



# VALVE CLATTER

Northern  
Virginia  
Regional  
Group



THE EARLY FORD V-8 CLUB OF AMERICA

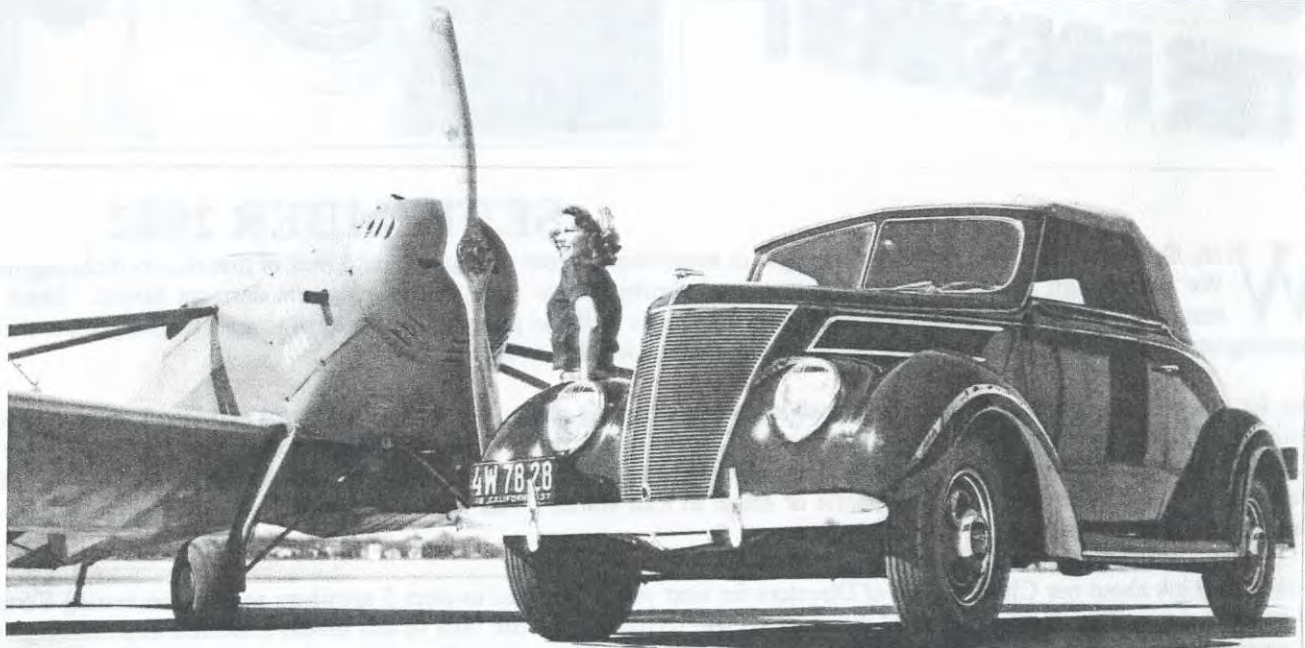
Regional Group 96

<http://clubs.hemmings.com/v-8northernvirginia/>

Volume XXV, No. 9

September 2002

Cliff Green, Editor



These are the three of the four most beautiful things to photograph (fourth being a sail boat) – *Editors opinion*

This publicity photo was made for the Arrow Airplane Company, not for Ford, although the two are connected since they use the same source of power! That's right, a Ford V8 spins the prop through a 2:1 reduction gear. Both have aerodynamic styling and compliment each other. The sweater girl adds romance to the scene.

