



VALVE CLATTER

Northern Virginia Regional Group



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

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

Volume XXVI, No. 6

June 2003

Cliff Green, Editor

THE SHOW WENT ON *Editor*

The threatening weather did not shut down the NVRG car show. No sir, there were 56 old cars of all descriptions gathered on the Massey Building parking lot in Fairfax City. The only event that was canceled was the band, and the Mayor could not attend to pick his choice because the awards were given out early. The rain came as a slight drizzle for only a short time. Most entrants did not even put their windows up. Sooooo, you NVRG'ers that did not show, missed out on a fine old car event! There were such a fine variety of cars, beside the gleaming Fords, of course.

The presidents message gives credit to those individuals that helped make things happen. This being our sixth year, there was a sense that if the weather had been nice, we would have had well over 100 cars on the field. The ad that was run in the Washington Post generated 85 calls to the recorded message! This might be the last time that the event will be held at this location, as a parking garage is slated for the spot. Hopefully the City of Fairfax will help us find a suitable spot and continue to underwrite the expenses. The city picks up a lot of the bills! This is a "sweetheart deal"!

New this year, were the sponsors who donated nice 18" trophies. Several were able to pick out the car in their category. We followed up by mailing them an 8x10 photo of the car with a covering letter picturing the trophy table, along with a dash plaque. I have talked with several of them and all agree in sponsoring again next year. In fact the branch manger of the Community Bank said he would put up the \$\$ himself if the bank didn't!

The weather did give us a break. It was chilly, though - the food vendor sold more hot coffee than soft drinks. We came out ahead - more income than expenses, but not by

much. Members did have a good time and all agreed that we "lucked out" and wait until next year!!

The follow NVRG members were recognized with awards:

- People's Choice: Dave Westrate's '39 Wagon
- Mayors Award: Red Vaught's '40 Lincoln Cont
- Vern Parker's Pick: Bob Helms '50 Mercury Sport Sedan
- Best Ford Product: Frankie Martin's '51 Tudor
- Best '30's: Bill Simon's '34 Roadster
- Best '40's: Steve Pieper's '40 Pickup





UP FRONT WITH THE PRESIDENT

June 2003

Despite what seemed to be a full month of rain, we really had a great month of fun activities this past May. Our annual Fairfax show was quite successful even though the continuous threat of rain was a bit of a deterrent. The show went off without a hitch due to the leadership of the show's committee's head, **Dave Westrate**. All of the members present lent a hand in some fashion or other, but special recognition needs to be given to **John and Patty Girman** for their pre-registration efforts. **Don Lombard, Ken Burns** and Dave Gunnarson were tireless in their work with the on site registration. **Cliff Green** set a high standard with his abilities to obtain new trophy sponsors which will help jump start next year's registration numbers. Good job and thanks to every one of you.

Once again, **Don Lombard** organized our annual outing to the Willow Croft Winery. What a perfect setting we had along with great weather, picnic, wine and most importantly, fellowship among our members. The "appearance money" that the winery contributed didn't hurt either. The idea was to put on a mini show for all of the guests who stopped by to taste the wines. It was a wonderful, relaxing afternoon. Please join the group next year.

Ken Gross's program at last month's meeting proved to be outstanding as we all (plus several spouses) got a chance to get better acquainted with one of our newer members. Thanks, Ken. Perhaps we should invite all of our new members to give a background talk on themselves in an effort to learn more about them and their V-8 involvement.

It appears that June is going to provide a full docket of car related events with some type of activity planned for almost every weekend. We always have a strong contingency at the Sully Car Show. Look for "home base" under the big oak tree at the center of the show. Bring a chair and plan on a lot of V-8 talk. See you there, **Steve**.

PS. Everyone should now be aware that we will have to change our usual meeting place on the 10th (June ONLY) due to the county using the Hunter House as a polling location. We will meet at our backup location, the Clarke House, near Bailey's Crossroads. Details are elsewhere in the issue.

