don Lombard** is working on reserving Willocroft Winery in Loudon County, so for now, reserve the date on your calendar.

The results of our Fairfax Car show are in. A total of 88 cars registered and we cleared over \$1,000. Even though the number of cars was down from prior years, the quality was superb and it seems like next year promises to be even better. The 50/50 raffle proceeds along with a small contribution from our club allows us to send \$300 to the Armed Forces Retirement Home. Thank again to **Dave Westrate** for a great event!

This spring our family took a trip to the Southwest. It included Las Vegas, San Diego and Death Valley. Along the way I spotted this 1952 Ford tractor-trailer rig parked near a water tower in Amboy, California. Hand lettered on the door is National Chloride Co., Amboy Calif. From the looks of the tires, it may have been a few years since it last ran, but maybe with a new battery and some gas down the carb and .....?! There were other well-preserved gems in the desert like this truck and I enjoy looking at them from a distance and wondering if someone with time and energy would bring them back on the road again.

Hopefully, we will see you enjoying your car, or truck, at one of our events or the membership meetings. That's what it all about and I hope to see you soon.

Dave

## PREPARATION







Westrate



Belsley



Javaras



Selley



Burns



Girman



Simons



Wild



Wright



Myrick



Blum



Sunner



Foor



Cummings



French



Pauley



Dubois



Parker



Martin



Zimmerli



Green



Plepeer



Zimmerli



Roebuck



Mascali



Wild



McDaniels



Helms



Wild



Blum



Foor



McIninch



Blum



Helms



Nice



Wild



Wild



Martin



McIninch



Foor



Roesch



McDaniel



Javaras



King



S. Ross



Luposello



Buzzy



S. L.

No Picture: Clem Clement '39 PU, Bruce Mazzie '34 Roadster, Nicky Arrington '40 Convert, Jim Crawford '36 Ford Coupe, Tom Shaw '51 convertible, Alan Wheilhan'42 Linc Cont.



Mascali

**41 member cars turned out for the meet – well done!**



# C&O CANAL

Chesapeake & Ohio Canal



## CANAL BOAT RIDE & PICNIC AT GREAT FALLS **SATURDAY JULY 14<sup>TH</sup>**

Take a trip back to life in the 1870s by joining us on **Saturday, July 14** to travel to the C&O Canal at Great Falls via Hunter Mill Rd and Georgetown Pike. We'll depart the parking lot of **Bob Evans Restaurant**, 10443 White Granite Road, Oakton near Chain Bridge Rd (123) promptly at **9:00 am**. (If you wish, you can arrive early for breakfast at Bob Evans but complete your breakfast in time for departure.)

Admission to the C&O Canal at Great Falls is \$5.00 per carload or use your National Parks Golden Eagle Pass for free admission. Tickets for the **hour-long canal boat** ride pulled by mules cost \$7.00 regular admission, \$5.00 seniors (62 or older) and \$5.00 for kids 6 -15, and we have already reserved 20 seats on the boat.



After the canal boat ride, we can picnic on the banks of the canal. Bring your picnic lunch or purchase hot dogs, chips, BBQ sandwiches, small pizzas, soft drinks or ice cream at the concession stand nearby. Also, bring lawn chairs and insect repellent, just in case.

Later, we can take the boardwalks out to vista point for a spectacular view of the Great Falls of the Potomac.



To reserve a place on the tour, contact John Girman, 703-242-1459, or Hank Dubois, 703-476-6919.

Come join us for a day of V8 Fun

## LETTER FROM NATIONAL DIRECTOR

Dear Dave,

Congratulations on a wonderful Meet! My wife and I enjoyed not only the various events, but the hotel as well. The welcome party was first rate.

Our thanks go to Jim and Edna Cross for opening their farm to us. We were surprised to learn the BBQ was not open on a weekly or monthly basis since it was so well done. It was another great evening in Virginia.

One of your members urged us to go to the National Air and Space Museum. He said we would not be disappointed. He was correct, it was a terrific facility.

Thanks to everyone in your regional group for all the hard work in putting on the Meet. Many do not realize the long hours that go into such an event. The tour pack, the raffles, the meet booklet were all top notch. Again, many thanks for a wonderful time. It was very nice to meet many of your.

