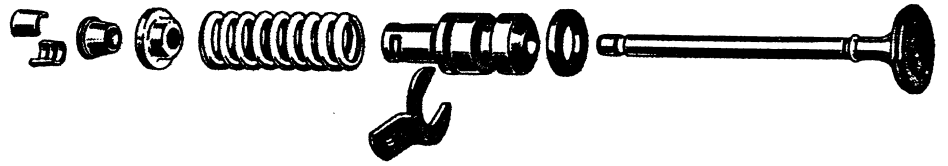




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

www.nvrg.org

Volume XXXI, No. 5

May 2009

Jim LaBaugh Editor

Watch the Fords go by!



Alan McNiff provided this photo of his 1946 Super Deluxe Club Coupe, taken on a recent perfect spring day. This was one of several beautiful pictures he sent in along with the following narrative - *"This year I got over to Kenwood before the cherry blossoms fell off the trees and I even remembered to bring my camera. You can tell I was a little late, the ground is covered in petals. The Ford was a big hit with the blossom watchers. People stopped to talk everywhere I parked."*



May 2009

Over the past few weeks I have been preoccupied with some of the usual day to day chores that many of us face in our lives. It has taken my attention away from some of the more relaxing and fun stuff I like to do, like playing with cars. Amid all the commotion I had the opportunity to reconnect and catch up with a good friend of mine that I've known since the seventh grade. Back when we used to hang out, we spent a lot of time riding around in our cars together, no place to go most of the time, but we just went, cruising. We never really said much when we cruising around, didn't have to, we just enjoyed the ride. I had recently mounted a fresh set of Firestone white walls on the '46 and had them balanced by the crew over at Weber Tire in Fairfax but had not had a chance to road test the new rubber. When my buddy came through town, I figured it was the perfect opportunity to go for a cruise. I cranked up the Flathead, backed out of the garage, and told him to hop in. He didn't ask where we were going, he already knew, nowhere. So there we were, roaming around, windows down, cowl vent up, and just like years ago, the words were few and far between. It was just what I needed. Many of you know exactly what I mean when I say the old Fords are therapy. Sometimes just looking at them is enough, but to really reap the benefits, you just gotta' get out and drive.

Do you need an excuse for some therapy? Plan on attending our annual car show held in conjunction with the city of Fairfax. Dave Westrate has put many hours in preparation for the show and will need us all to help out the day of the show. Like he's always said "If we all do a little, together we can do a lot!" See Dave at the next meeting to sign up to help out. This show is always a highlight of the Spring season and word has it Dave has put in an order for good weather.

For our May membership meeting, our program director John Sweet has arranged for Larry Velte from the National Capital Trolley Museum to come speak to us about the days when old Fords had to share the streets of Washington DC with trolleys. Hope to see you there.

Eric Sumner

Show and Tell - April meeting report

More than thirty of the NVRG Flathead Ford faithful gathered at the Hunter House in Nottoway Park for the ever-popular session of automotive nostalgia and creative presentations. In attendance was Doug Brown, a new old member, who returned to the fold this year, along with his '49 convertible.



John Sweet led off with tales of a large vintage air pump and a piece of World War I trench art. The January program focused on shocks –remember Houdaille? John mentioned there is a loose connection between Houdaille and the production of the French 75 gun. The brass 75 mm shell casing had marks on it indicating it had been reused 3 times before being crafted into an art-deco vase. Similar trench art is on display at the World War I

museum in Kansas City, noted Dave Gunnarson. Dave indicated the museum is the equal or superior to the Smithsonian museums in our vicinity, and would take two days to get through.

Stephen Groves passed around the next item on the agenda. It was a card holding '51 Ford and 500 club pins.

