



# VALVE CLATTER

Northern Virginia Regional Group



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

Volume XXII, No. 4

April 2000

Cliff Green, Editor

### JUNK YARD TOUR *Editor*

Not knowing quite what to expect, Von Hardesty arranged for NVRG to visit two junkyards in the Strasburg, Virginia area Saturday the 18<sup>th</sup>. A sizeable group of curious V8'ers gathered at the usual meeting place at Fair Oaks and pooled into cars to journey out west. First there was a "rolling stop" at Gainesville to bring **Bill & Louise Vincent** in their '51 along with **Hank Amster** and **Tom Shaw** into the fold. **Jim McDaniel** drove his newly acquired '53 pickup which proved to come in handy. The group sped out Rt. 66 and arrived in Strasbourg a little early to eat lunch, so a pause was made at a huge antique mall.

Contact was made with our tour guide, Wayne Rogers, at the High Neighbor restaurant. He works for the Coalition Against Hunger and receives donated cars that are stored at the yards that we would visit. He would be our passport to the properties. After a hearty lunch, the caravan continued down Rt. 11 a few miles to the first site.

The weather was crisp and clear and most importantly the ground was dry. No wasps, snakes, poison ivy or other junk

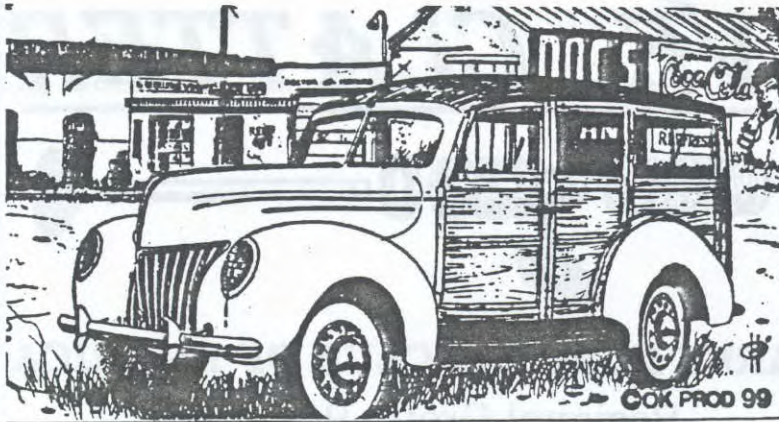
yard dangers lurked – even the preverbal dog was friendly. The group ambled through the property eyeballing numerous late 40's/50's Ford pickup/panels and sedans. Steve Pieper was able to rescue a pickup horn and instrument cluster for his '40.

The second yard was more interesting – two old Fords rested on the garage roof. Again pickups were evident. Inside the large garage sat a '49 hearse and several Ford dirt track racers. Many '49-51 Fords lay about. Again Steve Pieper "found" a Model A cowl section that included the parts necessary for his Ford dash collection. McDaniel's pickup was the repository for this item. Jim scrounged a carb and heat sender elements for this '53.

Potters, Hardestys, Piepers, Vincents, Dubois' along with Green, Amster, Shaw, Ryan, Westrate, Sumner, Simons, Lombard, and Burns enjoyed the day. NVRG contributed \$100 to Wayne's charity for being our tour guide.







## *UP FRONT With the President*



### **APRIL 2000**

Spring is in full swing, and I hope you all enjoy it in all its glory. Spring is always such a time of renewal and recommitment, and I guess that holds true for our old car hobby as well. Oil changes, air pressure check, coolant check, clean the windows, and we're off! The club will go to a lot of interesting and fun places again this year, so come along for the ride.

The snake tour last week was well attended and a lot of fun. Several members found parts and nobody found snakes! Thank the **Hardestys** and **Piepers** for this one. They worked hard to get the details together.

**S.L. Ross** did a wonderful presentation on clutches at the last meeting. He had the facts, the props and his usual expert presentation with good humor. I thought we all learned some valuable information from S.L. and hope we don't have to go through what he did to get the chatter out! Thanks S.L.!

Thanks to **Dave Blum** for arranging a van for the Frederick flea market. This is convenient, but also gives the troops a chance to talk things over.