If I can be of any help to you with question on the National level, please let me know.

Yours truly,  
Dave Collette

National Director, Mid Atlantic Region

## LETTER FROM NATIONAL PRESIDENT

Dear Cliff,

Annette and I wish to thank you and the members of Regional Group #96 for your gracious hospitality that you extended to us at the Eastern National Meet.

We truly enjoyed ourselves and will not forget this memorable event.

Sincerely, Craig Gorris – National President

## THEY ARE STILL OUT THERE!

*Art Spero*

I have been watching this 1951 hard top slowly rusting away for a few years. It's located on NC Rt 86 between Danville, VA and Yanceyville, NC. I stopped to check it out in May.....no one was home to find out if it is for sale. It is a shame to see it deteriorate to this point, but it does look to be very complete and very salvageable. I will continue to stop and find out more.



## INSTALLED! – Bill Simons



On June 10<sup>th</sup> the '49 woodie brain trust consisting of Eric Sumner, Hank Dubois and Steve Groves and myself re-installed the engine and transmission. We attempted this operation about a month before but we soon discovered that the 11 inch flywheel, 11 inch pressure plate and the 10 inch clutch disc did not fit properly and were not correct for the car.

Now I had the correct matching 9 ½ inch flywheel, pressure plate and disc so everything would go smoothly, right? Wrong!

We discovered that when the flywheel was re-surfaced they took a little too much off so that the bolts holding the pressure plate bottomed out before they were tight. We calculated that the solution was to tap the flywheel holes all the way through and then the bolts would tighten down. This worked. Then when the engine and transmission were in their proper place, 3 of the 4 front engine mount bolts went in perfectly. The 4<sup>th</sup> one just would not go! We worked a good ½ hour on that last bolt until we finally got it.

In the end it was a typical old Ford job. What should have taken about 30 minutes took about 4 hours!

My hat's off to Eric, Hank, Steve and Dave Westrate, for without their help, my engine would be still on Dave Westrate's engine stand and the transmission would still be on my garage floor. Many thanks guys.



## TECH TIPS

### **SPARK PLUGS** – Ken Burns

This is a follow-up to the article and picture in last month's Valve Clatter regarding spark plugs. Although the Ford box was marked with an 01T part number for H-9 plugs it actually contained a set of 8, excellent, used early 5-rib H-10s. I put these plugs in my Woodie for the Meet but have since removed them and installed the most recent iteration of Champion H-10s.

My understanding is that the 40-41 cars, and possibly some earlier and later years, came from the factory with "Coke Bottle" H-10s. These plugs are extremely rare and expensive now. A set of 8 Coke Bottle H-10s to serve as the crowning touch to that 1,000 point Dearborn restoration goes for \$400 or more. The follow-on H-10 plug is a 5-rib plug with a blued base just like the Coke Bottle plug. A set of NOS early 5-rib plugs in the original Ford box just sold for \$197 on eBay. Only \$25 per plug instead of \$50! Later H-10s had a shiny (probably cad or nickel plated) base. These plugs also had 5 ribs but were shaped slightly differently and the Champion lettering was larger and in a different font and color. I've used flat black BBQ paint on the everyday H-10 plugs I'm now running to cover up the shiny silver plating and make them appear more authentic. These later plugs are now also out of production.



The pictures shows the three types of Champion H-10 spark plugs mentioned above and a close-up of the Coke Bottle plug..



### **NOT SO-TECHTIP** - Clem

Remember that Owners manual you have in the glove compartment or in a door pocket? Funny ink drawings and common knowledge words and usually info that doesn't apply to your model. Think about reading it again over a coffee or warm brandy. I bet you will learn or relearn something about your car. The other day I found a guy at Cowtown selling decals. I got one and did not know where on the air cleaner it should go. By Golly, in my owner's manual was a sketch of my engine with the decal on the air

cleaner. I realize that isn't the judging standards, but the Owners Manual was an official Ford Publication and that was good enough for my '39 peepup. I've gotten information on types of screws, washers, clamps etc. from the drawings plus good info about handling my vehicle.