TALES OF TWO 1939 CONVERTIBLE COUPES, (NEW TO THE CLUB)

Clift Hardin's



I heard about this car via word of mouth. I knew about it for a year before I drove out to Indian directly after Hershey. After a check out, I bargained and left the owner a deposit and told him I would be back in the spring. He had the car since 1990 and never got around to do anything with it. A friend with a roll back and I went out to get the car April 5th. The tires still had air after 10 years! We were lucky that it didn't rain, as the Ford has no top!

The '39 is solid except for some rust under the drivers and rumble seat. The quarter panels need to be replaced. It has been repainted with the original dark green color. It has the correct engine, but is not running. The original upholstery is very good - perfect in the back seat. The rumble seat has only the springs. The running boards are solid with not rubber. The original bumpers are very good, but need chrome. The top irons are stuck and I am giving them a good soak

My intentions are to focus on the running gear. I have a correct rebuilt engine to install. I shall run it like it is and restore the rest later.



Dave Blum's



12 years ago I lusted over the '39 convertible that was for sale by the late J.T. Arrington - we could never get together on the price. I liked the style of the car and continued to look for one.

I saw Jim Well's '39 about 10 years ago before he shipped it to Florida. I saw it again at Zephyr Hills about 6 years ago. Dick Lebkicker had driven it and gave his report - "Nice!". I got the word that Jim's widow wanted to sell the car and I had Bill Humphries look at it for me when he was down there in Florida. His report: Little rust in the back trunk, straight body, good fit, paint fair. The engine does not smoke, runs good, but needs brake work. With this report, I made an offer and bought the car and had it transported to Virginia

After brake work, the car drives very good. It looks like a "keeper: My intentions are to basically leave it alone, except for the little stuff, like the battery hold down replacement, clean the top, etc. Maybe have the dash and the window reveals woodgrained, if I can get help to remove it. I just love the style of this Ford - the last of the rumbleseats.



COOLANTS AND THE FLATHEAD FORD V8

John Girman

Summer is just around the corner and sometime soon we can expect higher temperatures. Hopefully those higher temperatures will be outside air temperatures and not the engine temperature of your early Ford V8. Our engines are notorious for running warmer, in part due to the several feet of "exhaust manifold" buried within the block, which provides a source of heat to our engines not found in many other engines.

The higher engine temperatures can be caused, in part, by our choice of coolant. Despite all the advances in engine coolants, water remains the most efficient coolant for our engines. Why is this? It's because water has a higher specific heat than ethylene glycol, the principle component of coolant (or antifreeze). Specific heat is the amount of heat needed to raise a specific amount of the material, in this case the coolant, by a degree. This amount of heat is then compared to that of water as a standard or reference. This means the specific heat of water is 1.000 cal per gram per degree Celsius or 1.000 Btu per pound per degree Fahrenheit. The specific heat of ethylene glycol is about 0.55. (Note that I found values on the internet for the specific heat ranging from 0.54 to 0.58 for ethylene glycol because it depends also on the temperature at which it is measured. However, this variation is very small relative to the difference between 0.55 and 1.00, so we can ignore it.)

In plain terms, this means that ethylene glycol has only 55% of the ability of water to absorb heat and, all things being equal, will not cool our engines as well as water. (Of course, all things are never equal. There are other factors that affect the properties of a coolant, such as its boiling

point, its specific gravity and its "wetting" ability. However, these generally have much less effect on cooling properties than the specific heat.) It also means that a 50:50 mix of water and ethylene glycol coolant will only cool about 77% as well as straight water.

Now, giving up about 23% of the cooling capacity is not a small thing. So why is ethylene glycol coolant used? It's used for several reasons. It protects against engine coolant freezing, it raises the coolant boiling point and it has anti-corrosion properties. Its use is possible, despite the fact that its cooling efficiency is inherently less than that of water, because of improvements in overall cooling systems. These improvements include better pumps and pressurized systems.