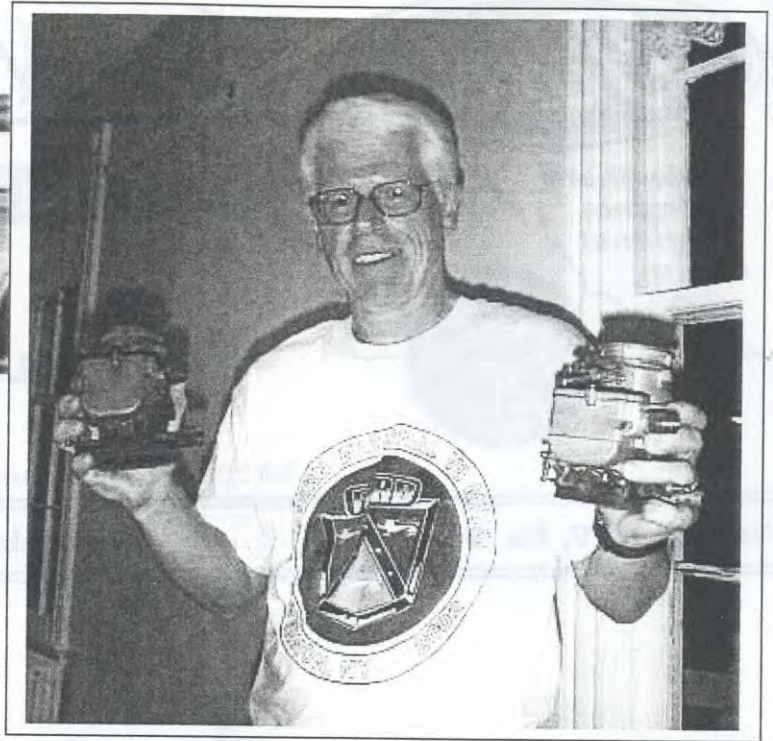
A complete description of this plane is in the Sept/Oct 1981 issue of the *V8 TIMES*. A few tidbits from the article: 107 of these aircraft were built between 1936-1938. (One hangs from the ceiling at LAX, *Ed.*) The sizable radiator located between the landing gear added considerable weight and

drag. The plane glided like a brick. The basic problem with the Arrow was the weight of the motor at 402 lbs, dry, not counting the weight of the radiator and coolant. A comparable 85hp air-cooled Continental weighted 182 lbs. The trade off was the price difference and ease of maintenance. The Government approved the use of the Ford engine – “A fitting tribute to Ford dependability” quoted the ad, – “A peace of mind, uncommon to aviation”

“The Sport Arrow V8 has the fastest takeoff – the fastest climb- fastest cruising and top speed of any production airplane selling under \$2,000. Designed especially for precision spot landing and high-wind conditions”



## UP FRONT WITH THE PRESIDENT



### SEPTEMBER 2002

**W**ell, the last week of August finally brought us some respite from the drought and heat of this record-breaking summer. We got enough rain to perk up the trees and shrubs and to start greening up our dormant lawns. Much lower temperatures and humidity levels have perked us up as well and prompted some of us to start thinking about this fall's upcoming car-related activities. Sure hope we'll have some nice weather to enjoy them!

Plans for this year's Lebkicker Tour to Williamsburg, VA are coming along very well. Ken Burns and Don Lombard have been working hard to put together a very special tour that will feature scenic drives, historic sites and fun-filled activities. Please check out the preview of the tour in this newsletter and make plans to be there! Also, please review the write-up for the Lebkicker Award and forward your nomination by phone or email to Ken Burns. You can also submit your nomination to Ken at this month's membership meeting.

It's time to think about our Club's Board of Directors for next year. We need to elect 5 members so our Nominating Committee will be preparing a slate of candidates and nominations will be taken from the floor at this month's membership meeting. Please call me if you are interested in serving or, if you are contacted by the Nominating Committee, please respond affirmatively.

The Board of Directors has approved the purchase of new Club jackets, golf shirts, T-shirts and caps. It's been at least ten years since we've had Club jackets available and I know that many of you have been asking about them. At this month's membership meeting, we would like to get a good idea of how many members would like jackets and what sizes they need. If you can't make the meeting, please call Eric Sumner with your information.

Hershey is right around the corner! Remember, we won't be meeting in October because of the conflict with Hershey but we will be having a very full meeting this month. Cliff Green will be presenting Part 2 of his V-8 Literature Program; Cliff covered technical literature in June and will be discussing sales literature this month. Also, please bring pictures of your car(s) and anything else including write-ups that you would like to put on the Club's web site. Only 12 members have put their cars on the web site so far and Webmaster Gunnarson is eager to help you get your car(s) up there as well! Hope to see all of you at the meeting.

Happy V-8ing!  
Hank



*8<sup>th</sup> Annual Lebkicker Memorial Tour*  
*Williamsburg, VA*  
*October 18, 19, 20, 2002*

This year's two night tour is flexible and invites you for all, or any portion of our relaxing adventure to the colonial origins of Virginia and the nation.

*Friday, Oct 18*

9:00 a.m. departure from Fair Oaks Shopping Mall, across from the Holiday Inn takes us to the James River with a lunch stop and visit at one of the historic plantations, such as Sherwood Forest, the home of the 10<sup>th</sup> president, John Tyler. Our weekend lodging is at The Princess Anne. A block of rooms at this totally renovated 50's style enclave of motel units will be held until Oct 4 under "V-8 Club" at special group rates from \$58.50 to \$85.50 per night depending on your desires (queen, 2 queen, king, etc) Call 1-800-552-5571 to make your own reservation. Continental breakfast is included. We order from the menu for our evening meal at The Whaling Company restaurant, specializing in seafood.



