



Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XXII, No. 10

October 1999

Cliff Green, Editor

THE 1999 LEBKICKER TOUR WAS OUTSTANDING *Hank Amster*

What a great job **Don Lombard** and **Ken Burns** did in organizing, publicizing and leading the fifth annual Dick Lebkicker Tour. Those of us who were fortunate enough to cruise the 300+ miles in our old flatheads through the beautiful Shenandoah Valley certainly had a memorable experience. The starting point was Fair Oaks, where the following members and cars queued up: **Don & Tina Lombard** in their '47 Coupe, **Hank & Cindy Dubois** riding with **Bill & Liz Simon** in the Simon's '34 Sedan (the Dubois machine wouldn't cooperate and had to be left home), **Cliff & Sandra Green** carrying **John**



& Patty Girman in their '40 Woody, **Ken & Helen Burns** in their '41 Woody, **Sylvia & Bill Tindall** in their '48 Tudor, **Pat & Diane O'Neill** in their '37 Pickup, and last but surely not least **Dave & Barbara Westrate** driving our rescue vehicle, their modern Ram pickup.

The next scheduled stop, a rolling stop (of course that never happens with this bunch) was in Gainesville to pick up **Bill & Louise Vincent** in their '51 Sedan and **Hank & Bea Amster** in their '41 Convertible. From there, we proceeded along Route 29 to Warrenton, where we picked up Route 211 towards the Blue Ridge. Our next stop, a coffee and pit stop was in Sperryville at the "Appetite Repair Shop" where we were so pleased to hook up with **Myrtie Lebkicker** and her darling 10 year old granddaughter who joined us for the trip. Unfortunately, that stop was the culmination of the trip for the Tindalls. They missed the turn off Route 211 into

Sperryville, realized it and swung the car around at the first opportunity to catch up with the crowd. However their mean machine apparently got a glimpse of the road up the Blue Ridge Mountains through



UP FRONT With the President

OCTOBER 1999

Well, a wonderful fall season is upon us, and I hope things are as good in your house as they are in ours. The Skins are 2 and 1 and Hershey is next week! I have a list of what to take to survive in the tent under the tree and another list of what I need to find in the flea market fields. Let's hope it is not too cold and the rain we need comes before and after.

The Lebkicker Tour was a great success, and the details are covered elsewhere in the newsletter. The unfortunate happening was **Bill and Sylvia Tindall's** problem with a breakdown, which Bill thinks was due to bad gasoline they got in Gainsville, Virginia. How we lost track of them is a long story, but we all felt bad that they were unable to share in the weekend events. Thankfully, they were able to get home on Saturday and with the help of club member, **Charlie Morrison**, they got the car home on Sunday as well.

I must say how honored I am to have been voted as a co-recipient this year of the Dick Lebkicker award. You can not find yourself in finer company than the other two recipients, **Dave Blum** and **Tom Shaw**. Dave and Norma, as well as Tom and Sarah, have years of attendance and devoted service to the club and its functions. We appreciate all that they have done and value their friendship. Barbara and I thank all of you for your expression of support. We were all honored this year to have **Myrtie Lebkicker** with us on the tour along with her granddaughter, Loren. Thanks Myrtie for being a part of this once again and thanks Loren for putting up with us.

The by-laws of the club contain a procedure for nominating and electing members to the Board of Directors. Over the years these procedures have not been followed precisely because there have not been enough nominees to really hold an election. I believe every member should have a shot at being on the Board, and I urge each of you to consider offering to serve. If you are interested, please let me know at 703-620-9597 or contact any other Board member. I have found that being on the Board is more fun than work, so don't be afraid of it!