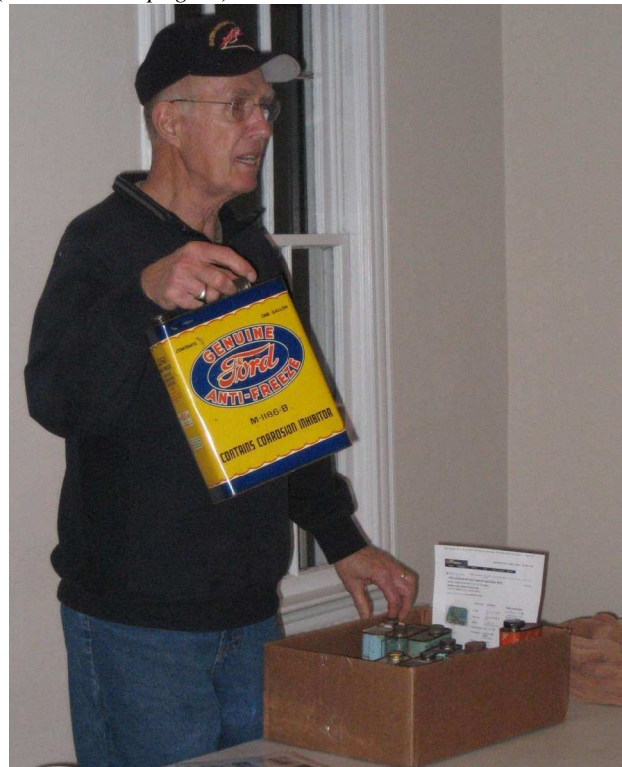


It was nice to see these up close.

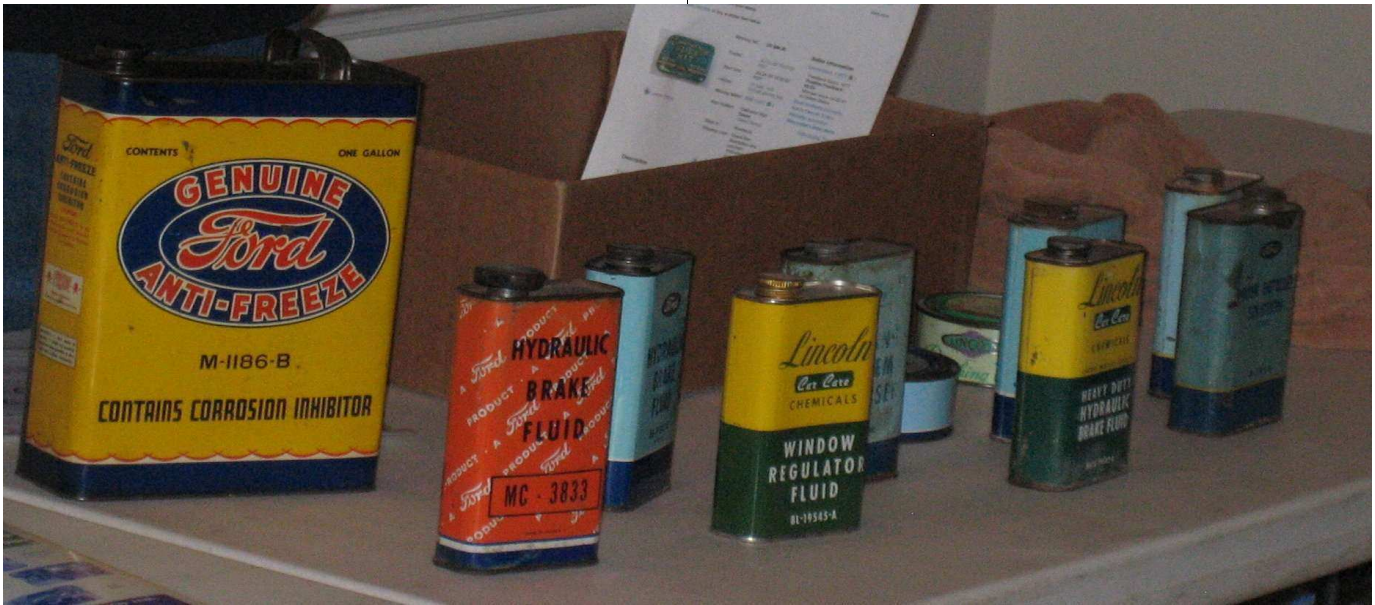
Ken Burns then displayed a book of Ford Service Bulletins for tractors. The Bulletins were made in Canada. Among the highlights are descriptions of the differences between Canadian pistons and U.S. pistons.

Dave Gunnarson pulled a '35 water pump inlet mount out of a box. It carried over from '34 on pumps for large trucks. He also showed us a nifty air-compressor die sanding tool.

Cliff Green showed us an amazing collection of Ford cans. *(continued on page 4)*



Show and Tell (continued)



Cliff explained that prior to World War II, different Ford car car products were produced under the label of Lincoln Car Care, as shown in the yellow and green cans in the photo above. After WWII, The Ford script appeared on Ford car care products, as on the Anti-Freeze can above. The two-tone blue cans are examples of cans displaying the Ford oval. Red cans are items produced in Canada. Car care products for Lincolns had their own Lincoln label post-war. Cliff also showed an original metal Ford Fuse box containing 5 fuses. These are among the rare items – recently selling for as much as \$86.00 on Ebay. At Hersey in 2008, emergency bulb and fuse kits fetched \$100.

