



VALVE CLATTER

Northern Virginia Regional Group



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

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

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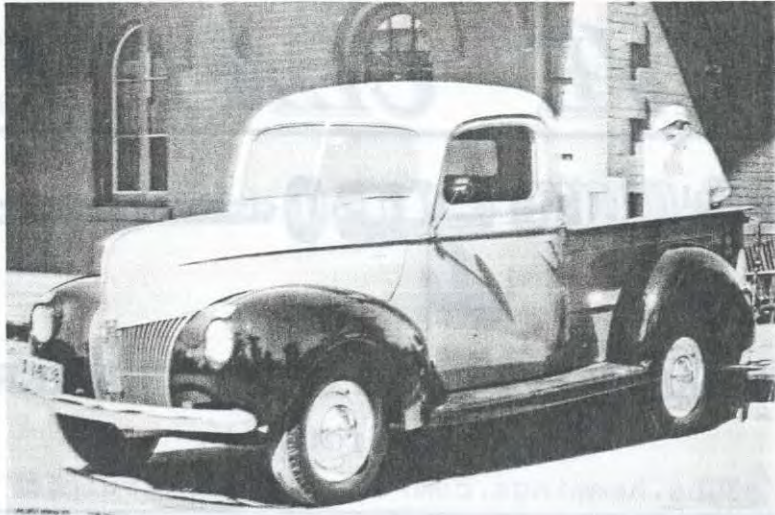
August 2003

Cliff Green, Editor

RECIPIENT OF THE 2002 "GOLDEN QUILL" AWARD FROM OLD CARS WEEKLY

V8 Picnic People





UP FRONT WITH THE PRESIDENT

August 2003

We had superb representation at the Grand National this year in Dearborn. Twenty four members plus several spouses, guests and friends were on hand. What a perfect setting with all that Dearborn had to offer relating to Ford heritage. It seemed that every corner of the city was filled with Ford history and very festive with Ford's 100th anniversary activities. Everyone had a great time. Well, almost everyone... I was robbed of the main reason for going. After loading up my '40 pick up at the shop and heading home, an 18 year old, while racing on the beltway, lost control and hit the trailer at over 85mph. Both right wheels were torn off causing the rig to violently sway back and forth. His car then proceeded to wipe out the right side of my tow vehicle. Holding my breath, I opened the trailer door to find that the '40 had ricocheted back and forth between the trailer walls. No trailer, no tow vehicle and a damaged classic meant that the Pieper's had to drive heart broken to Dearborn in a van. No major injuries, thank goodness, and sheet metal can be fixed, but I sure was disappointed in not being able to compete.

While there, I attended two meetings that should be mentioned. One was a sort of business meeting that included discussions on limiting board representation from the state of California and term limits for board members. I think it's time that we nominate and elect Cliff Green to the board. What do you think? Also discussed was the restoration guide books for several model years, many of which are in their final draft stage. It was encouraged that a new survey be completed on the regional level dealing with future direction. This survey will be handed out at our next membership meeting. It does require your national membership number so look it up and bring it with you on the 12th. Lastly, it was proposed that the name of the club be changed to include "international" rather than "of America" in that there are growing ranks from abroad. No conclusion was reached on the issue. The second meeting was the "Foundation" meeting. The major discussion was the proposal of building a museum on the grounds of the Gilmore Museum in Michigan. Currently the Foundation's artifacts are being stored in several locations across the country. I left the meeting with the impression that it is a valid and genuine attempt to achieve their goal of having one central location. Speaking of the Foundation, your board voted in favor of donating \$375, giving our club a "Life Time" recognition award. The meet was most impressive and I understand that it was the best attended Grand National in the club's history.

Back to local news...it's time that we call for nominations for the board of directors. Five board positions will be coming up for elections. Please consider putting your name in the hat. It is a fun group to be part of and really adds to your V-8 experience. Please contact Hank DuBois, our nominating committee head at 703-476-6919 if you have questions and/or interest.

