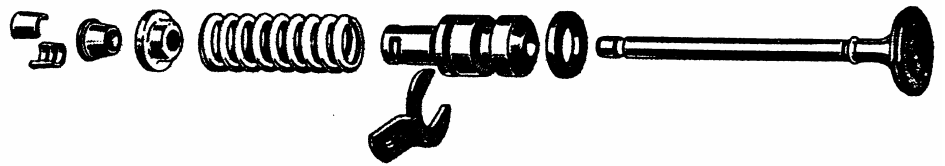




Valve Clatter



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

NEW WEB ADDRESS: www.nvrg.org

Volume XXIX, No. 8

August 2007

Cliff Green Editor

NVRG TOURS TO C&O CANAL

On July 14th, members of NVRG gathered at the Bob Evans restaurant in Oakton, Virginia. The beautiful day was a most welcome break from the usual heat and humidity of our Washington area summers. Off we drove in our peppy old Fords, enjoying a most scenic route along winding roads and breathtaking mansions and keeping off the main highways for most of our route. Once at our destination, Seneca Falls National Park, we were treated to a canal trip aboard a recreated canal barge. It was a special treat to enjoy the lazy pace of our journey while listening to the very informative narration provided by a Park Ranger. It was a colorful glimpse into our nation's past, as we watched our sure footed mule make her way along the tree lined banks, pulling our barge further into this historic old canal route. After the ride, we enjoyed a picnic lunch by the banks of the canal, and were treated to birthday cake, thanks to Helen Burns. For those so inclined, a short 10 minute walk after lunch took one to a beautiful vista of Great Falls. Thanks to Hank Dubois and John Girman for setting up such a delightful tour.





August 2007

When the winds of winter whip snow through the cracks under my garage door I long for the warmth of summer; now I long for the cool breezes of fall. Hopefully you are keeping cool this hot summer.

Last month I forgot to mention that we donated the proceeds of the 50-50 raffle drawing at the Fairfax Car Show to the Armed Forces Retirement Home. The amount was \$215 and many thanks to those who sold the tickets.

The last few details of the 2007 Eastern Meet are now being closed. My final action was the delivery of the stainless steel tool box, a story that has a few surprises that I will share later.

The folks that went on the C&O canal trip had a great time and an informative trip on the canal and a pleasant picnic lunch afterwards. About 18 people attended along with some grandchildren. Thanks to Hank Dubois for setting this up. This month is the ever popular drive-in movie tour on August 11. Look for the details in this issue. Also, as a reminder, keep September 15th reserved on your calendar for our annual picnic. We should have a fun time relaxing and eating; two things that go great together! Tours and events, especially when driving an old Ford are a big part of our club, so come on out.

I'll be away in Canada on a family vacation for the August membership meeting back at Hunter House in Vienna, so Eric Sumner will take over the duties. See you in September.

Dave

Dave was the speaker at the July Meeting. He gave us a presentation about the advent of the lighter than air ship. He is currently the project manager of the re-hab of the dirigible hanger in Akron, OH. Lockheed-Martin will use the facility for secret purposes. It was a most interesting Power Point Presentation of the construction of the facility in the late '20's and the making of the Navy airships.

Henry Ford used surplus Navy blimps for advertising purposes in the early '50's

1947 Ford coupe built with 1946 styling

By Vern Parker

From "Out of the Past" Washington Times

Right after World War II, Ford --like every other automaker in the world --produced cars as fast as possible, arbitrarily picking a date in February 1947 to switch from building 1946 models to 1947 models. According to Bill Selley, who owns a 1947 Ford Super Deluxe coupe, there were only a couple of cosmetic changes from the former year to the latter. Mr. Selley says his car was manufactured in early March 1947, and though the registration and title show that the car is indeed a 1947 model, it still has the 1946 rectangular parking lights and dual trim pieces on the trunk lid.



Bill Selley wanted a car like his 1947 Ford coupe since his high school days almost 50 years ago.