Ed Mascalli provided a 'heads up' story regarding the purchase of an unusual after market 21 stud head. He noted that the head he found years ago was about twice as thick as a regular head. This provoked much speculation from the audience about it, however Ed noted it is an interesting curiosity because he only found the one. Its match may still be out there.



Bob Burke was next. (continued on page 5)

Show and Tell *(continued)*

The Ford dealer in Catlett, Virginia for many years was Roy Wilson Ford Motor Co. Over the years Bob was a frequent visitor. When the original building was going to be replaced, Roy let Bob pick from the materials that had accumulated over the years, and Bob chose a nice frame that contained a copy of the Wilson business license. When Bob took the license out of the frame, there was an early photo of the dealership when horses and Fords occupied the roadways together. Bob mentioned that Mr. Wilson indicated in those days, the Fords arrived by railroad flatcars. The dealers would then assemble the Model Ts from the parts.



Maurie Roesch then entertained one and all by passing around a list of car parts. The list was from 1940 showing original pricing *(next column)* The numbers on the list would be welcome at Hershey!

At the conclusion of the festivities, Clem Clement provided his usual unique perspective on many items that he pulled out of a box with all the flair of magicians of old. The large funnel used to keep snow and rain out of your gas tank while filling up in a storm worked on the basis of density differences between gas and water. Also on view were the Spartan horns used in the '39 Worlds Fair – they play a particular tune when activated. Clem plans to add these to his legendary '39 Ford pick'em up. Clem then displayed what he suggested was a Packard clock adjustment tool, before challenging the group to guess the tools function. After much debate, Clem solved the mystery, noting it was a fire-plug wrench. For sounding off there was a Zenith column mounted radio. Power for everything was present in the form of a GE battery charge in Ford green. Finally, Clem showed a 1953 Cadillac hub

cap modified so that the center of the hub cap does not turn as the wheel turns. All in all it had been a very entertaining evening thanks to all the club members who brought a really different 'antiques road show' to the April meeting.



22 FORD

Mo

FRONT AXLE		
Part No.	No. Used	Price
78-3010A—Center	1	\$6.00
78-3106—Knuckle & arm, L..	1	8.35
78-3111—King pin repair set.	1	2.15
78-3115A—King pin	2	.55
78-3110—King pin bushing .	4	.12
B-3123A—Pin thrust brg. . .	2	.25
B-3122—King pin lock pin . .	2	.12
78-3283—Tie rod	1	1.30
78-3289—End assem., R.	1	.95
78-3405—Radius rod	1	11.25
01A-3033A—Radius rod bolt L.	1	1.35
01A-1015—F. wheel, prime..	2	3.50
01A-1105A—F. hub & drum.	2	6.25
B-1201—Wheel brg. cone, in.	2	1.00
B-1202—Wheel brg. cup, in..	2	.40
B-1216—Whl brg. cone, out.	2	.65
B-1217—Wheel brg. cup, out.	2	.30
48-1190A—Grease retainer ..	2	.20
01A-1130B—Hub cap	2	1.45
STEERING		
78-3306A—Drag link only. . .	1	2.00
78-3290—End assembly	1	.95
78-3590—Pitman arm	1	.85
78-3575—Cross shaft	1	3.65
78-3576—Cross shaft bushing	2	.06
48-3591—Cross shaft seal ...	1	.20
01A-3548—Gear housing	1	2.65
01A-3524—Tube and worm .	1	2.90
B-3552—Worm brg. cup, up.	1	.25
68-3571—Worm brg. cone ...	2	.25
78-3553—Worm brg. cup, low.	1	.35
01A-3509B—Jacket tube	1	1.65
B-3517—Jacket tube bush. . .	1	.12
01A-3600B—Steering wheel .	1	5.15



South County High School Garage Tour

by Roy Judy/Cliff Green/Hank Dubois

On Saturday, April 18, 2009, the NVRG conducted its first driving tour of 2009. Members took advantage of the gorgeous spring day to drive six Ford V8's and one Lincoln Zephyr to Lorton, VA to visit the South County High School auto tech shop. It was the second visit in as many years. The purpose of the visit was three fold: First, to provide the auto tech students with some information about the Early Ford V8 Club, the NVRG, and Ford flatheads in order to, hopefully, spark their interest in the Club; Second, to demonstrate mechanical braking systems used on our older cars; and Third to give Club members some idea of the kinds of equipment and knowledge that the students are experiencing in one of the most well equipped high schools in Fairfax County.

