



VALVE CLATTER

Northern
Virginia
Regional
Group



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

Volume XXII, No. 2

February 1999

Cliff Green, Editor

INTRODUCTION TO A '42

By: Philip Schreier

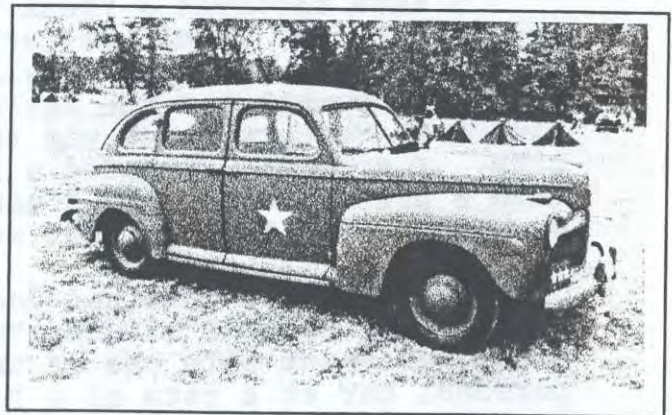
I'm one of those fortunate people whom God has graciously smiled upon and blessed with a career that is more play than work. As a former curator and now a manager at NRA's National Firearms Museum I have found a niche for my lifelong interest in firearms and military history. A benefit of working in a place that attracts national attention and has three million members is the wealth of opportunities that present themselves. Of all the great opportunities that I have had in the last ten years, the one that truly changed my life came about when I was asked to curate Robert E. Petersen's collection of antique Colt revolvers.

Now you may be asking what someone's Colts have to do with a 1942 Ford US Army Staff Car. Well, Ford coupe street rodders know that Robert E. Petersen founded *Hot Rod Magazine* in the 1940's and *Motor Trend* later on in his highly successful publishing career. (Petersen Publishing sold last month for \$ 1.2 billion!) Next to his love for cars is his affection for rare and collectable Colt revolvers. In 1990 he loaned the NRA museum a collection worth \$ 8 million and sent Garry James, the Editor of *Guns & Ammo*, out east to supervise its installation. During the fabrication and installation of the exhibit, it quickly became evident that Garry and I were kindred spirits. We became fast friends and I now look upon him as the older brother I never had.

One of the areas in which Garry and I shared an interest was military re-enactments and living history programs. Garry is a consummate perfectionist and is diligent in preparing proper military impressions for the various living history encampments and public displays that we frequent. When he decided to put together an American Field Service ambulance uniform, it was only natural that he acquire a Model T Ambulance to complete the kit.

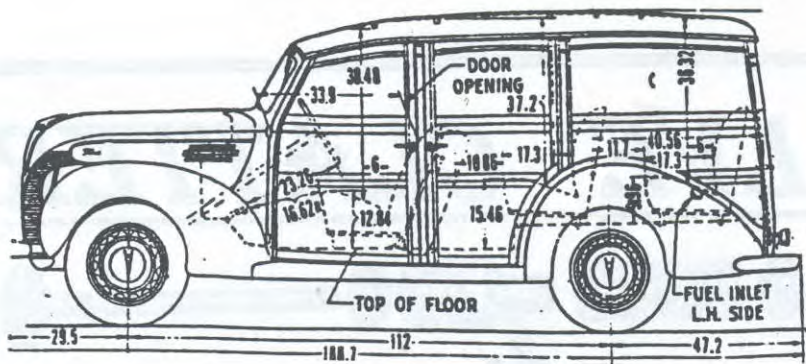
Model T was advertised in South Amboy, New Jersey along with a 1942 Ford US Army Staff Car, remnants from the estate of a collector who made the parade and picnic circuit in Jersey. Garry bought both and had the Model T shipped to Los Angeles,

where he lives, so he could "fix it up a little". Once he got started on it he soon realized that it needed to be re-restored down to its pins and bearings. The staff car meanwhile sat in Pennsylvania, while Garry and his wife awaited an anticipated job offer on the East Coast.