However, even at the end of the flathead V8 era, when cooling systems were pressurized, Ford was recommending the use of water as the coolant during the summer. The 1953 Ford Owner's Manual states "The radiator should be drained, flushed, and refilled with clean water every spring. Be sure that a good rust inhibitor is added when the radiator is filled. In the Fall, the radiator should be drained, flushed, and refilled with the proper amount of good anti-freeze. FoMoCo Anti-freeze is available at your Ford Dealer."

There you have it. If your engine runs cool even with ethylene glycol coolant, there is no reason to change your habits. However, if your engine runs hot, consider using water with a rust inhibitor (such as those sold as water pump lubricant) to see if that will help cooling. After all that's what Ford recommended when our cars were young.



You're in good hands at your Ford Dealer's!

HAPPY SUMMER READING

Ken Gross

Here's some summer reading for EFV-8-ers who possess the hot rod gene or like FoMoCo history. Just out are five terrific new books worth considering...



George McNicholl's "How to Build a Flathead V-8" actually race motor and an Ardun. George's book is, as they say, profusely illustrated with amateur -- but pretty decent if a bit dark -- color photography. There's much to learn and he covers many of the modern developments and new sources for flathead parts.



The second recommendation is largely a picture book by Robert Genat called, "The Birth of Hot Rodding; The Story of the Dray Lakes Era." Genat, a photographer himself, edited some early photography by Don Cox, who had the where with all to take a then-new Kodachrome slide camera to the dry lakes in 1948-49. Cox, a former Navy photographer's mate, captured some incredible color images of early hot rods, many of which you've probably only ever seen in black and white. Genat's commentary is well-written, although a sharp-eyed look in many of the photographs will uncover even more well-known cars and drivers that are unnamed in the captions. Don't miss this one. Available from Motorbooks International, 800 826-6600 or www.motorbooks.com (\$34.95). Robert Genat and I are co-authoring/photographing a book on significant hot rods, due out early next year.



And third....Pat Ganahl, who many of you will know from his stints as editor of Rod & Custom and The Rodder's Journal, has done a decent biography of the late Ed Roth called, "Ed "Big Daddy" Roth, His Life, Times, Cars and Art." Roth was as much a character himself as the Rat Fink, his famous creation who personified Mickey Mouse's evil twin. While you won't find out why and how Roth died last year, and the chronology is a bit garbled, you'll enjoy the illustrations and commentary by artists who helped Ed -- like Robert Williams. Additionally, all the Roth cars, from wierd to really wierd, are covered in great detail. Call CarTech at 1-800-551-4754 or www.carttechbooks.com

Then, there's the "Hot Rod Chronicles", by Don Prieto and the Editors of Consumer Guide. I helped a bit with this one and wrote the Foreword. Don Prieto is a former drag racer, and he witnessed first-hand much of the hot rod era, often from behind the wheel of a roadster or a rail job. Each of the rodding decades, from the Forties to the Present, is covered in detail with many old photos you may not have seen. The text is lively and comprehensive, and there are 4-color sidebars on many significant cars. Available from Publications International at 1-800-871-2022 (\$24.95)



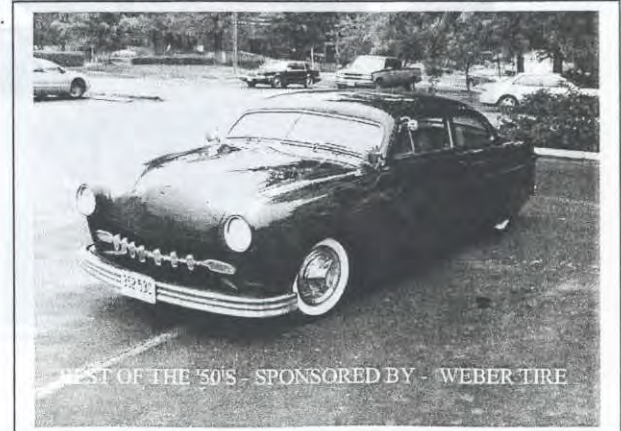
Finally, Tom Bonsall has finished his long-awaited Edsel book, "Disaster in Dearborn." Bonsall spent 20 years on this tome, and he has some interesting insights. Ford Division boss Robert McNamara, who hated the Edsel, along with the simultaneous collapse of the mid-priced car market, cooperated to kill the brand, almost before the first year was over. Bonsall opines the Edsel was actually a nominal success, controversial styling notwithstanding, and presents other theories of interest on the E-Car. I found it fascinating. Call the Stanford Univ. Press at 650-723-9434, and order it directly or go to www.sup.org... (\$24.95)