Club members who turned out were: Cliff Green, Hank Dubois, Hank Amster, Ken Burns, Art Zimmerli, Bill Selley, Frankie Martin, Greg Mensinger, Barry Frise and his father Jim, Steu Sondheimer, and Roy Judy. Cliff, Hank Dubois, Ken, Art, Bill, Frankie, and Roy drove their Club cars on the tour. Frank Cannon, the auto tech teacher at the high school, and four of his students welcomed NVRGers to their shop and treated us to hot coffee and doughnuts in the auto tech classroom.

In the classroom, Frank gave us a brief introduction to the school's autotech program and told us what he is attempting

to accomplish within that program. Naturally, a primary goal is to prepare students for initial employment in the auto tech trades. However, due to the present economic downturn, auto tech job opportunities, particularly at the entry level, are very limited. For example, one of Frank's graduates last year just got a job this month while others have yet to find employment. Apparently, people are letting their cars break down before spending money on them instead of doing regular maintenance and catching problems before they become serious. However, with auto technology changing rapidly, Frank is hopeful that the situation will improve over time and he is working to keep students interested in the auto tech field. In line with this, he is encouraging students to further their education by attending college or technical/trade institutes. Frank is also working to keep student interest and spirits up by exposing them to the car hobby through participation in car club events such as ours and by sponsoring their own car show. Last year, Frank and several of his students participated in our Fairfax Car Show and they plan on doing so again this year. Unfortunately though, after hosting a very successful car show last year, Frank and his students will not be able to put on a show this year due to unforeseen academic work requirements that have come up at the end of this school year. They are, however, planning to resume their show next school year. *(continued on page 7)*

OUR SERVICE POLICY:

Not "something for nothing"...but doing what is to be done *promptly, intelligently and economically.*

Your Ford Dealer

South County High School Garage Tour (continued)

After Frank's introduction, Cliff Green discussed the history and structure of the Early Ford V8 Club as well as some of the characteristics of the flathead Ford V8. Cliff explained that the Club started with a handful of guys in California in 1963 and included cars from 1932 - 1940. Later, it was expanded to include cars through 1948 and subsequently through 1953, the last year of the flathead V8 engine. The Club has grown to over 9,000 members. Cliff further explained the regional breakdown of the Club and the schedule for National and Grand National Meets. At the Meets, members can bring their vehicles to be judged. Cliff explained that the cars are judged, not on the basis of how they appeared when supplied by the manufacturer but instead, on how they appeared after being sold by the dealership,

since it was at the dealership that most accessories such as heaters, mirrors, radios, etc. were installed. Adding accessories was how the dealerships made money. For judges at V8 Meets, this often creates some interesting situations. Using heaters as an example, Cliff pointed

out that even though there were factory supplied schematics and drawings showing exactly where to place the heaters in the cars, they were often placed in slightly different locations. This was because the dealerships often assigned the job of installing accessories to their least experienced mechanics who might not pay adequate attention to the drawings. He also explained that the judges do not penalize for safety modifications. For example, adding seat belts or an additional taillight on cars that originally came with only one.

Cliff then discussed the flathead V8 engines starting with the 65 horsepower/221 c.i. engine of 1932 through the massive 337 c.i./145 hp Lincoln engine of 1949 (and 1948 F-7 & F-8 trucks). He also described some of the subtle

differences responsible for increased horsepower from year to year. For example, the engine went from 65 hp in 1932 to 75 hp in 1933 with the introduction of aluminum heads and from 75 hp in 1933 to 85 hp in 1934 with the introduction of the two barrel carburetor. He also discussed some of the problems with flatheads, such as overheating caused by the transfer of excessive exhaust heat to the coolant via the engine's long exhaust passages which snake through the block's water jacket. Cliff also talked about the short-lived V8-60 which was introduced in 1937 in an effort to make the cars more affordable and more fuel efficient. As a visual aid, Cliff had brought along a large set of vintage service drawings which were used by dealership service departments to show the intricate details of the V8 engine and how they are assembled.