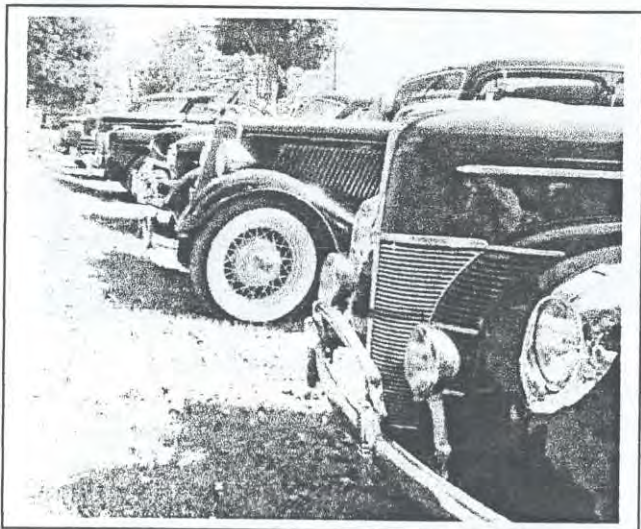
Don't forget the membership meeting on October 12 at the historic Hunter House at Nottoway Park in Vienna. **Spouses are encouraged to attend this event**, with or without their members. We will hear from a personal friend of Henry Ford who will share his experience with Henry.

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

Dave

Lebkicker tour (cont)

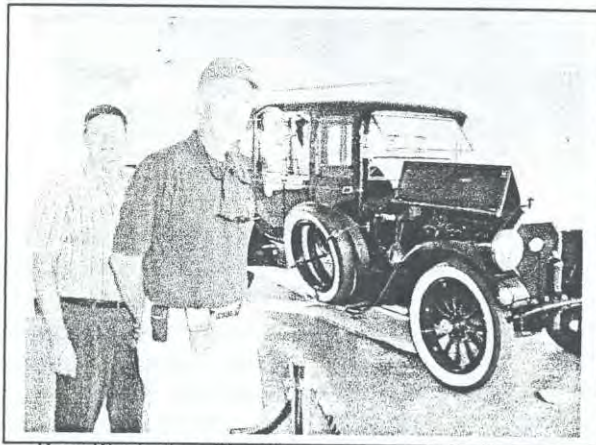
Thornton Gap, directly ahead, and decided that trek was not in the cards for it. So it stalled out, and refused Bill's best efforts to restart it, saying, "That's it! Enough!" We all thought Bill was "leap-frogging" us up the road as he knew where we were stopping. We left our stop and unfortunately circumvented the Tindalls as we returned to the highway. We kept looking for them after Sperryville, and we did not find out until later that they were on the side of the road within walking distance of the "Appetite Repair Shop". Too bad for Bill & Sylvia, if they hadn't had bad luck they wouldn't have had any luck at all. They had even dispatched the local Sheriff to chase after us, but apparently we eluded him too.



The trip up and down the mountain was super. Those old V8's really took it in stride. (See related article on the Amstermobile for more details.) We continued on Route 211, passing through Luray and picking up Route 340 south of Stanley. Route 340 carried us through Shenandoah, Elkton and on to Grottoes where we turned off on Route 256 to catch Route 11 into Staunton. (That's pronounced STANton for you carpetbaggers who may not know.) The views on that portion of the drive from Luray to Grottoes was absolutely beautiful. The Blue Ridge Mountains stared at us from the East, while Massanutten Mountain was to the west as we drove through the Valley. The weather was absolutely perfect for this tour of old cars--blue skies and lower 70's temperatures. Not a hint of overheating in any of our beloved flatheads! We reached our designated lunch spot in Staunton, at 1:45PM, only 15 minutes off schedule. Not bad for a 140 mile trip in vintage tin.

After a great lunch in a prearranged private room at the "Pampered Palate" restaurant in Staunton, the group proceeded to the Woodrow Wilson Birthplace and Museum for a guided tour of this National Historic Landmark, one of the few Presidential birthplaces open to the public. The galleries were most interesting, and contained a detailed history of this historic man who is considered one of the nation's greatest presidents and our first international

leader. Of course, one of the highlights for us auto buffs was the President's completely restored 1919 Pierce-Arrow limousine. After guffawing at this vehicle, we then toured the Manse. It was erected in the early 1800's for the town's Presbyterian minister. Wilson's parents later occupied the house since his father was a later minister of the congregation, and Woodrow Wilson was born in the house in 1856. The group agreed that this tour of the Wilson facility was really enlightening, and it gave us a heretofore unknown insight into the history and greatness of this man.



Pres Westrate, editor Green enjoy restoration

After the tour, some of us headed to our motel, a really nice Hampton Inn, while others lingered in the historic district and took in the local sights. Dinner was arranged in a private room at the "Pullman Restaurant", an upscale restaurant located in the former Staunton railroad passenger station. After the Lebkicker trophy presentation was made to co-winners David Blum (AWOL in Europe), Tom Shaw (AWOL on family matters), and Dave Westrate who graciously accepted the award on behalf of the absent winners and himself, the group retreated to the lobby of the hotel where another long confab occurred regarding old cars, old friends, and all sorts of old stuff.

