



VALVE CLATTER

Northern Virginia Regional Group



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

Volume XXV, No. 7

July 2002

Cliff Green, Editor

SULLY

Nick Arrington's coming out →



Front row: John Girman, John Sweet, Ken Burns
Standing: Steve Pieper, Editor, Prsz, Jack Sweet, Birthday boy, Buzzy Potter



Sully was the best ever in terms of the weather - it could not have been a nicer day! Eric Sumner celebrated his birthday and his wife Nancy brought a huge Sheet cake to serve the NVRG. Our club staked out an area under the shade tree and surrounded several blankets with chairs so the grandkids were contained. I did not keep count, but at least 25 members and 10 cars were present. Dave Westrate took a first place with his 1939 Standard woodie.

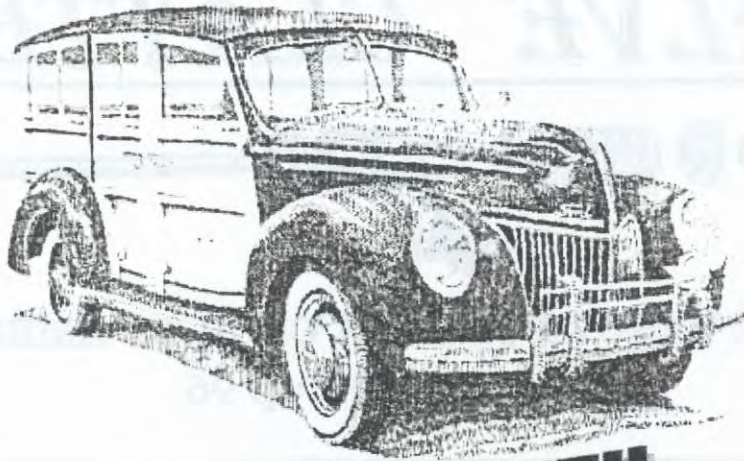


Jack Sweet's beautiful V12

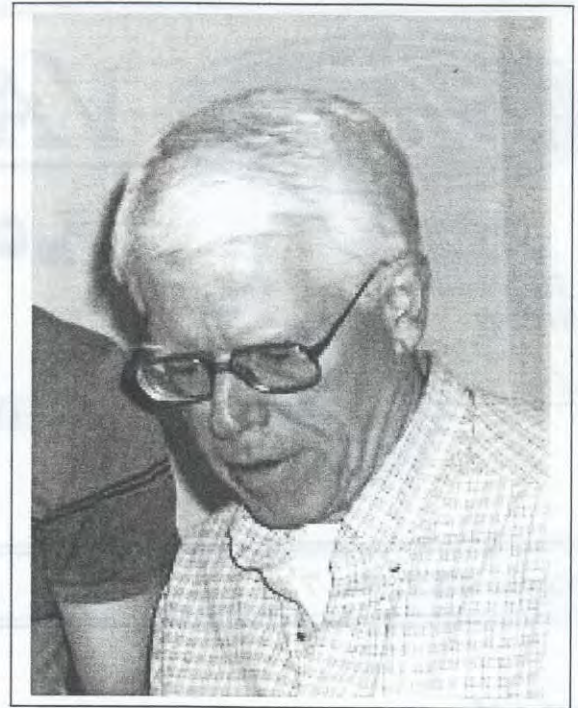


Tommy Lumpkin's popular '38

← V8 line up



UP FRONT WITH THE PRESIDENT



JULY 2002

Well, it seems like our weather luck has finally run out. After a nice first week and a really great Father's Day weekend, June weather settled into its normal summer pattern – mostly hazy, hot and humid days (the dreaded 3 H's) with sometimes violent afternoon thundershowers. We even had a couple of Code Red or Orange days before summer officially began on the 21st!

