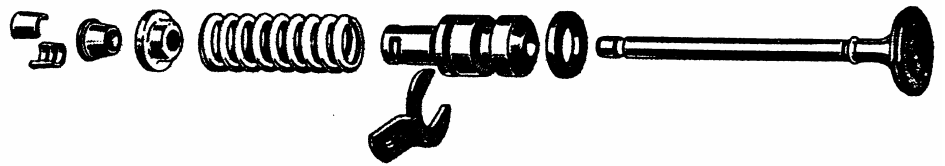




Valve Clatter



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

NEW WEB ADDRESS: www.nvrg.org

Volume XXIX, No. 5

May 2007

Cliff Green Editor

City of Fairfax
Antique Car Show
Old Town Fairfax

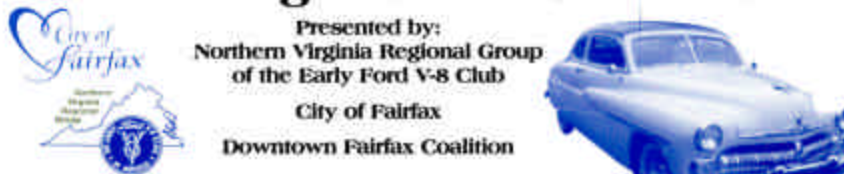


Saturday May 19, 2007
10:00 AM - 3:00 PM

Location: City Hall
10455 Armstrong St. • Fairfax, Virginia
Historic Old Town Fairfax The Place to Be!

Live Bluegrass Music & Food!

Presented by:
Northern Virginia Regional Group
of the Early Ford V-8 Club
City of Fairfax
Downtown Fairfax Coalition



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



Saturday May 19th, at 1:00 PM

Don't Miss this Extraordinary Demonstration!

The City of Fairfax has contributed big time to make this a special car show. They have paid for the printing of the flyers, the registration forms and the bands. There will be advertisement in the papers along with a banner strung over Main street.

The fire department and police will have a special display.

Our responsibility is to get the cars out! We would like to see all the drivable cars in the club out in front of City Hall this year. We have more trophies than ever to be awarded.

There will be a 50/50 with our share going to the Armed Forces Retirement Home.

We shall sell raffle tickets on the roll around tool chest. The V60 will be there.

Dave Westrate has done a super job working with the City. Let's have your support!!!



May 2007

April showers bring May car shows! May is the month for our club to really shine. First we have the annual Fairfax Car Show on May 17th followed by the Eastern National Meet starting May 31 through June 3rd. **Dave Westrate** has been hard at work with the City of Fairfax to create an even better event than before. Thanks to all that have volunteered to help him at the show for registration, parking, judging and all of the numerous tasks that have to be done for a smoothly run and great show. Keep your fingers crossed for good weather and if you haven't registered yet, please do. It's a super event, so get your car on the road to Fairfax City Hall.

Hank DuBois, Cliff Green and the chairs of all of the activities continue to meet and work out details of the 2007 Eastern National Meet. Over 200 people have registered and if you haven't done so, please do it now. Also, we still need items for the Chinese Raffle and door prizes for the banquet. Good items include a nice basket of Virginia products, some national chain gift cards, toys, car accessories. Take a look at the web site to see what we have already (www.nvrg.org, 2007 Meet). There's only four weeks left and lots of work to be done. With us all working together, our out of town guests should go away with a great experience, some neat prizes and good memories.

Art Zimmerli has volunteered to gather and update the information in the Membership booklet. If you have bought or sold a vehicle or want a new photo, address or other information changed, please contact Art. I find my Membership booklet invaluable to keep track of who's-who and look up phone numbers of club members.

Ken Burns and **Don Lombard** organized another great Poker Run and more tours and events will happen once we are past the car shows and have had a moment to catch our breaths. Our club is now a member of the Northern Virginia Car Club Council and Dave Westrate is our representative. The Council keeps track of legislation and regulations related to old cars and helps get changes made that are beneficial to our hobby.

Finally, starting with the June meeting we will begin the meeting at **7:00 pm** to allow more time for our great programs and socializing. Also, keep track of the meeting location and dates as the July meeting and October meetings will be at the Clark House in Arlington. Once again business travel has me out of town for our membership meeting, so I hope to see you in Fairfax for the car show and at the Eastern National Meet.

