



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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May 2004

Cliff Green, Editor

RECIPIENT OF THE 2003 GOLDEN QUILL AWARD FROM OLD CARS WEEKLY

FIRST PLACE AWARD, EFV&CA NEWSLETTER CONTEST 2003



Saturday May 15, 2004
10:00 A.M. - 3:00 P.M.



At City Hall
10455 Armstrong St.
Fairfax, Virginia
(Between Rt. 123 & University Dr.)

Live Music & Food!

Presented by:
Northern Virginia Regional Group
of the Early Ford V-8 Club

City of Fairfax

Downtown Fairfax Coalition

**Come see the Ford Model-T
Reassembled in 15 Minutes!**

Don't Miss this
Extraordinary Demonstration!

Saturday May 15th, 1:30 P.M.

Historic Old Town Fairfax—The Place to Be!

The committee for our car show at Fairfax City Hall is on a roll. The grounds are laid out for the gate entrances and registration area thanks to the efforts of Dave Gunnarson and Hank Dubois. Registrations are pouring in to Don Lombard. Cliff Green has secured 20 trophies – four more than last year!

The chairman of the meet, Dave Westrate, reports that the City is excited about the show being in the new location. With all the trees and grass, it will have a “Sully feel”

The band will be in a great location in the center of the activity. With good weather, we should have well over 120 cars. Volunteers will be needed to cover chores, so sign up at the NVRG meeting Tuesday. Remember to wear your club shirt and hat!

**REGISTER AND BRING YOUR
CAR - VOLUNTEER**

UP FRONT WITH THE PRESIDENT

MAY 2004



V8 1st Lady wins a prize
at the poker run

Before you lose interest and stop reading this article, I thought I'd mention in the first paragraph that the June meeting location has to be changed to the Clark House since the Hunter House has some political activities scheduled for June 8th. Now on with the usual review of the Club's activities:

Norma Blum took home top honors by winning the "Best Hand" at the April 10th Poker Run. Jim and Char McDaniel had the "brains" of the group in that they won the trivia contest. Fabulous weather was ordered by the organization team of Hank Dubois, Don Lombard and Ken Burns. Another outstanding tour that took us on scenic country roads and ended at Mosby's Tavern in Middleburg. As usual, a fun time was had by all.

Dave Westrate was in Florida recently taking a break, but his auto show committee staff was busy working things out for the May 15th event. As you know, the location of this year's show has been changed from the past. It will take place on the grounds of Fairfax City's town hall... just down the street from last year's event. It offers a lovely setting and has so much potential for future growth. Hank Dubois and Dave Gunnarson put in overtime by laying out the new location's grounds, traffic flow, fencing and the like. Cliff Green has put together another long list of trophies (20) for the show. As you can imagine, a lot of leg work, phone calls and meetings have to take place by the show committee folks in order for it to be successful, however, it is going to take much more than that to make it all work. The club needs YOU! Please step up to the plate and help out. Contact Dave Westrate (703-620-9597) and volunteer for being a gatekeeper, clean up crew member, traffic coordinator or whatever. Dave's saying "If everyone does a little, we can all accomplish a lot" holds true in this case for sure. I understand that the Model A Club plans on sending a contingency this year which should put us over the 100 car mark. I sure hope your car will be one of them.

May is going to be another busy month for the club. It started out with Don Lombard organizing the annual tour to Willowcroft Winery on May 1st. The winery donates to our treasury and provides some wine for our picnic luncheon. We had perfect weather making it another great outing. As I have said before, old Fords are encouraged to participate in such tours but not required. There were two non Fords present. Leo Cummings' beautiful Bonneville and my wife's Nash Metropolitan were parked among the Fords. It was Wendy's first outing with the Met, and it only experienced one "hick up" on the way. At the end of the day, we all took off in different directions. Jim and Char McDaniel and Wendy and I headed towards Manassas to join up with Hank Amster and Cliff Green with the plan to pass out car show flyers to the Saturday night Manassas "cruise in" crowd. Nature came into play, however, and the skies opened up which pretty much washed out the event so an impromptu sea food dinner was scheduled with the four couples enjoying each other's company.