Please put the Fairfax car show on your calendars for May 13, 2000. Among other things, **John Girman** has arranged for the Model T Club to do a special demonstration. They will disassemble a Model T into a pile of parts. Then, they have 15 minutes to put it back together and start it! This will be at 1:30 p.m. and will be fun to see. Let's all give a hand to the members who are putting the show together. It is a fun way to raise money, so we don't have to do other stuff all year.

**Dave Gunnarson** is back after surgery, and we were all glad to see him at Frederick.

Did you know that Henry Ford is given credit for establishing the 5-day workweek. What a guy!

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

*Dave*





Top: Hank Amster assists Steve Pieper, lower: A cowl secured in Jim Mc Daniels '52.



Ken Burns, Editor, Hank Dubois inspect '47 Panel

There was talk about lack of wasps and snakes at the NVRG tour when Bill Vincent described what a threat they are. In 1979 Bill was under his '56 truck about to drill in the frame when a copperhead bit him twice on his finger! The snake was hidden in the leaves. It took the rescue squad 40 minutes to get Bill to the hospital. After opening the bite and removing blood, his hand swelled up like a balloon! He was in the hospital for 6

days the first time and 5 days the second time to scrape the bone on his finger and palm! Bill's advice: move the vehicle onto concrete and don't go crawling around in junkyards in the springtime.

### **CHEMICAL TO ACHIEVE S2 FINISH**

At the last meeting Steve Pieper demonstrated a product called "Tool Black" made by Precision Brand, 2250 Curtis St, Downersgrove, IL. 60505. Their claim states "an inexpensive alternative to black oxide for ferrous metals, providing a black protective finish". Steve says "One can dip or brush it on. Just be sure that the part is very clean (no rust, paint or grease - I usually bead blast it first) and dip it or brush it on, keep it wet with the solution for several seconds then wash or wipe off. I then spray a light oil or sealer like WD40 on it and that's it." Steve blackened the base of a spark plug to show the members how it works - neat! 800-645-7270 part # 00265322

### **TORQUE ERROR**

In the article that the editor wrote for the VC two years ago and published in the Jan/Feb V8 TIMES about clutch release bearings, there is an error in the torque value for the clutch bolts. Somewhere I read that it should be 45-60 ft lbs., however a V8'er in Oregon wrote me that this is incorrect. If it were a grade #8 bolt (which is unlikely) torque would be only 29-ft lbs., a grade #5 - 19 ft-lbs. This value is critical because it would be easy to break a bolt off in the flywheel! Tommy Lumpkin says not sweat - he broke a bolt off and drove the car that way - no problem!! If you readers spot something incorrect/don't like, I except letters to the Editor. (We never know when this stuff goes National! Look for more VC features in up coming V8 TIMES)

### **SHOCK ABSORBER FLUID**

From *The way of the Zephyr* - M. Calistrat



When Lincoln-Zephyrs and Fords were new, the lubrication charts specified that the Houdaille shock absorbers be filled with Ford shock absorber fluid, M-4633-B, every 5,000 miles. By 1948, M-4533-B had been replaced by 8L-19541 fluid, but that was over fifty years ago and neither is available now, so there is a lack of knowledge as to what should be used. Ford emphatically stated that mineral oil should not be used.

After lengthy consultations with a lubrication expert from a major oil company, I found out that the fluid used fifty years ago by Ford is now made again for a different purpose, and under a different name: it is a "heavy-duty Engine Oil Stabilizer", made by Morey's. It is available at car part stores and cost about \$6 a quart.



## **FINGER JOINTS IN WOOD** *By David Westrate*

The use of wood components in early cars is well known to all of us. The use of wood for entire car bodies, however, created some unique challenges, which only became more complex as car bodies became more sophisticated.

For example, early Ford wagons, such as depot hacks, had relatively straight square lines with simple moldings for detail. The ultimate woodwork appears on the Chrysler Town and Country, which feature the most complex compound curves and wood joints, especially in the trunk area.

