



Northern  
Virginia  
Regional  
Group



# Valve Clatter



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

[www.nvrg.org](http://www.nvrg.org)

Volume XXXIII, No. 2

February 2011

Ken Burns Editor

# COOL in JANUARY



Pictures by Barry Frise and Dave Gunnarson

## The Essence of Cool in January

by Jim LaBaugh

Remember when hot rods traveling along highways shimmering in the heat made everything cool? The January tour to Ken Gross' garage definitely helped to rekindle those memories, as well as create new ones. The day may have been cold, but the hospitality provided by Ken Gross and Trish Serratore definitely was very warm and welcoming. Hot coffee, pastries, wonderful conversation, and lots of Detroit iron greeted the Flathead Ford faithful who ventured out for this event.

A caravan from Fair Oaks, led by tour director Leo Cummings and his wife Kathy in Leo's 1950 Mercury Monterey Tudor and Jim and Char McDaniel in their 1951 Custom Tudor police cruiser, met up with more than 40 club members, spouses, and friends at Ken's garage in the rolling Virginia countryside. The back wall covered with dozens of heads

## Aluminum Annuity

by Eric Sumner

Our first tour of 2011 took us to the Garage of Ken Gross. Ken and his wife Trish welcomed throngs of NVRG members to their home once again for another great get together to kick off the New Year. Though the weather was a bit on the chilly side, they both made sure we had plenty of hot coffee and pastries to keep us warm as we gazed upon one of the most amazing collections of flathead eye candy.

Upon arrival to Ken's garage one can't help but be overwhelmed by his collection of Flathead performance intakes, currently 138 different models. Ken has been collecting for many years but has slowed his pace a bit as the prices of many of these now sought after pieces have shot into the stratosphere. While many wives would not understand the compulsion to collect such relics, Ken told us that Trish should consider the collection her "Aluminum

## *Up Front with the President*



*February 2011*

Greetings Fell-Illow V-8ers!

Buuurrrrr, it's cold out there! Despite being below the Mason-Dixon Line we are still in the throes of winter. Cold temperatures, snow and ice can make this time a bit more trying for everyone, but don't forget there is always fun to be had out there. If you're lucky, you can make a break for it and head further south or west for warmer climes. Lots of auctions, car shows and swap meets can be found in Florida, Arizona and California to name a few places. Whether it's for a month or two, or just a week, that injection of warmer weather always makes the season go by that much quicker. For those sticking around the Northern Virginia area (like me), we have our own distractions. Our Tour Guru, **Leo Cummings** is planning an excellent garage tour this month at Al and Barbara Mason's and we have **Clem** and **Sandy Clements** Train Day to look forward to. In March we have the annual Sugarloaf Mountain AACA swap meet as well. While we can't promise warmer weather, we can promise a warm welcome and a fun time at any of these events. So be sure to check out the calendar section in the back of the **Valve Clatter**, because you don't want to miss any of them.

Of course during the winter months in Virginia, our old car hobby seems to divide itself into three groups. The first group hunkers down and hibernates for a long winter's nap. The old Ford is put away until spring and those folks are content with reading the **Valve Clatter**, the **V-8 Times** and a host of other publications that come to their door. They peruse eBay and Hemmings for those elusive, hard-to-find parts. They work on small projects and do light maintenance and dream about the coming spring and clear, salt-free open roads. The next group ventures father afield. Of course they do all the things the hibernators do, but do more things. If they're lucky, they have a warm garage and spend hours restoring, repairing or improving their early Ford V-8, Lincoln or Mercury. Long cold winter nights don't bother them because there is so much to do. The last group are the hardy ones. These are the V-8ers who will grab an ice-cold wrench and despite the cold wind blowing across the drive-way, will work on that flathead no matter what. Pull and engine or transmission, do a brake job, or even sand-blast a body, these who enjoy the hobby no matter what.