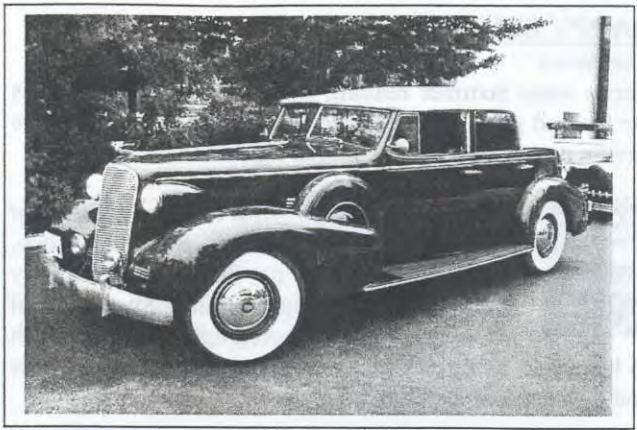


I just received a copy of Douglas Brinkley's, ".Wheels for the World." I've only read about one-third of this well-researched 858-word tome, but from the outset it's inter-esting and readable. Apparently historian Brinkley, at first, was planning to do "Volume 4" of Nevins & Hill...then after speaking with Billy Ford, who said 'do our history, warts and all,' he had unprecedented access to Ford archives plus three archivists, and turned out a remarkable volume. So add that to your list, too. You can save \$10 off the \$34.95 list price if you buy it from amazon.com



Here is S. L. Ross on the right with his son and grandson who drove his '48 Lincoln cont and '36 Ford Convertible Sedan to the show. S.L.'s eyesight does not permit driving





MAY MEETING -VIENNA AUTO SHOW

Jim LaBaugh

Auto shows in major cities around the globe bring out large crowds, lots of media attention, and mountains of promotional literature on the latest offerings. Such events commonly start out with dazzling displays. Indeed this was the case at the club's general membership meeting in May, attended by about 40 members plus spouses. An electronic display of photos from past tours flashed on the front wall of the Hunter House in Vienna, courtesy of the computer wizardry of Jim McDaniel. This visual overture played while everyone filed in as Ken Gross assembled an impressive collection of promotional literature on the podium in preparation for his show about test driving and reporting on new vehicles.



Ken Gross began with an overview of the process by which new cars and trucks are tested and reviewed. Often, writers are beckoned to all parts of the globe to view and drive new vehicles. Sometimes, exotic locales are picked to distract the writers from the less exotic features of the vehicles being reviewed. Among the many pounds of material distributed

to the reviewers to remind them of what they experienced are promotional CDs. Ken noted the digital age is just one example of how the manufacturers have become more sophisticated over the years in their presentations of product. Jim McDaniel kept some of Ken's promotional discs flying around the laptop computer to project images of a new Caddy hard-top convertible, full-size Nissan pickup truck, Porsche Cayenne SUV, Ferrari, Bentley, and Volvo as Ken described their features.

Ken also passed around pictures of other cars he has tested, such as the new 6,000 pound Maybach, and promotion reminders, such as an all-aluminum notebook from the manufacturer of an all-aluminum car. Impressions of the different vehicles in the "show" were interspersed with background on the different manufacturers and historical anecdotes. The early commitment in the design and manufacture of motor vehicles by individuals who love cars and racing them, has carried through to today's production models in some cases, such as Ferrari. The handcrafting of vehicles that preceded Henry Ford's assembly revolution is alive still with high-sticker price autos, like the Bentley. Competition on the track and in the marketplace has led to innovation. Today's vehicle designs also reflect the interests of a major group of consumers - women. Overall the entire industry has been producing a better product in recent years. Hundreds of built-in sensors to aid with riding comfort and safety means that modern cars are truly "wired."