## **YOUR WOODIE: TO SELL OR NOT TO SELL, THAT IS THE QUESTION**

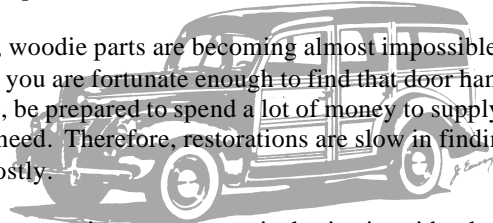
*Bob Moon*

Most woodie owners have had the temptation to sell their "jewel" by a wanting buyer willing to lay down big bucks. The plain and simple fact is that woodies will never go out of style and have remained one of the most desirable automobiles in the antique car world. There are several factors that support the unwillingness of most woodie owners not to sell, and in most cases they probably are making the right choice in refusing even a fair market price.

First, no woodies are being reproduced; therefore, what we have is what we have, a finite number to own and to sell.

Second, the fifty dollar plus an hour that restorers are charging make it impossible to purchase a woodie as cheaply as one can be purchased already restored unless you can do most of the work yourself. This is true in restoring almost all antique cars.

Third, woodie parts are becoming almost impossible to find. When you are fortunate enough to find that door handle or gauge, be prepared to spend a lot of money to supply your parts need. Therefore, restorations are slow in finding parts and costly.



Fourth, assuming an astronomical price is paid, where does one go to replace a woodie sold? The issue in most cases is whether you want or need the money more than you want the enjoyment of the car.

Fifth, your woodie is a significant investment in your portfolio. Insurance is relatively cheap and risk is relatively non-existent. Few investments are bringing you an annual return as your woodie. In fact, the valuation of your woodie for insurance purposes should be modified annually in most cases.

Although not comprehensive, these are five serious considerations that any woodie owner considering selling his car should evaluate. Obviously, when the car leaves the garage, it is usually gone forever. Finally, you are always selling so much more than an automobile when selling a woodie, you are selling a piece of significant history that will forever have its recognized position in the the world of antique automobile collecting.

Note: Bob Moon is a General Sessions Court Judge in Chattanooga, Tennessee. Bob owns a 1940 Ford woodie that was previously featured in Woodie Times. His car is an AACA senior national winner.

## EMAIL BAG

*Joe Wright*

Cliff, You and Hank and all of the Meet Committee did outstanding work in planning and implementing the plans for the 75th Anniversary Meet. I have shown cars at V-8, AACA and Classic Thunderbird meets and this meet was by far the best organized that I have ever attended. The attention to the smallest detail was amazing. The NVRG has definitely raised the bar for future meets to try to achieve. Please express my appreciation to all of the members of NVRG for an outstanding meet.

-----

This is an open letter to all of NOVA's ENM team members from *Josie O'Donnell*

As I write this the Eastern National Meet for 2007 is history and now it's like the Cinderella story. The Meet Headquarters has turned back into the Hyatt hotel, the Show Field is just a parking lot and the Safety Inspection is just a couple of parking spaces., The Registration Room is another Hyatt Board Room, and all of the V8 signs that pointed the way to the festivities, are gone. Now it's just a memory.

I loved the innovative, creative thinking that went into the details and planning. Instead of those canvas carry all bags, you used a Bob Drake cooler, Great idea! And the goodies inside the bag showed that a lot of thought and time went into choosing them. There is a shammy, tire gage, map (for those of us who are directionally challenged), a beautiful glossy program, a collection of NOVA's technical tips. What you didn't have was the usual 'stuff' that would end up in the hotel's trash can. The denim apron for the judge's is a treasure. And the raffle tickets, you had a block of tickets with all the same number, and ONE TICKET STUB, which was wonderful. (I still didn't win anything)

I understand that the Welcome party was a huge success, and got everything started on the right foot. The Bar B Que was outstanding. So many things to see, the food was great, so was the blue grass band, and the owner's wife was a treat. Having the Model A club there to help with the parking was an excellent idea. And when we received the Bill Widenhouse Award, it made that much nicer.

It's getting harder and harder to find a quality hotel that will accept a contract on our type of show. The hotel personnel couldn't have been nicer. The location was excellent. The surrounding area was beautiful and offered many restaurants, stores, etc.