That's it for now! See you at the membership meeting on May 11th (the usual location) and of course, at the May 15th car show

Steve

MERCURY IN THE 1940s

Before and After "The Big One" – Jim Roebuck

(Author's note: As some of you may know, I own a 1948 Mercury. So you might say I'm interested in this subject.)

In September of 1940, with the threat of war looming ever larger on the horizon, the Ford Motor Company debuted new 1941 models unlike anything they'd ever produced before. Longer, with 2 inches added to the wheelbase (to 114" for the Ford, 118" for the Mercury), and wider, these cars were big - not something the elder Mr. Ford would have approved of. More comfortable, with a softer ride, and easier than ever to drive, the '41 Fords and Mercurys were beginning to look distinctly "modern" by today's standards.

In the Mercury lineup, the four-door Convertible Sedan was dropped due to poor sales (sorry, guys), but three new models were added. The Station Wagon made its debut in the Mercury line. The 3 passenger Coupe, more popularly known as the Business Coupe, and the Coupe with Auxiliary Seats, better known as the Opera Coupe, had been available only in the Ford line, but were now added to the Mercury.



(Have you ever seen those little bitty jump seats in a Ford or Mercury Opera Coupe? Maybe OK for children and small adults, but... ! I've seen a vintage ad of a Ford Opera Coupe, wherein a gentleman is helping a lady out of one of those tiny seats. She looks pretty cramped. It may just be my imagination, but she seems none too pleased to be sitting in one of those.)

So the Mercury was ready for 1941, with a full range of seven different body styles. In addition to the three new bodies, there were also the successful Sedan (Two Door), Town Sedan (Four Door), Sedan Coupe, and Club Convertible. Nineteen forty-one was also notable for the first offering of two-tone cars in the Mercury lineup, late in the model year.

Regrettably, since the body dimensions were the same as the Ford from the windshield back, the Mercury lost some of its exclusiveness. The difference in overall length was solely from the cowl forward - and since the engine had the same outer dimensions as the Ford engine, that made for a rather cavernous engine compartment.

In spite of this, Mercury enjoyed its best year yet in 1941, with 98,412 Mercurys produced worldwide, a figure that would not be exceeded until the 1949 model year. (Smashed, really ...)

The war threat was more ominous than ever when the 1942 models were introduced in October '41. Auto manufacturers were already supplying the military with trucks and other equipment, and many felt that it was only a matter of time before the U. S. would be dragged into that war "over there." Fords and Mercurys were given a facelift (an improvement, in my opinion), but all dimensions remained the same as for 1941. (A tad bit longer, but that was just "overhang.") Both makes enjoyed clean lines in the 1942 models, with chrome tastefully executed but not overdone - a clear sign, in my view, of the fine design work of Bob Gregorie and his design studio, under the guiding hand of Mr. Edsel Ford.

The Mercury lineup was pared a bit for '42. The Opera Coupe hadn't sold well, and was dropped, leaving only the 3 passenger Coupe to be had with the smaller passenger compartment. Indeed, much of the Ford and Mercury passenger car production went to the military anyway, and they needed sedans; "frivolous" models like coupes and convertibles just wouldn't do, and that's probably one of the reasons why so few of these were made. (The 1942 Mercury 3 passenger coupe is one of the rarest of all Mercury models.)

The other reason for the small production happened on December 7, 1941. The Federal Government phased out civilian vehicle production of all auto manufacturers; for the Ford Motor Company, the "Day of Judgment" was February 10, 1942. By that time, total worldwide Mercury production for 1942 amounted to only 24,704 units.



The less said about the optional 1942 Mercury "Liquamatic Drive" the better. This was covered very well a few years back in the *V8 Times*.

A pause, now, as the Ford Motor Company makes all sorts of vehicles and equipment for the war effort. In no particular order, they made halftracks, armored cars, B-24 "Liberator" bombers, amphibious vehicles, tanks, ... and, of course, Jeeps and trucks. Tens of THOUSANDS of Jeeps and trucks. It could be said that the Ford Motor Company, along with the might of other auto manufacturers, saved the Soviet Union as well as Great Britain, France, China, Belgium, the Netherlands...