Naturally we're all a mix of the above depending on what's going on and the project at hand. The one thing we can all do, (weather permitting) is come to a V-8 club meeting. Like one of our garage tours, you'll find our monthly meeting at the Hunter House at Notaway Park very warm and inviting as well. I can truthfully say that I don't think there is a better way to spend a cold winter's evening than with a bunch of friends talking about old cars. Of course if you are a member of one of those groups listed above, let us hear from you. We'd like to hear about what you're doing over the winter season. If you have tech tips, and interesting projects going on, or even found something of interest to your fellow V-8ers on the internet, please be sure to forward that info or article to **Valve Clatter** editor [Ken Burns](#). I would really like to hear about how cold that wrench really was last week in the snow storm and I know that others would too! Happy V-8ing, stay warm, and see you on the road.

*John Sweet*

## HACIENDA GIRMAN

### California Dreaming

by John Girman

As many of you know, Patty & I moved back to California to be closer to our kids and grandkids. We sold our Virginia house quickly, packed up the house, made plans for moving our cars and had the movers come. We've since spent the last four months looking for a house in Sonoma County. Unfortunately, September thru January is not prime time for real estate and our criteria were restrictive. We wanted a half acre or more and either a garage big enough for our four collector cars or space for such a garage and a price that would let us build a garage. Pickings were slim. Nonetheless, we looked at about 35 houses.

Finally, on Dec. 22 at 10:00 pm a new listing appeared for a house in Cotati that looked promising (Who lists a house just before Christmas?). We checked it out early the next morning, liked what we saw and called our realtor and asked her to come over immediately to give us a tour. We put in an offer that day and, eventually, agreed to a price and terms, beating out two other offers in the process.

Our "new" five-bedroom, four-bath house is on two acres with a slight downslope. The neighborhood has a real country feel.



The house was listed at 2,300 sq ft because they couldn't find the permit for the two-bedroom attached unit with a complete kitchen. The permit has since been found and, to our surprise, the house is really 4,200 sq ft. The oversize, attached two-car garage is 600 sq ft and can probably accommodate a lift.



It has a solar-heated pool and a four-horse barn with a horse paddock in the front of the lot. The barn may have to be replaced with a larger garage but we'll see. The house is a foreclosure but is in very good shape. Still there is much work to be done.

So, members of NVRG, you have a place to stay should you decide to visit northern California. We have plenty of room (*and better weather than we've had lately. Ed.*). We can't guarantee what we will be doing with the house when you visit but the coast is less than 30 miles away, redwood groves are nearby and Sonoma County wineries are second to none. We'd love to see you.

## NVRG WEATHER POLICY

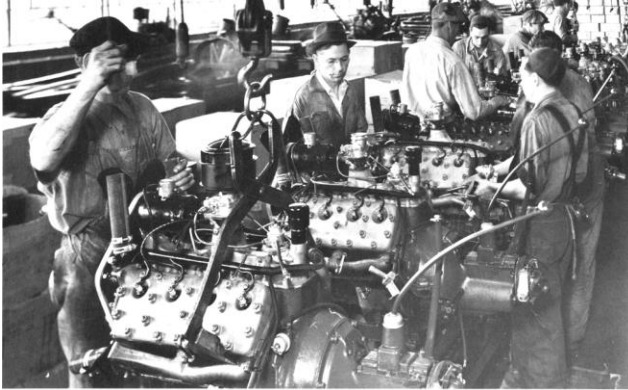
During the winter months our meeting house may be closed due to inclement weather. We will follow Fairfax County Schools for closings and cancellations. If Fairfax County Schools close, or close early the day of our meeting, our meeting will be canceled.



## CELEBRATING 75 YEARS OF THE 1936 FORD

### Building the 1936 Fords

The information and pictures below come from two of Lorin Sorensen's books: *The Classy Ford V-8* and *The Ford Factory*. Both books are currently available used on Amazon. Prices vary but be warned that *The Ford Factory* is expensive.