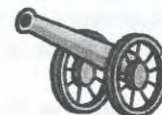
*Saturday, Oct 19*

Activities await your personal choice: If you wish, group rates for the Colonial Williamsburg district of \$27 pp have been arranged. (Grounds only. Free.) Visit the Jamestown settlement a short drive over the Colonial Parkway, At the other end of the parkway is Yorktown and the Battlefield National Park; Or, perhaps outlet shopping at the Williamsburg Pottery Factory. Our evening award diner will be across the James River via the delightful ferry ride (free) to the Surry House.



*Sunday, Oct 20*

Do as we please, and meet the rest at the Yorktown Battlefield Visitor Center for a 2 p.m. departure via Rt. 17.



For Info and to Reserve your Space, Contact:  
Ken Burns 703-978-5939  
Don Lombard 703-690-7971

## KANSAS – THE SEQUEL

Dave Gunnarson

A few months back I wrote of my trip to Kansas to retrieve a 12' platform stake bed for my 1935 truck and how I returned home without it. Ever since then, I have regretted not taking the bed and planned to return for it some day. A month ago, the fellow holding the bed for me said that he had to get rid of it by winter. Since I have a full time job and family, I didn't know how I'd ever retrieve it. As luck would have it, my wife and kids were going to visit family in Colorado for two weeks and I had to stay home. I figured that I could do the trip on a long weekend and began making plans.

I had previously purchased a similar bed in Texas through eBay but hadn't picked it up because it was too far away and far too expensive to ship since the bed weighs around 300 pounds and is 7'-3" wide and 12'-3" long. Also, I discovered that both beds would be needed in order to make one complete bed, so I might as well go and get both of them. This trip was going to be long and there would be no co-driver. I decided to use my 1986 VW Jetta as the tow vehicle and to fabricate a light weight trailer specifically designed to haul the beds.

Because of work pressures and a few last minute repairs to the Jetta, work on the trailer didn't start until after getting home from work on Thursday evening. It was constructed by welding some scrap unistrut for the frame, a bit of angle iron, a hitch from another project and borrowed springs, wheels and axle from my utility trailer. Fortunately by 11:30 pm the trailer was welded together and the wheels attached. Into the VW went some tools, trailer bearings and tie-down straps.

At 8:20 Friday morning I set out. The route to Texas was fairly straight forward – down I-81 to Nashville, I-40 through Memphis to Little Rock and I-30 through Texarkana to Dallas and 100 miles further west. Other than a one hour delay in Tennessee for road construction, traffic was light and I made good time arriving in Graham, Texas at 7:40 am local time. I had intended to spend the night somewhere along the way, but never got tired enough to stop other than for gas and a few phone calls.

The bed was sitting on two 55-gallon drum halves- the trailer could almost back underneath it. With the help of a few local folks, the bed was lifted onto the trailer and bolted down in about 90 minutes. Since the sun was up, I decided to continue on to Kansas. I took back roads which have posted speed limits of 70 mph, so making good time wasn't an issue.

I arrived in Pratt, Kansas by 5:00 pm, met up with the owner of the other bed and we managed to drag it off the 1937 donor truck and flip in onto the trailer. This one was a bit harder because it had metal plates and strips welded onto the bed to replace the wood planks as they rotted away, so it was really heavy. I tied this bed to the other with rope, gathered a few other small truck parts and headed east. The wood for both beds had long rotted away, but the Kansas bed still had all of the bolts installed – around 200 bolts with washers, lockwashers and nuts. The bolts could slide in their holes



and the nuts were rusted in place. Along with the loose bed strips and poorly fastened floor plates, the trailer made lots of loud crashing and banging noises when ever I hit a bump in the road. I can't imagine what some folks in the small towns must have thought as they watched me pass through. Fortunately, it was quiet at highway speeds.

It took about two hours to get everything loaded in Pratt. I was getting tired by this time but had one more stop to make. I had learned of an "all original" 1935 1-1/2 ton truck for sale in Wellington, Kansas which is about 100 miles east of Pratt and in the direction home. I was able to meet up with the owner and got to take a few measurements and notes about his truck. It had a later engine and I could tell the most of the front sheet metal had been taken off and put back on, but it was a really nice short wheel base two owner grain truck. Asking price: \$2,000. As tempting as that might seem to me, I was not going to even consider it. I'm pressing my luck getting one restoration done. A cheap local hotel room was procured and I crashed for the night.