Mr. Selley still recalls that during his high school days, a classmate of his in Fairhaven, Mass., had a similar car that had been hot rodded. At the time, Mr. Selley thought that was the most desirable car there was, and 50 years later he hasn't changed his mind.

The 1947 Ford, which he purchased in April 2005, was restored almost a decade earlier. He says records indicate that the 16.5-foot-long coupe was originally a West Virginia car and sold new with a base price of \$1,410. Ford made 80,830 similar models in 1947. Beneath the hood is the original 239-cubic-inch flathead V-8 engine with an output rated at 100 horsepower. A dual downdraft carburetor is positioned above the venerable engine and supports the oil bath air cleaner. Mr. Selley upgraded the Ford with a dual exhaust system, which he says costs him points at judged auto shows. The owner says the unmistakable sound that tumbles out of the dual exhaust pipes is worth a few points at judging time. The running gear is original. Mr. Selley says, and it burns no oil. Even though the car is not equipped with an overdrive unit, Mr. Selley reports that while rolling along on 6.00x16-inch four-ply tires, the 3,190-pound car delivers 14 to 15 miles per gallon on the highway. The gasoline tank holds 17 gallons. He can also turn his Ford around in a 41-foot circle.

Supporting a 360 degree chrome-plated horn ring, the shoulder-wide steering wheel matches the metal part of the

dashboard. The plastic parts have been replaced and, of course, near the center of the dashboard are his-and-hers ash trays. Designers aimed to make the dashboard symmetrical with the 100 mph speedometer on the left side and a matching clock on the right side. The clock keeps perfect time, Mr. Selley says in amazement. Under the dashboard on the passenger side is a three-door heater. That heater, in addition to an AM radio, white sidewall tires and a swan neck right side mirror constitute the options on Mr. Selley's car.

The exterior of the cuIVaceous coupe probably appears in better condition now than when it left the factory 60 years ago. The blue paint is virtually flawless, and the leading edge of both rear fenders is protected by a black rubber gravel guard. The wheels were not ignored during the repainting process and now sport the correct pinstriping of three concentric rings on each wheel between the hubcap and the beauty trim ring. Even the Ford script logo in the rear bumper and the indentations in the grille are neatly filled with red paint, as is each individual hubcap. Mr. Selley reports that the glass in each of the nine windows is original. The passengers in the back seat can push open the rear windows, which are hinged toward the front of the car. As for the gracefully curved chrome-plated swan neck mirrors, Mr. Selley has high praise for the driver's side mirror. "You can't see the right one from the driver's seat," he laments. Still, it is beautiful and does add symmetry to the appearance of the Ford.

Fluids important to the operation of the Ford include five quarts of oil and 22 quarts of water in the cooling system. Mr. Selley points out that there are no windshield washers on his car, and the windshield wipers are vacuum powered. It is a moot point, however, because the likelihood of him driving the car in the rain is remote.

During the hot summer months, Mr. Selley explains how relief is obtained by turning the hand crank on both doors to open the wing vent windows. If the redirected air flow to the inside of the cabin isn't sufficient to cool the occupants, there is one more step to take. "You push open the cowl ventilator and you've got air conditioning," he says. To be more precise, that would be 1947-Ford-style air conditioning..



The owner enjoys the upholstery done before he got the car.

Restoring Antique Cars is an Addiction

Condensed from an article by Rob Hedelt "The FreeLance-Star" Fredericksburg, VA June 12, 2007

When Jason Javaras was growing up in suburban Maryland in the '50s and '60s, one thing occupied much of his free time. Besides chores, girls or schoolwork--though he found time for all those--what filled so many hours was working on a succession of old cars, eventually leading to a '47 Ford Club Coupe.

"Like all my friends, I spent a lot of my high school years getting a car fixed up and running," said Javaras, in Spotsylvania County since 1972. "Back then, messing with cars was what we guys would do when we got together."