The atmosphere in our meeting's "Vienna Auto show" was electric as well, with many members asking Ken questions

through his presentation about the fascinating world of automotive publishing and vehicle manufacture. In response to one members inquiry, Ken concluded that the most excitement generated by driving a vehicle recently was when he got to get behind the wheel of his fully restored vintage Ford V8. The final round of applause for his presentation showed we all gave it a rave review.

EMAIL BAG

Red Vaughn

Cliff: I want to inform the troops all about the Chesapeake Bay, 16th Annual, Antique and Classic Boat show over the weekend of June the 15th. There will be 120 plus wooden boats at the Maritime Museum in St Michaels, Md. The organizers have asked me to get out the word that antique cars are invited, especially woodies. I am driving my '40 Continental over on Saturday (be over the Bay Bridge by 7am to beat the rush). I have been to this event before (I own a 17' wooded Chris Craft). It is a great time -for the ladies too, as they can stroll the town.

JohnGirman

OK, Gang -The 1935 and 1953 Fords are the only flathead Ford V8's have done what? Hint: Especially appropriate today (Memorial Day).

Ken Gross

Hello everyone: I won't be the only one to know this, but here goes: Fords were the Indy pace cars in 1935 and 1953. In '35, four Miller-Ford V-8's made the field and two others came close. The great Ted Horn, in 16th place, was the highest flathead finisher. As most people know, on these hastily-built but beautiful cars, one exhaust header and the steering box were too close to one another; the lubricant melted and the steering failed on all four qualifying Miller-Ford front-drive racers. They are valuable collector's items today. Preston Tucker was the promoter who brought Miller and Ford together for this ill-fated project.

Bob Wild

Cliff do you have any info on where on the windshield my "A sticker should go? All it says on the back is that it should comply with each states laws.

Jason Javaras

I have seen some fellows display their gas ration stamps on the outside bottom edge of their passenger side windshield. It might be helpful to ask someone at the National Club though, like a chief judge or maybe Jerry Hill might have more definitive help. If you're not in a big hurry, ask for help in the Valve Clatter &/or the National Capital Club newsletter. I know you want to get it right. Good luck.

Ken Gross

I have seen them installed in the lower right hand corner of the windshield, but I have also seen cars (at car shows...not in original photos) with the sticker displayed in a corner of the rear window. If someone gives you the correct answer, would you share it with all of us?

FLASH

It has been learned the "Valve Clatter" is the recipient of the prestigious "Golden Quill Award" from *Old Cars Weekly!* This award, in the Regional category, salutes the Club and it's Editor for professionalism, variety of articles, journalistic command, use of visuals, design, good taste, creativity and service to the members.

TECH TIP – Jerry Hill

In preparation for my upcoming trip to Dearborn for Ford's 100 year celebration, I decided I needed turn signals and came up with the following installation:

I mounted a pair of original '40 fog lights to the front bumper arms. For rear lights I used red truck running lights with flat mounting plates. I mounted them under the rear bumper arms next to the bumper guards. Stainless plates, both for the bottom and top, were made to match the contour of the bumper arms. Holes were then drilled to match the holes already in the lights mounting plates. Both front and rear lights were then run thru the frame to a 3 way toggle switch mounted to the dash. It was not necessary to do any more drilling as dash holes already there for a fog light switch. I made a 90 degree stainless flat plate to accept the toggle switch and two used 6V flashers and an inline fuse. The switch is not self canceling and has to be turned off and on to signal.

The hot wire from the ignition switch passed through a fuse to the toggle. The toggle is wired to the flashers and splits to the front and rear lights on each side.