This month's membership meeting will be a good one! We will have a complete run down of the events and our club winners along with a great slide show of the Dearborn meet. See you there,

Steve

GRAND NAT'L CONCOURSE REPORT

Jim LaBaugh



Ford script within the oval, overlain by the numerals 100, painted many stories high on Ford headquarters soaring in glass and steel on the horizon, provided the backdrop for the concourse at the national meet in Dearborn. Over 400 cars registered for the meet, and those that made it to Michigan were

assembled in the Hyatt parking lot on Thursday for viewing and competition as the judging crews received last minute instructions from the Deputy judges. Ready with clipboards with pencils-in hand, wearing Bob Drake "shop coat" T-shirts, the crews fanned out for a day of excitement and exploration of all the nooks and crannies of Flathead V8s. Dry air, moderate temperatures, and pleasant breezes made for a great day to view every car, which included Dearborn hopefuls, past Dearborn winners, Rouge originals, and two Touring classes. Voting by all registered members also was used to award trophies to the most popular vehicles in the Touring classes - vehicles that inspired more than one trip down memory lane. Eight or more people on each of the judging teams descended on vehicles one by one, checking the score sheets, passing on information to the rookies, and enjoying the opportunity to see the care and devotion owners put into every restoration.

And what restorations they were! Rare gems, such as a 1942 Mercury Station Wagon, 1947 Sportsman, 1946 Lincoln Continental, 1942 C.O.E. truck, and 1939 pickup with 60 h.p. engine, were interspersed with dozens of 1940 vehicles, the year with the most entries, that included a 1940 C.O.E. truck. Many vehicles came from as far away as California, such as the set of 1933 and 1934 Station Wagons driven with support crew from Los Angeles to the concourse grounds. Participants had the chance to see many of the trucks and open and closed cars of their favorite vintage. All the hoods and trunks up allowed even the casual observer to take in sights not often seen all in one place. With everything from Model B to pastel-perfect Crestliners on display, this was one Cruise-In that delighted a crowd of approximately 1,000 devotees.

Among the Ford Faithful from NVRG were Cliff Green's 1936 dual-cowl Phaeton, Charlie Morrison's 1935 three-window coupe, Dave Westrate's 1939 Standard Station Wagon, Butch Myrick's 1946 Sedan Delivery, Bill Simon's 1934 Deluxe Victoria, Leo Cummings' 1950 Mercury Monterey, David Ayer's 1940 Deluxe Business Coupe, Jeanette Hall's 1950 Custom Tudor, Bob Helm's 1950 Mercury Sports Sedan, Jason Jaravas' 1947 Coupe, Jim

Roebuck's 1948 Mercury Fordor, Joe Wright's 1938 Convertible Sedan, Bill Tindall's '46 Convert and Ray Kunsman's '40 Deluxe Fordor.



California '36 Phaeton owners marveled at Cliff's dual cowl, of which nearly all observers asked "how do you get into the back seat?" Shade trees along the edge of the parking lot filled up early with folding chairs and spectators to make the activities on the concourse a real sporting event, cheered on by spouses, friends, and other family members. It was indeed a memorable 40th assembly of Flathead Ford fanatics in the 100th year of the Ford.



Bill Tindall's '46



Jim Roebuck's '48 Merc gets operational check.



