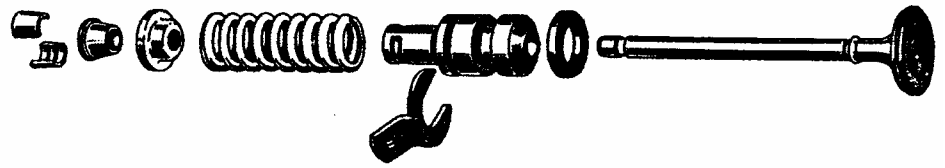




Valve Clatter



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

NEW WEB ADDRESS: www.nvrg.org

Volume XXV, No. 3

March 2007

Cliff Green, John Girman
Editors

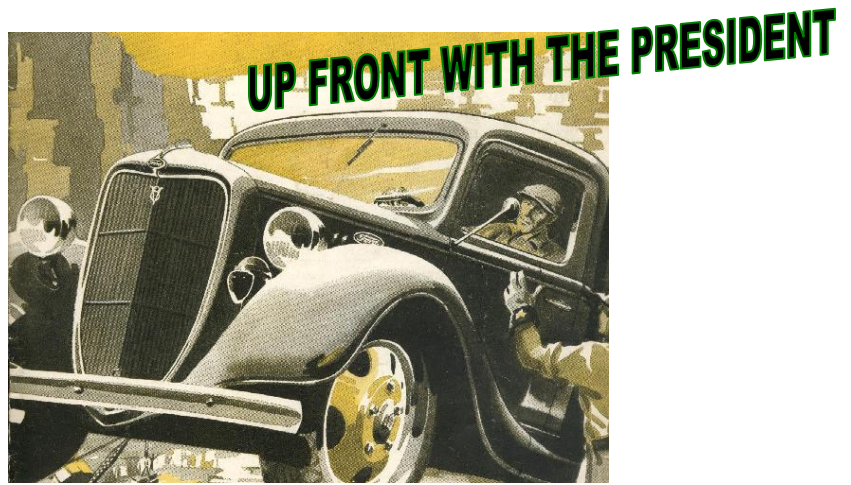
75th ANNIVERSARY OF THE FORD V8



THE GREAT AMERICAN RACE GARAGE TOUR

by Jim LaBaugh

Among the many roads in Northern Virginia to the Blue Ridge are the highways and byways that took the Flathead Ford Faithful from our start in Fair Oaks to the garage of Al and Barb Mason in Purcellville. Along the way, the parade met up with Tom Shaw in his '51 Custom convertible, who led the group to the Mason's garage. And what a garage it is! The spacious expanse has the look and feel of the most modern of car museums, yet houses all the equipment needed for complete car restoration, including an office that Henry Ford might have felt at home in. The meticulous detail in every corner of the garage was reflected in the superb 1959 Corvette convertible that was hoisted on one of the three garage hydraulic lifts. Al painted it with lacquer, and the hand-rubbed shine mirrored all the marvels of its surroundings. *Continued on page 7.*



March 2007

Al and **Barbara Mason** graciously hosted about twenty of us recently for a tour of their incredible garage. See what you missed in the write-up of this event. While most of us could never expect to have such a great facility in our back yard, I think everyone walked away with an idea or two that would translate into our own garages. I especially liked the frame dolly, transmission holder and workbench construction techniques and will try something similar. I also appreciated his compressed air system and came home and tore down my partially completed system. The new pipe and connections are almost installed and it will be a much better network when it's finally finished.

What's your first flathead memory? Unlike many of you, I didn't have one until relatively recently. A few years ago, on a similar but much colder February day, we met at Fair Oaks shopping center to caravan to the garage of **Ken Gross**. **Charlie Morrison** arrived with his '35 three-window coupe as the only flathead powered car that day and graciously offered me a ride. I tucked myself into the passenger side and off we went on my first ride in a flathead Ford. This memory came to me as I was driving with my 12-year old son, Jacob, along Harmony Church Road from Route 15 south of Leesburg to Hamilton on our way to Al's garage. The winding, twisting two lane country road that fits so well with older cars brought a smile to my face as I remembered Charlie, who passed away the following year, his car and that special day.

Dave Westrate is putting the finishing touches on the upcoming Fairfax Car Show in May. The City of Fairfax has really increased their participation and is providing more entertainment and the Fire Department will also participate. It promises to be a great show once again. As the time draws near, please volunteer to help Dave make this a signature event for our club.

Our Eastern National chairs **Cliff Green** and **Hank Dubois**, and a handful of dedicated helpers, have been working hard on the Eastern National Meet. Registrations have been pouring in to **Patty and John Girman's** mailbox and Cliff and Hank even had to expand the block of hotel rooms. Stay tuned for more details.