Sunday morning breakfast at the hotel brought two more familiar faces to the group--Buzzy and Ginny Potter. They arrived in their 1929 Packard Dual Cowl Phaeton, which they drove to Staunton to participate in the annual Glidden Tour which started the next day. Coincidentally the tour was based in Staunton for the week's activities. The Potters joined our caravan to Bob and Jane Wild's house in nearby Stuart's Draft for a coffee klatch and a tour of Bob's new house and garage facility. Jane was attending a wedding in Minnesota, but her daughter and son-in-law aptly filled in as Bob's co-hosts. Many male tongues were hanging out after viewing Bob's new facility, which was replete with a car hoist and could accommodate at least a dozen cars. Bob's son-in-law, Ben, had an adjacent garage which reflected his passion and ability to fix anything mechanical or on wheels. Cliff Green even got him to weld a tailpipe extension to the Green machine so Sandra and the Girmans could enjoy the balance of the trip in an exhaust

fume-free atmosphere. Sandra grumbled "its only taken 30 years for this to get done". We all agreed Cliff had transgressed.



Bob Wild (rt) shows off Ford truck collection

We left the Wild residence around 11AM, made our way over to Route 42 north on the west side of the valley, and then hooked up with Route 11 North at Harrisonburg for our drive to our next stop, lunch at the Johnny Appleseed restaurant in New Market. Again, beautiful touring weather and scenery through the Shenandoah Valley. After a great lunch, we proceeded to the nearby Shenandoah Caverns where we spelunkered(?) in these most interesting and unusual caverns. Afterwards, we began the final segment of our tour. We passed through a covered bridge at Meems Bottom, where the Westrates stopped and left us so they could try and locate their initials they carved in the bridge in their much younger days. We headed for home north along Route 11 to Strasburg where we connected with scenic Route 55. It took us through Front Royal, Marshall, The Plains and on to Gainesville and then Fairfax.

The round trip covered about 330 miles from Fairfax. Except for the Tindall incident, luck was with us all the way---the cars performed beautifully, the weather was

perfect, the scenery was tremendous, the eating and sleeping facilities were terrific, and best of all, the congeniality of the group was outstanding. Again, our thanks to Don and Ken for a wonderfully planned Lebkicker Tour.



Tour directors: Don Lombard & Ken Burns

EDITORS NOTE:

Hank Amster did not have the benefit of the communications link with the five "walkie-Talkies" within the group. This medium worked just outstanding. The lead car (Don) gave advanced directions and the tail ender (Dave) informed of delays at stop lights. When gas was needed (mostly by Bill Simons) the group were informed.

Bill Vincent departed the caravan at Strausburg and went on route 66 while the rest continued on 11 to 55 right through Front Royal with its stop lights. When 55 merged onto 66 for a few miles, the caravan pulled right in front of Vincents '51 sedan - so much for interstates!



OUT OF THE PAST REVIEW

David Blum

Vern Parker's *Out of the Past* Washington Times Show was held on September 12th. Perfect weather, great people, magnificent cars - what else could you ask for?

The feature car was a 2001 Ford Thunderbird, scheduled to go on the market during the Fall of 2000.

This red bird was under an open tent and it was in the middle of a semi-circle of 50's and 60's Birds. What a beautiful sight!



Buzzy and Ginny Potter arrive in style

Our club was well represented. New member **Nancy Windingland** had her black 1936 Cabriolet next to **Bill Simons** 1934 blue Roadster. **Charlie Morrison** was there with his 1935 three window Coupe with the phone

on the roof. He also brought his past mid-life crisis Olds 442 muscle car. **Sylvia** and **Bill Tindall** brought the 1948 red 2-door. **Ginny** and **Buzz Potter** came from Potomac, Maryland in their 1936 blue Convertible Sedan which Buzz has owned since new. To go with his '36 we had our Editor **Cliff Green's** 1936 Phaeton with original paint.