Then you arranged all of the bus tours to different locations. And made arrangements at the awesome Air and Space Museum. Then there were seminars, the raffles, banquets, the attention to the details. The list goes on, and on. You had something for everyone.

I know there must have been problems, there always is, a show of this size is not easy to run. But any problems that you may have had were transparent to your guests. And if there were complaints, there are some people that cannot be pleased, no matter what you do. Your planning involve other people and companies outside of your immediate group. So if the tour company decided to change the

agenda, or the chef had a fight with his spouse, or the bus driver overslept. Those are trivial problems, they were out of your hands, so forget it and let it go.

All of your hard work, organizing, time, headaches, and sleepless nights paid off. You hosted one of the finest Early Ford Meets that I have ever had the pleasure of attending. You have set a new benchmark that others can only hope to achieve. You did good.

-----

*Steve Pieper*

I'm sure that the club joins me in expressing the huge gratitude that is owed to you and Hank for your efforts this past YEAR relative to the National meet. It was without a doubt the best planned and orchestrated meet I've attended.

-----

*Jerry Vincentini, National Chief Judge*

Connie and I had a wonderful experience attending the 2007 Eastern National Meet in Fairfax earlier this month. Through you for promoting, planning, and preparing for this opportunity to enjoy, flatheads, friends and area sites.

As you put the final stamps on the National correspondence and find time that does not require you to work on the Meet, sit back and revel in the success that you all had. This Meet was definitely planned with great thought and detail. It is obvious that Cliff, Sandra, Hank and Cindy were very efficient and had the club behind them to make everything run smoothly for all attendees. Everyone we met seemed to be enjoying the well orchestrated events, and someone was always available to answer questions or point people in the right direction.

Your choices of tours, social events, hotel accommodations, raffle chances and seminars all contributed to the Meet's interesting venue. Visiting our Nation's Capital is always a reminder of our past as it has framed our present and establishes a map for the future.

The hotel staff was very accommodating and the area for the cars to be judged or perused made concourse day go smoothly.

We have fond memories of our time there and truly appreciate the time and commitment that hosting a Regional Meet entails. There is so much that needs to be done and you group obviously knew ahead of time what it would require for a meaningful Meet. How nice it is to see the cars in the parking lot and share the stories of the vehicles as V8'ers mingle. Henry would have been proud of you and your endeavors to "show" his impact on automotive history.

-----

*Bob King*

It was a lot of fun. Two of our sons and their wives and our grandchildren came along as well. They pretty much focused on D.C and had a ball. My wife and I went to Antietam, a very sad place, as well as Mt. Vernon, Monticello, and Harper's Ferry. Anytime that we travel somewhere we assume that you might not ever be back. Everyone went to the Cross Farm and had a great time. It's not often that you have an up close view of local color. That was a memorable event and the meet was very well organized. You did a great job.

## SULLY

Mike Kozak

Cliff - It was a pleasure to meet you at Sully and my Ford was happy at the end of the day! I would love to get back into club activities after so many years overseas. Please send me the data on how to sign up for the club. I am especially interested in your mention of going on tours. It would be fun to get the Ford back out on the road again. I drove it as my regular car for many years before restoring it and miss driving it as much as I used to.



*This is a highly detailed '39 - dual WW and a brown fan belt! Very high point car. Editor*

We had glorious weather for the biggest and best car show in the area which is held annually on Fathers Day. As we have in the past umpteen years, NVRG gathered under the huge oak tree for a picnic. There were kids and grandkids galore and it helped having a face painter close by. Award winners included: Dave Westrate, Leo Cummings, Jim McDaniel, Bob Nickerson, Dave Blum, Don Pauley and Frankie Martin.



## LADIES COLUMN

### The 29,000<sup>th</sup> Ford car



The ladies of the local Red Cross accepted the 29,000,00 Ford car, a 1941 Super DeLuxe Station Wagon (maybe one of Ken Burn's). Edsel Ford is on the left in the picture with all the gals in their snappy uniforms.

The car was made in Edgewater, NJ a year before, and made a tour through the US, Mexico and Canada. Edsel stated the wagon "Should be used in patriotic and humanitarian work."