Just as an advanced notice, the date of the picnic has moved to September 15th. We will have a regular membership meeting in July. **John Sweet** has lined up some great programs and we seem to have more topics to cover that there are meeting dates, so this will help. Last month's Show and Tell was cancelled and will be the March program. Coming up is a program on Ford Accessories.

Finally, don't forget the traditional season opening trip to Frederick for the AACA meet and flea market and save April 14th for the always fun Poker Run. **Hank Dubois** and **Leo Cummings** have arranged these tours and more; check the calendar so you won't miss anything.

Dave

Cliff,

I thought you might enjoy this article. I cut it out of the Washington Star in 1975. It brings back many great memories, the old Fords, Ocean City and Miami in the '50's, etc. If John Sherwood is still living, he is now 75 years old. He made one mistake in the article; I am sure you would have noticed, it. "36 windshields do not lie flat on the hood. Thanks for the booklet, "Traffic and Motor Vehicle Regulations for the District of Columbia". It is now in the glove box of my 38. I was 10 years old when the book was amended in 1938. (The booklet was given to me by Jerry Lunt to pass on to a '38 owner, ed.)

Tom Lumpkin

By John Sherwood
Star-News Staff Writer

There have been ten cars in my life, Old Sport — ten cars that I have become intimate with in a 23-year career of acquiring titles of ownership. Four Fords, one Chevrolet, a Plymouth, a Valiant, a Renault, a Datsun, and something called a Nash Metropolitan — all of 'em dead now, except Datsun.

Three of these machines were convertibles, and they are the ones best remembered.

But of all the cars that I will ever own, I shall never forget that 1936 Ford Phaeton 4-door convertible. I still think about her in fantasies, 22 years after she vanished from my life.

She was green, with those fat, gangster whitewall balloon tires. The upholstery was tan leather, or at least I thought it was leather at the time. There was only one glass window (the front windshield) and it folded down on top of the hood, which folded up on the sides.

SHE WAS 17 YEARS OLD when I bought her (with my mother's money) in 1952 for \$375, which seemed like a lot of cash at the time. But even then she was a classic, although I don't think I knew it.

It drove me crazy everytime I passed that gas station on York road in Baltimore and saw her there with the "For Sale" sign hanging. "I've got to have her," I said, until my stomach ached. There have been few moments to equal that time when I drove off in her, out into the sunset.

I gently lowered the old canvas top by hand, until I was swimming in a sea of freedom and fresh air. Would life ever get better? Would it ever be more romantic than it was now? Why was everyone looking at me so? Now, I know.

At the age of 20, what better way to be propelled about the earth? (Later I would discover sailboats).

There were times when a dozen people piled in, often some of them strangers. Beer was purchased by the case; gasoline by the gallon. There was no radio; we sang a lot anyway. Also, there was no heater, and for winter I put up the canvas and plastic windows that snapped into place. Summers and autumns were best, though.

We liked to go out to a place called "The Pines," in Loch Raven Reservoir, and often just drove about for the sheer enjoyment of being part of that handsome machine. Phaeton seemed to attract good times wherever she went.

For a month or so I was a lifeguard, and let me tell you, Old Sport, that was one fine arrival Phaeton and I used to make on that scene. Sitting high in that lifeguard chair, responsible for so many pretty lives with a silver whistle around my neck, I would constantly glance over at Phaeton, sitting there, waiting for adventures. Don't nobody drown, OK?

Back and forth we cruised to Ocean City, Md., ukeleles plunking away in the back seat. Was the top ever up that summer; was the windshield ever not lying on the hood? I doubt it.

THAT CAR WAS DESIGNED for pure fun, nothing else. I froze in the winter, sweated in the summer, and was rained on in the spring. But, God, it was fun.

Never mind the notorious mechanical brakes that failed at dreadful times. Forget the one windshield wiper that often had to be worked by hand from inside. Thinking back, I suppose if Phaeton had not been so well ventilated I would have died from the exhaust fumes that poured through the rotted floor boards.

Gradually, things started to wear and go wrong: Muffler, brakes, clutch, windshield wiper motor, electrical system, tires. . . .

After buying Phaeton in the winter of '52, we went through the Spring and the glorious summer that will haunt me always, made it past autumn, and then were stopped dead by the winter of '53. Fun was finished.

Boy, that was one bad winter. I said, to hell with it.

WELL, THEN IT WAS A NICE WINTER. Phaeton was my home. We went everywhere together, and she was always there waiting for me when I finished bus-ing tables or sweeping floors or washing dishes.

We moved around alot, so that every morning we had a different view. That kept me from being arrested for vagrancy. But honestly, I was worried more about Phaeton than I was about myself. I thought someone might steal her while I was locked up in some crummy jail.

I felt secure as long as she was around.

We made it to Key West. Lots of nice things happened. The weather was good for health, and she ran true and fine and good. The only thing I could do for her was to keep her clean. Maintenance was out of the question — I was too poor.