Dave

THE UNIVERSAL CREDIT COMPANY

Editor

Chad Coombs bought this booklet at an estate sale and thinks it is very, very rare piece of literature. The color is extraordinary, however they never painted a '34 that looked like this!

The booklet was issued by the UCC at Ford Exposition, Century of Progress, World's Fair – Chicago 1934, because it says so on the back page!

“The UCC was organized under Edsel Fords’ direction in the spring of 1928” (Quotes from “Edsel” by Henry Dominguez). “When Edsel announced to the dealers that the UCC was now ready to assist them in financing Ford products, they were exuberant. Not only would the new finance arm of Ford finance customers’ new cars, it would also finance the dealers’ inventory. Unlike the previous pay-as-you-go plan, customers could now drive off in a new Model A for one-third down and financing the remainder over 12 months.” By 1933 the company had financed over \$900 million and that is the year that Henry sold it because it owed money to the banks. Big mistake. So, this booklet with a '34 on the cover was not published by the Ford Motor Company, however UCC remained the financial arm of the Ford Dealer.



The booklet mentions that this is an “Authorized Ford Finance Plan that go hand in hand with the purchase of a Ford Car on a budget or time payment basis”

The booklet, in the first few paragraphs, encouraged the customers to buy on credit because “the factories can build three times as many cars as would be possible if all sales were restricted to cash transactions” It was the depression and not much cash was floating around. This was their patriotic duty because of what it meant to the general prosperity – more people would be employed if they build more cars! “A Contribution to the Social Progress of the Nation” no less!

“Paying for transportation as it is used and enjoyed has met with public approval”. They had to persuade customers that it was alright to finance.

The picture on the inside center is equally stunning. The artist in both drawings gave the cars the correct perspective. The Deluxe Tudor Sedan, of which 121,780 were produced. is painted in the correct Dearborn Blue with Tacoma Cream wheels and stripe. Note how the shadows make the painting more realistic.

The V8 on the right is mounted in an ashtray and is very collectable. It depicts a 1939-40 block as indicated by the fan mounted on the crankshaft. These are difficult to find with all the blades intact. This was given out to those that financed their Fords with the UCC.

Thanks to Chad for making the members aware of this rare find.



The 1930's: Decade of Automotive Metamorphosis

By Chad Coombs (Thanks to John Sweet, editor of "The Mon Valley, Penna Region of the AACA")

More progress was made in useful automobile technology during the decade of the 1930's than any decade prior or since.

Think about it. Go drive a 1930 American car. Then, drive a 1939 car. What a difference! The 1939 car is quieter, easier riding, easier to steer and drive, more stylish, warmer in the winter, better sealed against dust and drafts, more powerful, more durable, faster, roomier with a useful luggage trunk, and on and on.

I was there. My first car was a 1931 Pontiac. Although I was happy to have a car, that Pontiac was, frankly, terrible. I only realized this when I acquired a 1938 Hudson Country Club Eight sedan. The difference was unbelievable. The 1930's decade gave us hydraulic brakes, synchromesh transmissions, all-steel bodies, better suspension, heaters that actually worked, safety glass, radios, oil filters, the brave beginnings of automatic transmissions, disappearance of the rumble seat, long-life paint in a rainbow of colors, and the list goes on.

Progress in this decade culminated in the 1939 models portrayed in our centerfold. Note that each make of car carries individual styling: you knew at a glance the make of the car. And you also knew the model year, as most manufacturers revised styling details each year. Most brands offered a single model car, standard or deluxe, some with a choice of engines. Thus you bought the Ford from a Ford dealer. Today, every mega-dealer offers several sizes of cars, plus mini-vans and SUVs and even a few sporty cars along with a range of trucks.

In those days, you never drove a higher-priced car than your boss. If he moved to a Lincoln, then you could think about a Mercury. Brand loyalty was often fierce. A long-time Ford buyer would not think of buying another brand. All cars were made right here in the U.S.A. by American companies; foreign cars remained in another world, with only a few movie stars eccentric enough to indulge in a few foreign makes. Old money, of course, might try a Rolls-Royce, but many wealthy people preferred not to flaunt their wealth during those terrible Depression years of the early 'thirties and preferred to be seen in lower-priced brands like Auburn, Oakland, Franklin, Marmon, Reo, Pierce-Arrow, Peerless, Hupmobile and others.