MIKE CUMBERLAND
3407 Moray Ln #209
Falls Church, Va 22041
703-615-5519 '53 Pickup

Bill Paris
10831 Burr Oak Way
Burke, Va 22015 703- 750-5370
1955 Mercury Monterey

**June meeting
at different
location** See back page

The Cuisine of Southern California"

is a collection of special recipes compiled by The Early Ford V-8 Club of America, Southern California Chapter, to commemorate their sponsorship of "California Surf 'n Shine, Dana Point in '99." A great salad recipe found in this book is "V-8 Layer Salad" submitted by Linda McKim.

With the hot days ahead, it is a perfect addition to any outdoor event.

V-8 Layer Salad

1 head lettuce
½ cup diced celery
½ cup diced green pepper
1 onion, sliced rings
1 small pkg. frozen peas, uncooked
2 cups mayonnaise
2 Tab. sugar
4 oz. Cheddar cheese, shredded
½ cup sliced black olives
8 slices bacon, cooked and crumbled

Cut lettuce into bite-sized pieces and place in 9" x 12" glass pan. Layer rest of vegetables in order given. Add sugar to mayonnaise and spread like frosting on top of salad. Top with grated cheese. Cover and refrigerate overnight.

Garnish with bacon, black olives and parsley if desired.
Optional: add to layers shrimp or hard boiled egg slices.

Submitted by Patty Girman

SALE/WANT

FOR SALE: 1947 Mercury Town Sedan, Taffy Tan, mechanically superb, body and paint first rate, some surface rust underneath, original interior, WWW, and radio. Specialty tools, parts, etc. also available. Car currently garaged in Tappahannock, Virginia. \$12,000. Contact Steve Dawkins in Alexandria, VA 703/313-8652 or SPDJHD@AOL.com for .jpg pics.

For Sale: '34 Frame, pair front fenders, front shocks, steering column & box, 5-W pass door. Asking \$875 for frame, offers on other parts. Frame is very good overall - solid and straight with some rust holes where fenders and boards attached, but excellent in wishbone areas. Jim Crawford 301-870-2036

For Sale '52 ford flathead 1-ton flatbed truck. The good news: new tires; frame and bed in good condition; not much rust; new bench seat; top end in good shape. runs strong, with 90k miles on the odometer. bad news: slight knock. Suspect a spun bearing. \$2000 obo. John 703-818-2737

For Sale: 1949-'53 flathead complete, 8RT, \$250 obo. Dave Gunnarson 703-425-7708

**This months Meeting
program will be speaker from
Marine Plating of Annapolis
Bring a part for appraisal**



V8 CALENDAR NVRG



June

- 8 Kena Temple 14th annual car show, Arlington Blvd, Fairfax Bill 703-335-9989
- 7-8 **Rescheduled** - Drive-in Movie overnight tour to Stephens City, Va. Contact J. Girman
- 7-8 Virginia Wine Feastive – display your car, free admission. Great Meadows, The Plains
- 10 **General Membership Meeting**. Program: Chrome Plating - Bob Maersch, Annapolis Plating
Refreshments: Dave Westrate
- 13-16 16th Annual Chesapeake Bay Antique and Classic Boat Show - Antique cars welcome
- 12-16 FoMo celebrating the 100th Anniversary, World Center, Dearborn. www.ford.com
- 15 Sully Car Show, Sully Plantation, VA
- 22 1-4 pm Antique Car Show, Sunrise Assisted Living of Fairfax (703-691-0046
- 22 Lion's Club Car Show, King & Market, Leesburg 200 cars max Jim 703-777-7837
- 22 Antique Car Show, Sunrise Assisted Living of Fairfax 1-4 pm (703-691-0046
- 24 **NVRG Board of Directors Meeting**
- 28 6-10 pm Cruise-in, Custom Cruisers of Northern Virginia, at downtown Leesburg
- 29 9 am - 3 pm, Car Show, Custom Cruisers of Northern Virginia, at Ida Lee Park, Leesburg

July

- 4 Town of Vienna annual 4th celebration car show, 30 car limit, 703-255-6357
- 8 **NVRG annual PICNIC** – Nottaway Park, 6pm
- 13 National Capital V8 13th annual car show, Longwood Comm Ctr, Brookeville, Md
- 21-25 **EFV8CA Grand National Meet, Dearborn**
- 29 **NVRG Board of Directors Meeting**