In the Spring we decided to head back to Baltimore and accept the punishment of growing up.

Well, of course, many things happened to us on that return voyage.

But suffice it to say that we were both broke. I had no money, and Phaeton had no oil. She had been failing me badly in those last 300 miles.

THE END CAME IN GEORGIA. There was no gas, no lubricant. The convertible top had rotted to shreds. The tires were bald. She was encrusted with salt, a forced result of having to sleep so close to the sea so as not to be pinched by cops.

That last hill was a long one, and down, down we went, Phaeton and me. I sensed the end, and floored the accelerator. Might as well go down in a carbon monoxide cloud of glory. Phaeton agreed, and pressed on. I milked her for all I could get.

Phaeton crawled to a stop. Well, Old Sport, this is it.

I cleaned her up a little bit, got her over far enough on the side of the road so no one would wipe her out, and, simply, left her there.

Walking up that long hill in southern Georgia, I tried not to look back as I hitchiked home to God knows. But I did look back, and that sight, too, will haunt me always. Of course, I have no idea whatever became of that lady in my life. All I know, is that part of my youth was abandoned there on that desolate Georgia highway.

THE BRIDGE DRIVE – Part one

The Woodrow Wilson Bridge dedication

Rick Parker



For those who came in late...

80JH is a 1923 Rolls-Royce Springfield Silver Ghost that was given to former President Woodrow Wilson as a 67th birthday present, on December 28th, 1923. The car was delivered with two bodies, an Oxford six-passenger touring body with an extended windshield, and a special limousine body that duplicated the dimensions of the body on the 1919 Pierce-Arrow limousine that was President Wilson's White House car. He rode in the Rolls-Royce once, on his birthday. President Wilson had been in very poor health since leaving the White House, and he died in early February 1924. Edith Wilson kept the car until 1932, when it was traded in on a Packard.

A Princeton student named Walter Compton subsequently purchased the car from the Packard agency. Mr. Compton then sold a half-interest in the car to fellow student (and future brother-in-law) Charles Emerson. Compton and Emerson had the car "updated" in Indiana in 1933: the high windshield was cut down, a Packard top was installed, the front seat was modified, and the steering column was lowered. Mr. Compton was quoted as saying, "We made a very sporty car out of it." Marriage and a growing family prompted Compton to give his half-interest in the car to Emerson. When Emerson likewise married and began a family, 80JH was then sold to George Waterman, who kept the car for several years. It was sold to Bentley Warren just after WW II.

In the early 1950s, Bentley Warren felt that the car was getting somewhat mechanically tired. He was able to purchase a Springfield Silver Ghost with a good chassis (394XH) and engine (21-219), but a tired sedan body. A common practice at that time, the body, firewall and

bonnet were moved from 80JH to 394XH. Bentley Warren sold the complete car to Donald Hurter in the mid-1960s, keeping the original chassis (albeit without the correct firewall) and engine (22-155). Don Hurter restored the car mechanically, but never did much with the body.

Ted Leonard, a collector in Rhode Island, purchased the car in the mid-1970s. He was also able to purchase the original chassis and engine from Bentley Warren at the same time. When he restored the car, the original Oxford touring body was reunited with chassis 80JH, but the other engine (21-219) remained with the car. (For more details of the history of 80JH, see Phil Brooks' article in the 2006 Rolls-Royce Owners Club Desk Diary.)

And why was the bridge named for Woodrow Wilson? President Wilson was an avid fan of the automobile. In 1916, recognizing the need for better roads, he signed a Federal Highway Aid Bill. He was the first member of the Lincoln Highway Association, and liked his White House Pierce-Arrow limousine well enough that he purchased the car from the government when he left the White House in 1921.

The current Woodrow Wilson Bridge was built between 1958 and 1961, and was dedicated on December 28th, 1961 (Woodrow Wilson's birthday, and coincidentally the very day Edith Wilson died). The original bridge was designed to carry 75,000 cars per day. By 1988, it was carrying more than twice its intended load, and recently, that had grown to almost three times. In the mid-1980s, the critical need for a larger and more substantial crossing became clear. In 2000, after years of debate, planning and design, the Federal Highway Administration and Maryland, Virginia and District of Columbia transportation departments began construction on the first of two new spans, which will replace the existing bridge when complete.

Here's where the fun begins...

In mid-April 2006, I received a call from Andy Diem, Chairman of the Chesapeake Region of the RROC. He had received an email from Meg Nowack, Curator of the Woodrow Wilson House in Northwest DC. The Wilson House was about to receive 80JH on loan for the next two years. The current plans were to have the car sitting in the driveway in front of the house for the Wilson House's annual Garden Party, have the car drive dignitaries during the dedication ceremonies for the first span of the new Woodrow Wilson Bridge over the Potomac River, and then participate in a driving tour around the Dupont-Sheridan-Kalorama neighborhoods in Northwest DC where the Wilson House is located. And they needed someone to drive the car.