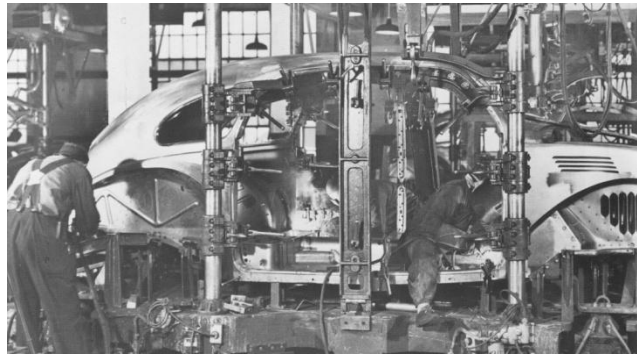
Assembling 1936 engines at the Richmond, CA assembly plant

The engines are moving toward us as evidenced by the fact that only the nearest engine has an air cleaner installed.



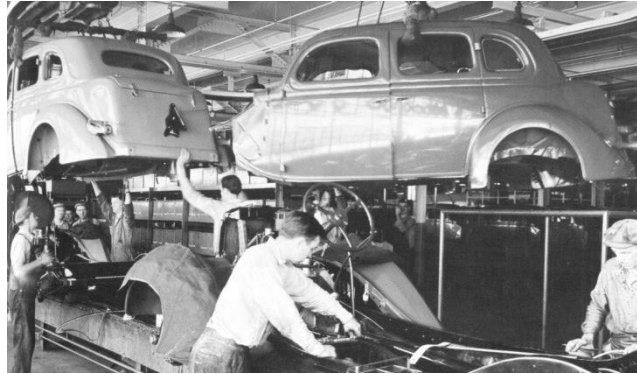
Taking the molding fins off of a 1936 gearshift knob by hand

Henry Ford was a pioneer in the use of plastics in automobile manufacturing beginning as early as 1923 with the introduction of "Fordite" and later "Fordensite." Both plastics were composed of an organic material such as straw or wood "flour" and a binding agent. I case you think plastics are somehow softer than metal consider that "Fordensite" was so hard that it had to be machined with diamond cutting tools.



A 1936 Zephyr body being welded together at the Briggs Plant

Hey, had to throw this one in for the Prez and his Lincoln cronies.



Dropping a 1936 Fordor body in place



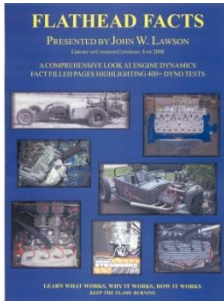
Laying down the pinstripe takes a steady hand



Henry inspects the final product – a 1936 DeLuxe Fordor

**FLATHEAD FACTS**

by John W. Lawson  
 reviewed by Cliff Green



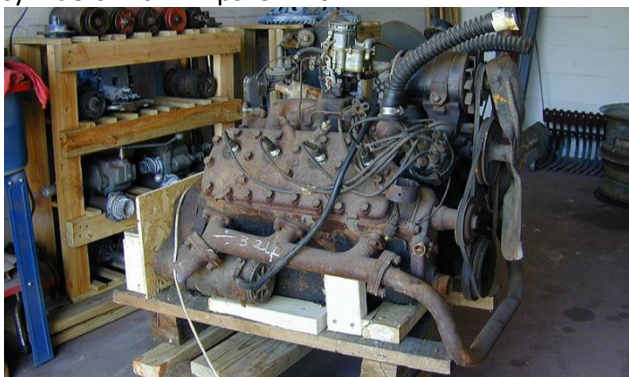
This is an all telling book, really a thesis, about our beloved Ford Flathead. Mr. Lawson belies myths and hearsays by the results of dyno tests. It is somewhat technical in nature and is aimed at increasing the performance of the V-8 by bolt on accessories and internal modifications with the results charted at each step.

The author was inspired to do this testing because of the internet forums “which caused me to realize that some of the information being passed along was far from factual, filled with myths and in general, often wrong”

There is an explanation of the how the testing is done. All dynos are not the same, in other words the data is different from one machine to another with a correlation to the cost of the equipment. However, during the testing the numbers are not compared with other dyno’s since the modifications are relative to the prior test on the same machine. Thus, someone could boast that his engine produces 165 HP while on another dyno it might show 155HP. The only true readings would be on a laboratory dyno that costs millions of dollars.