August

- 1-3 Macungie, Das Awkst Fest car show and flea market (lot of shade) Pregistration deadline
July 1. Box 127, Macungie, Pa 18062
- 9 Historic Fredericksburg AACA Antique Auto Meet – Walker Grant Middle School,
Fredericksburg - Robert Aftel 540-372-96573
- 11 **General Membership Meeting** Grand National review
Refreshments: Tom Lumpkin
- 16-17 Virginia Wine Festival, Great Meadows, Va. Free admission 800-520-9670

September

- 1 10 am - 3 pm, Cruising Clifton, Custom Cruisers of No. VA & Clifton Lions Club, at Town
of Clifton 703-369-2014 (Attended last year – good time, Editor)
- 7 AACA Sugarloaf Mt..Region car show, Mt Airy, Md. 8 –4
- 9 **General Membership Meeting** Program: “Making your Ford Fun and safe to drive” Hank
Dubois. Refreshments: Jim LaBaugh
- 13 Bull Run AACA 28th Annual Edgar Rohr Memorial Antique Car Show, Prince William
County Fairgrounds, Manassas. Crafts, Food 703-670-5051
- 13 9 am - 3 pm, 11th Annual Fall Festival Classic Car Show, Pleasant Valley United
Methodist Church, Chantilly 703-369-2614
- 14 Piedmont Region AACA 29th Annual Car Show, Piedmont Comm. Collage, Charlottesville
Va. 804-589-4511
- 12-14 Fall Charlotte Auto Fair, Lowes Motor Speedway, Charlotte, NC
- 30 **NVRG Board of Directors Meeting**

October

- 5 Antique Auto Assembly 46th Annual Show, on the grounds of the Armed Forces Retirement
Home – Washington DC Free Food, Dash Plaques, Entertainment 202-703-3448
- 8-11 **HERSHEY**
- 14 **General Membership Meeting** Program: Hershey Review. Refreshments: John Girman
- 18 City Of Rockville Antique Car Show – celebrating Ford's 100 years
- 24-26 **NVRG Lebkicker Tour** to the Orange, Va. Area – stay tuned. MARK your calendar
- 28 **NVRG Board of Directors Meeting**



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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Membership: **Jim McDaniel** 703-569-6699
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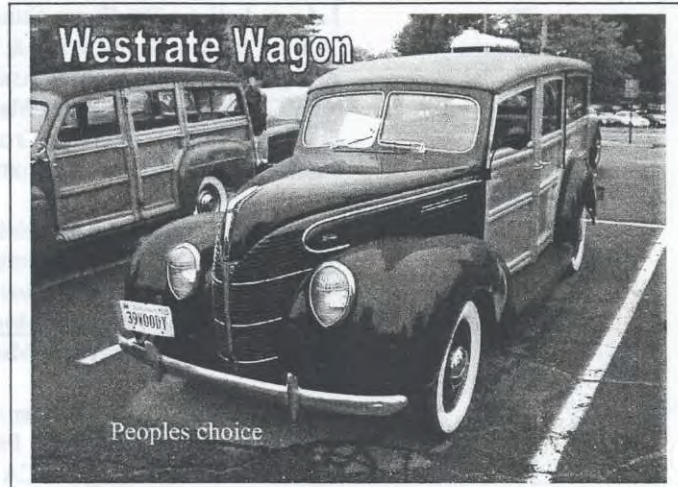
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Property: **Eric Sumner** 703-709-4164
Activities **Dave Westrate** 703-620-9597
Historian : **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
Web master: **kenb@headstartinfo.org**

NOTICE

**NEW LOCATION FOR THE
JUNE 10 MEETING
CLARKE HOUSE**

7:30

632 Barcroft Mews Dr., adjacent to the
Barcroft Shopping Plaza on Columbia
Pike near Lincolnia Rd. Hunter House
is closed for voting.



FIRST CLASS MAIL

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