The Model T turned out to be a restoration nightmare. What had been advertised as an original 1918 was a mix & match of new and old junk as well as parts of unknown origin. I sympathized with Garry as I heard a daily synopsis of the trials and travails involved in the restoration of his truck for a solid eight months. Finally last September Garry called from LA with great news - the truck was done! In his next breath he asked if the staff car and the Model T were really owned by the same person. "They were", I informed him. He then asked, "Do you still have an extra Webley-Fosbery revolver in your collection?". I told him that I did, whereupon he countered with, "Send it to me and you can keep the staff car for yourself, I don't ever want to set eyes on anything that man in Jersey ever touched again!"

Now you may think that trading a revolver for a car was a great deal. This however was no ordinary revolver. The Webley-Fosbery in question was made in 1902 and was known as the world's only semi-automatic revolver. (It is kind of like having a 4 door motorcycle, it was the answer to a question no one would ever ask.) It had a brief starring role with
(Continued page 3)



UP FRONT With the President

Well, the January thaw has been a nice break from the ice storms, and there are only a few winter weeks left until we can hit the road. The membership meeting in January was very interesting. Bill Simons arranged for a presentation by Glenn Loooper on restoration of gas tanks and radiators. It was very informative, and we thank Bill and Glenn for a fine program.

I have received a thank you letter for our \$100 donation to the "49 Mercury Committee" of the City of Fairfax Police Department. As you may recall, the Chief of Police Community Advisory Council and the Police Department initiated a project to find a 49 Mercury which was the first police car purchased by the city. I recently attended a function where Police Chief Scott made a presentation, and I asked him how the search for the 49 was going. He told me that 49s are very expensive.

He said that they had done further research and discovered in old City Council minutes that the city had entered into a lease agreement with one of the first police officers to use his personal car at a rate of a few cents per mile. They also paid to install a red light on his 1941 Plymouth. As a result, they are now searching for a suitable Plymouth and may have found one in Florida.

My dilemma is I think we have been had, because we gave Ford money for a Plymouth! I'll keep you posted on this one.

The Board of Directors has laid out an interesting program for this year starting with a tour of the National Rifle Association Museum which is managed by a new club member. Please see the details in the newsletter.

We have several new members and some interesting new cars in the club. I urge all of you to join in as many functions as you can.

Remember, if we each do a little...together, we can accomplish a lot!!

with Humphrey Bogart in *The Maltese Falcon* and then passed into obscurity. Finding one to add to my collection of Webleys took me eight years to accomplish. Within 3 months of finding the first Fosbery, I found another one that I couldn't live without and it was the second Fosbery that I traded to Garry for the car.

What I know about cars, modern or antique would not top off a thimble. Yet, with the blink of an eye and not much thought as to what I was getting into, I found that I suddenly owned a genuine article of military and vehicular history. I thanked Garry profusely for "letting" me trade him out of the car. He told me that he hadn't done me any favors. It would be awhile before I would fully understand what he meant.

Here is what I do know about what now inhabits and leaks in my garage:

Prior to the entry of the United States into World War II, Ford produced nearly 500,000 cars and trucks a year. In November of 1941 they introduced their 1942 line and produced nearly 40,000 before manufacture for civilian sales was halted in February of 1942. New Fordor Super Deluxes still on dealers lots in the late winter of '42 were "acquired" by the military for use during the war. This car was one of those civilian models returned to Ford for re-fitting as an Army Staff Car.

Military Staff Cars were meant to be official vehicles for Admirals and Generals serving in Headquarters areas, far removed from the sounds of battle. The alterations that were made included the addition of black out lights and switches, cats-eye style driving lights, a



side mounted searchlight and a fire extinguisher mounted on the passenger sidewall. The whole car, chrome and all was painted OD green, outside and inside.