All numbers are based on wide open throttle (WTO). The machine loads the engine to achieve the RMP desired to read the torque and HP data.

The base engine is a stock 8BA (49-51) with single exhaust and muffler and compression of all cylinders within 7 psi of 110.



It had an estimated 25,000 miles by the amount of ring groove in the cylinder bore. A chart is made of the torque and HP at different RPM after the best tune up was established. Max torque was 151 at 2,000 RPM and max 79.8 HP at 3,000 RPM. HP began to fade after 3,000 RPM. This engine was rated by Ford as 100 HP as published in the Ford Service bulletins without mufflers and fan. The author implies that “we shall never know the correction factors and other special circumstances that may have been used when the original numbers were published by Ford.” Again, dyno vs. dyno is like apples to oranges and the test engine was not new!

From the bench mark, different modifications are made to the engine and results charted. Some interesting conclusions are made after the data was analyzed. For instance: (this applies to street cars)

- Dual exhaust headers – “all it does is produce beautiful sounds”!
- “The stock ignition system is well designed and trouble free. It took hours of adjusting and modification to get a Mallory dual point distributor to match the performance of the stock one.”
- The best place to spend your money is increasing the compression ration by milling the heads .050. “More power for the same amount of fuel.”
- “Cams are often used to enhance the drive-in lope rather than to be a wise choice for efficient operation”.



In the last half of the book the author discusses internal modifications to the engine like porting and relieving, harmonic balancers, valve springs, high rise manifolds, etc. even changing the location of the spark plugs! This was not of particular interest to me but illustrates the possibilities of extra performance necessary for drag racing or Bonneville.

The book is available from the Author for \$35 including shipping. It is a well written, informative addition to any serious V8’ers library.

**“Cool” continued from first page**

and manifolds from Ken's collection provided a fitting backdrop for the '32 Roadster, '39 Convertible, and '40 Coupe on display. With hoods up, engine compartments were a showcase of Ken's remarkable choices in hot rod engineering. Dashes, steering wheels and gearshifts too were hallmarks of classic hot rod craft.



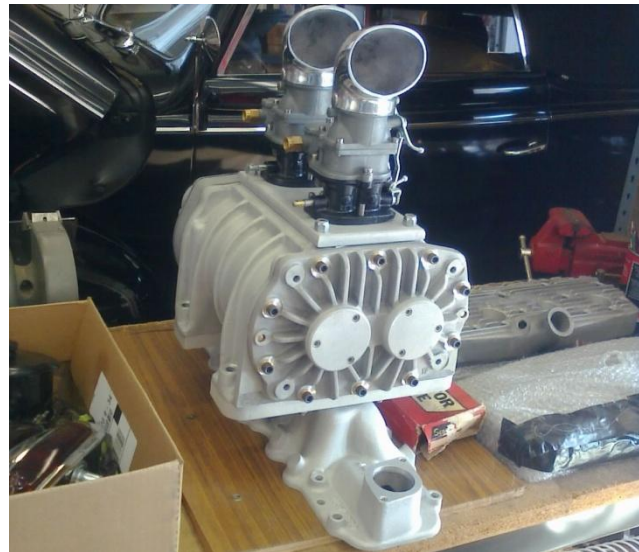
As everyone circulated around the cars and through the garage, the air was filled with a hum most often associated with pleasant family gatherings. Near time for departure for lunch, all of our Flathead Ford Family grew quiet to listen as Ken spoke about his collection in response to questions from the crowd. When asked which ones were his favorites on the back wall, he pointed them out and provided stories behind each selection. Questions from the crowd included ones related to current activities. Ken continues to work with Jay Leno on a column about cars, and has written 73 of them. A recent column concerned Jay's turbine-powered Chrysler, and the story behind Jay's interest in it that vehicle. Finally it was time to leave. We all thanked Ken and Trish for letting us visit and for the time they both took to talk with us individually and as a group throughout the tour.