Next day I drove to Columbus on I-70. Listening to the radio as I passed through Saint Louis, it was reported to be 102 degrees but the Jetta purred along at 70 mph with the : conditioner working just fine. After spending the night in Columbus, good time was made until the hills of I-68 slowed uphill travel down to 40 mph, but the car worked perfectly and the trailer tracked just fine. I pulled into the driveway at 4:00 pm on Monday.

Other than my stupidity of overfilling my engine with too much oil and having to drain it hot and fill it with the proper amount on the side of the road, I didn't have a single problem on the trip.



(Kansas, cont.)

Here are some statistics: 3379 miles, 28.mpg and \$300 total expenses (gas, food, lodging and trailer). Not a bad haul, but I don't want to do it again. Also, this completes my long distance parts trips. From now on the farthest I'll venture is Hershey.

*Dave called me when he arrived to come over and take some pictures and help him back the trailer into the garage (to clean up the neighborhood). I could not believe what he had just undertaken! He was entertained by books on tape. Dave forgot to mention that he had just replaced the transmission himself a week prior and a defective rebuilt transaxle on the night before he made the trailer. Did he test the trailer for road stability? No. He could not see it behind him towing it empty and checked if it was still there while going around curves! What V8'ers will do! This takes the cake!*  
Editor

### **THE CONTINUING SAGA OF TINDALL'S TUDOR**

*Charlie Morrison*

As you may recall when we last left Tindalls Tudor (see May Valve Clatter) it was stored in my garage in Vienna. Although it was running fine it was operating on parts borrowed from **John Girman** – not a long term solution. At this time **Hank Dubois** replaced **Cliff Green** as lead mechanic still assisted by me as apprentice/trainee. We started by replacing John's distributor with Bill's *Remund Ignitor Electronic System* and once again we could not get any spark. A series of phone calls to Mickey Remund to ascertain that we had the distributor properly wired led us to the conclusion that the electronic module in the distributor was the problem. Incidentally Mickey is a fine gentleman and was most helpful during this whole operation. He took all the time required to help us trouble-shoot the system and I can highly recommend him and his Remund Ignitions company.

We decided to send the coil (from the kit) and the distributor containing the module back to him to be tested. We received the fully tested parts in a short time and Mickey reported that the module had indeed failed. Apparently this is a rare occurrence and he did not charge Bill anything even though the original purchase was some time back. She fired up and hummed like a V-8 should. Hank, Cliff and I had once again triumphed over adversity. You can read **Ken Burns** story on getting the car to Dayton elsewhere in this Newsletter.

### **OF INTEREST TO THE LADIES**

*The following is condensed from an article written by Shantee Woodards that appeared in the August 7, 2001 issue on The Detroit News and copied in the winter 2001 issue of The Ford Legend newsletter of the Henry Ford Heritage Asso.*

Henry Ford bought a mill site in Wayne County, Michigan and opened it in 1922. What made the Phoenix Mill unique was that it employed women to do assembly and welding work. A local historian said Ford was impressed with the dexterity in women's fingers and saw how it could help the up-and-coming automobile industry.

Workers at the plant were either single or widowed because Ford objected to married women working outside the home. Female employees earned the same wages as male employees. (This was unheard of back then!) The Phoenix was the only plant, which allowed two rest periods every day. There was intense heat in the mill, and the workers needed a break or else they would faint. The idea caught on to other industries and eventually led to the concept of the coffee break!

A bike path was the only thing that separated the single women from the men who worked at the nearby Wilcox Mill. They set up rendezvous on the bike path, which was nicknamed "lovers lane." But, Henry Ford didn't like the meetings and mandated that any woman caught dating a Ford Motor Company employee would be fired!

The building still exists and used by Wayne County as a maintenance yard. It will soon become vacant and there is hope it will become a museum - a part of a series of developments under the National Heritage Area. It would be associated with the Rouge River watershed, which already has resources like the H. F. Estate, Ford World Headquarters, and the H. F. Museum & Greenfield Village.

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*In a 1943 book Engine Parts Reconditioning, Ford Motor Company, under a Chapter discussing personnel - The following is quoted:*

#### **GENERAL**

All persons employing help must adjust their thinking to existing labor conditions. These conditions vary in different communities and the problems of securing adequate competent help must be met if the operation of the reconditioning department is to be successful. The problem divides itself into how to get the men or women needed, how to train them and how to hold them.