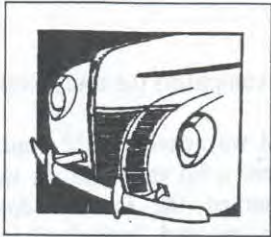
Sully was really great this year! The weather was superb; there were a lot of new (different) cars; the entertainment was good; the flea market had a couple of surprises; and, NVRGers and their cars were very well represented. The traditional NVRG family gathering and picnic under the trees was bigger than ever this year and even included a birthday party for Eric Sumner. Please see **Cliff Green's** write-up and pictures of this event for more details.

Congratulations to **Dave Westrate** for his 4-page feature article in the June "Woodie Times" detailing the 6-year restoration of the Westrate's beautiful '39 Standard woody. Not only that, but the magazine's front cover featured a great picture of the car as well! Way to go Dave!

Charlie Morrison and I spent several hours on June 24th and 25th (both Code Red days) working outside on the ignition in **Bill Tindall's** '48 Tudor. We had hoped to remove the parts borrowed earlier from **John Girman** and get the car running using Bill's parts. No such luck! The distributor ('42) we found in the trunk didn't fit the distributor cap on the engine and Bill's Redmund electronic distributor was DOA. After calling Redmund, we decided to send the distributor back to them to check out and fix before going any further. Look for another installment of "The Trials of Tindall's Tudor" by Charlie in a future issue!

The **Cliff Green/Dave Gunnarson** program on V-8 literature at last month's membership meeting was extremely interesting and informative and Cliff will continue his presentation at the August meeting. The July meeting will be our annual picnic. Don't forget to call your reservations in to **Steve Pieper** if you are planning to attend. And, please get your V-8 photos and descriptive information to Dave Gunnarson for inclusion in the Club's web site. Several members now have their cars on the site – what are you waiting for? See you at the picnic.

Happy V-8ing! Hank



Recently, I experienced an odd problem with my '40 coupe that I'm hoping another club member might have seen before. In doing a routine oil check before a spring show recently, I discovered water on the 40's dipstick. The car had not overheated recently and in fact had only been started a couple of times this year. As recently as a month previous the oil checked out fine. I drained the crankcase and was greeted with at least a quart of water first and then coffee colored oil. Assuming the worst (blown head gasket, cracked block, etc.) I ran a compression check, which showed one cylinder to have slightly less compression than the rest so I reluctantly removed that cylinder head first. There was no real indication of a blown gasket or block cracks between the cylinders on that side so I removed the other head and found the same to be true. I checked the heads with a square to see if they were warped and they seemed true to me.

This engine had been overhauled 12 years ago and had only 3000 miles on it. It has overheated in the past but not for several years. I did find some of the head nuts easier to remove than the others however. In particular the nuts that had been doing double duty in mounting the oil filter on the head came off a bit easier than the rest so I opted to leave off that less than efficient option when I reassembled the heads.

The real mystery though was the condition of the metal around the center water passages and in some of the combustion chambers in the heads. The cast metal was badly eroded, appearing to be almost etched or crudely sand blasted. This brings up the issue of head gaskets. The gaskets that were used on my engine when it was rebuilt were of the "new" design* (smaller water passage openings) but the heads showed the pattern of the larger openings (older design gaskets) from previous use and these areas were deeply pitted like they had been eaten away by acid. Some of the combustion chambers were similarly damaged. I was so intrigued that I removed the heads from a spare engine and sure enough these heads showed the same pattern of damage. This roughness in the surface of the heads combined with head nuts that had somehow loosened would appear to be the cause of my diluted oil.

To make a long story longer I cleaned up the best pair of the four heads and the engine surfaces, installed a set of new steel gaskets from Macs and put it all back together. One additional step I took was drilling out the center passages on the head that came from my spare

engine per the Ford repair manual. The manual I used was numbered 3666, and dated May 15, 1945. The issue of old and new water passage designs* has been documented also in at least two V8 Times articles (Vol. 38, No. 4, pg 54; Vol. 3, No. 6, pg 29). I spent most of a day alternately flushing out the crankcase and cooling system and I installed new thermostats for good measure. I have let the motor warm up multiple times and rechecked the torque on the head bolts and so far there is no reoccurrence of the oil in the water or vice-versa.