We then moved to the shop floor where Hank Dubois' 1935 Coupe had been put up on a lift in order to show and explain the mechanical brake system to the students (and some of our members). Hank discussed the braking mechanisms and how they operated from the pedal to the rods which worked the parts on the backing plates and within the

drums. While the car was up on the lift, Hank showed the students various other components of the vehicle, such as the exhaust system, fuel lines, starter motor, etc. On this particular car he had an electric fuel pump mounted close to the fuel tank in order to more efficiently pump fuel from the tank to the carburetor. Hank also had brought along a spare backing plate with all the mechanical brake parts assembled, including after market "floaters" which improve braking via the Bendix servo principle. He showed the students exactly what the parts looked like and how they function when applying the brakes and stopping the vehicle. The students, through their training in the auto tech shop, are familiar with modern braking systems and they seemed very interested to learn how the cars evolved from mechanical brakes to what they know today. (to page 8)

South County High School Garage Tour

(continued)



Frank concluded the tour by briefly identifying the various equipment items that he has in the shop for teaching the students. Because we were pressed for time, he was only able to demonstrate one of the electronic diagnostic tools that they use to troubleshoot problems. He did this on a student's Ford Mustang which had recently had a clutch replacement in the shop. The tool plugs into a dash receptacle to read error codes. He informed us that Advance Auto Parts will read the codes for you for free. Then you can "Google" the codes to find out what is wrong. Frank also showed us a very nice 2000 Jeep SUV on the floor of the shop that was donated to the school. The exterior was perfect, but it had some mechanical issues which the students were correcting. It has already been sold for \$3,500 and the money will be retained by the auto tech department.

Following our informative visit to the school, NVRGers toured over to the local Five Guys for lunch. After lunch, some of us followed Art Zimmerli to his son Steve's home/shop/stable complex to examine Steve's muscle cars and projects.

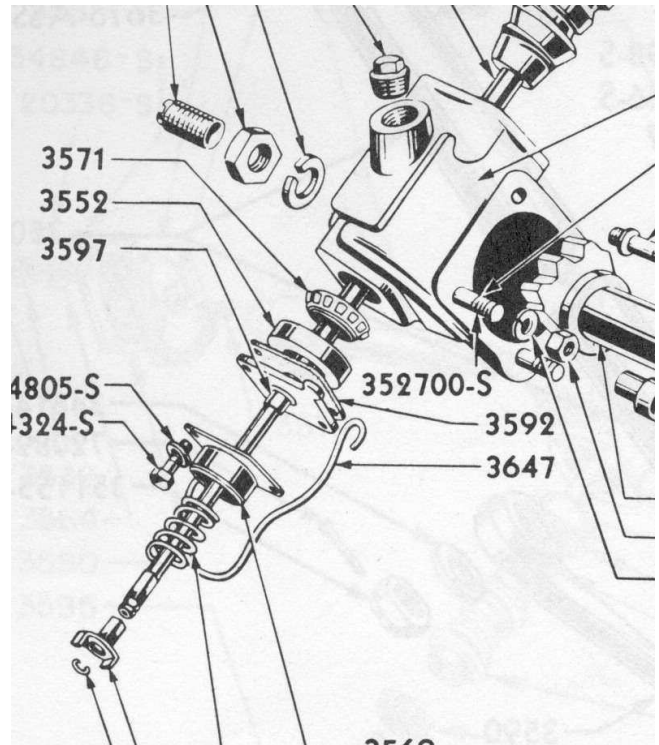
A good time was had by all on this tour! The students really enjoyed seeing our old cars and they are looking forward to participating in our Fairfax Car Show this year. Special thanks to Roy Judy and Leo Cummings for setting up this tour.

Tech Tip – Steering Box Leaks

by Cliff Green

Most of our old Fords have a minor to severe leak at the steering box. One member has to replenish his with oil every 4-6 months. My '40 does drip enough to pool and it is contained in the engine pan, easy enough to wipe up. I always check the fluid in the Fall and rarely have to add much. I should get around to fixing it and here is how it is done.

Notice in the parts break down there is only three places that the fluid can leak out of. The end of the sector shaft you will notice that the pitman arm is wet. This is unlikely, but easy to determine. The most likely cause is at the bottom of the steering box either from the 3553 gasket or the 3597 tube and plate assembly (steering gear oil retainer).