#### **EMPLOYMENT OF WOMEN**



With the exception of those operations that require heavy lifting, etc., a majority of the operations in a reconditioning department can be performed satisfactorily by women. This is particularly true of small parts' reconditioning and light machining and assembling operations.

In every community, many women are available for either full or part time work. Suitable washroom and locker facilities must be provided and a higher standard of cleanliness throughout the department must be maintained.

*Editor*

## 1947 SEDAN COUPE, UNRESTORED

*Jason Javaras*

Around 1950 my dad bought a used 1947 Ford Sedan Coupe, which was called a Club Coupe back then, from a Ford dealer on New York Avenue in Washington, D.C. He traded in our trusty 1933 Tudor Sedan that had served us well for some years. The '47 was to be our only family car for many years. It was the car that Dad gave me to drive in my senior year of high school. It had a flathead six for power, which was plenty for our purposes in those days before the Beltway and I-95. I've had my share of cars since then but as with most people, I always thought it would be neat to own another '47 like the one I learned to drive in, taught my wife to drive in and in which I spent so many Saturday nights at the local drive-in theater.

I started looking in earnest for a '47 around 1987 when we started first started going to Hershey. Despite the high production number for this model however, I could not find one in good condition. We eventually obtained a nice '40 coupe and later on a nice '48 coupe but we always missed having a back seat for the grandkids. The '48 coupe left us a couple of years ago and all those '47/'48 spare parts in our garage have been calling out to me ever since. What? You've never had your spare parts talk to you?

Anyway, this summer my eye was drawn to the cover of the May/June V-8 Times, which displayed a beautiful '48 Sedan Coupe, which I remembered admiring on the Hershey concourse last fall. In the want ads of the same volume I spied an ad for an original '47 Sedan Coupe that I couldn't get out of my mind for days. Contacting the owner by Email we found out the car was still available so we made the decision to fly to Chicago and drive on to Racine, Wisconsin to give her a look.



Our trip to Chicago got off to a swell start when we boarded our plane in Richmond. We found out that our assigned seats, 3C & 3D were nonexistent (no row 3 on the aircraft). Turns out the airline had taken out one row in Coach class to add more legroom and never renumbered the rows. This resulted in a domino effect that had the entire plane playing musical chairs until they found "acceptable" seating for everyone. Funny how well things go for business travel until you try to impress the wife and take her along on a trip.

We rented a car in Chicago and navigated our way in a driving rain up the various toll ways up the coast of Lake Michigan to Racine, Wisconsin where the car was located. The '47 was in very good original condition as advertised. The driveline had been gone through and put in first-rate order and the interior and most of the exterior was original upholstery and paint. After spending a delightful day kibitzing with the owner, we gave him a deposit and drove back to Chicago for the night, flying home the next day in our correctly assigned seats on the plane.

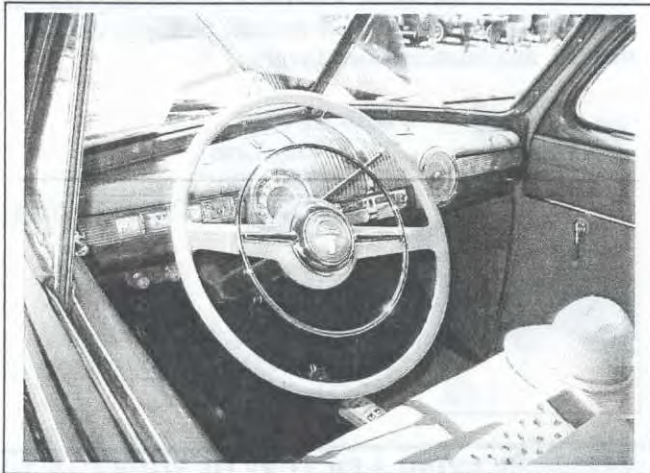
We considered having the '47 trailered from Wisconsin but I really wanted to bring it home myself. The price for having it delivered also seemed a little high. Several weeks later we packed up and drove our truck to Racine, Wisconsin in blazing hot weather, making one stop overnight on the way. We took the scenic route through Berkeley Springs, W. Va. where we sat for over an hour in traffic backed up by construction on the Potomac River Bridge – a lovely diversion. The rest of the first day was really kind of pleasant and we even remarked how much the Ohio turnpike had improved over its neighbor, the Pa. Turnpike. We overnighted in a suburb of Cleveland where we were kept awake by a bunch of unsupervised teens in the pool outside our room until I finally chased them away midnight. I remember passing signs to Dearborn the next day and thinking that when we last went to the Grand Nationals in '98 we thought we'd never get there and now we were going many hours beyond that destination.