Coachwork matured into enclosed sedans and coupes, with front hinged doors. The ever-popular two-door sedan was considered safer with small children. Passenger-friendly

enclosed car bodies became affordable during the 1920's and largely replaced the open car bodies. Open cars then became sporty roadsters and more expensive wind-up-wind convertibles. Station wagons slowly increased in availability and popularity, although they were usually treated at first as commercial vehicles. Four-wheel-drive vehicles were a special build novelty for extreme conditions.



All the cars were pretty much the same size and all were tall, compared with today's cars. Since people wore hats, it was the norm to allow six inches above the driver's head. This taller car height allowed floors to be flat and seats to be chair high. Most sedans held five people comfortably, and with bench front seating in the late 1930's, capacity expanded to

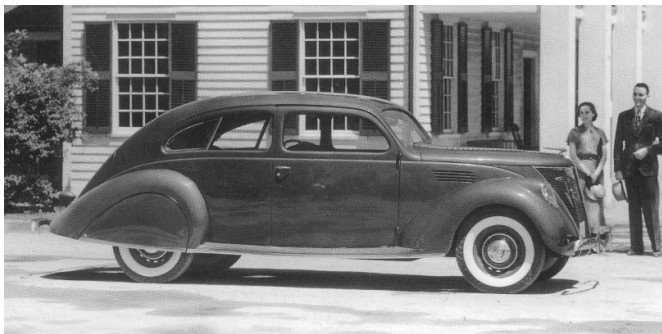
six. With the gearshift lever moved to the steering column in 1939, the front bench could accommodate three.

Fewer people owned cars in that era, so every car tended to carry more passengers. Any longer journey was an event, and Aunt Emma often came along, and the family enjoyed the company or the help of an extra driver. That three-abreast seating capability in the front and rear seats was a godsend during wartime car pooling the following decade. In the early '30's, luggage was carried on the running board or inside the car, but as the decade progressed it migrated to the new enclosed "trunk" area as car owners got used to the idea. Business coupes were popular with salesmen, who could carry samples and products with them.



Certainly, the 1930's were tuned to the driving patterns and roads of the day, which were very different from today. Highway speeds were lower, and top-gear acceleration was important. Although the U.S. National Highway system improved significantly during the 1930's, highways were still

two-lane roads that passed through the center of every small town along the way. Loaded trucks traveled slowly and were difficult to pass. Much of the highway system was unpaved. Concrete paving was the best, but it gave you a rhythmic “bump-bump” from the necessary expansion joints. “Blacktop” macadam roads were smoother, but their dark color soaked up precious illumination from those dim, pre-sealed-beam headlights. And the rest rooms? *What* rest rooms? Finally, Texaco offered well publicized “Registered” rest rooms, a godsend for travelers. Other service stations followed. They all provided free air for tires, water for the radiator, road maps, plus vital road information. And an attendant pumped the gas and cleaned your windshield, all with a smile. Service stations offered real service in those days. Many stations had a mechanic on duty who would fix a flat or adjust your brakes or tow you in the station “wrecker.” You counted yourself lucky if you went 50,000 miles before needing an engine overhaul.



The Lincoln motor car reinvented itself in the mid-1930's with a stylish and peppy new smaller companion car to the magnificent K model Lincolns. The new Lincoln-Zephyr was easier to drive, priced at a third of the big Lincoln price, and generally fit better with the changing buying and usage patterns of the times. The new Zephyr carried on the Lincoln car name when the public simply stopped buying K model Lincolns. In fact, 1939 was a banner year for Ford Motor Company, due to the broadening of their market penetration with the introduction of the successful new Mercury car into the lower medium priced range.

Indeed, while the 1930's were difficult years for the nation's economy, they ere significant years for the improvement of the nation's automobiles.