This car has 39,000 miles on the odometer and suffers from a number of maladies. The wires are all frayed and need replacing. The gas tank had three-year-old gas in it and an unhealthy amount of rust. The rubber seals on the windows and doors had all shrunk and cracked allowing water to come into the car and destroy the headliner and upholstery. There is a small amount of rust and some holes around the doorframe and that is only the rust that I can see. I can see that the clutch is getting ready to go as the car "chatters" when I start off in first. I also noticed that the military star painted on both sides of the car is on the wrong doors and needs to be replaced and/or repainted.

I managed to replace the gas tank myself but I sure could use some help, guidance and direction as to where to turn next to get some of these other items accomplished. It would also be a great help just to have someone to talk to about small stuff like: Is modern brake fluid ok to use on the car? What driving and maintenance tips should I know about? How fast is too fast? Should I convert to 12 volts so I can hide a CD player in the glove box? Do I restore the car to show/judging specs or get it so it just works and looks ok? In hopes of answering these and a myriad of other questions I am now a new member of the Early Ford V-8 Club of America. I think that this will evolve into a lifetime endeavor, not just because Garry told me that "with old cars it's always one thing or another" but because now that I have a car to go with my Army uniform, I have already started eyeing a civilian model Fordor to complement my 1940 blue pinstripe suit and grey Stetson fedora!

FEBRUARY MEETING NOTES

Editor

The meeting of the NVRG was called to order by **Pres. Westrate** beginning his THIRD YEAR in this capacity! A huge crowd of members were in attendance, some of whom haven't been seen for years. The count was 24, including **Phil Scherier**, who signed up that night as our newest member. No business to speak of is conducted at the meetings as the board of directors accomplishes that the last Tuesday of every month.

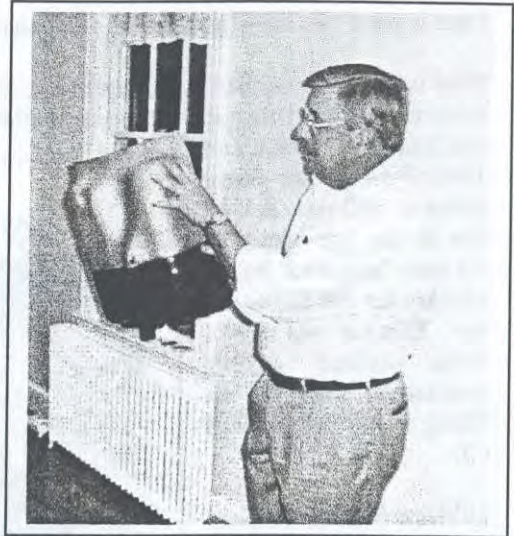


Pres Westrate offers to loan members his wheel balancing jig for '36-'39's.

The 50/50 drawing was won again by **David Blum** who promptly returned his share back into the treasury – thank you, Dave. The treasury was enhanced by the sale of 85 back issues of the *V8 Times* and numerous items from inventory, hats and shirts and such. (If you need one of these items contact **Hank Dubois** and he will bring the correct size to the next meeting, he says). A break for refreshments, brought by Pres. Westrate, provided a chance to chat with all the V8'ers prior to the program.




mostly through out the rust belt, specializes in gas tank restoration. Glenn says that 95% of the tanks that are brought in can be repaired. Only those that are completely rusted through all over, are rejected. His company restores about 60 tanks a month for the government; business and hobbyist like us. Glenn brought several items that were passed around to analyze – cross sections of gas tanks with his process exposed.




Glenn could not give an estimate on what a restoration would cost – anywhere from \$175 to \$350 depending on condition. He cleans the tank first to determine what has to be done, they calls with a price. The tank is dipped, bead blasted and if necessary a hole is cut into the side. Bad rust is cut out and pieces are welded in. What is essential is that the inner surface has to be perfectly clean to receive the medium that is applied. Glenn says that this a problem with the solutions that are pored into the tank and swished around by the hobbyist. It might adhere for a while, but will sag off the top because the surface was not prepared properly. If the tank will be for a show car, some minor bodywork can be done and the exterior is left primed for the hobbyist to apply the correct finish.