The traffic around Chicago is truly miserable, surpassing even LA and Washington in frustration factor. Arriving in late afternoon in Racine we checked in with the owner and gave him a check for the balance owed and left for our motel. Having talked so long with the owner on our first visit and missing dinner in the process, Dolores had given me strict instructions to make this visit brief, not easy with so many good V8 stories to tell and so little time. We finally dropped, exhausted in our hotel room with the A/C on high for the night. The next morning we drove 25 more miles out of our way to pick up a U-Haul car hauler that was ready to fall apart and missing vital tie-downs. This was the culmination of a week's worth of broken promises and incompetence from that particular company. We stopped on the way back to Racine (another 25 miles) at a tractor supply and purchased chains and hardware to safely secure our precious cargo for the long trip home. After blowing any chance for an early start home, we arrived back at the owner's house and loaded the '47 with much trepidation and lots of sweat as the temperature rose towards 100. By the time we started home, around noon, we were both soaking wet and already exhausted from our efforts.

We had planned on spending the night in Cleveland on the return trip but because of horrendous backups, road repairs and just plain volume of traffic on the many toll roads and turnpikes, we didn't get to our hotel until almost midnight. It never ceases to amaze me how a small patch on a highway can justify a dozen laborers, 6 supervisors, 9000 orange cones and the inconveniencing of thousands of

motorists. I really admire the patience shown by truckers. The final day was much better despite the ever-present Pennsylvania Turnpike construction. I think psychologically the last day of any hard trip is easier because you can sense it's almost over. The trailer gave us a few scary moments when we stopped at a rest area among the towering tractor trailers on the melting blacktop to find that the tie downs had slipped almost all the way off and, no thanks to U-Haul, the car was being held down only by the chains that we had added ourselves.

I kissed the good Virginia soil when we pulled into our driveway and tucked the little black coupe in our garage where it hopefully will reside for a long long time. In the final analysis the cost of our trip was very close to what the price would have been to have it delivered to us, not counting the wear and tear on our truck and us so keep that in mind if you encounter a similar situation. But like old Blue Eyes said, sometimes, right or wrong, it's nice to do it your way.



### **JULY MEETING -LOW CARB DIET**

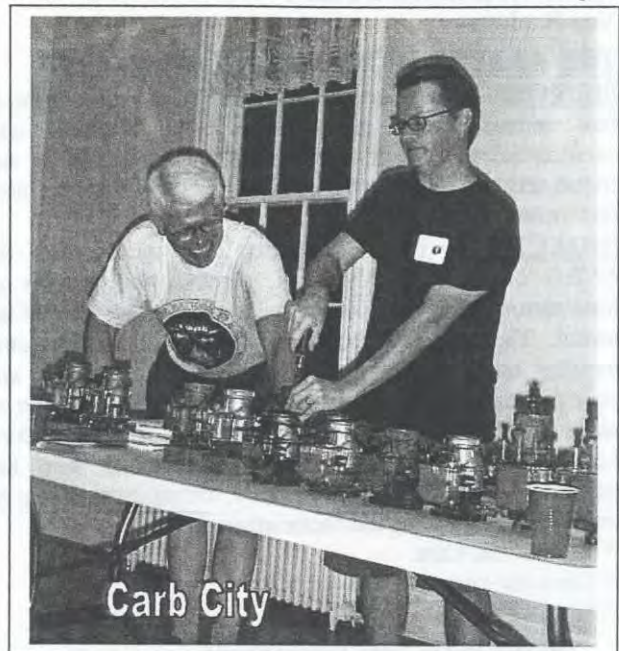
*Jim La Baugh*

An impressive array of carburetors greeted club members as they gathered for the August meeting. President **Hank Dubois** assembled the cast of the evening's program from a few members and his own treasure-trove of parts. Before the main event, we heard tales of **Charlie Morrison** and **Ken Burns** delivery of a club member's car to points west and the retrieval of a 1941 Deluxe Station Wagon wood body from Cincinnati as well as the story of **Dave Gunnarson's** epic adventure to Texas to retrieve yet another stake bed for his truck.