NVRG SIXTH ANNUAL POKER RUN

Hank Amster

The NVRG held its sixth annual Poker Run on Sunday, April 22, on a beautiful spring day meant for touring in old cars. The group left its usual assembly point at Fair Oaks Mall at 9:30 AM, and consisted of the following members: Bea & Hank Amster, Dave & Norma Blum, Ken & Helen Burns, Leo Cummings & Linda, Hank & Cindy DuBois, John & Patti Girman, Cliff & Sandra Green, Don Lombard, Greg Mensinger & Elaine, Steve & Wendy Pieper, John Sweet, and Bob & Jane Wild. As usual, the tour was arranged by Ken and Don., They did a wonderful job laying

out the itinerary and again are commended for their efforts. It appears they are poker run directors for life!



This year, the Run followed a different pattern from past years in that it traced the highways and byways of eastern Fairfax County. From the Mall, we motored through Clifton, took a brief pass along the Prince William Parkway,

made our way through Occoquan, then cruised near George Mason's home at Woodlawn Plantation, ventured to George Washington's gristmill near Mt Vernon, toured along the Potomac River on the Mount Vernon Parkway and ended up at the delightful Cedar Knoll Inn for lunch.

There were a number of scheduled stops along the way to regroup, pick up the allotted number of playing cards for the poker hands, and identify various landmark sites in order to answer printed questions of a scavenger hunt nature. After feasting at the Inn and taking in its wonderful view overlooking the river, the group then opened the sealed poker hands to find out the lucky winners. Leo & Linda, John Girman and Greg's friend Elaine had the best poker hands. The prizes were \$25 gift certificates to various area merchants. The trophy winners for the answers to the “historical” questions were John Sweet, Patti, and Greg.



It was a fun day, the weather co-operated beautifully, the old cars never let up, and a good time was had by all! Again, kudos to Ken and Don for the arrangements.



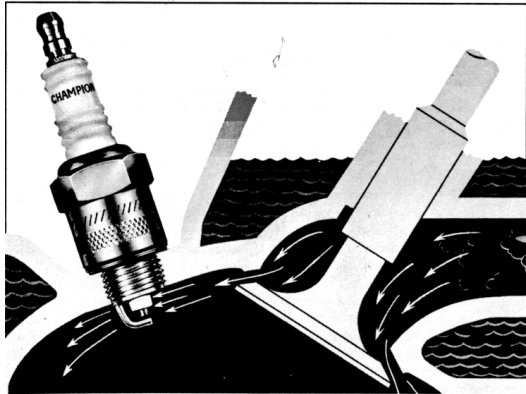
TECH TIPS

Editor

Quotes are taken from an article by Jake Fleming published in the Way of the Zephyr, Nov 1994.

“The plugs need to be cleaned often. If we drove our cars all the time, with a lot of road duty, they would self-clean, so to speak. But slow drives around the block foul or dirty up your plugs rapidly, so regular cleaning is important – preferably sand-blast type cleaning. The electrodes need filing to shine up the metal too.”

“We want to index the plugs. Make a small mark on the top nipple of the plug with a three-cornered file on the side opposite the ground electrode. What we want is to have all plugs installed so that the ground electrode is toward the cent of the engine. Thus the open gap between the electrodes will directly face the in coming air/gas mixture.” See picture.



“The idea is that the pressurized mixture comes up and towards the plug, and the ground electrode does not hide or restrict the fire. I’m told that the racing people do this. The trick is to keep trying plugs in different holes in the head, trying to achieve this without under or over tightening the plug.”

1937 – 1950 used the Champion H-10. Early pre-war H-10’s had a coke bottle shape and are selling at \$50 each, if you can find them. This item distinguishes the 1000 point car from the others. If you do not want to go that route, than the hard to find H10 will suffice, if the bases are painted flat black.



Ken Burns bought this boxed set of Champions on EBay. It pictures the “Coke Bottle” plugs on the box, but alas, the plugs were the 5 ribbed style. The 01T equates to the H11.

MY '53 PROGRESS REPORT

Tom Shaw

It seems that yard work, golf, and my grandson’s baseball games have edged the 53 to a side burner. Which doesn’t mean that no work is being done, just less? It’s not such a bad deal, because those grandchildren seem to grow up faster than our own kids. Therefore, watching this grandson hit a triple and steal home doesn’t get much better than that. Also, the warm weather has just started so I couldn’t resist hitting that little white ball on several of those days.