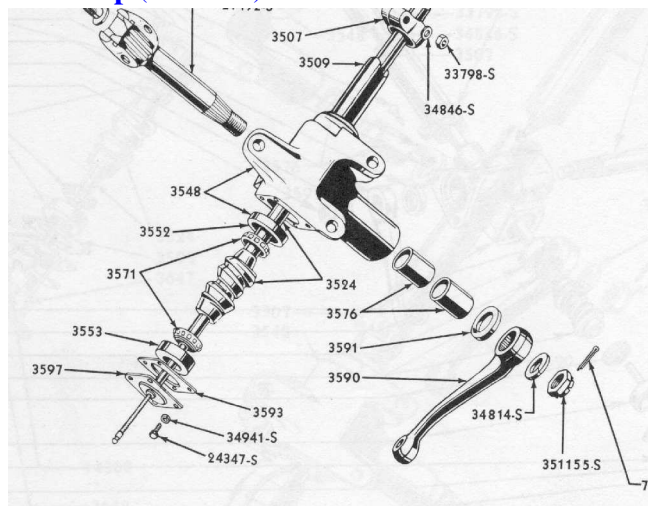
The 3597 is a plate with a tube attached that the horn wire goes through. It is like a standpipe that is long enough to protrude above the oil level so that the horn wire is not immersed. This is easy to fix by taking off the four bolts that hold the plate on to the housing and let all the oil leak out. This can be done under the car. On the earlier models with the light switch and wire bale, there is an additional bracket that is attached to the plate and instead of a horn wire there is a rod. The lower bearing cup 3553 should stay in the housing.

Now, inspect the tube where it attaches to the plate. This is the area of suspicion. We want to coat this with epoxy after a thorough cleaning with lacquer thinner. The gasket 3593, also serves as a shim. It comes in four thicknesses from 002 - 020, It would be best to try and use the original gasket by cleaning and drying.

Now, put gasket sealer (not silicone) on both sides of the gasket. Put the horn wire down the tube and put everything back together. Add synthetic 75-140 gear lube.

(continued on page 9)

Tech Tip (continued)



If your steering box is leaking and do not want to do this procedure, **DO NOT PUT HEAVY GREASE IN THERE!** The worm will form a cavity in the grease and there will be no lubrication! Just keep adding fluid to it.

For Sale

1949 Yellow, 1/2 ton Pick Up. Original Flat Head V8, 3 speed trans. Solid, no rust, no bondo. All original except converted to 12v Reds headers with dual exhaust. Mallory electronic dist. tube shocks, rear pan hard bar, HD front sway bar, turn signals. New wheels/tires, bumpers, chrome trim, optima battery, Stewart Warner gauges, 12v fan & fuel pump. Allstate heater. \$19,500. Ben McDonald 540-292-1632



Battery cases - I have four new 2LF, empty, low OEM Ford ('32-'39) battery cases, without the cell top pieces, that are ready for milling from the top to hold Optima batteries. Perfect for pre 1937 show cars. I also have the early and late OEM complete display batteries milled from the bottom for 1937-1953 cars. Call me for the price, if you want one. Alan Whelihan 240-367-7530.

Heavy duty bumper guard for 1948-'50 Ford F1-F3 trucks.; NOS in box with all hardware and direction sheet.;

Mint. \$500.00. Jason Javaras (540) 786-5819

1940 Ford Deluxe Convertible - Just got the forty back from Ben McDonald....complete engine rebuild. Have lowered price to \$55,000. Someone is going to get a great car for a great price. Toby Aaron 703-408-3993 [photos and description in the April Valve Clatter, page 4]

V8 Email:

“Thought I would post that my '34 3 window is coming along nice. All the metal work is finished and the body and fenders are in primer. The frame is in primer with the front spring and dropped axle. Lincoln brakes are installed all around. I am making up new brake lines. I am at the point of welding in the Model A rear cross member for the Howe quick-change. The '39 trans. is finished with a set of Lincoln 25 tooth gears. The porting and polishing is finished on the '50 Mercury block. The blower drive machine work is finished as well. I am Tig welding the headers for the engine. It won't be long and the fab. work will be over. Then on to the hours of sanding and prep for the paint.” *Allen Ponton*

Allen Ponton also provided the business card of a “Super Metal Man” \$20/hour, that Art Zimmerli passed along for inclusion in the Valve Clatter:

YOWELL METAL FABRICATION

16432 Burnley Road
Barboursville, VA 22923

Larry Yowell
Bus. (540) 832-5516
After 5 pm (804) 971-3018

434

Dave Gunnarson provided this message - “Fellow NVRGers, I received a call from Larry Keough in Georgia, the owner of a '365-window fordor. He is trying to help a fellow Early Ford V8 owner identify the name of a Ford Dealer located in Washington, DC in 1939 or 1940. It seems that his friend is the third owner of a very well documented 1940 convertible that was purchased new in Washington, DC. They want to try and figure out the name of any Ford dealers in Washington DC that may have sold the car in 1939 or 1940. Does anyone know the name(s) of Ford dealers in Washington DC from 1939 or 1940? If you do, contact Larry directly by email at lkeough@bellsouth.net or by phone at 770-992-2091.”