Of course, getting access to wheels meant freedom, dating and a degree of independence. "That Ford was the car I taught my wife to drive in," he said. "It was a big part of my life at that age."

Fast-forward to the late '80s. Javaras has raised a family, worked his way up the ladder in his job with the federal government and finally has some time and a bit of money to spend on something that makes him happy.



Photo: Bureau of Transportation Legal Services and Consulting, Inc. © 2005. No new accessories including the 1940 Ford F100 shown here.

It turned out to be a 1940 Ford Standard Coupe, which had him whiling away hours in the shed behind his house. After years of work, the vintage car was restored to its classic beauty.

Next came trips to Antique Automobile Club of America shows and competitions. The mission: transforming that coupe--and seven other antique vehicles that Javaras and his son, Danny, would eventually acquire--to as near mint condition as possible.

"If you love cars, it's something you can really get involved in," said Javaras from his car-filled garage. "As a family, we've really enjoyed it." Javaras said that early on, he didn't

know all that much about restoring the Fords that he favors from the '40s and '50s. But eventually, his collection grew to include a 1948 Ford trooper carrier truck and a 1963 Ford Galaxy convertible. As the vehicles spilled from one shed into an old barn which grew into a storage building and workshop, Javaras plunged himself into learning about his vehicles.

With wife Dolores joining in, the couple began taking in shows, which also served as learning opportunities. "When you'd enter a vehicle, the judges would be specific about what you needed to change and improve," he said. "They're also great places to buy and sell the old parts that you need, and get advice from folks experienced in it all."

FOR THE LADIES

A woman went to a mechanics shop and asks the clerk for a 710 cap. The clerk is surprised and goes to the warehouse clerk and asks him about a 710 cap. He doesn't know either so he calls a mechanic over and asks him about a 710 cap, but nobody has heard of a 710 cap.

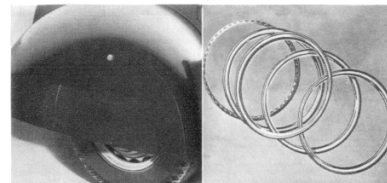
The woman insists and says it is a part that goes on her motor and that it had mysteriously disappeared. She needed to find a new 710 cap.

Considering nobody knew anything about a 710 cap, the clerk asked the woman if she could draw this 710 cap. The woman, who incidentally had taken some drawing classes, didn't have a problem with this, being she remembered what a 710 cap looked like. She took a piece of paper and a pencil and drew a circle about 8 cm in diameter and wrote in the center the number 710

See page eight for her drawing.

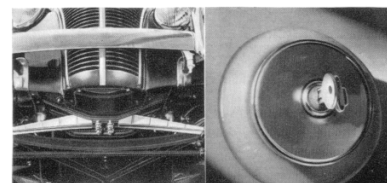
APPROVED 1938 FORD ACCESSORIES

LIST PRICES--INSTALLATION EXTRA
(Prices subject to change without notice)



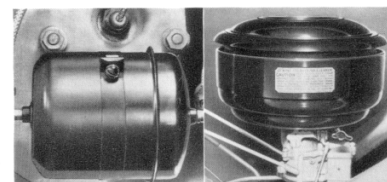
REAR FENDER SHIELD
Give streamline appearance to a Ford. (per pair) **\$9.00**

WHEEL BANDS
Dress up a standard car like a De Luxe. (set of 5) **\$6.75**



SPRING COVERS
Metal grease retainers improve spring action. (per pair) **\$2.75**

LOCK CAP
Theft-proof gasoline tank cap. **\$1.25**



OIL FILTER
Improves lubricating quality of used oil. **\$3.25**

AIR CLEANER
Hat type, oil bath for dusty roads. **\$3.75**

27

WHEN ALL DRIVERS WERE RECKLESS

Virginians really had license to drive

Article from the May 2007 "Virginia Living"

Virginians today may be laughing about joke DMV photos made popular on YouTube by "Teenagers from Uranus," but in 1932 photos weren't required. In fact, driver's licenses weren't even required. Virginia was slow to adopt the paperwork law initiated by Missouri and Massachusetts in 1903. Next door, West Virginia had mandated licensing 15 years earlier. But in 1932 Virginia, adults and kids alike were still careering around cities and back roads, happily untroubled by driving exams, traffic officers or bad DMV photos.