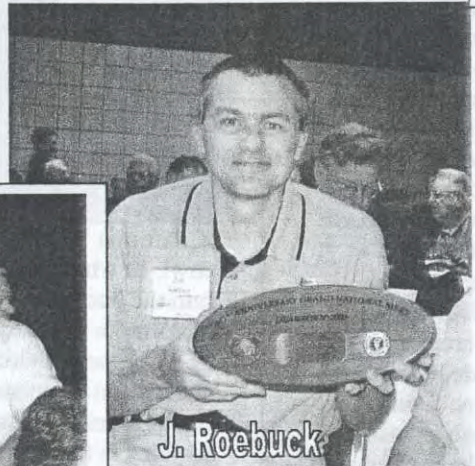
J. Javaras



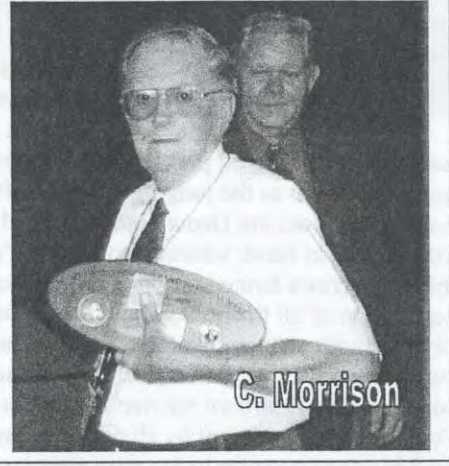
J. Hall



J. Wright



J. Roebuck



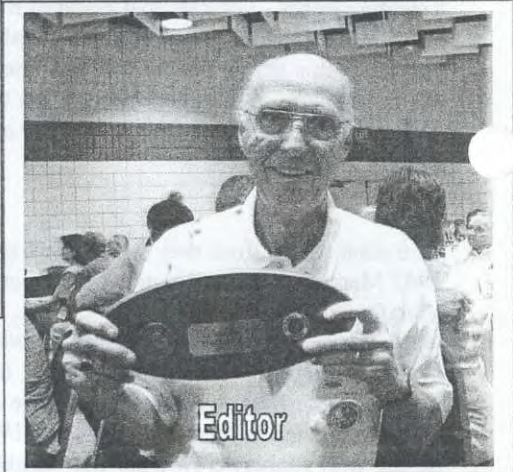
C. Morrison



Butch



R. Kunsman



Editor



B. Tindall



2003
Grand National Meet

Fordy Years

FORD V8 CLUB OF AMERICA



L. Cummings

GRAND NATIONAL AWARDS BANQUET

The banquet hall was packed to capacity with 840 V8'ers from all over the world. Master of Ceremonies Charlie Gunn, a past president, and co-Chair of the meet, ran the program as efficiently as possible – all the accolades, the speeches and awards presentations were done and over at 9:30!!!! There was even time afterwards to pick up the judging sheets. The banquet was a tribute to a well run and fun meet.

Not pictured are Bill Simons, Bob Helms and Dave Ayers

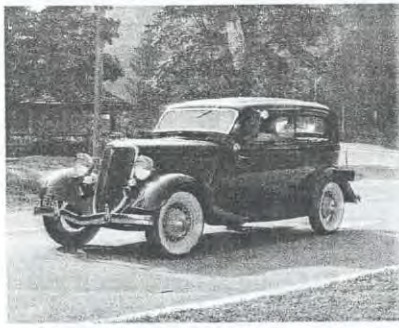
DEARBORN: TO AND FROM

Mr. Torque

Sometime, back in May, President Pieper asked Bill Simons to coordinate any club members that were interested in driving their vintage Fords, trailering their vintage Fords, or just driving a modern car to the 40th Grand National Meet. Simons, with very little effort, put together the following list of travelers: Simons, with John Ryan as driver of Bill's '34 Tudor; Dave Westrate, Hank Dubois and Eric Sumner, trailering Dave's '39 Woodie; Leo and Linda Cummings, driving Leo's '50 Mercury Monterrey; and Bill Selley and Hank Amster in Bill's Explorer, and Roy Judy with his father.

Hank Dubois was originally going to drive his '35 3-window Coupe with his newly modified flathead, but due to having only 200 "over the road" miles, thought it a bit risky. It was decided that the rendezvous spot for the group would be the first rest stop on Rt. 70, north of Frederick. Simons and Ryan arrived first, about 7:45am, followed closely by Amster and Selley. Then an hour passed.

Due to the well-organized cell phone tree, those waiting at the rest stop knew that the rest of the party had a coordination problem at the very beginning, and had gotten off to a late start. At 9:00am, once all had arrived, we set off as a caravan, with the Tudor and the Monterrey in the lead, driving through the hills of western Maryland, the mountains of West Virginia, and the flat farmland of Ohio, traveling on interstates all the way.



The weather was beautiful, cool and sunny until we reached northeast Ohio about 5:00 PM. We had planned to make it a 2-day trip, and the dark sky ahead, along with a few raindrops,

prompted our exit off the turnpike and directly into a Comfort Inn. Just as we reached the registration desk, the sky opened up... and I mean it opened up!! The rain came down in sheets, hurricane style, and it lasted through dinner and into the night. As we returned to our rooms and saw water coming through the ceiling and windows of our motel rooms, Leo and Bill knew the beating their cars were taking!

The next morning, we learned that six inches of rain had fallen overnight, flood warnings had been issued, and a small child was swept away and drowned. It was the heaviest rainstorm in the area in 30 years! After breakfast, Bill and Leo checked their cars for leakage.