So, here is a local business that can come to the aide of we V8'ers when that gas line and filter gets clogged up from the junk that accumulates in the tank. *Gas Tank Renu* of Rockville will do it right and guarantee it with a life time Nation-wide limited warranty.



Glenn R. Looper
President



324 N. Stonestreet Ave.
Rockville, MD 20850
301-762-8333
1-800-339-1354
FAX: 301-424-4081
E-mail: looperc@miller.com
<http://www.looperc.com>

Where pride, quality, and personal service is our #1 goal.

FORD'S CHIEF TEST DRIVER

Al Esper gives Frank a

LOOK

Inside the '49 FORD



IT'S A LIVING ROOM ON WHEELS, FRANK— THIS '49 FORD!

THAT'S A NEW ONE ON ME, MR. ESPER. WHAT DO YOU MEAN?

WELL— FOR ONE THING, THERE'S "PICTURE WINDOW" VISIBILITY ALL AROUND— YOU CAN REALLY SEE OUT FROM FRONT SEAT OR REAR.

GEE, THAT'S GREAT —AND LOTS SAFER, TOO, I BET!



THEN THERE'S THE "DEEP DECK" LUGGAGE LOCKER—IT GIVES YOU CLOSET SPACE LIKE THIS IT'S 57% BIGGER.

BOY, ROOM FOR ALL THE FAMILY'S BAGGAGE AT LAST!



NOW LOOK IN HERE—NEW "MAGIC ACTION" KING-SIZE BRAKES! THE CAR'S FORWARD MOTION HELPS YOU STOP 35% MORE EASILY.

MY MOTHER WILL LIKE THAT!

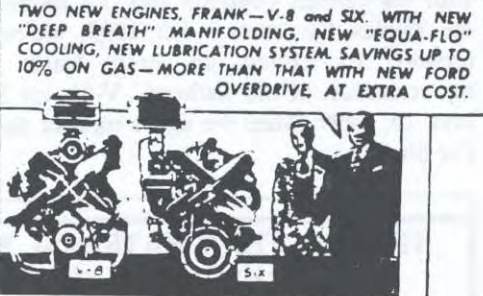


THE NEW "HYDRA-COIL" FRONT SUSPENSION REALLY SOAKS UP ROAD SHOCKS THEY TEAM UP TO PERFECTION WITH THE NEW "PARA-FLEX" REAR SPRINGS FOR EXTRA COMFORT.

THAT'S EASY RIDING, I'D SAY! HOW ABOUT THE POWER PLANT?

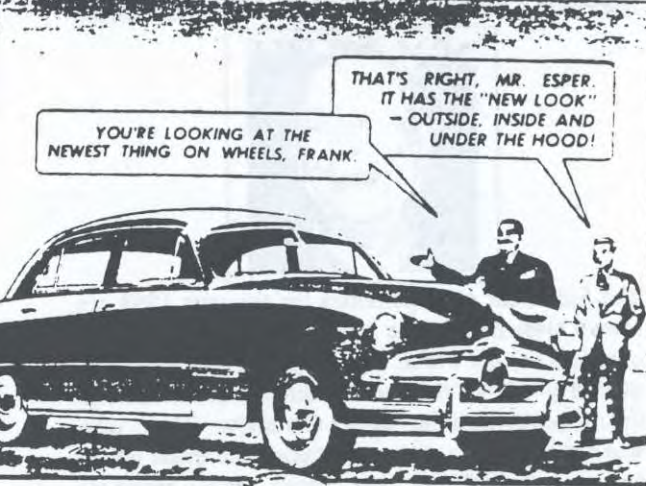


TWO NEW ENGINES, FRANK—V-8 and SIX. WITH NEW "DEEP BREATH" MANIFOLDING, NEW "EQUA-FLO" COOLING, NEW LUBRICATION SYSTEM, SAVINGS UP TO 10% ON GAS—MORE THAN THAT WITH NEW FORD OVERDRIVE, AT EXTRA COST.