Knowing of my interest in cars of this vintage, and that I have had a small (very small) amount of experience with Silver Ghosts, he asked if I was interested. I believe I had to give the idea about two whole milliseconds of thought before I said yes.

The first look...

One week after 80JH was delivered to DC, I was able to get down to look at the car for the first time. Former Rolls-Royce Owners Club Big Cheese Matt Sysak took the train from Philadelphia down to DC, and I picked him up at Union Station. We met Andy Diem at the Wilson House. After looking the car over, we both quickly reached the conclusion that Baby had received minimal (if any) maintenance over the past few years. When we got the car started, we heard one intake valve that appeared to be sticking. The car had been driven into the garage, and I was asked to turn it around and back it in. I got it done, but the clutch was not happy about backing up that inclined driveway. Over lunch, we began discussing a plan of attack for the chassis maintenance.

the test drive...

...was just that, a spin around the block a few times to determine if I thought the car would run well enough to survive the bridge dedication ceremonies. She performed fine, although I learned that the temperature gauge and the speedometer don't work. We also heard some noises emanating from the right-rear wheel. Tapping the wheel spokes with a screwdriver indicated that a significant percentage of those spokes were 'dead'.

And now for a bit of elbow grease...



A couple of days prior to the Garden Party, I called Meg and asked if she felt like working late the next evening. My plan was to do some basic cleaning. When I told Matt Sysak what I was planning, he almost begged me to change the oil while I was there. I arrived about 4pm. While I began giving her a bath, Meg asked what she could do. I handed her a bottle of Bleche-White and a brush, and she got right to work on the whitewalls. With that done, it was time to start working on polishing the radiator, and the headlamps, and the cowl lamps, and the door handles. And did I mention the tail lamp? Or the steering column? Or Eleanor? (Meg worked on her, some.) We also removed the seats and vacuumed the interior. (There was a fair amount of evidence that critters had taken up residence in the past.) When all that was finished, I backed the car back into the garage, and I

drained the crankcase and put in six quarts of fresh oil (I could almost hear Matt sighing with relief). I departed at 9:30pm.

The garden party...

The Wilson House holds an annual Garden Party as a fundraiser. This year was the debut of the Ghost at the beginning of her two-year tenure here in DC. This was easy, start her up, put her in the circle in front of the house, and put her away again when the party was finished. I also got a personal tour of the house, including the servant's floor, which are now used for office space, and not included on the tour.

Some last-minute prep...

This included changing the wheel with the questionable spokes (for which I had to acquire a proper wheel wrench, as there were no tools with the car), and starting in on the chassis lubrication. This included oiling the clutch and throwout bearing, the distributor, and as many other oiling cups as I could locate (and I know I didn't find them all). When this was done, we took her out for a short drive, and put her away. The lubricated clutch seemed much happier backing up the driveway (although the continuing education of the pilot may have contributed as well).

And it's show time...

The day began hideously early (4am), in order to get down to the Wilson House to meet the car hauler. We were scheduled to be on the bridge by 7am. Since Baby isn't currently registered, I thought it was a good idea to have the car trucked down and back.



My passengers were Virginia Governor Tim Kaine, Maryland Governor Robert Ehrlich, District of Columbia Mayor Anthony Williams, and Transportation Secretary Norman Mineta. Governor Kaine and Secretary Mineta walked from the Virginia side of the bridge, and Governor Ehrlich and Mayor Williams walked from the Maryland side. They all met in the middle of the draw span and shook hands. At this point, we pulled up, my able footman Andy Diem got out, opened the doors, and the dignitaries all got in the car.

Continued - Part II in the April edition

LADIES COLUMN

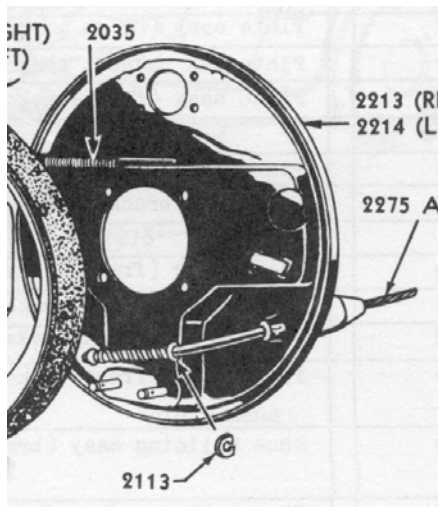


Think Spring !

Check out this immaculate couple – properly dressed to browse in the Ford parts department. The woman seems keenly interested in the can of cleaner that the parts man is displaying (as if she would use it!). I think that the hat ribbon is cute and the pocket book is hip and I believe that may be a chesterfield suit? The gentleman is just as dapper with double breasted suit (40's) with driving gloves. Now, how about the part guy with the neat tie and shop coat!