The '34 leaked around the rear window and the canvas top insert, soaking the back seat and the headliner. The '50 leaked some around the window seals, but no standing water was visible in either car.

On the road for day 2 at 7:30 AM, we motored down the Ohio turnpike when, via walkie-talkie, Leo feared that the Monterrey was beginning to run roughly. We pulled into a rest center, raised the hood, and tried to find a cure. After an hour of experimentation and adjustments, there was no improvement, so Leo and Linda decided to press on. About three uneventful hours later, we all pulled into the Hyatt parking lot, with Leo's '50 sputtering a bit and Bill's '34 running as smooth as silk.

After a very successful meet, and towards the end of the week, it became apparent that the caravan was going to be splitting up for the return trip. Amster and Selley were going back on Friday; Westrate and Sumner were leaving Saturday morning, but taking the interstates all the way; and Leo and Linda were still hoping to improve their car's performance and spend the next week vacationing. That left Simons and Ryan in the '34, and Dubois and LaBaugh in Jim's Saab. These four decided to drive home the old-fashioned way, on the "Blue Highways", avoiding the interstates wherever possible. Thus, on Saturday morning at dawn, began one of the best flathead Ford road trips of all time. The two cars left Michigan on US 24 and connected with Rt 20 just south of Toledo; then it was on to US 250 all the way to Wheeling, West Virginia. We passed through small towns named Bellevue, Olena and Apple Creek. We stopped at a farmers' market for fresh peaches; passed a wood carver's shop where there was a huge wooden bear out front; saw turn of the century houses being carefully restored; and even stopped in the mountains for a Dairy Queen. We traveled through Amish farmlands near Mt. Eaton where we stopped in an Amish community complete with horse drawn buggies. Further down the road we traveled along the banks of Tappan Reservoir, which was filled with boats and fishermen. We even passed through CADIZ, Ohio, the hometown of Clark Gable!

Charles Kuwrahl would have been proud! And best of all, NO TRUCKS!

At the end of a long, 14-hour day, we reached our homes at just about dusk, safe and sound, and perhaps more in touch with a piece of America's heartland.



ATTENDANCE AT THE NATIONAL

Amster, Hank	Ayers, Dave*
Cummings, Leo & Linda*	Dubois, Hank
Fox, Bill & Joanne	French, John & Yvonne
Green, Cliff & Sandra*	Hall, Jeannette & Barry*
Handy, Wayne & Joyce	Helms, Bob*
Javaras, Jason & Dee*	LaBaugh, Jim
Judy, Roy & father	Kunsman, Ray & Phylis*
Morrison, Chas & Dorothy*	Myrick, Butch & friend*
Pieper, Steve & Wendy & Parents	Ryan, John
Roebuck, Jim & Diane*	Selley, William
Simons, Bill*	Sumner, Eric
Tindall, Bill & Sylvia*	Westrate, Dave*
Wild, Bob & Jane	Wright, Joe*

*Denotes those that showed cars (only Cummings & Simons drove, our Heros)

FOR THE LADIES - HOW TIMES HAVE

CHANGED!! editor

During WWII there was an acute manpower shortage at the Ford Dealers. The trained personnel were drafted or enlisted to serve their country. Others were lured away by higher wages at armament factories. A Dealers Operating Manual published in 1943 provided a solution to this problem - WOMEN POWER!

"This war has proved that women can fill any jobs as efficiently as men. Your business is no exception. Many dealers have already started to train women to step into men's shoes. Their reports indicate that the experiment is extremely successful. The following are some of the jobs that women can readily take over in your organization:

- Disassembling, repairing and assembling small units
- Managing parts department
- Tire work - "Modern equipment has taken the "heavy" out of such work."
- Acting as a mechanic's helper
- Running errands, driving courtesy cars, and making deliveries.
- Acting as order writers and floor salesman.

The article goes on to say to avoid hiring the "glamour girl" type. "Take every precaution to get steady, dependable women between the ages of 25 and 45. Married women seem to take more interest in their work and are more regular in attendance."

How about this: "After about six months of training with a competent instructor, women, who have the aptitude can develop into efficient service employees."