YOU'RE LOOKING AT THE NEWEST THING ON WHEELS, FRANK.

THAT'S RIGHT, MR. ESPER. IT HAS THE "NEW LOOK" — OUTSIDE, INSIDE AND UNDER THE HOOD!



HERE'S ANOTHER "LOOK INSIDE" YOU SELDOM GET, FRANK. WITH THIS NEW LOW-HUNG BOX SECTION FRAME, THE "LIFE GUARD" BODY IS 59% MORE RIGID!



There's a NEW *Ford* in Your Future

Thanks to the "BALDY VIEW POINT" newsletter of RG 88

1999 FAIRFAX HERITAGE AUTO SHOW REPORT

Tom Shaw

There are some preliminary details of the Antique Car Show I can share with our members at this time. The Show is scheduled for Saturday May 15, 1999 from 10:00 AM to 3:00 PM. During our first organization meeting last year it was agreed by everyone that a Saturday meet would draw a better crowd.

Before our show date was set I checked with the Winchester AACA group in order to avoid their antique car Show. You will notice the start and ending time has been adjusted by an hour on each end. Most people agreed that last year's show was a little too long.

We will again have entertainment and food vendors. Perhaps for the first time we will try to recruit crafts and car parts vendors. This idea is still tentative. There will again be three trophies awarded, Best of Show, Most Original and Mayor's Choice. Dash plaques will also be inserted in the registration packets. Parking of the Antique cars will be random, not by class.

We are due to have our second meeting sometime in the month of January but I haven't been able to connect up with the Fairfax City Coalition group yet. I will let the membership know if there are any additional significant details as a result of the next meeting.

TREASURER'S COMMENTS ON THE CLUB'S 1998 FINANCIAL OPERATIONS



The Statement of Operations for the year 1998 are shown elsewhere in the **VALVE CLATTER**. Our excellent results which show a gain from operations of over \$1600 for the year are directly attributable to the proceeds from the Fairfax Car show. Those who worked so hard to plan and operate the event are to be commended, as are those club members responsible for the club showing 31 cars out of the 73 cars at the show. That money and the club dues collected of \$855 represented our major sources of income for the year. (Accessory sales are pretty much on a break-even basis.) We also collected an additional amount of \$249 from the previous year's

Entertainment Books. That item will not appear again this year since the Board voted to discontinue this effort in 1998. Our expenses for 1998 were pretty much in line with the budgeted amounts for the year. I have detailed the contributions just in case anyone wondered to whom the Board is giving away the club's money. The amounts to MADD and the fund for restoring a 1949 Mercury Fairfax City police cruiser were pretty much committed concurrent with sponsorship of the Fairfax car show.

It is important to realize now that the year 1999 will not be as good to us financially as 1998 was, for the following reasons:

- ◆ The Board of Directors voted to give those members who brought their cars to the Fairfax Car Show and/or the winery fund-raiser a free dues year for 1999; therefore our dues income will be over \$400 less in 1999.
- ◆ The new agreement for 1999 with the Fairfax Coalition which sponsors the events that include the old car show call for the club to receive a much lesser share of the show proceeds; this could cut our revenue in half from that received in 1999.

In past years, we pretty much operated on a break-even basis, which is the norm for a non-profit organization. But now with the income generated from the car show, we can look forward to an increase in our bank balance, as was the case in 1999. However we need to be cautious about making any significant commitments to our resources until we can ascertain that there may indeed be a significant and continuing relationship with the Fairfax Coalition and our sponsorship of the Fairfax Car show. For 1999, we're looking forward to having an even better member representation of old flathead V-8's on Saturday, May 15, 1999, when we again sponsor the Fairfax Car Show!