These cleaner cans are highly collectable, especially unopened. The labels indicate that this is pre-war and indeed it is, as this color ad (one of the first) was taken from FORD NEWS , June 1941.

TECH TIP



Clem Clement

Have you checked your 2113 today? According to the Ford Green Book, two of these fun little fellows come along with a

1939-1948 Ford passenger car, commercial 1942-48 (although my 39 is supposed to have them,) and the long wheel base 1939 truck. His full number is 91A-2113 and he is known as a "plate" by Ford. It is a simple flat piece about the size of a quarter with a slot in it. He lives inside the rear brake drum area.

If I understand its function right, the spring built on the emergency brake cable in each rear drum area tries to help the emergency cable move to the off position. 2113 is installed after the emergency brake cable is passed thru its tube into the rear brake area. 2113 slides over the cable as keeps the spring from riding back up the cable tube. The spring holds it in place, I hope.

For me in my smartness and only having one of those 2113's, I made one out of a medium size split washer. Not a good idea. The split washer tried to slide back up the tube and in doing so turned 90 degrees on its axis. Thus it pinched the emergency cable and wedged in, not wanting to be removed. 2113 can be home made from sheet stock. The little fellow runs about a buck each from a part supplier.

So when you are inspecting around in your rear drum areas, if your car is supposed to have the 2113, be sure it is there and installed right.

Richard (earlyv8@aol.com) from Fordbarn sez "You did right. When open drive was used on commercials, they had individual cables for each brake instead of the loop. Your 39 has the loop so use them. By the way, the new repro cables sometimes have too long of springs, causing the cable to "pooch out" toward the drum. I advise shortening each spring to 5-1/2" like the originals. This will provide enough crunch to push the levers back when the handbrake is released, but not so much that they pooch."

FORD FACT



At the White House, President Harry Truman accepts the first car produced in America after WWII from Henry Ford II. The car, a 1946 Ford Super Deluxe Tudor came off the assembly line on July 3, 1945, two months before the formal surrender of Japan.

THE GREAT AMERICAN RACE GARAGE TOUR *continued*

The garage is definitely a family gathering place and other members of Al and Barb's family were on hand to provide a welcome that could serve as the definition of Virginia hospitality. The group greatly appreciated all of the pastries and beverages provided by our hosts, as well as the hours of conversation with Al and his family. As Al explained different aspects of his workplace and the cars on display, his grandchildren were at home riding around in pedal motive power. Among the gas-powered items on display, besides the Corvette, were a 1929 Auburn speedster, in pre-restoration condition, a 1941 Willys Jeep fully restored by Pete Byrne, a 1964 GTO Al is restoring, a disassembled late '40s Jeep, and Al's 1934 Ford Deluxe Roadster, under refurbishment. All along the walls were memorabilia and work stations with parts bins for each of the projects Al has underway. As remarkable as the vehicles were the jigs Al has made to hold frames and parts while they are being worked on.



Throughout the morning, Al had many stories to tell about his cars and the work he has done and is doing on them. Among the items of note were the fact that the 1941 Willys' has a very early slat grille, appeared in two movies, was on display at the Smithsonian, and was used during the opening of the World War II memorial on the mall in D.C. The Auburn, one of only 350 built, will be painted with lacquer, partly in the same red as appears on the '59 Corvette. The



detail that Al goes into for his restorations is evident in the fact that he was able to find a source for obtaining new leaf springs for the Auburn – the same manufacturer that made the originals – Fort Wayne Springs in Indiana. The ultimate for the Flathead Ford faithful was the '34 Deluxe Roadster that Al drove in the Great American Race in 1995. In addition to leading the first stage of the race, he noted that in one part of that race he and his co-pilot missed a turn and realized their error after 5 minutes of driving. They managed to back track and make up enough time, courtesy of the Flathead, so that they finished that particular leg only seconds off the target time.

There was so much to see and talk about it was difficult to leave in time for the next venue on the tour – lunch at Magnolia's in Purcellville. Magnolia's is a restaurant in the old mill next to the train station, the interior of which is preserved to show the post and beam construction and the old workings of the pulley system that powered the mill. It was such a delightful place to relax and eat, many club members talked of visiting it again when we are out and about on other Ford adventures. We were treated not only to good food, but also more stories by Al about the cars that he loves. One of those cars, his Grand Prix of high-school days, arrived by train from Hamilton on the Washington and Old Dominion line that ceased operation in 1968. Al mentioned he was in class looking out the window of the high school when he saw his car coming into town on the train. That reminiscence was a fitting ending to a wonderful tour and we all thank Al and Barb for sharing their garage and memories of growing up in Virginia with the group.

1940 FORD DELUXE CONVERTIBLE

Maurie Roesch

There were two Early Ford V-8's that I always wanted to own. They were a 1934 cabriolet and a 1940 convertible. In 1997, I purchased the '34 and kept it until 2004. Then I sold the cabriolet and started looking for the '40.