Under subtitle "Attitude of Male Employees": "Before introducing women into your shop it will be a wise move to have an organization meeting. Explain to your men the emergency that makes this step necessary. Ask them to discuss this matter with their wives. There have been

Women at work in a Ford dealership during WWII - from a 1943 Dealer's Operating Manual. No "Glamour Types" Allowed!



case of mechanics' wives having very definite objection to the presence of women in an automobile shop." And finally: "A women's rest room should be provided at a considerable distance from the one now used by your male employees."

Note in the picture that the show room was taken over for parts refurbishing as there were no cars to sell!

LET'S ALL GO TO THE MOVIES, LET'S ALL GO TO THE MOVIES,..... TAKE TWO!

That's right! The NVRG is going to the movies again. the drive-in movie! Depart the Fair Oaks parking lot at 4:00 pm on August 23, Saturday (with a stop at Gainesville on the way).

Dinner at New Town Tavern, at Stephens City, VA about 6:30 pm (www.jesara.com)

Movie at the Family Drive-in, Stephens City about 8:00 pm. (<http://mywebpages.comcast.net/driveins/va-stephenscity-family.htm>; [then click on website link]. Cost \$6.00 adults. There are speakers to hang on your car window but bring an FM radio or boom box if you want better sound. Consider lawn chairs, in case it's hot. Consider a blanket, in case it's not. Bring insect repellent, because who knows.)

Overnight stay at a Holiday Inn nearby. (You will need to make a reservation at the Holiday Inn for the night of Aug. 23, 540-869-0909. Cost \$71.10. Mention that you are with the Early Ford V8 Club because they are holding a block of rooms. But you must make the reservation right now!) If the Holiday Inn is full, make a reservation at the Comfort Inn right next door, 540-869-6500

Breakfast and head back home on August 24.

To reserve a spot on this tour and for further information, please contact John Girman (703-242-1459)

'36 FORD PROJECT (PART II)

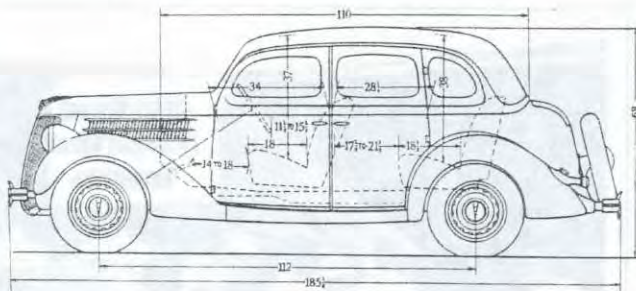
Dick McIninch, OLCAR FN

Last month, we ended up with a car still in pieces, now we will reassemble it.

We took an engine to Valley Automachine in Waynesboro to have it rebuilt, but it was all seized up and thus good only as an anchor and not a good rebuild candidate. The second one was from the car itself, but we found a crack in the water passage; and, though it could be pulled together, it was not worth our time and effort for perhaps an unreliable result. A third engine, purchased from a friend in PA must have been the charm because it was all there, correct with no cracks and was a "LB" block (had inserted main bearings) to boot. The rebuilding of this block went fine and the result is a great, solid flathead V-8 engine.

With the engine rebuilt, we needed to get the transmission rebuilt. The transmission went to my restorer, Allen Ponton, for a complete overhaul with new gears, where needed and seals.

Now with the drive train being restored, it was time to get the body and chassis ready. We had a shop in Charlottesville sand-blast and primer them. We brought them home and separated them so we could give them to Allen as he needed them. The body sat on a large dolly so it could be rolled into the trailer. I took the rear-end out of the chassis and with the Columbia rear-end to D&W Enterprises in Tennessee. They are the experts in rebuilding Columbia rear-ends. As with the rest of this restoration project, I had purchased most of the necessary parts that were needed.



By the end of the summer of 2000, we had the engine, transmission and Columbia rear-end rebuilt and the body and chassis sand-blasted and in primer. The next big item that was required was the interior materials. We selected the Bedford cloth interior kit (same as had been in the car before) from LeBaron-Bonney. It took a few months to get it. Finally, four large boxes arrived by UPS and now we had our interior materials.

My garage was full of boxes that contained a car but in pieces along with body parts, body, chassis, engine, transmission, Columbia rear-end, gas tank, etc. We had gathered all the pieces we could think of but, of course,

missed a few. It was time to put this puzzle back together and make a car that could go down the road.