More conversation with Ken, club members, spouses, and friends took place over an excellent lunch at Magnolia's in Purcellville. This wonderful old mill has been transformed into a restaurant that preserved the mill's wooden post and beam construction and overhead pulleys. We had a room all to ourselves and many stories were told about car projects, the day's events, and the delight in getting to see what makes hot rods so cool, courtesy of Ken and Trish. Many thanks too go to Leo Cummings for organizing this great NVRG January Garage tour.

**“Annuity” continued from first page**

Annuity.” When asked which intake he valued most, he posed the rhetorical question “Which of your children do you love the most?”

He knew the history of each piece and its historical significance. Aside from the manifold collection Ken's stable of award winning Hot Rods is also quite impressive. A world famous '32 Roaster built by Dave Simard, a '40 Coupe that is soon to sport a 4-71 blower for some added pep, and a '39 Convertible with a Hemi shoehorned between inner fenders.



Many thanks to Ken and Trish for their invitation and warm hospitality.

**Hey, That's My Name!**

*by Editor*

What could be better than standing there in Ken Gross' garage viewing his awesome collection of intake manifolds and other vintage speed equipment and seeing a manifold with your name cast into it? Honest. And here's the picture to prove it!



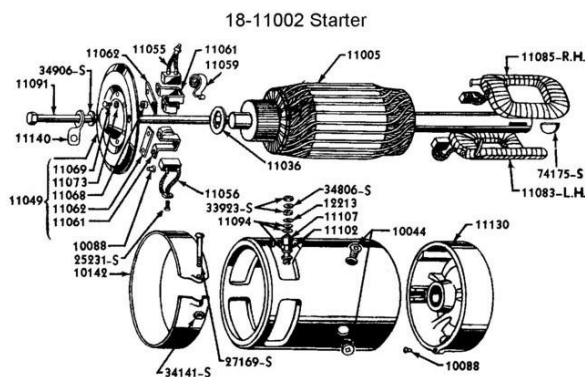
## V-8 Starter Differences

by Clem Clements

The following is an email exchange I had with Vern Davidson of [Vern's Ford Flathead Shop](#) trying to solve the hard starting problem on my '39 peek-up.

**Question:** I have a 39 Ford pickup with an 85 HP engine stock. The truck is not a show vehicle. Should I have the starter with the thick end plate or the thin end plate? Is there a difference in the windings or tongue? My starter has the thick plate. It is hard to start and it seems like the starter is drawing all the power from the battery. Sometimes the engine will catch just after the starter button is released. Brushes and commutator are good and I have several grounds to the block/body.

Ford Starter Motor and Drives  
Typical for 1938 to 48 V8 Engines



**Reply:** Yes, you have the correct starter for your truck, although the thin plate only means it was made after 1947. Because Ford changed to the thin plate in 1948 in anticipation of changing to 12 volts, I only use the thin plate starters for the 12 volt conversion because the short frame with the thick plates won't accept the 12 volt field coils. Either one will fit your motor. If you want to use the original 6 volt system that is good and I only use the wide plate with the short steel starter frame like yours for the 6 volt starters. I just don't have enough of the thin plates to meet the demand for people wanting to change to 12 volts.

I have found that the 6 volt starter is a very good starter and will work plenty good if rebuilt right. The main problem with the old Ford starters is that they are located in a spot down near the ground that is in a bad environment for electrical parts. If

you ever drive through a puddle of water, the starter gets splashed on and if you spill oil or your engine leaks oil, it all seems to get on the starter and that tin band around the front end of the starter won't keep any of the liquids out. The field coils get oil soaked and this reduces their ability to make the magnetic field necessary to make the starter work as intended. Also, there is very little allowance for wear that takes place in the bearings. When a very minute amount of wear takes place in the bearings, the armature will begin to touch the field shoes that hold the field coils in place. These iron shoes also are the iron core that helps the field coils generate the best magnetic field to make the motor work, so they need to be placed very close around the armature. When the armature begins to touch a shoe, most of your starting power is lost to the resistance of the armature touching the shoes and it will not turn well.