My brother came over a couple weeks ago and helped me put the engine back in. It went in pretty easy but getting the motor mount bolts to go in the bottom of the water pumps was a little dicey. Frank Martin suggested that I put the motor mounts on the engine first, then try to align the bottom motor mount bolts into their appropriate holes. I should have taken your advice, Frank.

The body has been painted three times with acrylic Lacquer and block sanded and is ready for another round of paint. All the other parts have either been painted black or are in primer.

My barn-garage went dark for several days this past week. The circuit breaker kept being kicked off. Again, my brother came over and properly diagnosed the problem as being a short in the wire that I buried 22 years ago. So, rather than, dig it up I rented a “Ditch witch”, and dug a new trench to the house. My brother Dave did all the electrical work (for free). That fixed the problem, so I can now finish putting the engine attachments on and hopefully start the engine soon.

I have put headers on the engine instead of the original exhaust manifolds. I couldn’t complete that job because one section would not mate up with the passenger side header. I called the guy who I bought the pipes from. He asked a few questions and said he would double check the bend specifications and then send me a replacement. I told him I bought the system many months ago. He said that this didn’t matter and he said to also keep the piece of exhaust pipe that didn’t fit. I have done business with a lot of vendors but this one beats them all. He cold not have been more understanding. I bought my dual exhaust system for the 51 convertible from him several years ago. It has worked out fine. His business name is Arasco. He has an ad in Hemmings Motor news every month.



Hopefully, one day it will look like this!

MY '35 PROGRESS REPORT

Hank Dubois



This is the way my '35 Cabriolet looks now. Ben has all the exterior patch panels (except doors) installed. He's also installed the trunk floor and trunk floor extension. We've been waiting for Paul Bradley to make several sheet metal pieces that are needed to install the new Bradley floor pans and rumble seat riser but Paul has not able to get to it for a number of reasons. So, Steve Pieper has come to the rescue and has agreed to make the pieces in his shop. I talked to Steve today and he thinks he'll be finished next week, so Ben should be able to install the rest of the new floor shortly. Steve has also modified a pair of EMS rear fender repair sections for me. These parts are supposed to fit '35-'40 cars but the curve where the wheel radius joins the running board is too sharp to be correct for '35/'36 cars so Steve modified them to the correct '35/'36 curve and they look fantastic! Ben will now be able to install them on the



Cabby's rear fenders. The door bottoms are partly done and will be completed when the floor is in and the doors can be hung on the hinges so that the bead on the bottom of the doors lines up with the bead on the cowl and quarters. Ben's now working on the frame and there is much work needed there as well. When he gets it blasted and cleaned, he is going to send me some more pictures so that we can decide exactly what needs to be done and what parts I'll need to order from Precision Coachworks up in Massachusetts. I really like the fact that Ben sends me pics as work progresses so that I can tell what's going on.

Needless to say, I'm very pleased with Ben's work and his progress on my project. I am also very thankful to Steve for his fine work and for coming to the rescue when he did! These two guys and this V8 Club are the greatest!



MY '49 F1 PROGRESS REPORT

Jason Javaras

1949 F1 Stakebed Restoration

Although I received a truckload of parts with the old 1949 F1 when I bought it from a local collector two years ago, I've still had some difficulty in finding some basic parts such as fan belt, radiator cap, distributor, etc. because the engine is the 226 c.i. flathead six vs. the more common V-8. There were plenty of sixes produced in the '48-'50 models but apparently they were worn out and scrapped.

The radiator that came on the truck was stamped "8Hc" and had the same basic fill neck that came on most V-8s, but the factory replacement radiator (1HC), which I received in the Ford box has a smaller neck and required a special, smaller cap. The fan belt and the cap were found through Bob Selzam's "Half Ton Fun" shop in New York. Remember when you used to be able to go to a garage and



have them match up your belt? My goal is to get the engine running first and then remount the cab and the new stake bed on the chassis. We'll take the truck like that on our trailer along with all the miscellaneous sheet metal (hood, running boards, front fenders, etc.) down to Ben McDonald's garage for soda blasting. A local body shop in Staunton will hopefully do the paint work. Since the truck was a low mileage original most of the sheetmetal is in excellent condition and shouldn't require much body work (famous last words). Hope to have it on the road later this year.