In July 2002, Allen Ponton and Richard Wingfield were ready to start and wanted the engine, transmission, rear-end and chassis (with wheels). With these, they assembled the engine and drive train on the chassis. The frame was rust-proofed with POR-15 and painted. All the suspension parts were replaced with new items as the old ones were worn out and discarded. The shocks were rebuilt for a smoother ride. The mechanical brakes were replaced by hydraulic ones. We took this home to give them room to work on the body.

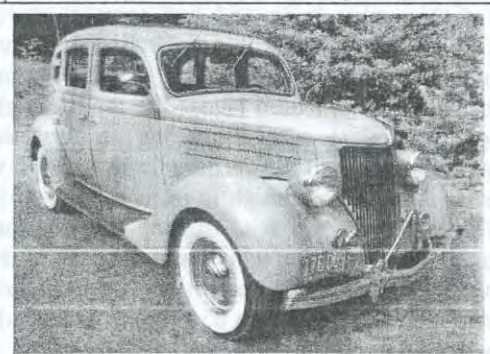
The body had been twisted some when it was taken off the frame as one bolt had been accidentally left in place. With their great skill, they were able to get it straight again and back to its original shape.

All this time we were continuing to find parts that had to be plated or parts that had to be ordered. We had practically an open line with a few parts vendors. The UPS driver knew our address well as he was making almost daily deliveries.

Finally the body, body parts and the chassis (all Painted) were married. The results were recognizable as a car (a 1936 Ford). The wiring harness, lights, radio, dash, steering wheel, etc. were installed as was the roof. Lastly, the interior was added with the front seat being the last item put in the car before the doors were put on.

Eight months after the start of the re-assembly process was started and in time for the Ice Breaker Tour on April 6, 2003, the car was on the road again. It had been completely restored/rebuilt to superb running order.

Joyce and I would like to express our sincere thanks to the many people that made this 1991 dream at Hershey become a reality. There were too many people to list that found parts in their barns, gave good advice, helped rebuild



components from the engine to the cigar lighter and worked long hours assembling the final product. THANKS to all of you, especially

Allen Ponton and Richard Wingfield. You all can be proud of the outstanding and beautiful job everyone of you did. It is too bad we cannot show all your names on the car, but then the car would be a different color.

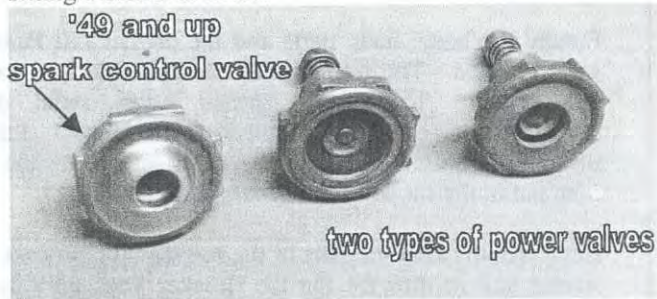
TECH TIP - THE POWER VALVE

Editor

Let us examine a few problems that you might experience with your '38 - '53 fords. Do you have one or more of the following symptoms?

- ✓ After sitting for a few days you have to crank and crank to start the car. (Fuel is gone from the bowl - some of us turn on the electric fuel pump now)
- ✓ After sitting for a few minutes the car is hard to start. (Flooded)
- ✓ Bad gas mileage
- ✓ Now, when the car is running, turn the idle mixture screws in and out and I bet they have no effect.

The trouble is with the power enrichment valve, 78-9904, or the gasket. What is happening is the valve is leaking allowing fuel to run or drip, depending on severity, into the manifold, flooding the engine after a few minutes of sitting and draining the carburetor bowl after a few days. This valve is not present in the Stromberg and that is why my '36 will start right up with a few taps on the accelerator after sitting a month or more!



I investigated why this was so with the '36 and not the '40 and discovered that the later had a valve at the bottom of the bowl. Taking the carb apart and pouring fuel into the bowl I could observe the fuel dripping past the valve (ruptured diaphragm).