In June, all that began to change. The state announced that by July 1, 1932, all drivers must have a driver's permit. In this uncharacteristically low-key government plan, the initial permits were offered at no cost and with no examination required. At the time, drivers still donned gloves, driving coats and lap robes before climbing into their well-used Model T Fords.

Drivers as young as 14 were welcome to apply for adult permits, provided they had already driven at least 500 miles. That would have been quite an achievement at a time when logging 40 to 50 miles on a long- distance road trip was an impressive day's work. Although the precursor to today's DMV wasn't befuddled by prankster photos, it was willing to take a 14-year old's word for distance driven.

The government's easygoing generosity was limited, however, to a year. After that, permits would only be granted to those passing and exam, at a cost of 50 cents.

Of course, as with most government regulations, one could squeeze through a loophole. The permit was only required for driving on state highways. City drivers or rural dwellers sticking to local roads could continue doing what drivers were still doing in 22 other states: Step on the gas and hope for the best

Here are a few more pictures from our successful meet. I will include several shots in every issue as a reminder of what we accomplished!



S. L. Ross & Buzzy



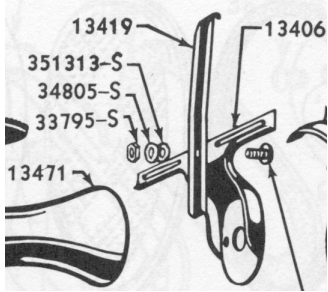
TECH TIPS

351313-S2 WASHER: ANOTHER FORD MYSTERY

Clem Clement

Don't leave home in your 32-48 eV-8 set of wheels without your 351313-S2 aboard.

Well who cares and what am I talking about? At our eV-8 national in May, 2007, a fellow looked over my pile of license plate brackets I had for sale and excitedly commented that I had six of the rare and judgeable hex washers. I, knowing



nothing, began to look at other cars and, by golly there is such a critter. They get installed on the front license plate bracket contacting the movable license support bracket. They go on a short carriage bolt and are retained by a lock washer and nut. Some

rear brackets get one as well. From the Ford Chassis Parts and Accessories Catalogue November 1950, (Green Book) the dimensions for the 351313-S-2 critter are: 1/4" (1/8" x 9/16") hex. washer. The S-2 means raven finish. Mine measure about that size. Ford lists it in the section entitled "Numerical List of Special Bolts, Pins, and Washers, etc." and grouped it with other washers (Never mind that it has six sides and looks like a nut). The Tan Book (May 1941) lists that two of the washers are needed in some rear installations in 40/41. (This is suspect to me). The Green Book shows it as a hex shape in two drawings. (pp.145 and 539.)

For the rear license plates apparently if the plate is attached using the top holes, the plate does not need the license plate support bracket and therefore no 351313-S2 washer? (However on the '37 passenger, the rear license support bracket uses a 351324-S4 special shaped washer with a square hole which looks like it fits in the support bracket slot and should work well.)

I find that the front license bracket is considered as part of the frame and is described in the 5000 series under the "Frame and Brackets" Group. The rear license bracket is listed under the 13000 series in the "Lamps (Rear and Dome) Group." In the Black Book (June 1944) the washer was listed as "Class S, .40c, list price .01"

Having found out all this documentation, I have no idea why the washer isn't standard and round. Engineers to whom I have shown this installation see no reason to have such a special washer. It bridges the slide gap in the license support bracket.

I certainly encourage anyone fooling with these wonderful cars to chase information thru the literature and figure out what is supposedly correct for your particular car. What did Henry actually install is a whole other subject. I surely

have had fun researching this silly little washer. I have a much better appreciation of how to find info in the Green book now.