Hank opened the carburetor session by asking us what the line up of hardware reminded us of. He then asked us to write down the answers to questions about what was on display and then delighted one and all with the CORRECT answers as the evening went on. Single-throat down draft Detroit Lubricator models gave way to the rare Bracke, followed by Stromberg, a facsimile of the Chandler-Grove, and Holley. Linkages, port openings, mounting plates, numbers, and scripts were all clues to vintage and

manufacturer. Hank sorted out which ones were stamped "48" from "97" and what "W" and "S" meant. As all of the information on years, carburetor type, etc. were unfolding, we all wondered what the line up Hank had was supposed to represent. After finishing with the early '50s models, he told us that because the Holley's were displayed on stands, due the projections below the mounting plate, that Holley carburetors always needed support whereas Stromberg's could stand on their own!

The program closed with **Eric Sumner** demonstrating how



to disassemble and clean a carburetor, including warnings about springs that will disappear when released from tension and other tidbits, unless caution was used. Eric noted that folks raised on fuel injection often run in terror from a carburetor overhaul; however, exposure to vintage V-8's can cure that fear. The evening's exposure to a thorough haul of information about carburetors left no one in the crowd out of gas.

### **MYSTERY MEMBERS**



Who are these members and what is happening here? This should be easy as a name is on the T-shirt and they are father and son. Answer on page 8

## MYSTERY MEMBERS

Here is a photo taken of me and my son Stephen, in Ohio around 1978. We were driving down I-70 to my father's farm where I stored the car for a period of time.

The Ford overheated that day, a real hot day in the 90's, near Zanesville. I picked up this '40 convertible in a trade for a 1933 Ford roadster I had in 1965, at a time when I was in graduate school at Ohio State. I now have my second '40 Ford convertible!

Von Hardesty

## THE ANNUAL DICK LEBKICKER AWARD

**PURPOSE:** The selection and subsequent presentation of this annual award to a fellow club member who exemplified the qualities exhibited and practiced by our friend and highly respected club member in whose memory this award is named.

**OBJECTIVE:** Be it know that club members of the NVRG of the EFV8CA will, through the process of nominations/voting, select the person most deserving of the award. The award will be presented to a highly active club member based on the qualities, presence, demeanor, and contributions to the betterment of this regional group as were demonstrated by the attributes of **Mr. Dick Lebkicker**. This person will be someone who has repeatedly, if not characteristically, demonstrated one or more of the following characteristics:

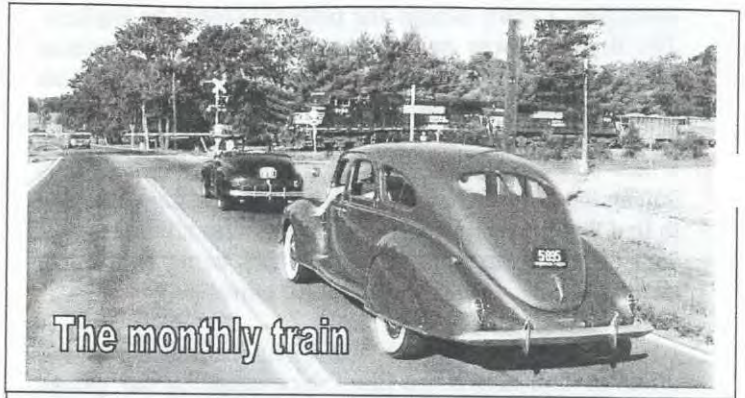
- \* Love of the Cars.
- \* Drive the cars.
- \* Support the club-
  - Assume office –take responsibility
  - Attend meetings, encourage others
  - Recruit new members.
  - Participate in tours and activities
  - Help plan meetings, programs
- \* Help fellow members:
  - Mechanical – fixes cars and advise others.
  - Help others as needed, when needed where needed
  - Offer assistance to resolve car related problems and identify vendors of parts /services.
  - Set aside own projects and priorities for the betterment of the club and it's members.

Mail in vote for up to **three** members on a slip of paper to:  
**Ken Burns**

10409 Stallworth, Ct, Fairfax, Va 22032  
Or Email - [Kenb@headstartinfo.org](mailto:Kenb@headstartinfo.org)  
Or Phone – 703-978-5939

Past Awards:

- 1996 – Ken Burns
- 1997- Cliff Green
- 1998- Don Lombard
- 1999- David Blum, Tom Shaw, Dave Westrate
- 2000- Hank Dubois
- 2001- Cliff Green



## FREDERICKSBURG

**Green, Amster and Blum** cruised down to Fredricksburg for the AACA show on August 10<sup>th</sup>. It was cool in the morning, but roasting coming back! This is a long running event and well organized. About 125 cars were on the grounds of a middle school.