(Continued next month)

FORD FACTORY DEMONSTRATION

TRUCKS (continued from April)

Dave Gunnarson

1937 Demonstrator Trucks

The 1936 demonstrator paint scheme was carried over for 1937 with contrasting colors. Bold lettering was added to advertise the company-wide slogan “Aye and Thrifty Too!” This slogan was painted on the bed’s advertising panel along with a Scottie dog. The cab door was lettered with a smaller dog and slogan along with the dealers name and address. The top edge of the hood sides of both models were lettered with “Proving V8 Economy and above the windshield was the word “Demonstrator”. Just as prior years, the 1937 pickup was similarly painted.



A 1937 12-foot Stake (Model 79-955) all ready to head out of the Rouge plant to Hettche Motor Sales, 3475 W. Grand Blvd. The text on the door reads “Ask for and On-The-Job Test”.



Another brand new 1937 157-inch wheel base stake truck with the following lettered on the door: “Phone Oregon 5000, for an, On The Job Test, Robert W. Ford”. Robert was Henry Ford’s nephew (son of Henry’s brother John) who operated a Ford agency on the east side of Dearborn until his death in 1950. Notice the door lettering differs from the prior photo.



This 1937 Pickup demonstrator (Model 77-830) also headed to the Robert W. Ford dealership. See the matching 1937 157” stake truck in the previous photo.

Demonstrator Trucks After 1937

Factory painted demonstrator trucks continued up to and probably after the war but none matched the color schemes and lettering of the 1935 to 1937 models. Starting in 1938, the demonstrator trucks were still produced and appear to have been painted much the same way as the 1936 and 1937 models namely, contrasting color fenders, trim lines, etc. but the custom lettering and special treatment was no longer applied.

Conclusion

The effectiveness of the demonstrator trucks and advertising campaign during 1935 to 1937 may not be known, and there are lots of other factors to consider, but there was a marked increase from the 1933 and 1934 truck sales of 92,662 and 191,881 respectively to sales of 250,282 in 1935, 223,778 in 1936 and 268,621 in 1937.

There are no records of how many demonstrator trucks were produced during this time, but they sure added a colorful bit of early Ford V8 history. The fate of all those demonstrator trucks isn’t known. Once the sales year passed, most were probably sold and used for the heavy and rough assignments for which they were built.



A well worn 1935 coal delivery truck for the McBee Coal Company probably started out as a demonstrator. It could have been factory painted for the owner for a small fee, but it’s unlikely that a

TECH TIP TALK



At our April meeting we were fortunate to have **Jim Crawford**, one of our members, give a talk about Ford lock and keys. Jim has been collecting, researching and restoring lock mechanisms for years. He wrote an article about this subject for *V8 TIMES*. The projector for the power point presentation broke down, however Jim had the foresight to

reproduce the material as a handout. I will use this for a synopsis of his talk.

Why should the Early Ford V8 owner be interested in lock and keys? 1) To provide at least a minimal amount of security and 2) correct keys and locks add detailed point of authenticity. The car came from the factory with two keys: one that fit the ignition and door, the other for the deck/trunk, spare tire and factory glove box. All lock cylinders were 5-pin tumblers, manufactured by Hurd or Briggs and Stratton, with code numbers usually stamped on the side.

Jim discussed the various models of cylinders, their location and the way to remove them. There is a setscrew in the side of the door that holds the cylinder in place. The glove box is held by a clip or screw; a set screw for the spare tire and if you have the key the deck/trunk handle is real easy to remove by turning key ¼ turn to right and push down on the set pins – slide out. Now if you don't have the key you have to drill it out and ruin the stainless.

Hurd was the major supplier for all years 1938-1948. '32-48 keys are stamped Hurd or B&S, 1949-53 Ford or L-M. Mercury and Lincoln keys were labeled such beginning in 1949. 1932- 1938 the ignition key is round and the glove/trunk is oval. 1938 late -'48 the ignition is flat on the side whereas the glove/trunk is rounded. 1949 - 60's were script with cutouts.