EMAIL BAG

-'41 FORDS: MY LAST WORDS

Jerry Lunt

You may have noticed we have a new '41/'42 Ford advisor : Fred Killian. I'd like to think I had something to do with this, to wit, grinding on the Regional Director and National President, approaching the Assistant editors of the '41-'48 book and inquiring of the widows of the last two incumbents what became of their husband's archives. You may be confused by some earlier works of mine to the effect that one of the assistant editors said, OK, but we still had no advisor. What I meant to say was that I was seeking consortium positions. As to why '41/'42 are nearly orphan models, I'd say this: the amount of technical data available seems to be directly proportional to production figures. That's why so much help is available for the '35 & '40. For example, conventional wisdom would say the older the model the fewer surviving cognoscenti.

About the "rear seat radio control" (my Mar/Arp TIMES ad) it apparently is the same item as the "foot control" (front floor). Why anyone would desire "dueling" radio controls is beyond me.

Von Hardesty

I wish to express my profound appreciation to you for the package you sent to me, which included the plaque (unworthy, at best) and the goodies (most welcome). The Eastern Meet was a real success, and I sense from afar all the work that went into the event. The booklet of technical tips, as one example, shows the attention to detail that characterized the planning.

Over the years, I have belonged to several clubs. All were fun, but the Northern Va group is unique, by all measurements. It is an optimal blend of talent, congeniality, and enthusiasm. I am flattered that you and others sent this package to me. It is most appreciated.

The Eastern Meet, sadly for me, coincided with some cruel writing and publishing deadlines. I was successful arranging to be with you for that one day. In the end, though, I could only contribute an autographed book and some help with the parking. Some unanticipated circumstances precluded giving the lecture I had prepared, but there may be a time to share that presentation with the club in the future. The worst aspect of my schedule was the fact that there would be no time to drive a Ford to the National Mee

Chad Coombs

Gentlemen : WOW! I was bowled over by the gorgeous walnut appreciation plaque for the EFV8C ENM. Beautifully designed and made. Just like the recent ENM you two co-managed ! ~ This is a bit embarrassing; my contribution pales in comparison with the many heavy hitters who made the meet the outstanding success it was. I

only wish my situation would have allowed me to do more, much more. I have already received thank you letters from John Girman and Dave Gunnerson.

I have organized nine meets for the Zephyr club and can appreciate the amount of time and detail and personal effort your ENM required. And, from the limited viewpoint I had of your meet, it was beautifully and thoroughly organized, with many novel and thoughtful touches. Clearly, it was the best organized meet of any car club I have ever attended! Ever!

But thank you from the heart for your token of appreciation. It is very much appreciated and will be displayed with pride in the men and organization behind--it. I am continually amazed-with the fine fellowship and accomplishments of the NVRG.

Oz Lamonds

Cliff, just wanted to let you know that I sold my 47 Ford Woodie to a nice couple in California. They assured me that they would restore the car to original. I'll be shipping it about 15Sept. However I still have the 36 Ford Phaeton and have no intention of selling it. I took the money from the sale of the woodie and bought a matching car for my 66Shelby GT350. It's a 2006Shelby GT-H. Both are black and gold Hertz colors.

Von Hardesty

I did make personal contact with a congenial DMV representative by phone. She clarified for me that you do not pay that \$50 fee for registered antique cars--it applies only to new ones you register. This is good news for those of us who own more than one old car. As to verifying the fact you have a regular, modern car for daily transportation, all you have to do is fill out the same form that you do for the antique cars and also have it notarized. Return them all as one packet.