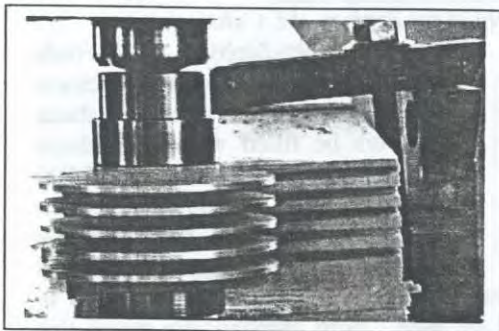
Because complex wood designs cannot be economically cut out of a single piece of wood, the use of finger joints to join smaller pieces together was widely utilized. Reproducing these joints is one of the most serious challenges in restoring these wood cars. Finger joints are common, as you can go to your local lumberyard and find them in molding pieces and other applications where small pieces are joined together to save wood and money. The difference between what you find at the lumberyard and in a woodie is the depth of the joints in the car, which are much larger. In the old Fords, the finger joints are 1 1/8 inches deep, and it takes a huge cutting tool to make them.

The tools to cut these cannot be easily found and to my knowledge must be custom made. The wood expert of White Post Restorations showed me the setup he uses on a shaper machine. The cutting head cost thousands of dollars, and he considers using them very dangerous because of how long and thin the blades are and how fast they rotate. A California woodworker wears a bulletproof vest during these operations. I recently saw an ad for a cutter that is used on a common table saw, but you can only cut one finger at a time and it would be extremely difficult to get a quality joint this way.

Another option, which I have been able to use, is a milling machine, which is usually used for cutting steel. When we bought the 39 Deluxe in Mystic, Connecticut, we learned that it was being restored by a machinist who worked for the Electric Boat Company where they built submarines. He had a Bridgeport milling machine in his shop as do our club members **Steve Pieper** and **Dwight Green**. This is a serious piece of equipment. This man made a stacked set of six cutting blades to be used in the Bridgeport, and I was able to use them recently in Dwight Green's Bridgeport to cut several of these joints.



Picture at the left show the cutter, picture below shows the cutter in operation. The piece shown in the close-up is the front header board, which fits above the windshield. The simplest of these joints is complicated enough, but in this case the two halves of the header fit like an airplane wing, sweeping back on an angle and down on another angle with the finger joint in the middle. Setting this baby up properly will make a man out of you!!



Dwight gets the credit for this one, and I was the cheerleader. Making the cut was loud and created a lot of smoke and, of course, sawdust. It took five or six passes to cut one half of the joint. Not only are we cutting a hard wood (maple) but we were also cutting end grain.

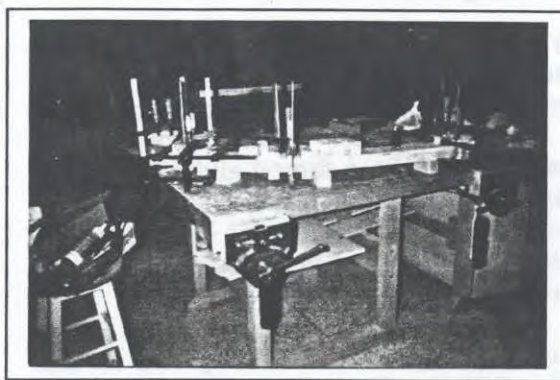
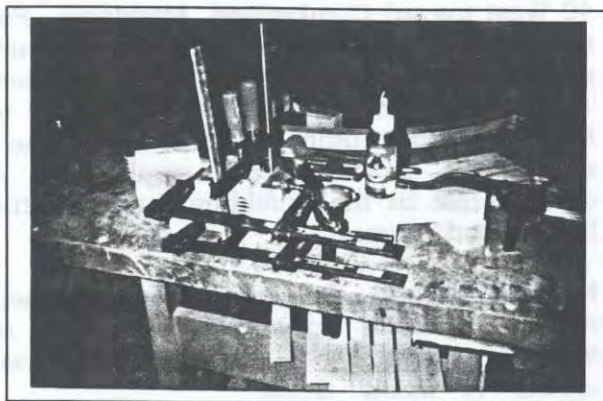


*Bridgeport milling machine*

Once the joints have been cut, gluing them together is no picnic. First, you must be sure to have plenty of thickness to the stock because when you put the joints together, the pieces step up and in the case of the rear wheel surround which has four joints the step ups are significant. Next you have to glue and screw cleats on either side of the joints on the top and bottom.