Our Mercury expert, **Steve Dawkins**, was out with his 1940 Mercury Convertible Sedan. 1941 was represented by **Hank Amster** in his black Convertible and by **Helen** and **Ken Burns** in their green Woody. Our new member, **Red Vaughn**, drove all the way from Davidsonville, Maryland in his original 1940 Lincoln Continental Convertible with 25,000 original miles.

Also present were members who brought non-Ford cars. **Jim Wells** came in his 1953 GMC vegetable truck equipped with vegetables. **Judi** and **Mike Kearney** drove their 1937 Plymouth Underwood Typewriter Truck and their 1934 Essex Terraplane Coupe. Mike also had his 1933 Essex Terraplane Convertible parked outside the fence. We enjoyed seeing **Nick Arrington's** 1960 green Morris Minor Convertible. **David Blum** brought his 1953 Lincoln convertible, We hope we did not miss anyone.

From a Kaiser Darrin to a King Midget there were over 140 cars and trucks on the field. Thanks, Vern, and the Washington Times, for a wonderful day.



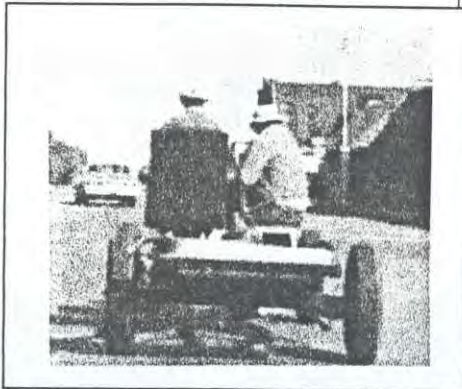
Buzzy Potter , Steve Dawkins, "High Gear" Amster, Mike Kearney , Editor, David Blum

MILDRED Pat O'Neill

I was only 15 years old in 1977 when I bought my 1937 Ford ½ ton pickup for \$500! Buzzy is my inspiration to keep her until I am in my eighties! She was complete but needed lots of work. My Dad and I overhauled her from the ground up. The previous owner had installed hydraulic brakes and turned the odometer to 0, so I never knew how many miles she had been driven. Took us almost three years to get her done. After breaking off 30 of the 42 head bolts at the start, we learned quite a bit about bodywork and mechanics of the flat-head V-8. I worked at an auto parts store when I was in High School and bought all the old parts I could find, including extra water pumps for \$12.50 each (I still have three!).

The pickup was my High School Sweetheart. She was my everything and we worked on her all the time, every night and weekends. After a year, we started the engine when the frame and drive train was complete. We had the back end up on jack stands so we could shift the gears and see if all worked out. The first try died, the throttle was wide open and it couldn't get enough gas. The second time worked great. A couple of weeks later, my Dad took an old rocking chair and mounted it for me to drive. Then we put a lawnmower throttle cable on the armrest for a foot feed, so when I leaned back, it went faster! We drove the pickup, no body or fenders, just the rocking chair, from the front yard to the back for a few days to try it out, and the neighbors thought that was great fun.

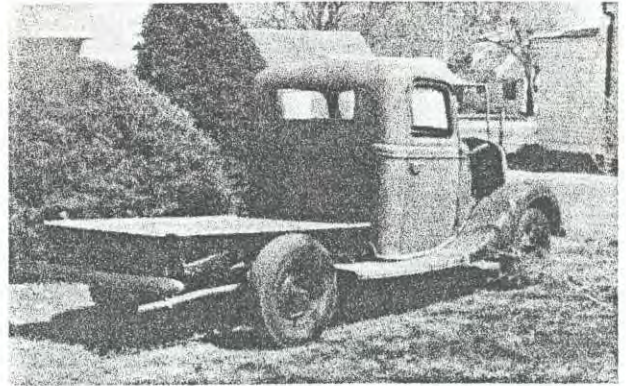
But, we had bigger ambitions. Dad called up the insurance man and told him we wanted to drive the truck to get the engine broke in, and he said it was okay. Of course, Dad neglected to state that there were no fenders or cab on the truck! We



made the rocking seat solid and added a seat for Dad and away we went! The townsfolk of Okeene, Oklahoma were sure watching us then!