The factory code numbers were on the head of the keys until early 1935, then after were attached to a tag. If the key is missing, take the cylinder out and the code will be stamped on the side. Rather than removing the ignition

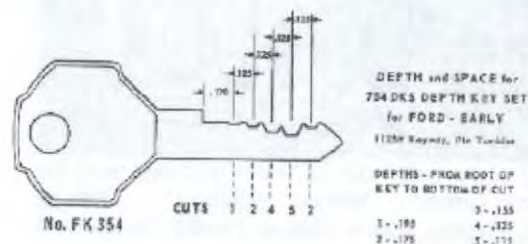
which is done by drilling out the pin ('32-'36 1/16 pin, later years, 3/16) from underside (carefully) and sliding the cylinder out, it would be easier to remove the door cylinder for the code which is the same.

Jim has these final tips: Don't chrome the keys (they will not work then) and keep a mint spare set for show only.

The parts are getting expensive because of the availability. Jim mentioned that the best source is Ebay and the flea market vendor who deals in stuff other than Ford and doesn't know what he's got. NOS 1936 ignition cylinder and keys go for \$100

Jim had all sorts of literature from Hurd and Briggs & Stratton plus examples of every year of keys for all Ford products. The NVRG thanks Jim for a most interesting and informative talk.

Editor



Dave Gunnarson mentioned that he has a key code book for all Fords from 1935 through 1965 that lists all key codes and how to cut key blanks to match. Dave has volunteered to share the code information to club members.

FOR THE LADIES

Here we have another example of Ford promoting car sales towards women, showing that it is politically correct



to be seen not only in the show room, but in the parts department too!! This well dressed lass is watching tags being attached to her new '41 Ford Special. Note the side grills are not chromed and the front bumper is different from the De-Luxe. Also, the Special has only one tail light! The color is Harbor Grey, new for '41. Most likely this is a tudo, as that was the highest production with 20,677 examples.

ANNUAL NVRG POKER RUN

Sandra Green

On Saturday, April 10th, Cliff and I drove the Woodie up to the usual meeting place at Fair Oaks shopping center. It was great to see an ample array of NVRG V8's (but who let in that gorgeous '57 Buick wagon?-- must have been the club president!) lined up and waiting to begin our annual Poker Run. Old Man Weather actually cooperated and gave us a clear spring day and perfect temperatures for those old Fords.



Piling out of our nifty cars for warm greetings were the Westrakes, Girmans, Blums, McDaniel's, Amsters, DuBois's, Piepers, Burns, Greens, Frankie Martin and Don Lombard.

Ken Burns and Don Lombard never cease to amaze us with the beautiful country roads they choose for our drive each year. This year, Hank DuBois joined them in the planning, and they all drove the route prior to



our Poker Run day. So, on this early spring morning, we gathered around and Ken briefed us on the day's run. We bought our poker hand chances, picked up our trip packet prepared by our leaders, and were even given sealed instructions in case we got lost! After enjoying the camaraderie at the parking lot, we were off in five minute intervals, to begin our scenic journey through countryside that makes us proud to call Virginia our home.

We made our first stop at a Civil War battle site and Confederate cemetery, and we took the time to read a little of the history of those sacred grounds. At each stop, we were given directions and questions for the next leg, and of course we got our sealed cards at each stop. Perhaps, behind these sealed cards, we were actually assembling the makings of a Royal Straight Flush!



Our roads took us past breathtaking farms, estates, and quaint tiny hamlets. Ken & company's clever questions assured that we took a moment to explore sites along the way that were part of our state's history—a beautiful old church and cemetery, a restored store dating from the very early 1800's, the lovely town of Orleans, and thus it went. There was even a thoughtfully planned tailgate refreshment break! It was amazing to all of us as we traversed these lovely old winding roads where time seems to have stood still, that at all times we were not far from the busy interstates to bring us to our Nation's capitol.

We ended our Poker Run in Middleburg, where we enjoyed a wonderful lunch Mosby's Tavern. After lunch, the Poker Run was won by an excited Norma Blum. Next, the questions answered throughout the journey were judged. Jim



and Char McDaniel were the top students, and received a gift certificate to the Outback Restaurant. John and Patty Girman were runners up. The rest of us vowed we would be better students next year--(but how do you explain a bright red house that was in reality, bright pink?) Oh well, our astute leaders certainly know their Virginia history, but perhaps need a lesson in identifying colors!!