My starters are all completely disassembled and the field coils are stripped and cleaned and new cotton twill is wrapped on those coils and I then soak them in shellac to help keep out any moisture. Most starter re-builders do not even remove the field coils, so it is not a complete rebuild and the worst part of the problem continues to be a problem. Some will actually state that they re-insulate the field coils, that is not much help. The problem of the oil soaked coils still exists. I use good rebuilt parts or new parts and do a complete job. I'll even make a new band using stainless steel for covering the brush windows at the front of the starter motor. Also, I'll include a new bracket that goes between the one starter bolt and a pan bolt, some people don't know it is required for a good starter operation. If you tell me your engine color, I'll paint it using the best matching color I have come up with. If your engine is the dark green, I do have a very close color, I haven't had any complaints. If you have the old starter you want to send to me as a core, I'll deduct \$20 and I'll pay the shipping of the rebuilt starter back to you.

By ordering by e-mail or over the phone, I'll use a better price than in the store, \$150. It may take a few days, I'm never able to ship right out, I have other orders ahead, I don't seem to catch up normally. It is best to place an order with a payment, I get them done and shipped by who pays first.

Thanks again, Vern



**Wanted** – '51 Ford V-8 radiator, part # 1BA-D – Steve Groves, 301-530-7411. 4/10



**For Sale** – Car trailer – V-nose, 22' long, 7' 10" wide, 7' 6" high inside; Torsion Suspension; 4 new tires & wheels; 4 wheel electric brakes; Rear door ramp - cable assist; Two 36" walk in doors; One 48" left escape door; 16 ft awning; A/C on roof - 110v; 1 screen door/2 windows; Electric lights/wired for 110v/12v volt lights; Insulated inside roof; 3 adjustable shelves in nose; 9" TV/refrigerator; 1 propane heater. Pictures available. \$3,900.00. Contact Ben McDonald, Monday-Friday, 8am – 5pm, @ 540-292-1632 [macsgarage4u@gmail.com](mailto:macsgarage4u@gmail.com). 01/11



**Wanted** – Looking for flathead Ford and Mercury stock camshafts for performance analysis experiment. Contact Lloyd Emery: email [lloydemery@cox.net](mailto:lloydemery@cox.net) or cell 703-946 -9303 10/10



**For Parts** – 337 c.i. truck block and trans from a 1948 truck. Block cracked - many good parts left. \$50 for all - you haul. Jason Javaras 540 -786-5819 11/10



**For Sale** – 1951 Ford F1 Panel Truck – for reasons I'll go into later. I'll probably put it on EBay or Craig's List but I thought I would offer it to members of the club first. If you're interested or know of someone who might be, please get back to me. Thanks. Allan Edwards, P.O. Box 2215, Front Royal, VA 22630 Phone: 540-635-6865, Cell: 703-408-8372 11/10



**Wanted** – Does anyone have a spare 40-48 Trans- mission available for sale? If so, please contact me. Bill Simons - [bsimons@rustinsurance.com](mailto:bsimons@rustinsurance.com) or 202-776-5030 02/11



**A Thank You Note from Jane Helms**

*I owe Jane Helms a huge apology for losing track of her thank you note to club members following Bob's passing. I have no excuse to offer other than I just flat out lost the note in my Valve Clatter folder until doing a little New Year's purging. Once again, my sincere apologies to Jane. Ed.*

Dear Club Members,

Thank you so much for honoring Bob with a memorial brick in his name at the Early Ford V-8 Foundation.

Your club offered warm friendships and a hobby he thoroughly enjoyed

So many wonderful old car trips, shows and Christmas dinners.

Thank you for the great memories.

Sincerely,

/s/ Jane Helms

**RESTORATION ROUNDUP**

**Woodie II**

by Ken Burns

Well, I finally took the big plunge. In December I dropped Woodie II off at *Bubba's East Coast Rods & Customs* for body work and black paint. Before delivery I installed the roof, quarter panels and tailgate and all the sheet metal. A big thanks to Dave Westrate for towing it over to *Bubba's* shop for me.