The real question I have is what is the cause of the deterioration of the casting surfaces of iron cylinder heads? Is this a common problem with these aging motors? In my case the problem was seen in two different engines from entirely different sources.

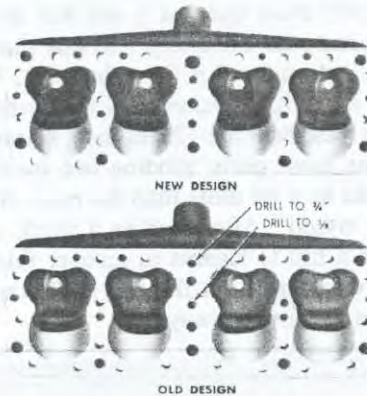


Fig. 38—Cylinder Heads and Gaskets (Old Style 41T and New Style 59A)

The deep pitting around the water passages is an obvious risk for leakage and the pitting in the combustion chambers has got to affect engine performance. Anyway I would appreciate hearing from other club members on this topic. Cheers.



Dave Westrate's woody made the front page of the June *WOODIE TIMES*. Professional photo—Andy Kist

A BED IN KANSAS *Dave Gunnarson*

I've been searching for an original stake bed for my 1935 1-1/2 ton truck for about three years with no success. Suddenly on eBay, there appears a nice 12' Ford Script bed frame with no wood, mounting hardware or stakes but otherwise in good shape. I won the bidding (\$99) and sent a check, but the bad news was that it's located 100 miles west of Dallas, Texas. I had to think about that one for a while before deciding what to do about it. Then just about two months later, I got a call from a very reputable and trusted fellow (Mike) in Kansas from whom I had purchased many other very nice truck parts. He knew that I had been looking for a long bed and he said that he had a very original bed on a 1937 truck and that it still had the full and complete stakes and side wood too! He said that if I came out to Kansas and removed it from the truck, I could have the original mounting brackets and hardware too – all for \$250. Since these beds are 12 feet long, seven feet wide and have some loose parts, sending one by a commercial shipper would be a lot more than the price of gas to go out and get it myself. After sending a check I began to make plans for a trip to Kansas to recover this prize. I figured that I would pass on the bed in Texas since it was less complete and further away.

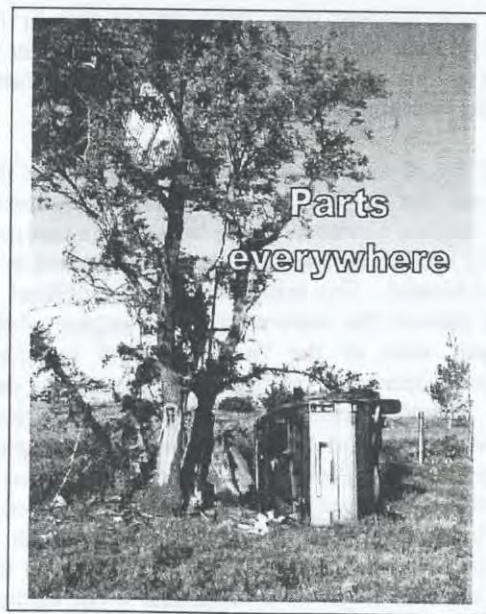


I had a receiver hitch installed on my conversion van and a fellow at work let me borrow his 12-foot long trailer. Another fellow at work that is really likes cars volunteered to be a co-driver for the trip. John Ryan negotiated a front and rear end, wishbones and torque tube from Mike and I volunteered to bring all of this back home in the trailer too. We were going to be hauling quite a load. A list of things to bring and a pre-trip checklist was prepared: tools, water, oil, check the van fluids, tires, remove the back seat of the van (with help from John Ryan), install a foam mattress on the floor, pillows, snacks, check for tornado damage, camera, CD's and a few videos. For those of you reading closely, yes I said "tornado damage". The first story of this trip happened before we even got started. In early May, the farm where all these parts were housed got a direct hit by a Class F3 tornado! I got a short email stating that Mike's house was no longer habitable and that he was using the computer in the library to do his email. Mike's phone was out and it took four long days to get an answer back from him as to whether the bed survived. Mike said that the truck suffered, but not the bed, so come and get it. He said that there was lots of damage and he

was unhurt but quite shaken by the experience. Everything came together nicely and we started out Friday morning to Kansas.