It was a fun day for all, and we thank Ken, Don and Hank for their efforts in planning another beautiful drive through our Virginia by-ways. Even the old cars enjoyed themselves, with nary a sputter along the way. To those of you reading this that have yet to make one of the club's Poker Runs—make it a must for next year, or you will be missing a thoroughly delightful outing with good NVRG friends.

EMAIL BAG

Art Spero



This '40 PU is the latest addition to my collection of V-8 Fords. It was given to me in April 2004 by a friend who could not complete the restoration. It was in very good condition when he

purchased it in 1990, but let it sit outside in the elements. He had good intentions and occasionally had some work done.....the mechanicals were restored and were in very good condition in 1996. But.....time and the weather have taken their toll on the truck and the sheet metal has fallen victim to the elements. The truck now has a good home in the end bay of my new 24'x42' garage, displacing my '32 roadster hot rod project. My initial plan is to replace all the wiring and work on the rusted sheet metal.....1940 colors will be used. It will be a "driver", not a show piece. The flathead engine has only a handful of miles since the rebuild, so it will remain in place. As you can see from the photo, the truck needs lots of TLC. The restoration journey has begun.....again.

Dave Gunnarson

This item was sold on Ebay for \$1822

"One never knows what is just around the corner!"

There were two 1936 trucks, both with engines and trans, no beds. One was sad, other restorable.

Located in Annandale



Jason Javaras

Spring AutoFair at Charlotte

Just a couple of quick impressions from the AutoFair at Charlotte this year. The weather was about as changeable as you could expect for the first week of April. Very cold and windy for the most part, with a couple of nasty storms for good measure. We sold about half of our "goodies", and managed to avoid being tempted to buy anymore cars, although it was very tempting. For some reason there was a huge turnout of EFV8s for sale this year, mostly '40s, but also several nice '46 coupes and a beautiful '34 coupe that

was priced to match it's condition. The availability of original parts for the old Fords is definitely drying up but there are plenty of after-market vendors ready to supply replacements. One thing you can still find a lot of is original documentation. Must be a lot of large collections being

The general feedback from other vendors was that although the crowd was large, they weren't spending a whole lot. Guess the economy is causing the cautious spending.

No reports on Spring Carlisle – no Emails on who went.

Blum, Amster went with Vern Parker for a few hours. Steve Pieper went up at the opening Thursday with Greg Mensinger and bought a '57 Chevy Nomad. He drove it home Sunday!

Dick McNinch

Is the club or individual members considering a tour to Wintergreen for the "Fabulous Hubcaps" Concert on September 18th? Room reservations need to be made if you want to stay at the top of the mountain. With the rooms comes the ammenidities of the resort such as pools, spas, massages, etc. but you have to reserve these when you make your reservations. Please let me know as soon as possible and I can assist you. Call Dick McNinch at 434-361-2568 or e-mail at OLCARFN@aol.com. Hope you can come to this event as it will be a fun afternoon of cars, food and '50 & '60's Rock'n Roll.

Patrick O'Neill

I need to replace the driver's side window glass on Mildred.

Does anyone recommend a local glass place?

703-249-9593 patrickoneill@erols.com

Tom Shaw

I second the remarks made by Al from Va about Ben McDonald. As Al mentioned Ben is working on my 51 convertible. He has removed the engine and taken it to a machine shop. They discovered a broken piston ring which was making the suspicious noise(we hope). A new piston and rings will replace the old one. The cylinder wall has been honed to remove the scuff marks. Bearings and other mechanics have been double I would checked and appear alright. Ben has supervised this work. So far I am very much impressed with his thoroughness and mechanical expertise. He has spent many days on my car completing work I requested to be done and ahead of schedule.

Ben has almost completed installation of the entire wiring harness plus many small individual wires. He will replace the gas sending unit, spark plug wires, a faulty vacuum advance in the distributor, install a new transmission, adjust and tighten steering unit, install a dual exhaust system with smithy mufflers, new fan belts and other minor fixes as he sees fit. This guy is really a devoted old car mechanic. As Al mentioned, Ben has a state-of-the-art garage and I feel confident my car is in the hands of a professional.