We had to mix and match parts and pieces as we all have had to do on our antique vehicles. The kick panels are from a 1936 Ford PU, the steering column is from a 1938 model, the electric wipers are from the 1940s, but in the end, we made a darn good truck. My one paternal Uncle Werner Luetters and his brother Bill had gotten a 1936 Ford Pickup and when they came home from the dealer they decided the locking hubcap was a stupid concept and took it off. In 1977, 40 years later, they went out to the chicken coop in the rafters and there it was, waiting for me! In mint condition and never used! The door strike plate areas where the latch catches are also from a 1936 Ford PU. We cut them out and welded them in, and you can't tell the difference.

When we had her painted Washington Blue Lacquer, and put the hubcaps on, she reminded me of an old Aunt that might



come to visit, and the name Mildred came to mind, and has stuck with her ever since. When my sister Karen was married, I drove her and her husband Gene up and down Wyatt Earp Avenue in Dodge City Kansas with them on buckets in the bed! What looks they got, but they are still married! I wired up Mildred from scratch with a large roll of 16 gauge red wire on July 4, 1979. I got up early, around 4am and had it done when Dad got up around 7am. He was floored by two things; one, that I had done it so fast; and two, that I had only used red, even for the negative. It stayed that way for over ten years, and I knew where the wires went!

She is the 85 horsepower model, first offered in the Ford ½ ton pickup in 1937. That was also the last year that the hood opened from the side. The windshield was split for the first time and still screwed open for air. The model was also the first time the gauges on the dash were both larger and the same size. I read that the 1937 Ford PU was the first time that Ford decided to make it more of a utility vehicle and not as dainty as the cars. That's why the bumper was straight when before they were bowed in the center. I have added a 12 volt alternator from a 1967 Belair (oops, sorry for the Chevrolet reference!) and have all the lights 12 volt. I had a series of resistors on the dash to reduce the amps and the engine is still on 6 volts. The starter is still 6 volt, but I put straight 12 volts to it. Ask Hank and Bill Simons, it starts in a hurry. The bed now has a metal liner, but I intend to put a wood floor in this winter if I can.

You all know how much Mildred means to me, and the relationship that I shared with her with my Dad is more than I can express here in just a few words. He kept Mildred housed all those years, when his own cars were outside. He used to call me up when I first went to college and start the truck up and let me listen to it on the phone. He was self-conscious that he would ruin something, so he had immaculate notes that he had on the seat and went through a checklist every time he started her up. If I was driving around town and it looked like rain, he'd come find me a tell me to go home so she wouldn't get rained on. Without my father, there would have been no Mildred.

I had her up to 80 m.p.h., once, and I stress the word ONCE! I was going down a hill and wanted to see how she'd do, and I floored it. She started to vibrate quite a bit, but made it 80, but just as she did, PING! Something hit the inside of the hood and I pulled over, and there was a ding from the inside. What it was, a bolt, washer, or piece of gravel, I never knew, but she has never been over 70 since. I can cruise at 55-60 without problems, and climb the mountains pretty good since she has a low geared rear end.

As a professional archaeologist, I was never home very much and for the most part of the last 22 years, Mildred was in Oklahoma. Some years, the inspection showed I only drove her 16 miles!!!!

MILDRED (CONT)

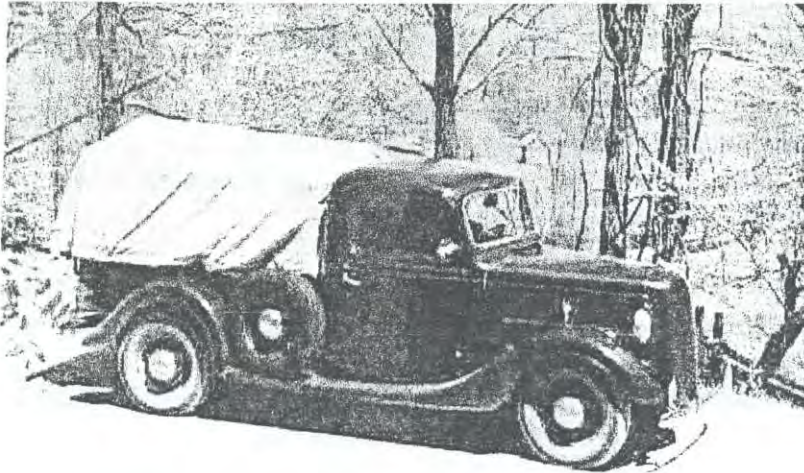
But, Dad and I made her to drive and drive she does. One winter I wanted to move to Austin, Texas, so a friend on mine drove me to Oklahoma on a Friday night. Saturday, we changed the oil, packed the bearings and put in a new battery, then Sunday morning at 4am we headed out for Austin. We arrived there that evening around 6pm, in only 14 hours. It was over 500 miles and she didn't miss a beat! Guess we built her good!