We made good time and the van pulled the trailer well.

The trip was uneventful and we arrived in 22 hours and found Mike's place. We were a bit early, so we walked around his place and observed the tornado damage. Mike's house was boarded up and looked intact but heavily damaged. The barn on the other side of the driveway was missing the front section and his minivan was had been tossed into his back yard. There were parts strewn all over the place. When Mike arrived he filled us in a bit more. Missing was a 70 foot long barn that had been full of parts, all that was left was the concrete slab. His neighbors house got the same treatment – nothing left except the chimney and basement foundation.



Mike has about six 1935-36 truck frames, three Model BB frames in addition to a few pickup frames, a few cars and lot of parts in the remaining barn. We spotted the truck bed easily but I was disappointed. The stakes had been cut down to about two thirds of their original height and the slats and other stake hardware were long gone. Worse still, the frame rails were 2 1/2" too narrow. Both Mike and I were surprised. I was tired and now a bit disgusted too. We both had checked the Green Book lists the original

Ford replacement parts available in 1947. This is a great reference to find out what parts fit and which ones are interchangeable. One thing it doesn't necessarily do well is tell you what parts came with your vehicle from the factory. Many mid-year changes and subsequent model year changes results in replacement parts that perform the fit and function of the original parts, but are made differently or have other distinguishing characteristics that make them look or fit differently. Also, there isn't very much written about the big trucks, so it seems like I have to learn myself through research and trial and error. We figured out that in the unlikely event that someone ordered a replacement bed from the factory, it probably came with the frame mounting hardware loose and it would be attached to fit the frame or came in the later, narrower, width and would have to be adjusted to fit the 1936 and earlier trucks.



The bed mounting hardware was complete and in good shape, so it all came off. Mike wanted the stakes and I decided to leave the bed and continue the search for a correct '35-'36 bed. We loaded the axles for John Ryan and I took a look around to see what else might work for my truck. I got a nice pair of frame extensions for \$25, a '35-'36 truck gas tank complete with gas cap and sender unit for \$25, a rear frame cross member with shackle brackets and spare tire carrier for \$15 and an February 1935 generator for \$20. All of these are good parts, but not quite what I had originally come out to get.



We were at Mike's place for about four hours before turning around for the return trip. Other than three

refueling stops and a late night driver swap each way, we made only one other stop to see the arch in St. Louis. We walked around for about 45 minutes and looked at the arch and the Mississippi river. Then pushed on for home.

As we were driving through West Virginia we started to count the number of whole deer carcasses in the shoulder or median of the highway. I think we were up to about 18 when we rounded a bend in the road and saw the body of a deer in the passing lane. This was a bit different since all of the others had been to either side of the road and we both remarked that it looked really fresh. No sooner than the words had been spoken than we saw a small SUV in the breakdown lane traveling very slowly forward. As we passed it we noticed that the whole front grill was smashed, the bumper mangled, a headlight bucket dangling by a wire and a very white-faced driver firmly gripping the wheel. That deer kill sure was fresh! It must have happened less than a minute before we got there! Before we had a chance to say another word about that, we saw a red sports car stopped in the breakdown lane on the other side of the road with its front all smashed in too. And not more than 500 yards behind that was a rather new looking Corvette backing down the breakdown lane with a large part of a deer under the front of the car and two deer legs dragging straight out in front of the car. It looked like the driver was trying to get the rear half of deer out from under his car, but it looked like it was wedged in fairly tightly. Afterwards I imagined a possible scene where the guy driving this car might have to lean over to his girl friend and ask her to get out, hang onto the hooves and pull as he backed up. We will never know the story because we wanted to get home and had our eyes firmly on the road in front of us looking for any deer that might be contemplating a dash across the road in front of us. Fortunately we didn't come across a deer that was alive for the rest of the trip.