V8 Email (continued)



Cliff Green provided the following from Wikipedia -Richmond Hill has a strong historical connection to industrialist Henry Ford <http://en.wikipedia.org/wiki/Henry_Ford> . Ford used the town, formerly known as Ways Station, as a summer home, building the complex now known as the Ford Plantation along the Ogeechee

River in the 1930s. After just one visit they chose this area as their Winter Home... Clara's dream house was built on the site of Richmond Plantation, which was burned by General Sherman just as he ended his March to the Sea at nearby Fort McAllister.

<http://en.wikipedia.org/wiki/Fort_McAllister> Ford's holdings eventually totaled 85,000 acres (340 km) of old Southern Plantations. Ford was also responsible for the construction of a number of public buildings, including a schoolhouse which now houses the museum of the Richmond Hill Historical Society, and a chapel which now houses St. Anne's Catholic Church. Both are located on Georgia Highway 144, also known as Ford Avenue within the Richmond Hill city limits. The Ford Plantation has now been redeveloped as a luxury resort, with vacation cottages, a clubhouse, tennis, and golf. When it was suggested that the town be renamed with "Ford", Henry declined and instead Ways Station was renamed "Richmond Hill" after his plantation's former name and the hill Clara's dream home was built on.

Ladies Ford News

Dorothy Dignam's column in the October 1937 issue of Ford News appeared under the title "A Chat with Women Drivers." The subtitle was "Keeping your Car Young." Among her topics were lubrication, noting the importance of changing oil every 2,000 miles, and not waiting until the gauge says 'Add Oil. Regular, 1,000 mile grease lubrication of joints and inspection of the condition of the chassis. Those tips were followed by:

"WATER. Your car requires sufficient water in the radiator to keep the engine cool (four or five gallons in the event you should ever fill it). Anti freeze solution is used in the winter. Ice splits the radiator open, for you will remember that when water freezes it expands. Distilled water must be kept in the storage battery. It is suggested that the cooling system be flushed and cleaned in the spring and fall.

Every 5, 000 miles the car should be inspected for possible adjustments. Brakes. especially should receive attention.

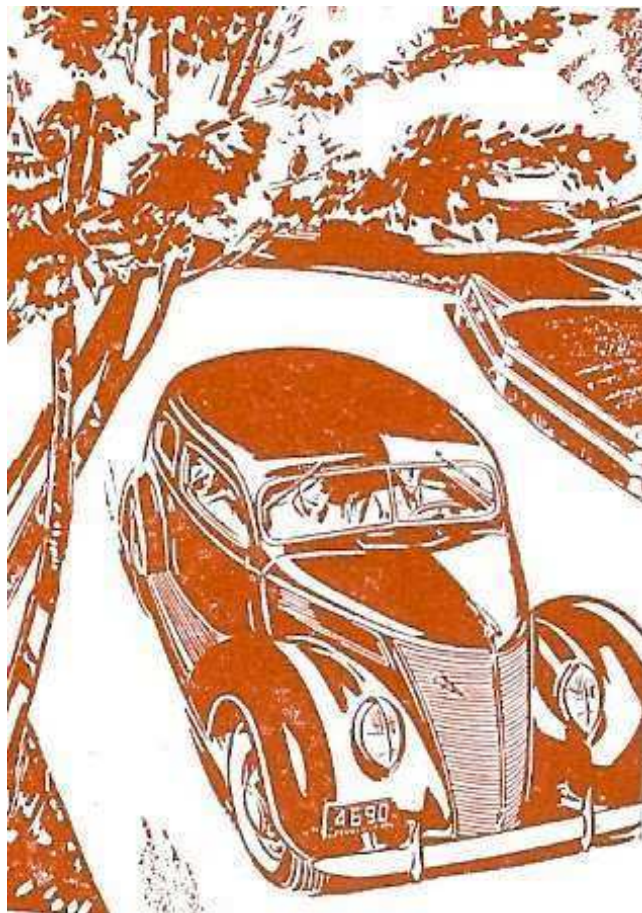
WASHING and POLISHING. When car is merely dusty, wipe and polish with dry clean cloth. When mud has formed, let car cool off; then wash with cold water and dry with chamois. The finish on the Ford V-8 is permanent! For an extra high gloss, use a good automobile polish occasionally.