EMAIL BAG

Jim McDaniel

With the new engine and other excellent work Ben McDonald did for my '51 Sheriff's cruiser, it is a lot improved over the tired puppy with the cracked block that I parked in Steve Pieper's garage last Summer. I've decided to have it point judged at the upcoming Eastern National meet. I'm not fooling myself about the car, as I use it as a driver and there are a lot of much better '51s out there. I already start at a disadvantage with dual exhausts (love those glaspacks), radial tires, and auxiliary temp and pressure gages.

With that in mind, I'd like to get a separate set of correct wheel rims for the '51 and put on correct bias-ply tires. I want to keep the radials for touring, as it rides much better with them, but I'd get the bias-plies for shows. By keeping two sets mounted, it'd be easy to change out. See sell/want.

LITERATURE AUCTION REPORT

Chad Coombs

Automobilia Auction LLC, Wethersfield, CT, April 14, 2007. Auction included many items from the Col. Bill White collection.

\$400, 1932 Ford car showroom album
\$350, 1933 Ford Truck showroom album
\$600, 1935 Ford Car showroom album
\$450, 1935 Ford Truck showroom album
\$550, 1936 Ford Car showroom album
\$475, 1936 Ford Truck showroom album
\$450, 1937 Ford Car showroom album
\$375, 1937 Ford Truck showroom album
\$300, 1938 Ford Car showroom album
\$900, 1939 Ford Quality Group showroom album
\$1650, 1940 Ford Quality Group showroom album
\$300, 1941 Ford Quality Group showroom album
\$575 1941 Mercury showroom album

-TOOLS OF THE TRADE

Art Spero

All stated is true.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly stained heirloom piece you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses from fingers in about the time it takes you to say, "Yeoww; (expletive of your choice) ... !"

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric tool commonly used to convert minor touchup jobs into major refinishing Projects.

HACKSAW: One of a family of cutting tools built on the Ouija board motion, and the more you attempt to influence its course, the more dismal your future becomes.

VISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 45> minutes.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, snapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG YELLOW PINE 2X4: Used for levering an automobile upward off of a trapped hydraulic jack handle.

TWEEZERS: A tool for removing wood splinters and wire wheel wires.

E-Z OUT BOLT AND STUD EXTRACTOR:

Tool 10 times harder than any known drill bit that snaps neatly off in bolt holes, hereby ending any possible future use.

Al Edwards

A good friend of mine here in Front Royal has this truck - he's selling it and I thought the members ought to have a crack at it or perhaps someone a member knows. I've seen it personally and it's a really nice resto. Here's a copy of his ad and a pic below - please run it if the club rules permit an ad from a non-member.

1950 Ford F5 Fire Truck - with approximately 4,000 original miles. Out of a small town in South Central South Dakota - frame up restoration on an absolutely rust free truck - new Warner utility bed as body could not be



5702,
jarmonrm@att.net.

converted into functional bed, new wiring harness, gen rebuilt etc. This is a 'like new' vehicle. Come take a look and drive it home! \$16K Roger Jarmon, Front Royal, 540-635-

Early Ford V8 Club of America
Northern Virginia Regional Group

Minutes of the April 24, 2007 Board of Director's meeting
Kings Park Community Center, Annandale, Virginia

In attendance; President Dave Gunnarson, Vice President Eric Sumner, Treasurer Greg Mensinger, Frankie Mason, John Sweet, Dave Westrate, Cliff Green, Ken Burns, Hank Dubois.

President Dave Gunnarson called the meeting to order at 7:30 pm. Reports of the Board followed.

Eric Sumner: No report but questioned as to the location of the refreshment list. **Ken Burns** volunteered that he may have taken it and posted it to the NVRG web site. Ken offered to send the listing to Frankie Martin.

Treasurer: Greg Mensinger reported that the club account is at \$7,873 (excluding the \$4,000 loaned to the 2007 National Meet.