The car was used for the girls to learn emergency motor mechanics. Might be a good idea even now, eh?

### DEALER SPECIAL ORDERS

Hopefully, I can shed some light on Dealer Special Orders.

Back in the late 1950's until the early 1970's I worked for Ford as a scheduling supervisor. Part of my responsibilities were the handling of DSO orders.

Approximately 90% of those orders involved special paint orders such as used on police, state highway, and corporate vehicles. Occasionally, some really "strange" orders would be received such as vehicles that had the ability to be driven on the street plus the ability to be driven on railroad tracks!

Basically, Ford's philosophy was "Talk to us. We will build whatever you want." I think they would have built a Ford with a SBC if you would pony-up the cost. From a production standpoint it was a scheduling nightmare. On more than one occasion I would have a vehicle under actual production when the customer would suddenly change their specifications or even color. What do you do then ?????

I can't speak regarding identification of early Ford DSO orders but the late 50's through the early 70's were all identified as district "33" units. This designation did appear on the data plate at that time.

As an aside, I am somewhat amused at the "purists" found in various Ford restoration car clubs as to what is "right" or "wrong" on a particular car. There was great variation in Ford products in the past and I suspect some of this variation can still be found in today's products.

*From an answer to Clem's question*

## BACK PAGE PICTURE

This junk yard pile is courtesy of Von Hardesty. The image is very high resolution, so you can blow it up on your monitor to 500% and inspect the cars. I can only discern one Ford panel (maybe) and two Linc Zephyrs out of the whole bunch. This must prove that Fords last longer!

## SELL/WANT

1930 Model A roadster - It has an original restored chasis, motor, and driveline. The body is steel Brookville. No fenders. Runs nice. Asking \$8500. Respond to [drspdracer@aol.com](mailto:drspdracer@aol.com) Mark Luposello

47 Ford super Deluxe wagon It needs a complete restoration. Its been in storage since 1974. rebuilt engine and trans. It's not in the car. There is some wood damage but has a good pattern to make replacements. It's missing the 3rd seat. Body has norust. Floor has some rust. Its all there though. Asking \$40K Oz Lamonds 703-791-6090

Wanted - 16" wheel for '49 F1. Dealers Data Book for 1949 Ford trucks. Also exhaust manifold with working heat riser for 226 c.i. flathead six motor. Jason Javaras (540) 786-5819

1953 Ford Victoria disassembled and soda blasted. No engine or trans. Very little rust. \$3500.

1946 Chevy 1/2 ton pickup very little rust. Soda blasted. Comes with extra engine. Chassis already blasted and painted. All new brakes and bushings. \$3900. 540-292-1632 Ben McDonald



### **Floyd T. Rose**

863 Golden Arrow St.  
Great Falls, Virginia 22066  
Tel. 703-759-0124  
Lots of V8's

### **Paul & Susan Day**

7707 Maryknoll Ave.  
Bethesda, MD 20817

### **"Have I got a deal for you!" -Chad Coombs**

The Lincoln Motor Car Foundation is offering the hansom book that is the official publication of the Ford Motor Company 100 year celebration in 2003. This colorful 272 page book measures 10 1/2" x 11 1/2" and is printed on heavy paper, and is a cornucopia of wonderful images and text to commemorate a century of Ford. It is offered in two versions, one is leather bound in a protective box at \$50 each, the other is normal binding with a dust cover at \$20 each. If you like FOMOCO products, this book is a keeper. Contact me for a copy. Chad Coombs 703 754 9648"

YOU'RE INVITED!

THE DEUCE 75 BRINGING IT HOME!

1932-2007 DEUCE

A CELEBRATION OF THE '32 FORD & THE FORD FLATHEAD

4 DAY EVENT - Dearborn, Michigan  
August 9<sup>TH</sup> - August 12<sup>TH</sup>, 2007

ALL 1932 FORDS - Ford & Non-Ford Powered  
"ORIGINALS, RESTORATIONS, HOT RODS,  
VINTAGE RACERS & STREET RODS"  
&  
ALL FORD V-8 "FLATHEAD" POWERED VEHICLES

HONORARY CHAIRMAN: EDSSEL FORD GRAND MARSHALL: KEITH CRAIN

EARLY FORD V-8 CLUB & MICHIGAN HOT ROD ASSOCIATION  
CO-HOSTS WITH FORD MOTOR COMPANY

MNRA Ford

## **THE TWENTY-THIRD (FORD) PSALM**

The Ford is my auto, I shall not want another.