Art Spero

The elected Virginia law makers have the brains of toads! The new law requiring antique auto owners to certify and get a notarized signature for all vehicles using "antique" or "year of manufacture" plates is a complete farce and a huge waste of state tax funds, and added auto owner time and expense. The state mails out a separate form for each vehicle (tax \$\$\$\$). The owner has to go out and get a notary (gas \$\$\$ & time) and either mail the form back or go directly to a Dept. of Motor Vehicle building to get it approved (more tax \$\$\$\$, gas \$\$\$ & time). The certification required is for access to another vehicle with "regular" plates and for the antique to meet year of manufacture safety standards. No proof is required, simply a notarized form. Anyone can do that.....which defeats the main purpose of the law - to prevent junkers from using the special provisions for antiques (no safety inspections) and getting special insurance rates.

Anyone who thinks this law is good for the hobby must toad-brained as well. It will do nothing good for the hobby, won't stop the bad guys, but will add burden to the innocent. A no-proof-required document is totally worthless....anyone

can, and will fill in the "right" words if they want to skirt the intent of the law. The state and local police are smart enough to spot a clapped out junker, and can easily get it off the road by enforcing existing laws.....if they care to do so.

They may as well take all police off the streets and make all citizens sign a form that promises they will obey all laws....especially if the form is notarized!!!!!! Just think....Utopia could be around the corner!!

Dave Blum

Done deal – the car is at Carl Anderson’s



Barn find
1947 Nash
Suburban



Dave has entered the GREY area with this and the recent



purchase of '47 Chrysler convertible!

Hank Dubois

Progress on my '35 cabriolet out at Ben McDonalds Next stop will be the body shop!.

Steve Pieper hand formed the patch panel



BACK PAGE PICTURE

This gentleman must have had a leak in his top during the morning shower going into town. No problem, back then you pull into the hardware store and got yourself some top dressing and paint some on right in front of the store.

The covered chicken wire soft top disappeared with the introduction of the 1937 Fords. If the chicken wire was not grounded it made for a fine radio antenna.

Thanks to Von Hardest for the picture from the FSA Collection

SELL/WANT

SELL: Harry Neal's '41 Convertible

I have turned the car over to a local enterprise, The Classic Car Center (www.classiccarcenter.net). They have a very nice, large facility here in Fredericksburg where they sell cars, store cars, work on cars and do restoration work. Some of the local area car clubs hold their meetings there. My obligation with them is for sixty days. At the end of that time, if the car is not sold, there are no charges. One of the things they do is put their cars on their web site, and if they think the car is worthy, they place it on ebay, and/or a couple of other auction sites. Right now, my car is in their "featured car" showroom which only holds two cars. Their main showroom probably has 25-30 cars at any given time. Their ebay policy is somewhat unique, at least to me. If the high bidder arrives at their place of business to see the car within 7 days of high bid, and for any reason decide to change their mind, there are no questions asked; the deal is just off. So, take a look at their website, and take a look at ebay. As of today, there have been 473 viewers of the car on ebay. Unfortunately, no bidders yet, but still 4 days to go

At one point Ace Rosner was going to buy the car, but he already has about 25 in the parking garage of the apartment building where he lives, and could not come up with another space for it. He did say, that if I sell the Ford, but still want to attend Soldiers Home, to just come up and drive one of his cars over. So, one way or the other, I hope to see some of you guys at Soldiers Home.

SELL: one nice space at the Charlotte Auto Fair that I am not able to use again this year. I gave it away last year, but would prefer to recover my investment in the space cost if it is of interest to anyone. Alan Whelihan 301-682-3696

SELL: '47 hot water heater. Needs restoration \$150
Clift Hardin 540-775-9524

SELL: 1939 Ford Fordor Delux Sedan

Apart and complete, ready to restore or rod, many spare parts, solid body, new tires, chroming done, engine runs, \$4,000. or best offer Paul Day 301-320-5010 C 202-236-2112



WALT RICHMOND

1004 Lakewood Dr.
Monroe, NC 28112
1936 ;Tudor

Welcome back, charter member!

CORRECTION

In last months VC, Jeanette Moore's '50 Ford tudor was mistakenly identified. Her car has won more awards than the entire NVRG have collected!!