I dropped CJ off in Linden, then unloaded the axles at John's place in Vienna and got home just after noon on Sunday, weary and a bit wiser. A total of just under 50 hours and 2700 miles.

Now that I've had time to think out the problem of the wrong sized frame rails, I should have taken the bed since it would only require the removal of 10 mounting plates, filling in the rivet holes then drilling and riveting the mounting plates at the correct width. All of the frame, cross members and other parts are the same but I couldn't see the logic though the fog of tiredness and disappointment. Still in all, I got some good parts and a story to tell.

P.S. – Anybody out there willing to spend 50 hours riding, driving and sleeping in a van and maybe 45 minutes in St. Louis? Give me a call, I'm tempted to go back for that bed!



Ray Kunsman, our Georgia member, spotted these two Merc's in a junk yard in Mineral, Virginia on his return trip from Hershey – 10/01. He says "They are still out there" Also in the yard was a 1947 1 ton stake body. Ray's name is in the roster if your interest is aroused. (Jerry Hill is on the phone right now!!!)

Ad touts rarest of Fords—the '44

By Rick Popely
Tribune staff reporter

By touting its heritage in a television commercial sponsored by Chicago-area dealers, Ford Motor Co. has learned an embarrassing history lesson.

The commercial shows a vintage Ford as the voice-over says, "In 1944, Americans trusted Fords as soundly engineered cars," and then segues into shots of current models as the announcer touts zero-percent financing.

Later, the voice-over notes, "Whether it's 1944 or 2001, Ford drives America with great cars and great deals," showing another static view of a vintage Ford from a print advertisement.

The history lesson for Ford: There were no 1944 models.

Like other domestic manufacturers, Ford stopped building cars in January 1942 by federal decree, as the auto industry switched to military production for World War II. In 1944, Ford was building B-24 bombers, tanks and jeeps.

CONTINUED FROM PAGE 1

Biel, editor of *Collectible Automobile* magazine in Lincolnwood. "There is no such thing as a 1944 Ford."

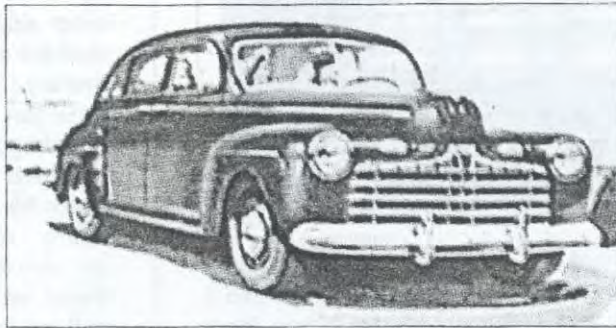
Biel identifies the cars in the commercial as 1946 Fords, the first post-war models. The 1946 models were identical to the 1942s except for the grille. In 1942, the grille had thin vertical bars, and in 1946 Ford switched to thick horizontal bars.

"I hate to sound like a crotchety old man, but you probably have people who were born yesterday that are writing this stuff," said Biel, who was born several years after WW II.

Ford spokesman Scott Jensen said J. Walter Thompson didn't intentionally rewrite history. "They wanted to reference the 1940s, and there was no rhyme or reason for picking that year," Jensen said. "They picked an era, and they just picked the wrong year. There was no intent to be deceptive."

Ford has recalled several new models in recent years to fix quality gaffes, but Jensen said there are no plans to recall the commercial for a new voice-over.

"It's not going to run much longer," he said, noting that it keys into Ford's zero-percent offer, which is scheduled to end Jan. 14.



In recalling Ford's heritage, an ad sponsored by Chicagoland dealers shows this car and talks about a '44 Ford. There were no '44 Fords because automobile production stopped for World War II in 1942.

Though those facts escaped Ford and its longtime advertising agency, J. Walter Thompson, it registered with several Tribune readers.