The only major problem I ever had with Mildred was that for over ten years she was missing, almost like vapor lock, but it

wasn't vapor lock. We looked over her for years, over every detail and couldn't find the problem. One day a couple of years ago, Dad was going over it again, and he noticed some dried grease on the tit off the coil that floats on the rotor, flicked it off, and its run great ever since. At the same time, he also noticed the emergency cable off in the rear wheels, and he fixed that, which we never could get to work. Those were two wonderful things that my Dad did for me before he passed away in July 1998.

When I met Diane in 1995, she quickly grew to love Mildred. I let her drive her after several days of watching me drive and telling her about how to shift this particular transmission etc... Dad and I were the only ones that drove her for the first 19 years, and then Diane. She has really made me feel lucky to have kept Mildred all these years. Few men can say they are in love with their child hood sweetheart, and so is their wife! We finally reached a milestone in May, 1999. Diane and I turned Mildred over 10,000 miles after 22 years, and of course it was an emotional experience for me thinking of my Dad. I only hope I can live long enough to see her on 100,000! We took her to Seneca Rocks for our first anniversary and she handled the mountains great! No down shifting!

Finally, both Diane and I really enjoy the interaction with the V-8 club, and want to thank you for accepting us into your car club family! We look forward to the further exploits of Mildred and sharing them with all of you.



THE AMSTERMOBILE REDEEMS ITSELF

By the Owner

Last year the Editor, Mr. Green, forced me to embarrass myself by writing an article for the *Valve Clatter* concerning the unfortunate breakdown of my heretofore trustworthy 1941 Super Deluxe Convertible while returning from the Willowcroft Winery tour. The embarrassment was further compounded when the article was published in the January/February 1999 issue of the *V-8 Times*. Well, I'm here to tell you that this machine not only redeemed itself during the recent Lebkicker tour, but it even distinguished itself by performing magnificently during the 300 mile trip.

After traversing Highway 211 over the Blue Ridge mountains and cruising down the Shenandoah Valley to our appointed destination in Staunton, we parked our cars and proceeded to walk to lunch in town. Along the way, the conversation naturally drifted to how well our cars had performed so far on the trip. I then exclaimed that I was particularly pleased with my car's performance, and that I didn't even have to downshift going up the mountain. The car just took the climb in stride in third gear, with nary the slightest whimper from the engine. Upon hearing this, that same gentleman, Mr. Green, stared at me in disbelief. He exclaimed "you've got to be kidding, I don't believe it!" By this time, the whole group got involved in the discussions and Cliff took a poll among the seven drivers as to who had to downshift going up the mountain. Here are the results. Downshifters: Green (said his Woody was heavier than my car), Burns (same excuse with his Woody), Lombard (could care less). Cruisers: Amstermobile (right-on), Simon (has a 4.11:1 rear axle), Vincent (a "modern" 51 car) and O'Neill (said "what's the big deal?" or something to that effect). Ken Burns said this whole episode has earned me a new nickname: "High Gear Hank".

Mr. Green even accused me of not having the standard 3.78:1 rear axle, but having a modified 4.11:1 axle like the Simon machine. What a sore loser! Not content with just suffering the loss and being humble about it, he began to compare mileage with me at the half-way point of the trip. His was 15.7, and mine about 15.4. A clear victory for him? Not on your life--he's got a Columbia overdrive on that termite box! Of course it'll get better mileage. Had an E-Mail from him Monday morning saying he got 18.4 MPG on the return trip home, having refueled in Marshall, VA. I couldn't comment on that because I didn't have to stop for gas. I still had about a half-tank full when I got home! You figure it out.