It maketh me to lie beneath it.

It soureth my soul.

It leadeth me in the paths of ridicule for its name sake.

Yea, though I ride through the valleys, I am towed up the hills.

And I fear much evil for they rods and thy engines discomforteth me.

I annoint thy tire with patches. Thy radiator runneth over.

I prepare for blow-outs in the presence of mine enemies.

Surely if this thing follow me all the days of my life,

I shall dwell in the bug-house forever.

*Thanks to Clem*



# V8 CALENDAR NVRG



## July

- 8 National Capital Region 15<sup>th</sup> annual car show, Brookville , MD
- 8 Kena Temple Car Show - The Kena Shriners annual car show was rained out last Sunday and is now scheduled for Sunday, July 8, 2007, from 10:00 am to 3:00 pm. Rain date is July 29, 2007. The location will be the Kena Shrine Center, 9001 Arlington Blvd., Fairfax, Va. The show is open to all Antiques, Classics, Street Rods, Street Machines, Customs, Muscle, Foreign, Young Wheels and Motorcycles. Registration is \$12.00 and admission is by donation. The car show will feature concessions, music, paved show field, ample free parking and indoor restrooms. There will also be trophies, Specialty Awards and door prizes. For additional information call Bert Zwibel, 703-280-5222 or Mike Huhn, 703-683-0794.
- 10 **MEMBERSHIP MEETING** – Clarke House @ 7:00 Dave Gunnarson “Blimps and Ford”
- 14 **NVRG TOUR** – Canal Boat ride and picnic. See page 7 for details
- 16-20 Central National Meet – Winona, Minnesota
- 31 **BOD**

## August

- 3-5 Das Awkscht Fescht, Macungie, Pa
- 11 **NVRG NIGHT AT THE MOVIES** – Annual Drive-in movie gathering in Stephens City, VA
- 14 **MEMBRSHIP MEETING** – Nottaway Park , 7:00 “Cooling your V8” John Sweet
- 19 Rose Hill Manor Car Show, FSK Antique Auto club, Frederick, MD
- 28 **BOD**

## September

- 2 Clifton Labor Day Car Show – Custom Cruisers. Get there early!
- 5-9 EFV8 foundation Auburn Motor fest, Auburn, IN Jerry Vincentini [toysold@aol.com](mailto:toysold@aol.com)
- 8 Sugar Loaf AACA, Mt Airy, MD
- 11 **MEMBERSHIP MEETING** – “ Touring in your V8”
- 15 **NVRG PICNIC** – Willcroft winery Detail TBA
- 13-16 Charlotte Auto Fair Fall Meet, Lowe’s Motor Speedway, Charlotte, NC
- 22 32<sup>nd</sup> Edgar Rohr Memorial Meet, Bull Run Region , Grounds of Manassas Museum, Manassas VA
- 23 Lucketts
- 25 **BOD**
- 30 50<sup>th</sup> Annual Antique Auto assembly, Armed Forces Retirement Home, Washington, DC

## October

- 3-7 Fall Carlisle
- 10-13 Hershey
- 16 **MEMBERSHIP MEETING** –Annual Hershey review (Note THIRD TUESDAY)
- 19-21 Annual LEBKICKER TOUR – details TBA



MEMBERSHIP MEETING  
CLARKE HOUSE AT 7:00  
(Direction on back page)

Dave Gunnarson will talk about his association with Airships and what was Fords’ interest.

Refreshments: Frankie Martin



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



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**CLARK HOUSE**  
**FOR JUNE & JULY**  
**MEETING**

6332 Barcroft Mews Drive, next to Lake Barcroft Shopping Ctr. & Barcroft Mews Townhomes. Off Columbia Pike, Lincolnia. ADC map 16 B12

**NEW TIME : 7:00**



**FIRST CLASS MAIL**

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