"I've been laughing about it for weeks," said John

PLEASE SEE FORD, PAGE 7

Thanks to John Sweet who's sister mailed this article from the *Chicago Tribune*

COMING IN AUGUST ISSUE OF THE VC

Review of the **EASTERN NATIONAL V8 MEET**

Pictures of the **Annual NVRG Picnic**

Ford charcoal briquet camp grills

Women working for Ford

Salesman's handbook

And more interesting articles –

KEEP THE V8 SPIRIT ALIVE!

Cliff Green and Dave Gunnerson teamed up to present a literature program for the 30 NVRG members. Dave is collecting literature on 1935 trucks as an aid for his restoration. This is unusual as most of us spend the \$\$ on parts and materials and collect literature after it is

finished. He has the literature all organized in binders that he made and has also expanded into ads for the big trucks. One advantage for his collection is that the trucks have a small following, thus prices are low. Ebay is his biggest source.



Cliff Green decided that it is easier and cheaper to collect 1936 literature and other prewar items of interest rather than buy and restore another car. He got started collecting when proceeds from a car sale funded the purchase of two rare '36 dealer albums and the ability to buy a 1936 "Factorgraph" – the rarest of all Ford literature/memorabilia. Only two others are known to exist!

Much of Cliff's talk came from information written by Dave Cole in the *V8 TIMES*.



Only part books and service manuals were covered in the time allowed – Sales literature will be discussed in the August meeting.

Dave also collected the 50/50 and provided refreshments!

Hans von Ohain is remembered as the co-inventor (with Sir Frank Whittle) of the jet engine. German-born von Ohain came up with a futuristic design for a jet engine in 1935. At the time, the twenty-four year old von Ohain wisely took pains to have his concept for a jet engine patented. Joining the Heinkel aircraft firm, von Ohain worked to build a prototype of his jet engine concept. The von Ohain engine was installed and tested in the Heinkel He-178 experimental airplane in August 1939, just weeks before the start of World War II. The He-178 made the first turbo-jet powered flight. During the war von Ohain played a pivotal role in developing a new jet engine to power the Messerschmitt Me-262, the world's first operational jet fighter.

As a young man, von Ohain wanted to buy his own automobile. But he resisted this temptation and applied his modest savings to his experimental work on jet engines. The dream of an automobile was deferred during the war years as well. When he came to the United States in 1947, as one of the German specialists recruited under "Operation Paperclip," he decided to purchase his own sporty automobile. However, his limited income at the time dictated the choice of a used car, in this case a 1941 Ford convertible. This photo shows Hans standing next to his rather worn and dented 1941 Ford. Eventually Hans became the Chief Scientist at the Wright-Patterson Air Force Base Aerospace Research Laboratories in Dayton. There would be other cars in his life, but his 1941 was one of his earliest set of wheels in America.



Hans von Ohain gave me this photo while he was the Charles Lindbergh professor at the National Air and Space Museum. Hans died in 1998 after a long career as a scientist. He is remembered today as an important aviation pioneer. I regret that I did not ask him more detailed questions about his used 1941 Ford Convertible – one wonders now what he paid for his car in the late 1940s?

Von is the co-author of the book "Apollo: The epic Journey to the Moon"



Richard Parker

102 Mannakee St
Rockville, Md 20850 301-279-7145
rick@nerds.net

'37 K LeBaron convertible roadster
'41 Lincoln Continental cabriolet

Mike Prater

6225 Cracklingtown Rd
Hughesville, Md 20637 301-932-5433
1932 pickup, 1932 coupe, 1933 roadster

Victor Abeyta

5460 Fillmore Ave
Alexandria, Va 22311
1947 Mercury Coupe

WEB SITE – <http://hemmings.com/v8northernvirginia/>
The NVRG web site is up and running , thanks to Dave Gunnarson. Several members have posted pictures and script – submit your's at gunnarson@erols.com

EMAIL BAG

My 36 Fordor Hump Back is coming right along-We have completed the motor rebuild and detailing - installed adjustable tappets and the heads. Now we are detailing the engine compartment. We still have to put new wires, shocks, clutch, etc. Hope to have it for the Bull Run Show in Sept. It is a 50,000 all original car I purchased from the Art Sessler estate in Manassas, Art owned this car since the 1950s. It is a real fine car. *Gene Welch*

The '42 convert is back in my garage with shiny new paint. We have almost finished rewiring it, have the dash back in, new wide white firestones on it, new windshield and front vent windows and much more but still more to do. The '49 F-1 pickup engine has been rebuilt and painted the required red. The pickup box and other small pieces are yet to be painted.