BOD NOMINATIONS

Secretary – Jim Labaugh

The bylaws indicate that a call for nominations "shall be announced in the August issue of the 'Valve Clatter'."

Nominations then take place at the September general membership meeting. If there are more than 5 nominees, names of all candidates is published in the October Valve Clatter and the election takes place in October by secret ballot. Results are posted in the Valve Clatter.

I mention this now simply to keep us on track with the by-laws. For those who are wondering, the Board members whose terms expire at the end of this year are: Ken Burns, Leo Cummings, Cliff Green, Jim La Baugh, and Eric Sumner.

ANNOUNCEMENT FROM THE EDITOR

After being your editor for ten years I feel it is time for me to retire. Through your contributions, the VC has won a lot of awards. I have enjoyed assembling the VC and taking it to a new level, but I feel that the newsletter needs someone with new ideas to refresh the publication. There is a lot more competition than before and a new editor can liven this rag up.

I will gladly contribute articles, be a roving reporter and do research from my extensive Ford library – I just want to take a back seat.





V8 CALENDAR NVRG



August

- 11 **NVRG NIGHT AT THE MOVIES** – Annual Drive-in movie gathering in Stephens City, VA
- 14 **MEMBERSHIP 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 19th Annual Out of the Past Revue – Vern Parker Show
- 3 Clifton Labor Day Car Show – Custom Cruisers. Get there early!
- 5-9 EFV8 foundation Auburn Motor fest, Auburn, IN Jerry Vincentini toysold@aol.com
- 9 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 32nd Edgar Rohr Memorial Meet, Bull Run Region , Grounds of Manassas Museum, Manassas VA
- 25 **BOD**

October

- 7 50th Annual Antique Auto assembly, Armed Forces Retirement Home, Washington, DC
- 3-7 Fall Carlisle
- 10-13 Hershey
- 16 **MEMBERSHIP MEETING** –Annual Hershey review (Note THIRD TUESDAY)
- 19-21 Annual LEBKICKER TOUR – details TBA

NVRG Goes to the Drive-in Movie Again!

We’ll depart the Fair Oaks parking lot at **2:30 pm** on Saturday, **August 11** (with a stop at Gainesville on the way, as needed).

Dinner will be at the **New Town Tavern**, Stephens City, VA about **5:30 pm**.

Movie at the **Family Drive-in**, Stephens City about **8:00 pm**. Cost \$7.50 adults. Speakers are available but bring an FM radio or boom box for better sound. Bring lawn chairs because it’s often hot. But also bring blankets and a light sweater or jacket because it can be surprisingly cool in the evening.

For those who wish: **Overnight stay** at the **Holiday Inn** nearby. You will need to make a reservation for the **NVRG** for \$80.10 (mostly two double beds in each room, non-smoking). Please make the reservation early as they will only hold the rooms until August 3. 540-869-0909

To reserve a spot on this tour and for any further information, contact **John Girman (703-242-1459)**. This is especially important for the restaurant and if rain forces postponement. Our rain date is the next Saturday, August 18.

So, (1) mark your calendar for Aug. 11, (2) make your hotel reservation and (3) give me a call to sign up for the tour!



AUGUST MEETING Back to Hunter House, Nottaway Park 7:00 NEW TIME

Program: John Sweet present “Keeping your flathead cool” Refreshments: Dave Blum



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: **Dave Gunnarson** 703-425-7708

Vice President: Eric Sumner	703-709-4164	Programs: John Sweet	703-430-5770
Secretary: Jim La Baugh	703-573-9285	Property: Frankie Martin	703-973-1376
Treasurer: Greg Mensinger	703-893-5644	Activities: Dave Westrate	703-620-9597
Membership: Jim McDaniel	703-569-6699	Historian: Don Lombard	703-690-7971
Tours: Leo Cummings, Hank Dubois	703-476-6919	Newsletter: Cliff Green	703-426-2662
Past President: John Girman	703-242-1459	Web master: helenandken@verizon.net	

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

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