Tours: Hank Dubois and **Leo Cummings** discussed the upcoming tours. June will be the traditional Sully picnic at the car show. July may be a trip to Great Falls park in Maryland with a tour on a canal boat. They will work on the details. August 11 will be the drive in movie date and September 15th is reserved for the club picnic (moved from the July membership meeting). October will be Hershey (10/10-12). **Ken Burns** discussed possibilities for the Lebkicker tour. A consensus was that he should evaluate the feasibility of a tour to the Northern Neck with a stop at Jerry Hill's place. It was mentioned that a source of ideas for places to see could be found in the materials used to promote the Jamestown celebrations.

Programs: John Sweet gave a report on tours for the remainder of the year. The next meeting will be a continuation of Cliff Green's meet judging and information about the 2007 meet. June will be a review of the 2007 meet. July will be a program about Airships by **Dave Gunnarson**. The meeting location for July is moved to Clark House. A program for cooling is planned for August followed by Touring with your Ford V8 in September. October meeting will be delayed one week (location TBD – **Dave Gunnarson** will check with the county to determine where a room is available) for the Hershey Review. November will be a presentation by **John Sweet** about Bob Gregory.

Valve Clatter: Cliff Green said that all is well.

Property: Frankie Martin reported that there were some hats remaining. Dave Gunnarson requested a listing of the club property for his records.

Fairfax Car Show: Dave Westrate reported that all was seemingly on track for another great show. All of the preliminary work has been done: dash plaques, letters, printing, meetings with the City Fire dept and others. NVRG members have signed up as volunteers to help. City of Fairfax is paying for food, postage, printing and most all other expenses. Cliff Green reported that there are 21 trophies this year for classes of vehicles. A discussion of what titles to match the 21 trophies resolved the names to be used this year.

Ken Burns said that he has narrowed down the video projector and will also purchase a stand. He will try to get it before the 2007 meet in May. It was suggested that **Jim McDaniel** also bring his unit to the meet.

2007 National Meet Update: Hank Dubois indicated that the hotel reservations were almost at capacity and that the event was looking good.

Dave Gunnarson brought up a few other items.

It was decided that the NVRG should join the Northern Virginia Car Club Council. Dave has a check and will complete the application. **Dave Westrate** volunteered to be the point of contact with this organization.

Art Zimmerli volunteered to do the leg work for gathering information from each club member to update the Membership booklet. A target date of Hershey was set for the Fall 2007 edition. **Dave Gunnarson** will help with production. These will be printed at the club's expense (150 copies) to be distributed to each member, new members and as promotional materials. A member losing a book and requesting another will be charged \$2 for a replacement.

There was a discussion of attempting an earlier start time. The Hunter house contract runs from 7 PM to 9:30PM. Since many of our meetings could continue past the end time, it was decided to try a start time of 7:00 pm with the June membership meeting. This will allow for sufficient notice in the VC and to allow members to adjust to the earlier start time.

The meeting was adjourned at 8:45 pm.



BACK PAGE PICTURE

This neat sign is hanging on Jason Javaras garage. What is unusual about this is the bracket! Jason had a picture of an original bracket and had a tin smith make one up for him. The large oval measures 24 x16 and is painted on both sides. It is not enameled.

SELL/WANT

Wanted: for a full set (5 preferred) of 15" wheels for the 51. If mounted with correct tires for the '51 already, all the better. Also, if you have the tires without the wheels, I'd be interested in that also Jim McDaniel 703-569-6699

Sell: Set of four 16" rims that look to be in very good condition (maybe even NOS but am not sure) for the 52 F1 pickup I used to have. I never had them mounted. I offer those for sale or trade -- can talk if you're interested. Jim McDaniel 703-569-6699

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. Bottle jack and fender covers.

Dave Blum - Several boxes of Ford literature dating from 1972 - 1985

The National raffle chairman, Dave Gunnarson , is seeking donations from members, vendors and companies.

APRIL MEETING



National Deputy Chief Judge Cliff Green gives a Power Point program about Judging rules.

There was a lot to review about preparing your car for judging at a National Meet. First you have to determine what division you want to put your car. There is an explanation in the front of the National Membership roster under Judging rules.

There will be a mandatory judges and owners meeting on the night before the Concourse to explain the procedures and ask question of the National Chief Judge.