We are heading to "Trucks at Carlisle this Friday and Saturday to try and peddle some of the extra truck parts, both Ford and Chev. *Bob Wild*

Some of you probably remember the program we had about a year ago by the Alexandria City Historian on the old Ford Building that used to be on the waterfront. A former employee of mine works at the Alexandria Library. I asked her if the library had any info about the old Ford assembly plant in Alexandria. Here's what she turned up. -

Ken (Burns),

Here's the information in our collection about the Ford Plant from our Manuscripts/Archives Collection, the Vertical File, and the Photographs Collection:

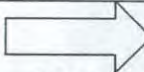
- (1) Copies of the original linen blueprints (Box 311). Also on microfiche. "The Ford Plant in Alexandria, one of two in Virginia, was built in 1932 and served as the parts distribution center and sales office. Automobiles were never assembled there. The plant was designed by the famed industrial architect, Albert Kahn (1869-1942). The interior was designed by Walter Dawin Teague, who was most well known for his design of the Texaco Stations. The Ford Motor Company sold the building in 1942 to the Navy. It then became the service building for the Piney Point, Maryland gun factory. In 1960 it was sold to the General Services Administration and operated as a warehouse until 1984 when it was sold once again. The decision to demolish the structure was finalized in the spring of 1996. The site will then be used to construct condominium style homes."
 - (2) Union Street near Franklin, Building Specifications, 1932 (Box 280) Includes 1937 article w/ photography from the Alexandria Gazette.
 - (3) VF/Historic Properties -- Union Street. This folder in the vertical file contains a number of articles about the discussion/controversy leading up to the demolition of the plant.
 - (4) Ford Plant HAER Photograph Collection. This binder has photocopies of 42 photographs taken in 1996 for the Historic American Engineering Record (interiors,exteriors, from the roof, from the water)
- Leslie Anderson Morales, Librarian
Alexandria Library, Special Collections

FOR SALE/WANT

1977 Lincoln Mark V-good interior- big V8 - some minor body rust-has all the goodies-asking \$900.00 OBO-Call Gene E. Welch-540-869-7475.

For Sale: I mistakenly ordered duplicate windshiel Seals for my "42 conv. With chrome, works on '42 to 48 conv. Still in Dennis Carpenter package. Their price \$55.00. My price \$35.00. Also have extra cowl vent seal and main wiring loom firewall grommet. Bob Wild 540-347-0725

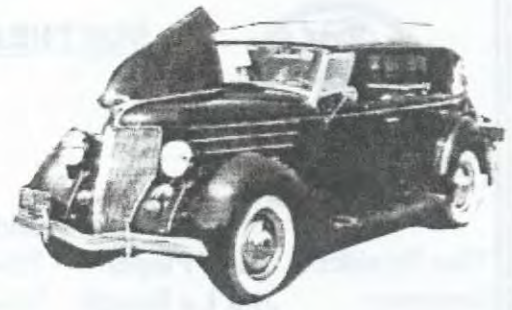
For sale- 1941-45 Ford V8 flathead engine block and other motor parts. All parts are from a good running engine .Asking \$1,000.00 for all or best offer. Call Gene Welch at 540-869-7475.