(continued next page)



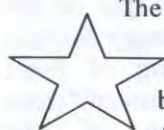


The cleats allow for big time clamping pressure to pull the joint together end to end. We also used two clamps to compress the fingers together, and bench dogs to keep the pieces in the correct plane. The glue that was used is called Gorilla Glue and it is a weatherproof glue that expands three to four times in volume during the curing process. This gives you a very strong joint and assures that every nook and cranny is full of glue. Because the wheel surround has

four joints and five pieces, we glued two joints one day and two the next. As you can see from the above photos, all four at once would have been too much to control.

Next we unscrewed and knocked the cleats off and put the wheel surround through a surface planer to eliminate the "step ups" and get the proper thickness. Because we used thick enough stock, the planing process also eliminated the screw holes from the cleats on both sides. It took two men to push the wheel surround through the planer because it is so large and is a semi-circle. Next we band sawed the top and bottom contours and that gave us the blank we needed to start the work on fitting the panels, rear door and trim details. Any questions.

### MYSTERY MEMBER



The *VALVE CLATTER* is initiating a new feature this month. With the cooperation of our members, we will be featuring a vehicle-related photo of a member in his/her earlier days. Please send in an appropriate picture to the editor, along with a brief description stating the picture's circumstances. We inaugurate the feature with the following picture. The identity of the culprit is on page 8.



Activities for the Fairfax Car Show are proceeding at full speed with the event planned for May 13 in the City of Fairfax from 10:00 am to 3:00 pm. (registration start sat 9:00 am) In addition to general coordination, **Dave Westrate** assisted in updating the design of the brochures and club members have been busy distributing them. **Hank Dubois** sent off letters and brochures to 26 antique, classic and hot rod car clubs. **Buzz Potter** is taking brochures to the various car clubs he belongs to. **Don Lombard** is mailing out brochures to those who brought cars last year. **John Girman** made arrangements for a new event at the show: a Model T Ford Take-apart Car Demonstration. At 1:30 pm, members of the local Model T club will assemble a pile of parts into a running Model T and drive it away in 15 minutes or less. Dave Westrate was also responsible for getting Vern Parker, the Washington Times Automotive Editor, to serve as honorary co-chair of the show.

Current activities include soliciting advertisements and placing notices in various publications. Dave Westrate and John Girman are working on show publicity. Don Lombard is heading up the Registration Committee again this year and is already processing early registrations. Hank Amster will head up the Parking Committee. At the next membership meeting on April 11, we'll pass around sign-up lists for these committees plus the Clean-up Committee. Once again, the City of Fairfax is providing facilities, the use of their property, snow fencing and printing facilities to help make this a great event. Now we need everyone in the NVRG to help make this show a success. Get your car(s) ready and bring it (them) out to the show. Also sign up for one of the committees and plan on helping out for an hour or two on the day of the show that has become our largest fund-raising event **JOHN GIRMAN**



## **"FORD CARS AND NAZI SPIES" (PART ONE)**

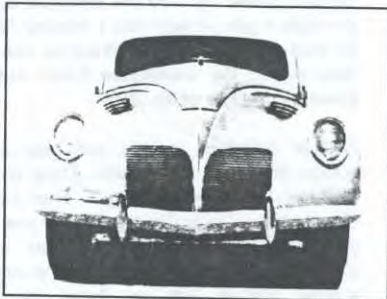
by Von Hardesty

In July 1941, the Assistant Air Attache at the German Embassy in Washington, D.C. married an American woman named Helen Klug, an art teacher from Terre Haute, Indiana. Riedel was a famed glider pilot who had joined the German embassy staff in 1939. For the honeymoon trip, Riedel – and the FBI -- would discover that Ford cars would play a major role.

Fears of Nazi spies were widespread in the summer of 1941. Being a German diplomat, Riedel had become the object of intense scrutiny by the FBI and the State Department. No effort was spared to monitor the activities of all German, Japanese, and Italian diplomats who represented the Axis powers. The fact that Riedel had married an American woman only heightened suspicions as to his motives. Could Riedel be part of a Nazi spy ring? These months were an odd interlude of peace for America. Pearl Harbor was still several months away. While still formally neutral, President Roosevelt did everything possible to support beleaguered Britain then at war with Nazi Germany. Rearmament and the draft were underway, a harbinger for the war to come.