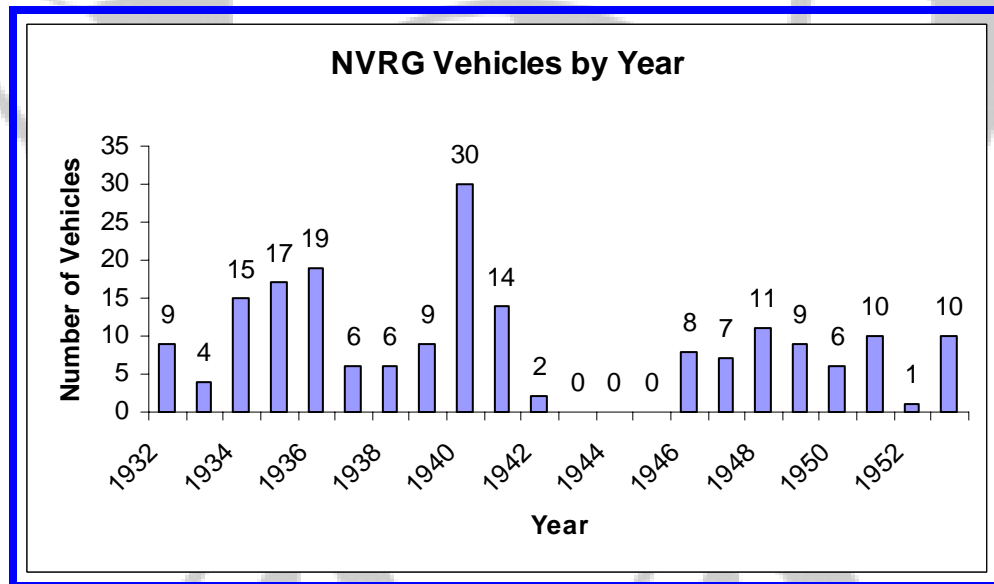
In May 2005, through the publication *Cars and Parts*, I found a 1940 Deluxe Convertible located just east of Columbus, Ohio. A drive up to look at the car and I was convinced this was the right '40. The car was purchased from Mr. Ron Brubaker who had the car for about ten years. He had purchased the car from Mr. Glen Sims of Baltimore, Ohio who restored the vehicle during the period 1989 to 1992. The car is a "correct" car and is in very good condition. It is painted the standard 1940 Ford color of Folkstone Gray.

Since June 2005, I have replaced two water pumps, the carburetor and the fuel pump. Additionally, I removed the speedometer mechanism and had it rebuilt. Recently, I installed a Ford Script battery in the vehicle.

Last year, I took the '40 to two events, the NVRG meet in Fairfax and to Sully Plantation in June 2006. The car won an award at each of these shows. In the spring, I am looking forward to helping with and participating in the EFV8 Eastern National Meet.

CARS OF THE CLUB 2007

Dave Gunnarson conducted an analysis of the cars of NVRG with the following results:



The 1940 cars are clearly the most popular in NVRG, with a strong following for the 1934 thru 1936 and the 1941 cars. The post-war cars are fairly evenly distributed, with the exception of the 1952 car.

Year	Vehicle Description	
1934	Deluxe Roadster	4
1936	Convertible Sedan	4
1940	Pickup	4
1949	F1 Pickup	4
1934	Five Window Coupe	3
1935	Phaeton	3
1935	Three Window Coupe	3
1939	Deluxe Station Wagon	3
1940	Deluxe Coupe	3
1941	Super Deluxe Station Wagon	3
1951	Custom Tudor	3
1951	Victoria	3

In terms of the body style and year, the 1934 Deluxe Roadster, the 1936 Convertible Sedan, the 1940 Pickup and the 1949 FI Pickup are the most prevalent, closely followed by many other body styles and years. It is also evident that NVRG likes its open cars with a prevalence about double that of closed cars.

Distribution of Type	
Closed	109
Open	55
Commercial	30

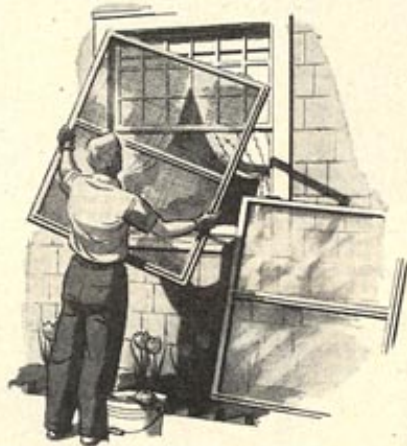
Distribution of Make	
Ford	167
Mercury	9
Lincoln	18