BACK PAGE PICTURE

This month we feature member J. Alan McNiff's beautiful 1946 Ford coupe. Alan has been fighting rare Bile Duct Cancer for six years. He is in the wait and sees stage and is checked every four months for growth or suspicious activity. He says that as soon as surgery heals he will be stepping up the cosmetic restoration of the coupe. The NVRG hopes to see him on the road again!

FOR SALE/WANT



rebuilt engine, mechanicals Interior rough original. Great Tappahannock, Virginia, 804/443-2225 or _____ \$8,995.

F _____-1 pair solid used running boards for '47-'48 Ford with new complete kit to cover them from Drake. Asking Wanted -Complete original backup light and under

J. Javaras (540) 786-5819

_____ - 1939-40 hot water heater. '36-'39 wheels Hardin 540-775-9524

WILLOWCROFT WINE TOUR



Ten member cars and occupants enjoyed a beautiful spring day at the Willowcroft Winery. This is an annual fund raising event for the NVRG. Thanks to Don Lombard for the organization.

By popular demand....

LET'S ALL GO TO THE MOVIES AND THEN WE'LL VISIT THE VIRGINIA WINE FESTIVAL THE NEXT DAY!



That's right! The NVRG is going to the movies, a drive-in movie! And then we'll cap off the weekend with a visit to the Virginia Wine Festival!

Depart the Fair Oaks parking lot at 2:30 pm on June 5, Saturday (with a stop at Gainesville on the way).

Dinner at New Town Tavern, at Stephens City, VA about 5:30 pm.

Movie at the Family Drive-in, Stephens City about 8:00 pm. Cost \$6.00 adults. Speakers are available but bring an FM radio or boom box for 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 June 5, 540-869-0909**, special rate of \$69.70. Mention that you are with the Early Ford V8 Club because they are holding a block of rooms. But you must make the reservation by May 22.

On June 6, we'll have breakfast and go to the Vintage Virginia Wine Festival at Historic Long Branch Farm in Millwood to display our cars from 11 am to 3 pm To get free admission, two souvenir wine glasses and unlimited wine tasting, you must **register by calling 800-520-9670 because space is limited.**

To reserve a spot on this tour and for further information, please **contact John Girman (703-242-1459) or Hank Dubois (703-476-6919).**

THIS TOUR WAS A HUGE SUCCESS LAST
SUMMER - DON'T MISS OUT ON THIS
DOUBLE HEADER !!



V8 CALENDAR NVRG



MAY

- 1 **Willowcroft Winery Tour and Picnic**
- 8 Winchester
- 11 **General Membership Meeting:**
Program: Flathead Hot Rod History
Ken Gross et al.
Refreshments –Leo Cummings
- 15 **NVRG ANNUAL CAR SHOW**
- 25 NVRG Board of Directors

JUNE

- 5 & 6 **NVRG Drive-inn Movie Night and Virginia Wine festival**
- 6 15th Annual Kena Temple Car Show
Arlington Blvd., Fairfax
- 8 **NVRG General Membership meeting**
Program: Member Show & Tell
Refreshments: Mike Mote
- 16-19 **EFV8CA Eastern National Meet**
Frederick, Md
- 20 Sully Car Show

- 29 NVRG Board of Directors

JULY

- 11 National Capital V8 Car Show
14th annual, Longwood Rec Ctr
Brookville, MD
- 13 **NVRG Annual Family Picnic**
Nottoway Park, Vienna 6pm
- 23-25 Summer Carlsile
- 27 **NVRG BOD**

AUGUST

- 6-8 41ST Annual Awkscht Fescht,
Macungie, Pa
- 10 **General Membership Meeting**
Program: Rouge Factory, Cliff Green
Refreshments: Tom Lumpkin
- 15 19th Annual Francis Scot Key
Antique Auto club, Frederick, MD
- 31 **NVRG BOD**





BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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

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Past President	Hank Dubois	703-476-6919	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**



Alan McNiff '46 coupe



FIRST CLASS MAIL

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