Peter and Helen were married in Alexandria, Virginia in early July 1941. For the honeymoon, they secretly planned to make a cross-country trip, to visit Helen's parents in Indiana and then drive to the Grand Canyon. The FBI – as a coiled spring – was ready to follow the Riedels on this most romantic journey. The problem for the FBI and all government agencies interested in the activities of Peter Riedel was ignorance of the precise itinerary and ultimate destination for the honeymoon trip.

Peter owned a tan 1938 Lincoln Zephyr sedan, a car he admired for its power and sleek aerodynamic look. The newlyweds planned to drive the Lincoln on a daunting cross-country trek to the Grand Canyon. They departed the



Washington area in Peter's Lincoln, taking Rt. 40 West toward Cumberland, Maryland. For the first day, they planned to make it to Ohio, no easy task in the era before the interstates. To add to the mix of things, Peter decided to bring along his 16mm camera. In the days ahead this movie camera would play a curious role in the unfolding drama of the honeymoon journey.

No sooner had the Riedels began their meandering drive across the mountains of Western Maryland the FBI deployed two agents to follow them. The agents drove a black 1941 Ford sedan. Peter was no stranger to FBI surveillance.



Ever since 1939, the FBI had been a constant presence in his life. Now he observed their presence again, in the rearview mirror of his Lincoln on his honeymoon. He telephoned his superior, General von Botticher, to complain. The German Embassy then communicated a spirited protest, but to no avail. Hounding a man on his honeymoon, Botticher argued, was bad form. Oddly, the FBI agreed. In fact, the Washington Field Office, with J Edgar Hoover's approval, suggested to the State Department that the newlywed couple be left alone. However, the officials at Foggy Bottom demanded continued monitoring of Peter Riedel – even insisting on a program of "close surveillance" for the duration of the transcontinental honeymoon trip.

While never a member of a Nazi spy ring, Riedel had become a careful student of the American aircraft industry. His work was one of intelligence gathering, a process calling for the systematic reading and analysis of open sources. Riedel sent back to Berlin accurate estimates on aircraft production and prophetically warned that America's war making potential would be awesome in any future war. The German Air Ministry routinely dismissed Riedel's insightful reports as fanciful.

For those agents assigned to follow Riedel on Rt. 40 West there were real problems. Riedel had learned of their presence, and he soon displayed a determination "close surveillance" a difficult, if not impossible, undertaking. Washington had alerted the FBI's Cincinnati Field Office to be prepared to take the baton of surveillance at Chillicothe, Ohio. Quite



unknown to the FBI, the honeymoon couple had targeted this small Ohio town as their first stop, being the home of Helen's sister.

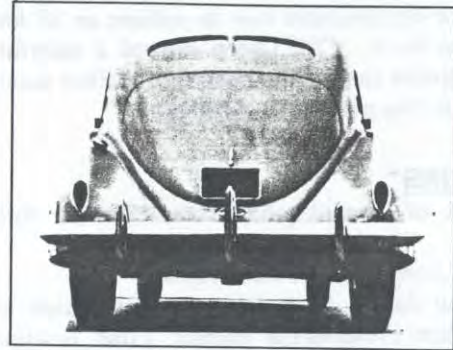
Chillicothe became the locale for a comic opera chase. While the escorting agents were trying to link up with their relief party, Riedel drove his Lincoln through a railroad crossing just in time for FBI car to be trapped by an oncoming train. At first, the agents assumed he had continued westward on the highway. Only with great difficulty did the FBI agents discover that the Lincoln was parked at the home of Helen's sister. Even as they were trying to pin down the whereabouts of the Riedels, there was the urgent requirement to link up with their relief party from the Cincinnati Field Office.

For some reason the Cincinnati agents did not appear on time at the agreed upon rendezvous point, to the extreme frustration of the fatigued Washington contingent. The whole matter was eventually sorted out, but the passage through Chillicothe was one tension and recrimination for the FBI operatives. Over the next few weeks, telegrams poured into the Washington Field office from the Cincinnati office attempting to explain to an angry J. Edgar Hoover why they had appeared on time. The local police, surprised by this sudden influx of FBI agents, offered little information on the relatives of Helen's relatives, except to say they were loyal Americans. Could there be a nest of Nazi spies in Chillicothe? No small number of locals were intrigued with the sudden appearance of black Fords with out-of-town license plates, moving wildly down the streets.