## CARS OF THE STARS FOR THE LADIES

### Rita Hayworth

by Cliff Green



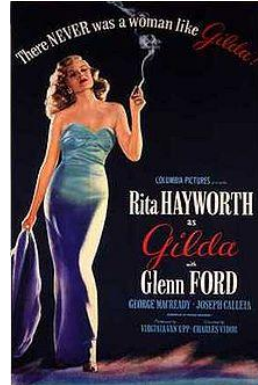
The picture above appeared in the most recent issue of *V-8 Times* along with some information about the both Rita and the car. Yes, it really is Rita Hayworth, the film star and dancer who was tops at the box office in the 1940's. Along with Betty Grable, she was a prized pin-up girl of WWII. Hayworth was married five times, most notably to Orson Welles (who allegedly gave this car to her several years before they were married on September 7, 1943) for five years and Prince Aly Khan (remember him?) for four years. She starred in 61 movies but never won an Academy Award.



The following comes from the RM Auctions website: "Jim and Cheryl Farrell, who co-authored 'Ford Design Department: Concept & Showcars', researched the story of Hayworth's Lincoln and uncovered the following. Welles and Hayworth were likely involved romantically before the fall of 1941, and while she was on location in Georgia, records indicate a green Continental with green leather and

whipcord interior was shipped to Atlanta. The December 1941 issue of *Ford News* contained a photo of her, standing next to precisely such a Lincoln with Georgia license plates (the same number H127443's license plate it has today), even though the house in the background seems to resemble her home in California. The Farrells also reference Mr. Jim Cubbison, an LCOC member, who spent summers in the 1940s at Lake Arrowhead, where he saw Welles and Hayworth there with such a car."

Her erotic appeal was most notable in *Gilda* (1946), with Glenn Ford which encountered some difficulty with censors.



In the right photo above she is promoting the scrap metal drive for the Government. Many movie stars were publicized in this campaign. She is sitting on the trunk of a 1941 Lincoln Continental with the front bumper on her left hand. I am sure they were attached after the filming – what movie star would want to call that kind of attention to themselves! Even though the Lincoln is a V-12, it is accepted in the V8 Club as a Ford product.



The picture above is also from the RM Auctions website showing what they claim to be Rita's car. There is strong circumstantial evidence that the claim is true, but no firm physical evidence. At the RM auction in Arizona on January 21, 2011, the car failed to sell even though the bidding reached \$100,000.

## "Garage Mahal" Tour

@

Al & Barbara Mason's

February 12<sup>th</sup>



Al's '34 Roadster competing in the Great American Race

- ✚ Meet at Fair Oaks Mall @ 9:00 am (our usual meeting place – across the loop road from the [Marriott Hotel](#)) or meet us at Al and Barbara's house @ 10:00 am
- ✚ Drive your V-8 weather permitting
- ✚ Arrive the Mason's house @ 10:00 am – [36702 Paxson Road, Purcellville, VA](#) – refreshments will be provided
- ✚ Approx 12:30 – Lunch @ [Magnolia's](#) in Purcellville - 198 North 21st Street

Sign up at our February meeting or contact Leo Cummings

703-866-9707 (H) or [rplhc@aol.com](mailto:rplhc@aol.com) or 571-212-7747 (C)



## OLD CAR AND TRAIN DAY

SUNDAY FEBRUARY 20, 2011

12 Noon to 5 PM

@

THE CLEMENT HOME

[12106 GARY HILL DR](#)

FAIRFAX VA 22030

- ✚ Bring your significant other, kids, parents, and any other train, antique or old car lovers to join in the fun and fellowship of antique trains and old cars.
- ✚ Weather permitting, antique cars may join us. New additions to the antique train collection are on display and some trains are under power. Bring "show and tell" trains, if you like, and we'll try to run them. If you have trains to be repaired, this is a good time to drop them off.
- ✚ A favorite appetizer, finger food or dessert brought for sharing would be gratefully appreciated.