TIRES should be cleaned with soap and water, and tire gloss applied. White side-wall tires should be touched up with regular white sidewall finish.

UPHOLSTERY deserves regular brushing with a stiff whiskbroom, and a vacuum cleaning once a month. Remove grease spots with a small brush dipped in nonflammable cleaning fluid. Nap on mohair may be fluffed up by pressing with a hot iron over a damp cloth.

KEEP COMPARTMENTS (glove, luggage compartments) dusted out and free from accumulations of miscellany. Wipe off steering wheel with soapy water and a clean cloth – a sanitary measure as well as a point of nicety!

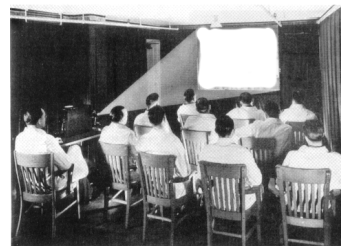
FINALY, all these little care and 'complexion' services pay you a reward in pride of driving such a well-kept car, and they add immeasurably to the resale value at trading-in time."



[Artwork from the October 1937 column]



NVRG Calendar



May

2	NVRG Annual Poker Run
12	Membership Meeting - 7:00 pm - Nottaway Park - Program: Before your Ford: The Trolleys of Washington - Larry Velte, National Capitol Trolley Museum Refreshments: Art Zimmerli
16	NVRG Annual Car Show, Fairfax City, VA – Details on page 6 of the April issue
26	NVRG Board of Directors meeting - 7:30 pm @ Oakton Library
31	Valve Clatter deadline - send items to Jim LaBaugh (jlabaugh@verizon.net)

June

6	52nd Annual Antique Automobile Meet. Hosted by the Historic Fredericksburg region, AACAA. Caroline Street, downtown Fredericksburg, VA. Contact J. Brown at (540) 372-6896
10	Membership Meeting - 7:00 pm - Nottaway Park - Program: Old time movie night Refreshments: John Girman NOTE- THIS MEETING IS ON A WEDNESDAY
21	<u>Sully Plantation Car Show</u> - Join us in the shade for our traditional Father's Day picnic
24-27	Eastern National Meet, Windsor, CT June 24 to 27, 2009
27	Walter Reed Car Show
28	NVRG Board of Directors meeting - 7:30 pm @ Oakton Library

Down the Road

NVRG Annual Summer Picnic – Algonkian Park along the Potomac
 NVRG Annual Drive-In Movie tour, Stephens City, VA
 Central National Meet, Auburn, Indiana, August 28 to September 1



The next generation of Early Ford V-8 enthusiasts! - “Sandra and Shelly Zimmerli next to the Michelin Man in their father Steve's garage. The Michelin Man stood for many years at their great-grandfather's Pennant Auto Supply Co. on New Jersey Avenue in Washington, D.C.” - Art Zimmerli



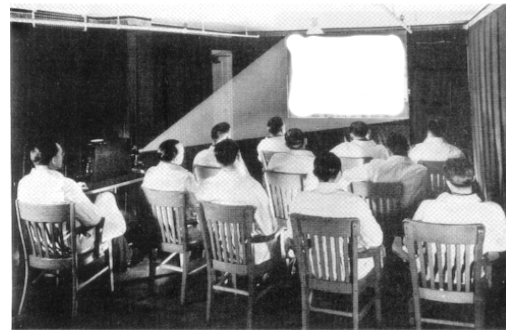
Board of directors
Northern Virginia Regional Group



President: **Eric Sumner** 703-860-1916

VP & Programs:	John Sweet	703-430-5770	Calendar:	John Girman	703-242-1459
Secretary:	Cliff Green	703-426-2662	Property:	Frankie Martin	703-973-1376
Treasurer:	John Ryan	703-281-9686	Activities:	Dave Westrate	703-620-9597
Membership:	Dave Gunnarson	703-425-7708	Historian :	Don Lombard	703-690-7971
Tours:	Leo Cummings	703-866-9707	Newsletter:	Jim La Baugh	703-573-9285
Refreshments:	Greg Mensinger	703-893-5644	At Large:	Hank Dubois	703-476-6919
Past President:	Dave Gunnarson	703-425-7708	Web master:	helenandken@verizon.net	

Mark your calendar !
The May Meeting is on
Tuesday May 12
at 7:00 pm in the historic Hunter
House, located adjacent to the tennis
courts, Nottoway Park, Court House
Road, Vienna, VA



May program: [Trolleys of D.C.](#)



FIRST CLASS MAIL

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