NVRG TOUR OF THE SMITHSONIAN CAR COLLECTION
THE GARBER FACILITY IN SUITLAND, MD

Saturday, November 6

The NVRG will depart the Holiday Inn at the Fair Oaks Shopping Center at 8:00 am sharp and make a rolling stop at the Hampton Inn, Rt. 1 Beltway exit, at 8:30 am and continue caravanning to the Garber Facility. At 9:00 am, we will be given a special guided tour of the Smithsonian Car Collection. This facility is only open to the public twice a year, by reservation.

This is a unique opportunity but, due to the limited access around the cars, it comes with special rules. There is no handicapped access, no one under 12 can go on the tour, and no more than 25 people can be on the tour. Finally, we must submit a list of names to the Smithsonian with Social Security Numbers two weeks prior to the tour.

Sign up now! Those 25 spaces will go fast. Call **John Girman** at 703-242-1459 or **Dave Westrate** at 620-9597 to make your reservation. Have your Social Security Number handy when you call. All reservations must be made by Wednesday, October 20.

CONGRATULATIONS

Eric and Nancy Sumner are the proud parents of a baby boy, Elijah Paul, born September 4th, 5 lbs 8 oz



Gerald W. Lunt

260 Parkway St. Winchester, Va. 22601
540-667-3422

Nancy Windingland

301 Sycamore St, Falls Church, Va 22046
241-4562 1936 Roadster

Scott Richien

513 Bradfield Dr. Annandale 22003
425-1689 1940 Deluxe Tudor

Dwight Green

43 S. Rogers St. Hamilton, Va. 20158
540-338-3606 1932 Pickup

Red Vaughn

3306 Royale Glen Ave, Davidsonville, Md.
21035 301-261-4395 1940 Linc Cont Cab.

SAFETY *Washington Post*

Man Pinned Under Truck Dies

A Caroline County man was killed Thursday when the truck he was working on fell on him.

John Robert Cunningham, 57, was dead when rescue workers arrived, Sheriff Homer Johnson said. Johnson said the hydraulic jack holding up the 1951 Chevy pickup lost pressure, and the truck fell on Cunningham's chest.

Cunningham, owner of the Houndstooth Inn in Hanover County, was working on restoring the pickup. His body was discovered when his wife came out to call him for dinner.

FOR SALE

'51 Ford ignition sw with keys (not for sw) \$40 - 49-51
Ford/Merc inside visors, excel brackets \$30, '32 Ford
conv/sw rear view mirror (78-16690A) \$20, Con/sw rear
view mirror #318754 (don't know year) \$18
Bob Wild 540-347-0725

1952 Ford F1: Older restoration w/ rebuilt engine installed
- \$8500, not installed \$7500. Lots of new parts Lars
Okeson 540-297-8451 (truck in Reston)

Wanted: V8 engine for '41 Ford w/ "A" heads. Clift
Harden 540-775-9524

1940 Ford Deluxe Swan Neck mirrors, (Drake repro),
excellent, \$50 Cliff Green 42000+--6-2662

CALENDAR

October

- 3 Antique Auto Assembly on grounds of US Soldier's Home, Washington, DC
- 6-9 Hershey
- 12 **NVRG Monthly Meeting** Program: Talk by Teddy Drews, who was interactive with Henry Ford. Refreshments: **Hardesty**
- 16 Rockville
- 26 **NVRG Directors Meeting**
- TBA Fall Tour

November

- 6 Tour of Smithsonian auto collection
- 9 **NVRG Monthly Meeting** – Slide show of Hershey Refreshments: **Green**
- 30 **NVRG Directors Meeting**

December

- 4 **NVRG Christmas Party**, Fairfax Country Club. Cocktails 7:00

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

CARAVAN TO ROCKVILLE

Saturday October 16th

Meet at the Holiday Inn, Fair Oaks at 8:30 for the caravan to the last meet of the year.

Clara, I read here in the Valve Clatter, that there will be a gentleman, Teddy Drews, who will speak to the NVRG at Tuesdays meeting. I understand that he grew up in Dearborn and even attended the Ford exhibit at the 1934 Chicago Worlds Fair. I believe I met him at one of our dancing classes! I remember hiring him to work at the museum in Greenfield Village. This should be a real interesting talk.





BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: Dave Westrate.....620-9597

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Treasurer: Hank Amster	753-9575	Historian: Don Lombard	690-7971
Membership: Bill Simons	536-3648	Refreshments:	
Tours: John Girman	242-1459	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**