1999 EASTERN NATIONAL MEET JUNE 2 – JUNE 5 READING, PENNSYLVANIA

Put this event on your calendar and join the caravan of NVRG V8'ers who are going. The Hawk Mt. RG put on a great time four years ago. The Sheraton Berkshire hotel will be their meet HQ again and it is advised to make a reservation now to insure that you will have a room (610-376-3811). For those of you who have not attended a National Meet, here is your chance – an easy drive in you Ford V8 – guaranteed to have a good time!

**NORTHERN VIRGINIA REGIONAL GROUP
EARLY FORD V8 CLUB OF AMERICA
STATEMENT OF OPERATIONS
January 1, 1998-December 31, 1998**

	<u>1998 Actual</u>	<u>Budget</u>
<u>INCOME:</u>		
Dues for Year 1998	\$ 855.00	\$900
50/50 Share	119.00	100
1998 Entertainment Books	245.00	-0-
Fairfax Car Show Proceeds	2,020.50	500
Accessory Sales-Shirts, Hats	565.00	300
Donations	121.00	50
Fund Raiser-Willowcroft Winery	100.00	-0-
TOTAL INCOME	<u>\$4,025.50</u>	<u>\$1,850</u>
<u>EXPENSES:</u>		
Christmas Party	\$ 502.01	\$400
Contributions- Early Ford V8 Foundation	\$100.00	
MADD	100.00	
Ffx City Police-49 Mercury	<u>100.00</u>	100
Accessory Purchases-Polo Shirts	641.77	400
Meeting Expense	92.50	50
Member Remembrance, Recognition	-0-	50
Name Tags	-0-	25
Newsletter	96.93	25
Picnic-Social	173.57	125
Post Office Box	58.00	60
Miscellaneous	28.31	100
Supplies	-0-	50
Postage	512.10	350
Fairfax Car Show Expense	-0-	115
TOTAL EXPENSE	<u>\$ 2,405.19</u>	<u>\$1,850</u>
<u>GAIN FROM OPERATIONS, YEAR 1998</u>	<u>\$ 1,620.31</u>	<u>-0-</u>
Bank Balance, January 1, 1998		\$ 3,824.84
Add Gain from 1998 Operations		<u>1,620.31</u>
Total		\$5,445.15
Adjustments: Add Prepaid 1999 Dues Not Included Above		345.00
Deduct 1997 Ent. Book Exp. Not Included in 1/1/98		
Bank Balance Above But Shown in Prior Statement		<u>(280.00)</u>
<u>Bank Balance, December 31,1998</u>		<u>\$5,510.15</u>

Respectfully Submitted:

Hank Amster, Treasurer



PHIL SCHREIER
410 GRANADA ST., ARLINGTON 22203
267-1601
1942 ARMY STAFF CAR

EDITOR ON VACATION

The editor will be on vacation for five weeks in Florida. The March "Valve Clatter" will be in the capable hands of **Bill Simons**. I gave him material to work with, however he will need your support if he asks you to contribute.

FEBRUARY MEETING

New member **Von Hardesty** has agreed to give a talk about the sales race in 1940, from the prospective of the Nash Motor Company. Von has a Nash sales kit of original film strip and records blasting Buick and Ford.

Bill Simons has refreshments

THIS MONTHS TECH TIP

I have been reading a lot about what type of coolant we should use in our radiators. Plain water is an option because it has a better dispersent of heat than 50/50 antifreeze mix. Of course, rust inhibitor/water pump lubricant must be added. **Bill Simons** is a disciple of this theory. When he used antifreeze the radiator always foamed and hence loss of coolant. Ever since he has gone to straight water (distilled), no more foaming and no overheating!