Springtime

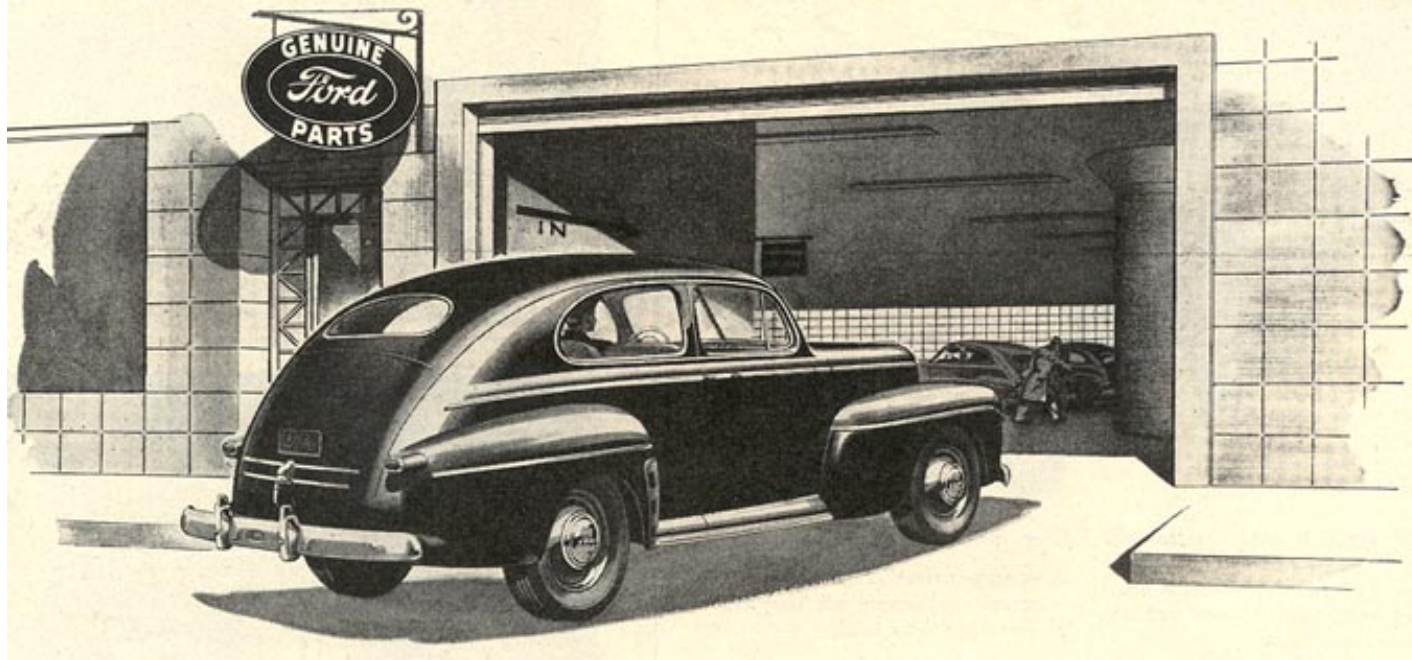
TIME FOR THIS ...



AND TIME FOR THIS



AND TIME FOR YOUR FORD'S SPRING TUNE-UP AT THE HOME OF AUTHORIZED SERVICE, GENUINE FORD PARTS



BACK PAGE PICTURE

See story page three

SELL/WANT

For Sale: 1951 Ford Fordor Deluxe Sedan. Good condition, great touring car. Formerly owned by Bill & Louise Vincent. Asking \$6,500. Call Bill Venable at 540-786-0914, Fredericksburg, VA

For Sale: 1988 Mercedes 560SL convertible, A/C, auto., garage kept, dark blue, well maintained by Mercedes. Two tops, including top stand. Excellent condition, 99K careful miles, retired owner. Old Car Price Guide #3 is \$18,450. Asking \$14,800. Call 410-571-8681 or 540-786-5819.

For Sale: '53 auto. transmission, '41 rolling frame, '40/41 rear ends, '38-39 trans. case, misc. flathead motor parts, etc. Call Bob DeAdder at 410-674-7743.

For Sale: 1966 Pontiac Bonneville convertible, red w/tan top, 105 K original miles, no rust, good driver or restore. Asking \$9,000. Call Don at 410-741-0959 (H), 301-503-8781 (C), or 301-937-3300 (W).

Wanted: Storage space for one car, short term or long term rental. Call John Ryan at 703-281-9686 or 301-469-7328, john@ryanweb.com.

Wanted: For 1949 Ford F1 truck: truck data book or hand book, leatherette cover, 5 1/2 " X 8" format. Also, exhaust manifold for same truck, 226 c.i.d. flathead six engine, one with a working thermostat assembly. Call Jason Javaras at 540-786-5819.