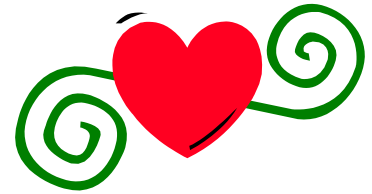
**Sandy and Clem Clement**

Phone: 703-830-5597 (H) or 571-239-1701 (C)

Email: [clem.clement@cox.net](mailto:clem.clement@cox.net)



# NVRG Calendar



## February

8	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Ford Literature Show and Tell – Bring your interesting and/or unusual pieces to share with everyone – John Sweet. <b>Refreshments:</b> Eric Sumner
12	<b>Garage Tour to Al Mason's</b> – join us in visiting Al Mason's fabulous "Garage Mahal." It's been a couple of years and he's made progress on several of his projects. Lunch to follow at Magnolia's in Purcellville. Caravan departs Fair Oaks Mall at 9:00. See page 10 for more details.
14	You'd better not forget <b>Valentine's Day!</b>
20	<b>Antique Train &amp; Car Day</b> at Clem & Sandy's – see page 10 for more details
22	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
22	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>


## March

8	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> 1935 and 1936 Fords – what are the differences, anyway? – Hank Dubois. <b>Refreshments:</b> Dave Westrate
25 & 26	<b>AACA Sugarloaf Mountain 40<sup>th</sup> Annual Swap Meet</b> – Frederick County Fairgrounds – Frederick, MD – Saturday the 26 <sup>th</sup> – meet at Fair Oaks Mall at 7:45 am and carpool up to Frederick – don't miss this rite of Spring!
29	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library

## April

12	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Ford Distributors – Cliff Green and others. <b>Refreshments:</b> Jim McDaniel
TBD	<b>Annual NVRG Poker Run</b> over the area's scenic highways and byways
26	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library

## Down the Road

	<p>May 21<sup>st</sup> – NVRG/City of Fairfax Car Show            TBD – NVRG Summer Picnic            TBD – Ice Cream Social &amp; Art Show</p>
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### LAST CALL!

Name tags for Club members and spouses are available through Dave Westrate ([DLWBAW@aol.com](mailto:DLWBAW@aol.com)) The cost will be about \$10-\$15 each depending on the number we order and the way they are produced. Email Dave with the way you would like to see your name on the tag.



**Board of Directors**  
**NORTHERN VIRGINIA REGIONAL GROUP**



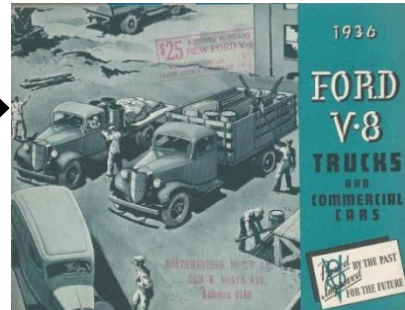
President: **JOHN SWEET** 703-430-5770

Vice President	<b>Jim McDaniel</b>	703- 569-6699	FFX Show	<b>Dave Westrate</b>	703-620-9597
Secretary	<b>Cliff Green</b>	703-426-2662	Property	<b>Mark Luposello</b>	703-356-3764
Treasury	<b>John Ryan</b>	703-281-9686	Refreshments	<b>Mark Luposello</b>	703-356-3764
Membership	<b>Dave Gunnarson</b>	703-425-7708	Historian	<b>Don Lombard</b>	703-690-7971
Tours – Primary	<b>Leo Cummings</b>	703-866-9707	Web Site	<b>Rick Parker</b>	301-279-7145
Tours – Assist	<b>Hank Dubois</b>	703-476-6919	Newsletter	<b>Ken Burns</b>	703-978-5939
Programs	<b>Eric Sumner</b>	703-860-1916	Past President	<b>Eric Sumner</b>	703-860-1916

**February Program: Show & Tell**  
**Ford Literature**

(Postponed from January)

Mark your calendar! The February Meeting is on Tuesday, February 8<sup>th</sup> at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



**FIRST CLASS MAIL**

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