**DON'T FORGET
TO MAKE YOUR PICNIC
RESERVATION
FOR JULY 9TH WITH
STEVE/WINDY PIEPER 703-860-2801**



V8 CALENDAR NVRG



July

- 2-6 EFV8 Western Nat'l Meet, Park City.UT
- 9 **NVRG Annual Picnic**, Nottaway Park starts at 6:00 - \$5 a head. See page 8
- 14 National Capitol V8 12th annual car show John Keating 410-442-3285
- 17-20 EFV8 Eastern Nat'l Meet, Vernon, Ny
- 26-28 Summer Carlisle
- 30 **NVRG Board Meeting**

August

- 10 Historic Fredericksburg Region AACA. Walker-Grant Middle School, Fredericksburg, Va. Contact Bill Vincent 540-752-0162
- 13 **NVRG Membership Meeting**
Program:Part II collecting Ford literature with Cliff Green Refreshments: Mike Mote
- 27 **NVRG Board Meeting**

September

- 10 **NVRG Membership Meeting**
Program: Carberator clinic – Hank Dubois
- 15 Piedmont Region AACA Car Show Piedmont Va Community College, Charlottesville
- 21 Edgar Rohr Memorial Antique Car Meet, Bull Run Region AACA. Prince William County Fairgrounds, Manassas
- 22 Lucketts 2002 Antique and Classic Auto Show. Historic Lucketts Community Ctr
- 24 **NVRG Board Meeting**

October

- 3-5 Carlisle
- NO NVRG MEETING** because of Hershey
- 9-12 **HERSHEY**
- 19 Rockville Ant& Classic Car Show Glenview Mansion at Rockville Civic Ctr



Normandie Farm Restaurant, located at 10710 Falls Rd, Potomac, MD, has been operating since 1931. Among its best customers was First Lady Eleanor Roosevelt who spent many an afternoon enjoying their Famous Popovers:

8 whole eggs 1 teaspoon of salt
2 cups of milk 1 teaspoon of sugar
Vegetable Oil 2 cups of all-purpose flour

Mix the eggs. Add the milk, salt sugar and flour and hand mix for one minute. Do not over-mix! Preheat popover pan with ½ teaspoon vegetable oil in each cup for 10 minutes. When hot, fill each cup with popover mix ¾ full. Bake for 10 minutes at 400 degrees. Reduce heat to 350 degrees and cook for an additional 35 minutes. Be sure popovers are cooked inside to prevent collapsing. Recipe yields 6-8 popovers using standard popover pans

Always use a cookie sheet as a drip pan for excess grease when the popover pops!

Ladies - they serve afternoon tea, too. 301-983-8838, www.normandiefarm.com. Definitely recommended by **Barbara Westrate** and **Patty Girman**.



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

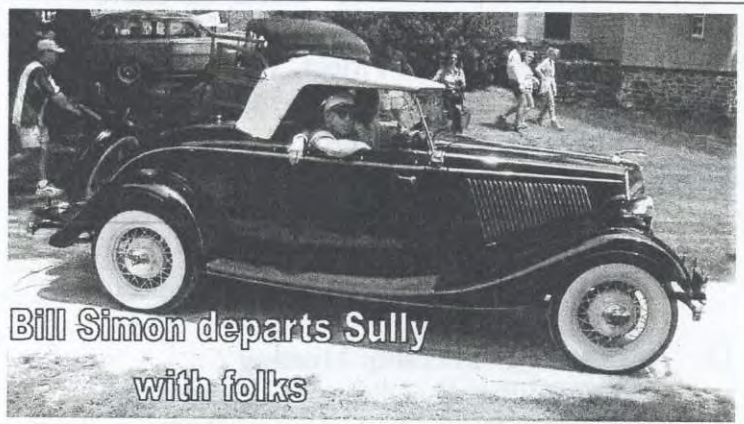


President: **Hank Dubois**.....703-476-6919

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 Treasurer: **Hank Amster** 703-753-9575
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Programs: **Dave Gunnarson** 703-425-7708
 Property: **Eric Sumner** 703-709-4164
 Activities: **John Girman** 703-242-1459
 Historian: **D on Lombard** 703-690-7971
 Newsletter: **Cliff Green** 703-426-2662

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in 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