DONATED ITEMS FOR THE NATIONAL MEET

Thanks to the following members that have donated items for the Chinese Auction:

Bill Selley - Complete set of "Ford Life" -L. Sorensen

Mike Gall - 1932 Ford Anniversary pedal car (new)

Ken Burns - 1932 Ford belt buckle

Cliff Green - 3x5 Quaker State Antifreeze banner

3x5 1934 Richfield Gasoline banner

Tom Shaw - Two Jim Beam Antique Car bottles (Full)

Chad Coombs - Two packaged screwdriver sets, numerous Ford prints and a entire box of Ford/Merc/Linc literature

The National Raffle Chairman, Dave Gunnarson, is seeking donations from members, vendors and companies.

NATIONAL MEET UPDATE

Hank Dubois

As most of you know, we are planning a very ambitious and exciting Meet and, with just about 12 weeks to go before the Meet starts, things are really beginning to pick up speed.

Meet Committee Heads have been busy making and finalizing arrangements within their respective areas of responsibility and coordinating with each other, as necessary, to make sure that no detail is overlooked.

John and Patty Girman have gotten a tremendous response from V-8ers interested in attending our Meet and they have mailed 334 Meet registration/information packets. They now have 184 advance/updated registrations representing 379 people and every day more updated (completed) registrations are coming in. The 54 updated registrations received so far represent 47 cars, over 100 persons for the Welcome Party and Cross Farm BBQ events, and over 89 persons for the Awards Banquet. If these numbers keep up as updated registrations come in, our activity attendance goals will be easily met. The 54 updated registrants also purchased a pretty fair amount of Meet merchandise/memorabilia (T-shirts, gear shift knobs, etc.) and raffle tickets for our mega-raffle items and Chinese raffle.

We've increased our reserved room block at the Hyatt Hotel to accommodate the greater than expected number of registrants requesting rooms and we're carefully monitoring the situation in case we have to increase it again. So far, 169 rooms have been booked by registrants for Friday, the busiest day. 119 rooms are booked for Sunday night which means that, well over 200 persons plus local Club members can be expected to be at the Awards Banquet on Sunday night.

As Co-Chairs of the Meet, Cliff and I have been very gratified by the enthusiasm, dedication and hard work of the Meet Committee Heads and everyone else who has had a part in preparing for the Meet. Committee Heads have recruited some members to help them and more requests will be made as the Meet gets closer. If you haven't been asked to help yet, why not call or email Cliff or me to volunteer? We'll coordinate with the Committee Heads to find the right assignment for you. Also, if you haven't already done so, please complete your Meet registration forms and get them to John and Patty as soon as possible. The 2007 Eastern National Meet will be here before you know it!

March Tour

**Join us and go to the Frederick Flea Market
(Sugarloaf Region AACA Parts Meet)**

**Meet at the Fair Oaks Mall Parking Lot
(Route 50 side) on March 24 at 7:45 AM and
we'll carpool to the Meet. Don't be late
because you do not want to miss this Rite of
Spring!**

Questions?

Call Hank Dubois @ 703-476-6919



V8 CALENDAR NVRG



March

- 10 **NATIONAL MEET COMMITTEE**- 9AM Regency Country Club, Haymarket - Hank Amster hosting
- 13 **MEMBERSHIP MEETING** Program: "Show & Tell" Refreshments – Eric Sumner
- 24 **FREDERICK FLEA MARKET** – Sugar Loaf Mountain AACA. Indoors and outdoors
- 27 **Board of Directors Meeting**

April

- 7 **NATIONAL MEET COMMITTEE** - 9AM Tom & Sarah Shaw's
- 9 **MEMBERSHIP MEETING** Program: "Ford Accessories"
- 12 -15 Charlotte Auto Fair Loews Motor Speedway Hornets Region AACA
- 14 **POKER RUN**
- 18-22 Spring Carlisle
- 24 **Board of Directors Meeting**

May

- 5 **NATIONAL MEET COMMITTEE** - 9AM Cliff & Sandra Green's
- 8 **MEMBERSHIP MEETING** Program: "The National Judging Process" Cliff Green
- 12 Apple Blossom Classic Car Show – Winchester, VA Shenandoah Valley AACA
- 19 **NVRG CAR SHOW** in conjunction with Fairfax City
- 29 **Board of Directors Meeting**
- 31 **EFV8CA EASTERN NATIONAL MEET BEGINS**

June

- 1- 3 **EFV8CA EASTERN NATIONAL MEET CONTINUES**
- 12 **MEMBERSHIP MEETING**
- 17 **SULLY CAR SHOW**
- 26 **Board of Directors Meeting**

What's this widget for?

Remember the last meeting was canceled because of snow. So, due to popular demand, we're going to have the Show & Tell at the March meeting. This'll make a great item to bring to the meeting.



Membership Meeting Program
Tuesday, March 13, 7:30 pm

The program will be the popular

SHOW & TELL

Bring your "what-have-you's" and let the members figure out what it is. Anything goes.

Refreshments: Eric Sumner