Now, a very good discussion appeared in *OLD CARS* by Randy Rundle. He states: "Conventional, ethylene glycol based antifreeze, contains additives to correct the pH balance of the water, so that it does not turn acidic and allow corrosion to form inside the cooling system. It also contains additives to help prevent electrolysis which can attack rubber hoses and destroy metal surfaces (like the core of the radiator)."

The most important statement that is made in the article – "In conventional antifreeze, as the additives wear out, the pH of the water begins to turn acidic. This is why it is necessary to flush and replace your antifreeze at least every three years, even if you car is in storage." **The additives wear out just being in water, whether you drive your car or not!** How many of us are guilty of neglect in this area of maintenance? Just ask **Hank Dubois** who has to repair the radiator of the '35 that he just bought. First estimate was \$700 to recore!! The juice had probably been in the system for years and years.

So, the gist of this months tip is to choose between the distilled water route, or if using antifreeze, change it as recommended – that applies to modern iron also.

There might be a different medium to use in our unpressurized systems. I reading about *Evans "NPG Coolant"* in the "*Soybean Sentinel*" – "This coolant is used straight (no water), needs little or no pressure, has a boiling point of 370 degrees and freeze protection down to 80 below, and has a minimum life of 1000,000 miles or 10 years. As a straight coolant, it does a better job of cooling in the area of your combustion chamber, is no-corrosive and non-hazardous. All this does not come cheap. The price is \$25 per gallon, or \$20 per for more that four gallons". For info contact: Evans Cooling Systems, 446 Lancaster Ave. , Frazer, Pa 29355 (610)889-9933." Who wants to go first? What's \$120 to protect our investments and drive around without staring at the temp gauge all the time.

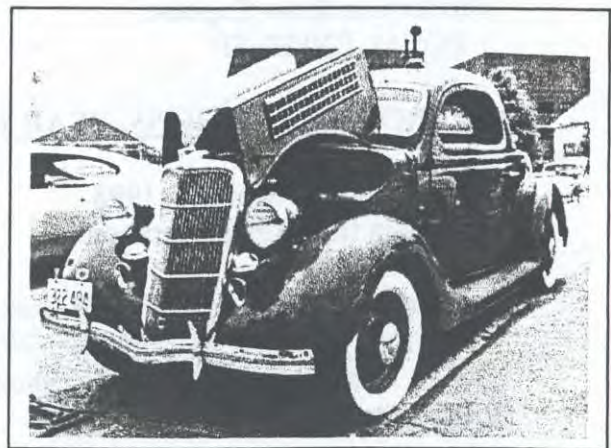
FOR SALE

Nothing this month – but, let me advise members that these ads work. Our newsletter is exchanged with others around the country and I remember what is up for sale. Two examples come to mind where members have driven to Tennessee and Delaware to buy engines advertised in RG newsletters that I read about. A member bought a car that he read about in the VC. My table saw sold. So our ads are read around the region, plus there is a good rate of sale amongst ourselves. ADVERTISE.

VALVE CLATTER AWARD

The VC was a recipient of an **Honorable Mention Award** in the 1998 newsletter contest. This was somewhat of a disappointment after a 3rd last year. The rags that placed are printed professionally on quality paper – the photos are magazine quality = \$\$\$\$.

As an aside: Do you know that we are the only RG that prints a financial statement, that I know of?



CALENDAR

February

- 9 **NVRG Monthly Meeting** Program: **Von Hardesty** presents - 1940 Nash promotion, slides and recordings bashing Ford. Refreshments: **Bill Simons**
- 13 Atlantic City Collector Car Event
- 19 Zephyr Hill Flea Market, Florida
- 23 **NVRHG Board Meeting**
- 27 NVRG breakfast and tour of National Firearms Museum, NRA Hdq, Vienna 8:30