Back on the road again, the FBI agents from Cincinnati soon learned that Peter Riedel was no easy prey, a man never lacking in boldness and improvisation. Moreover, he was animated by a keen desire to embarrass his unwelcome escorts whenever possible. Riedel's tactics were varied and often dangerous for all concerned. Often he would slow up suddenly, compelling the FBI Ford sedan to stop abruptly. He would then speed away, driving at high speeds, only to repeat the maneuver.

Riedel took special pleasure in harassing his unwanted escorts at roadside restaurants and gas stations on old Rt. 40. There were frequent opportunities. When Riedel refueled

his car, the FBI agents, posing as travelers, occasionally would do the same. He would confront them at the gas pump, offering the embarrassed agents details about the next leg of the trip. Finally, the FBI maintained a safe distance from Riedel's Lincoln, even at the risk of losing him. Because of Riedel's unpredictable driving habits the Cincinnati Field Office mobilized a large number of agents to cruise the highway, behind and in front of the tan Lincoln. Contact was lost more than once as Riedel sped across Ohio into Indiana.



Peter Riedel's big surprise for the FBI came with his 16mm movie camera. He had brought the camera along to film his honeymoon. He soon realized that the camera was a great device to chronicle the chase and embarrass his tormentors. Riedel's tactic was to speed ahead, stop suddenly over the hill or at some secluded stretch of the road, and then point his camera at the approaching FBI Ford. The startled agents would typically cover their faces with roadmaps or turn down their fedoras over their eyes.

The honeymooners eventually reached Helen's parents in Terre Haute, Indiana. Even as Peter Riedel greeted his new inlaws FBI agents were parked on the street around the clock. This brief sojourn in Terre Haute offered a welcome respite for the FBI to reorganize their surveillance work. As they waited, there was still great uncertainty about Peter Riedel's next move - a return trip to Washington or continuation of the journey to the West?

*Look for the conclusion in next months VC*



## MYSTERY MEMBER

Yes, that svelte dude in the saddle shoes with hair on top is none other than our perennial treasurer, **Hank Amster**. The picture was taken in 1949 during Hank's college days in front of his first automobile, a 1941 Mercury Sedan Coupe. He had purchased the car in 1949 for \$250, and the odometer showed 75,000 miles on it at the time. He drove the car for three years and sold it for \$200 in 1952, replacing it with a three year old '49 "Chivvy".

## MARCH MEETING NOTES

The Clarke house was again the temporary site of the NVRG membership meeting. A large crowd enjoyed **S. L. Ross** explain his procedure for fixing the clutch chatter in his '36. He has promised an article for next months VC. Steve Pieper demonstrated how to achieve an S2 finish on a Champion H-10. Cliff Green showed a colorful '30's Ford Anti-freeze can that he bought over Ebay auction for \$61 – seen in flea markets for \$200 plus.

## DONATIONS

The Board of directors has voted for the following donations:

\$100 to the *Early Ford V8 Foundation*

\$100 to the *Henry Ford Heritage Foundation* for the Piquette Plant Preservation Project. (This building was constructed in 1904 by the fledgling Ford Motor Company and is being saved for museum space)

\$100 to the *Coalition Against Hunger* – Tour guide of junkyards charity.



## **RAY AND PHYLIS KUNSMAN**

4 Spring Marsh Circle

Savannah, GA 31411 912-598-7204

1940 Sedan, Coupe, Convert - see below



## **NVRG FUND RAISER** **WILLOWCROFT FARM** **VINYARDS**

MAY 6TH, rain date: MAY 7TH

BYOL for picnic – tour and wine provided

10 cars needed – meet at Fair Oaks 10am. Connect at Gilbert's corner.

Sign up with Don Lombard 703-690-7971

## **KEN AND HELEN BURNS**

*INVITE ALL V8 MEMBERS TO A*

# **GARAGE WARMING**

**April 15<sup>th</sup> 1 – 4pm**

10409 Stallworth Ct. Fairfax, VA

703-978-5939

## **\$\$ FROM NATIONAL**

The National sent a check for \$20 for four new members that we were credited with in 1998! The program is still valid where there is a \$5 incentive to sign new members. Carry a membership flyer in your glove compartment, just in case. Better yet, enroll your sibling – they are our future. What better way to interest them in our hobby!