The purpose of this valve is to add fuel (power) under circumstances of low vacuum, as in acceleration or heavy load. The spring in the valve holds it open until the engine is started. Then the high vacuum below the throttle plate acts on a diaphragm, overcoming the spring, to close the valve. It stays on its seat until the vacuum drops to 8 1/2 to 9 inches where it is not high enough to resist the action of the spring. This point of level road running at a constant speed is approximately 3800 rpm which is at the peak of the horsepower curve - the flathead doesn't rev much higher. With a 3:78 rear end, the book says 85.6 mph. So, we do not have to worry about that! However, as the throttle is opened in acceleration, or going up a hill, the vacuum drops below 9" and fuel is introduced into the main well to provide more power - hence "Power Valve" (the Stromberg uses a Power Jet).

The diaphragm wears and tears after years of operation, or cracks after drying out. A back fire through the carb can cause the diaphragm to rupture.

Now we know how it should work and what goes wrong if it leaks. The repair is to replace it along with a new gasket, the correct gasket. There are lots of round gaskets in the rebuilding kits that might work, but make sure of the right one and tighten the valve in the bottom of the bowl securely. Those using dual or more carbs do not use the power valve and replace it with a block off plug. The valve in the kits looks different than the original, but work the same. Be careful not to use the spark control valve that is used on the '49 and later as it has the same threads - but works on the opposite principle! Before assembling the carb, put fuel in the bowl and let it sit for a while to see if the diaphragm or gasket leaks. Problems fixed!!



Wesley Foor

245 Centennial St. Frostburg, MD 21532
301-689-9184, '38 Hearse, '48
Ambulance

Jim Nice - 9120 Ashmeade Dr., Fairfax, VA. 22032, 703-426-5865, jknice@verizon.net '51 Vic 2Dr. Htp.

The **Valve Clatter** had two articles published in the latest *V8 TIMES*!! Thanks to Von and Jim

Call for nomination of new board member will be at the August meeting. Please consider serving.



This months meeting program will be viewing the 200 plus images taken at the Grand National and related stories -



V8 CALENDAR NVRG



August

- 1-3 Macungie, Das Awkst Fest car show and flea market (lot of shade) Pregistration deadline July 1. Box 127, Macungie, Pa 18062 www.awksscht.com 1,500 cars expected!
- 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
- 16 Cruise In - "Hot August Nights" 6pm-9pm Loudoun Valley Shopping Center, Purcellville, Va. Presented by the Western Loudoun Optimist Club
- 17 Car Show and flea market, Rose ill Manor Park, Frederick, MD. Sponsored by Francis Scott Key Antique Auto Club 301-473-8212
- 23 **NVRG TOUR -Drive-in Movie Night** (third attempt) Rain date Aug 30th
- 31 15th Annual Washington Times Revue, 10am –4pm, Springhill Rec Center, McLean, Va
Featuring cars that have been profiled in Vern Parkers "Out of the Past"

September

- 1 Cruising Clifton, Custom Cruisers of No. VA & Clifton Lions Club, at Town of Clifton 703-369-2014 (Attended last year – good time, Editor) 10am – 3
- 6 Laurel Lions Auto show and Flea market, Laurel Racetrack, Laurel, MD 301-725-3442
- 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
- 20 **NVRG Tour** – Military Vehicle Restoration Shop open house including demo program. 10 am Nokesville, Va. Bring a picnic lunch
- 28 Lucketts 2003 Antique and Classic Auto Show 10am – 4 , Potomac Chapter Studebaker Club Lucketts Community Center on Rt 15 www.lucketts.org
- 30 **NVRG Board of Directors Meeting**

October

- 1-5 Fall Carlisle
- 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**

November

- 11 **General Membership Meeting** Program: Two brush generators – Dave Gunnarson
- 25 **NVRG Board of Directors Meeting**

December

- 6 **NVRG Holiday Gala** – Farifax Country Club



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: **Steve Pieper**.....703-860-2801

Vice President: **John Girman** 703-242-1459
Secretary: **Jim La Baugh** 703-573-9285
Treasurer **Hank Amster** 703-753-9575
Membership: **Jim McDaniel** 703-569-6699
Tours: **Girman/Dubois**
Past President **Hank Dubois** 703-476-6919

Programs: **Dave Gunnarson** 703-425-7708
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**

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**



Golf Course tractor



FIRST CLASS MAIL

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