March

- 9 **NVRG Monthly Meeting** Program: **Allan Whelihan** - Optima batteries and oil pumps Refreshments: **Butch Myrick**
- TBA Tour Air & Space Museum at Silver Hill
- 27-28 Frederick - 29th annual indoor swap meet, Frederick Fair grounds. NVRG car pool
- 30 **NVRG Board Meeting**

April

- 8-11 Charlotte Auto Fair, Charlotte Motor Speedway
- 13 **NVRG Monthly Meeting** Program: Wiper motors. Refreshments: **Hank Dubois**
- 22-25 Spring Carlisle
- 27 **NVRG Board Meeting**
- TBA NVRG tour of Capital Building(tentative)

May

- 8 Winchester
- 11 **NVRG Monthly Meeting** Program: TBA Refreshments: **Tom Shaw**
- 15 **City of Fairfax Heritage Antique Car Show - NVRG Sponser**
- 25 **NVRG Board Meeting**
- TBA **NVRG** Willowcroft Winery Club fund raiser, 11:00- 4:00, Leesburg, Va
- 30 Marshall days, Marshall, Va.

June

- 2-5 **Eastern National V8 Meet**, Reading , Pa.
- 4-6 Carlisle All Ford National
- 8 **NVRG Monthly Meeting** Program: TBA Refreshments: **Jim McDaniel**
- 20 Sully

July

- 10 All Ford Show, Frederic Motor Co, Rt 40 Frederick, Md
- 11 **Natl Cap Reg. V8 show - Brookville, Md**
- 13 **NVRG Annual picnic, Nottaway Park**
- 27 **NVRG Board Meeting**
- Jul 30-Aug 1 36th Annual Das Awkscht Fescht, Memorial Park, Macungie, Pa.

August

- 7 Fredericksburg AACA Show
- 10 **NVRG Monthly Meeting** Slide show of the Eastern and Western National meets. Refreshments: **David Blum**
- 14 24rd Annual Tobacco Trail Antique & Classic Car Show, Allen Pond Park, Bowie, Md.
- 21-22 Virginia Wine Festival
- 31 **NVRG Board Meeting**

September

- 12 Mt Airy - 29 th annual Sugarloaf Region AACA meet
- 11-12 **Annual Lebkicker Tour** (Tentative dates)
- 12 Out of the Past Review - Vern Parker's "Times
- 14 **NVRG Monthly Meeting** Program: TBA Refreshments: **Steve Pieper**
- 19 Bull Run Region AACA, Manassas, Va
- 28 **NVRG Directors Meetingg**
- 30-Oct 2 Fall Carlisle

October

- 6-9 Hershey
- 12 **NVRG Monthly Meeting** Program: Hershey review and slide show. Refreshments: **Von Hardesty**
- 26 **NVRG Directors Meeting**
- TBA Fall Tour

Call Editor for additions or corrections to this list - check date for sure!

NVRG TOUR OF NATIONAL FIREARMS MUSEUM

NRA HEADQUARTERS, OAKTON, VA.

Saturday, February 27th

NVRG will meet at "Bob Evans" restaurant, Rt 123 west of Rt 66, for breakfast at 8:30. Or at the museum on Waples Mill Road, near Route 50, at 10:30. New member Phil Schreier is the curator of the museum and will give us a special guided tour. This is a don't miss event. Contact is tour chairman John Girman, 242-1459.



BOARD OF DIRECTORS NORTHERN VIRGINIA REGIONAL GROUP



President: Dave Westrate....620-9597

Vice President:	David Blum	281-1654
Secretary:	Tom Shaw	771-9374
Treasurer:	Hank Amster	753-9575
Membership:	Bill Simons	536-3648
Tours:	John Girman	242-1459

Programs:	Bill Selley	273-5334
Property:	Hank Dubois	476-6919
Historian:	Don Lombard	690-7971
Refreshments:		
Newsletter:	Cliff Green	426-2662

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, Virginia. Check the newsletter for occasional alternates sites. **SEE YOU THERE**



FIRST CLASS MAIL

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