The Judges Standards Committee sets the guidelines. Concerning the reproduction parts and bodies: "Appearance of Authenticity" - if you can't tell, than it is OK. Over restoration gets a deduction - The car is judged against the standard: The way the car came from the factory or the dealer (because the dealer installed accessories).

Remember, cars are judged against the standard , not each other!

NATIONAL MEET UPDATE

All committee have been working overtime in preparation for the Meet! There are many details remaining to be ironed out and new problems do occur. Hopefully we will have a handle on everything.

Our object from the outset is to put on a first class meet and to break even. Any profits are taxable! We had to incorporate because no one wanted to take the responsibility of signing the hotel contract!

Our hope is to have 250 registrations and it appears that we will be close. **John & Patty Girman** have been very busy as registrars. If you have not completed yours, please bring it to the meeting. We need your requests so that we can tally everything and determine our cash flow.

Ken Burns is putting together a dynamite Meet program in color. We have several advertisers to help defray the cost. We have compiled a 20 page Tech Book from the pages of the VC to give away in the Tour Bag.

Dave Gunnarson is assembling the items for the Chinese Auction that are coming in. More items are needed. The is all profit, so seek out items from companies that you are acquainted with for a donation. Raffle tickets are moving nicely. Dave has arranged for the all the apparel to be embossed with our Meet logo.

Jim LaBaugh has completed arrangements for the Tour Bag and numerous Meet branded items to be included with it. First class!!

Bill Simons has all the awards (\$6,000 worth) and is assembling them.

(Continued next page)



V8 CALENDAR NVRG



May

- 8 **MEMBERSHIP MEETING** – National Meet overview
- 5 **NATIONAL MEET COMMITTEE** - Hyatt Fair Lakes 9 AM
- 12 Apple Blossom Classic Car Show – Winchester, VA Shenandoah Valley AACA
- 19 **NVRG CAR SHOW** in conjunction with Fairfax City
- 29 BOD
- 31 **EFV8CA EASTERN NATIONAL MEET**

June

- 9 38th Annual Car Show, Richmond International Raceway, sponsored by the Richmond Region AACA
- 11-15 Western National Meet – Temecula, CA
- 12 **MEMBERSHIP MEETING** - National Meet slide show and review
- 15-16 50th Annual Historic Fredericksburg, VA. AACA Club Meet. Block party in Old Town Fredericksburg Friday night and show at Walker Grant Middle School on Saturday, (6/16). Come join us. Contact J. Brown at (540) 372-6896.
- 17 Sully Plantation Father’s Day Antique and Classic Show

July

- 8 National Capital Region 15th annual car show, Brookville , MD
- 10 **MEMBERSHIP MEETING** – Slide show of the National Meet
- 16-20 Central National Meet – Winona, Minnesota

Meet Report (Continued from page 8)

Mike Gall, our head judge, is arranging the judging teams and compiling the registered cars.

Leo Cummings has the map of the Concourse and will lay out the field and the operational check area. He will need lots of help. There is a strong possibility that we will have use of the parking garage across the street in case of inclement weather – insurance is the issue.

Eric Sumner has sold 25 flea market spaces and has made arrangements to park the trailers at Geo Mason University. We also have the use of the adjacent parking lot over the weekend for spill over concourse cars and the parking of trailers.

Tom Shaw has the BBQ at the Cross Farm, which will be tented with a blue grass band, completely settled.

Sandra Green has completed all arrangements for the welcome party, Judges breakfast and the banquet, including center pieces, flowers and entertainment.

Dave Westrate has completed arrangements for the tour to the Air & Space Museum at Dulles. \$12 parking fee can be paid with registration.

Jim McDaniel has been keeping the minutes of every meeting and his responsibility of photographing the event is covered. Each car will be photographed and show at the banquet when awards are given.

Don Lombard has taken charge of the bus tours and they are finalized.

Hank Amster has been keeping us informed of the treasury and our positions relative to the budget.



COME TO THE MAY 8TH MEETING AND HEAR THE FULL REPORTS ON THE EASTERN NATIONAL MEET AND HOW YOU CAN HELP!

Refreshments: Don Pauly



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Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA. Check the newsletter for occasional alternate sites.



FIRST CLASS MAIL

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Early Ford V8 Club
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