## **NAMETAGS ORDERED!**

The supply of nametags disappeared along with the prior membership chairman. No one has been able to find Mike Bellefair...so the Board has authorized purchase of a new batch. Prior rosters will be analyzed to determine new members who might not have received one. An incentive will be announced to help members were their nametags meeting nights.

## **MISSING**

Bill Selley has loaned out his spring spreader. Call 703-679-9462

*Winners of the  
Steve Pieper  
quiz Jan 29<sup>th</sup>:*

*Lt - rt  
John Ryan  
Hank Dubois  
Ken Burns*





# V8 CALENDAR NVRG

## April

- 6\_9 Charlotte Auto Fair 2000, Hornets Nest  
AACA, Charlotte Motor Speedway,  
Charlotte, NC
- 7 **NVRG Monthly Meeting**, Program:  
TBA topic by Ken Burns, Refreshments:  
**Dave Westrate**
- 8 **NVRG Board Meeting**
- 8\_1 Spring Carlisle
- TBA **NVRG Tour**, Aircraft restoration shop,  
Warrenton, VA

## May

- 6 **NVRG Fund Raiser** – Willowcroft  
Winery, Leesburg, VA, 11:00-3:00 (Rain  
date - May 7)
- 9 **NVRG Monthly Meeting**, Program:  
Wayne Rogers auto appraiser,  
Refreshments: **Dave Blum**
- 13 **City of Fairfax Heritage Antique Car  
show, NVRG Sponsor**
- 20 Shenandoah AACA Spring Meet,  
Winchester, VA
- 20 Middleburg Garden tour
- 30 **NVRG Board Meeting**
- TBA **NVRG Tour**

## June

- 2-4 Carlisle All-Ford Nationals
- 7-10 **Carolina 2000 Eastern National V8  
Meet**, Lowe's Motor Speedway, Concord,  
NC, **NVRG Caravan**
- 13 **NVRG Monthly Meeting**, Program:
- 14 Slides of E. Nat'l Meet, Refreshments:  
**Jim Roebuck**
- 18 Sully
- 27 **NVRG Board Meeting**

## July

- 9 National Capitol Region V8 Show,  
Brookville, MD
- 11 **NVRG Annual Picnic**, Nottoway Park
- 14\_15 AACA Grand National,  
Montoursville, PA
- 25 **NVRG Board Meeting**
- 28\_30 Summer Carlisle
- TBA **NVRG Tour**

## August

- 8 **NVRG Monthly Meeting**, Program:  
TBA, Refreshments: **John Girman**
- 29 **NVRG Board Meeting**
- TBA **NVRG Tour**

## September

- 10 Sugarloaf Region AACA Activities Meet,  
Mt. Airy, MD
- 12 **NVRG Monthly Meeting**, Program:  
TBA, Refreshments: **Bill Simons**
- 16-17 **Lebkicker Memorial overnight tour**
- 26 **NVRG Board Meeting**
- 28-Oct 1 Fall Carlisle

## October

- 5-7 Hershey
- 10 **NVRG Monthly Meeting**, Program:  
TBA, Refreshments: **Steve Pieper**
- 31 **NVRG Board Meeting**
- TBA **NVRG Tour**

## November

- 14 **NVRG Monthly Meeting**, Program:  
Hershey review, Refreshments: **Cliff  
Green**
- 28 **NVRG Board Meeting**
- TBA **NVRG Tour**

## December

- 2 **NVRG Christmas Party**







**BOARD OF DIRECTORS  
NORTHERN VIRGINIA REGIONAL GROUP**



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

Vice President: **David Blum** 281-1654  
 Secretary: **Tom Shaw** 771-9374  
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 Membership: **Bill Simons** 536-3648  
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Programs: **Hank Dubois** 476-6919  
 Property: **David Blum** 281-1654  
 Activities: **John Girman** 242-1459  
 Refreshments: **Bill Selley** 679-9462  
 Newsletter: **Cliff Green** 426-2662

**Location Change:** The general membership meeting, until further notice, will be at 7:30 on the *second Tuesday* of the month at the historic Clarke House, located at 6332 Barcroft Mews Dr., adjacent to Barcroft Shopping Plaza on Columbia Pike near Lincolnia Rd.

**See you there.**



**FIRST CLASS MAIL**

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