See were: Bill and Louise **Vincent**, Clift and Judy **Hardin**, **Jerry Hill** (who bought a '29 roadster pickup in the flea market), and Jason and Dee **Javaras**.



### BOB BURKE

3415 Fordy Lane  
Catlett, Va 20019  
540-788-4140 '40 Cpe, '40 PU



### JIM HESS

102 Sussex St.  
Fredericksburg, Va. 22405  
540-899-6493 [dcahess@aol.com](mailto:dcahess@aol.com)  
'35 Cabriolet

**MEMBERS: BRING A PICTURE OF YOUR CAR TO THE MEETING SO IT CAN BE SCANNED AND INCLUDED ON OUR WEB SITE.**

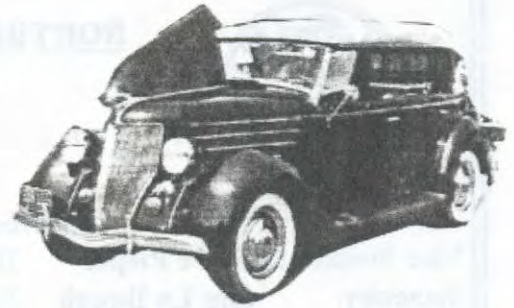


Clift and Judy Hardin's Blue 1941 wagon. This is one of eight NVRG woodies that are on the road!





# V8 CALENDAR NVRG



## October

3-5 Carlisle

26 **NO MEMBERSHIP MEETING IN OCTOBER BECAUSE OF HERSHEY CONFLICT**

9-12 Hershey – look for the map in next month’s VC. There are changes!

19 Rockville Antique & Classic Car Show Glenview Mansion at Rockville Civic Center

18-20 **LEBKICKER OVERNIGHT TOUR** Put this two night tour on your calendar now!

Details on page 3. Saturday arrival is an option.

26 Bay Region AACA Meet in St. Michaels, Md.

29 **NVRG Board of Directors Meeting**

## November

12 **NVRG Membership Meeting.** Program: Slide show review of Vernon Nat’l Meet and Hershey

26 **NVRG Board of Directors Meeting**

## December

7 NVRG gala Christmas Party, Country Club of Fairfax

Say, is this one of the literature pieces that Cliff Green will talk about in the next meeting of the NVRG?

You will have to come and hear Part II of the literature series to find out. Enjoy refreshments, too!





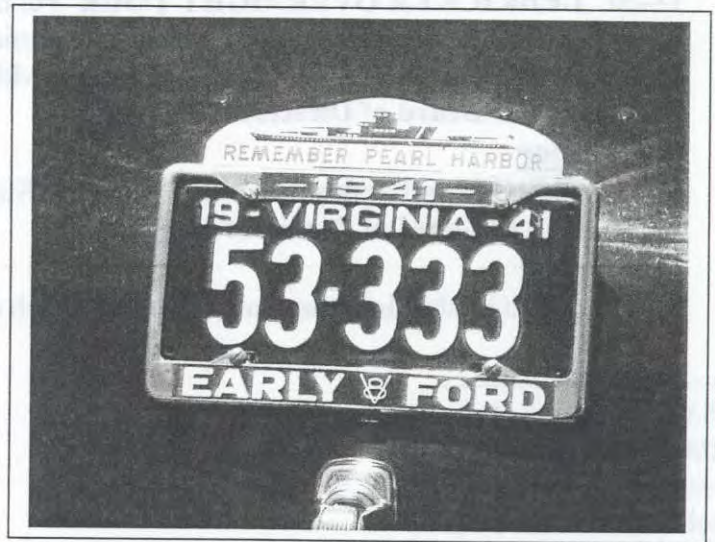
**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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

Vice President: <b>Steve Pieper</b>	703-860-2801	Programs: <b>Dave Gunnarson</b>	703-425-7708
Secretary: <b>Jim La Baugh</b>	703-573-9285	Property: <b>Eric Sumner</b>	703-709-4164
Treasurer: <b>Hank Amster</b>	703-753-9575	Activities: <b>John Girman</b>	703-242-1459
Membership: <b>Von Hardesty</b>	540-249-8761	Historian: <b>Don Lombard</b>	703-690-7971
Tours: <b>Ken Burns</b>	703-978-5939	Newsletter: <b>Cliff Green</b>	703-426-2662
Past President: <b>Dave Westrate</b>	703-620-9597	Web master: <b>Gunnarson@erols.com</b>	

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**