



Northern
Virginia
Regional
Group



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Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

Second Place – 2010 Newsletter Contest

Volume XXXIII, No. 3

March 2011

Ken Burns Editor

GARAGE MAHAL



Garage Envy – Size Really Does Matter

By Jim McDaniel; pictures by Jim McDaniel, Steve Zimmerli, and Chad Coombs

Our Club visit to Al and Barbara Mason's has become known as the "Garage Mahal" Tour. This was not the first time Al has hosted our club at his magnificent facility (it's really more than just a garage), and those who visited him on our previous garage tour a few years ago were really looking forward to a return engagement. I did not make the previous tour to Al's but, based on what I'd heard, I knew I was in for a treat.

On Saturday, February 12, we gathered at 9:00 at our usual meeting place at Fair Oaks Mall. It was a cold, clear, and windy day, with a fair amount of snow still embracing the fields and hillsides, so most members with older cars without efficient heaters chose to drive their modern iron. However, we did have a few diehards drive their old cars.

We started out from the mall with our caravan of cars, with only a short delay on departure while I persuaded some rather lethargic Canada Geese to expedite their crossing of the Mall's perimeter road with a long blast from the siren of my '51 sheriff's cruiser. That got 'em off the road. Some Club members joined us en route at Gilbert's corner, and some joined us at Al's, for a total of 30 Club members and guests. Those attending included Bill Potter and friend Elyse; Hurrol Goodwin; Leo and Kathryn Cummings; Art Zimmerli and his son Steve, plus Art's son-in-law and grandson; Dave Westrate; Ken and Helen Burns; Keith and Susan Randall; Eric Sumner; Mark Luposello; Maurie Roesch; Hank Dubois; Jim Labaugh; Gene Ormandy; Greg Mensinger and friend Elaine; Steve and Wendy Pieper; Alan Whelihan; Barry Frise; Chad Coombs and his son Morgan; and Char McDaniel and me.

Leo Cummings organized the tour and headed up our caravan, and en route we enjoyed the country vistas of snow-covered fields along the Virginia back roads. The plan was to visit with Al and his lovely bride at

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Up Front with the President



March 2011

During the winter months, when it's much too cold to kick tires and work on our cars, our best link to our hobby is the "V-8 Times" and our very own Newsletter, the "Valve Clatter". Coming from the national club, the *V-8 Times* is a great read on a chilly, lazy, Saturday afternoon. Editor **Jerry Windle** does a great job and I anticipate every issue! In addition to the *V-8 Times*, those of us in the NVRG also have our regional publication, the "Valve Clatter." I don't know about you, but I love every issue of that one as well! Like the *V-8 Times*, the "Valve Clatter" is about Fords, Lincolns, Mercurys or stories related to the era of our cars but better because it's directly related to us! It's a great record of all the fun we have during the course of the year, plus tech tips and much more. We're lucky to have such a great publication to read – and once again, the "Valve Clatter" is an award winner!

Yes, that's right; **Ken Burns**, our esteemed editor has received word that "The Valve Clatter" took second place in the annual Early Ford V-8 Club newsletter competition. Our hats are off to Ken for giving us a fantastic publication each and every month as well as thanks to everyone who made a contribution, written a story or sent in a photo. As Ken will tell, along with former editors **Jim LaBaugh** and **Cliff Green**, the "Valve Clatter" is a success because of you make it happen.

If you have the chance, visit the club web site, ably maintained by **Rick Parker**, to see older issues of the "Valve Clatter." In addition, **Cliff Green** is working on a newly revised compendium of tech tips from the very pages of the "Valve Clatter" so be sure to snag a copy when it's published!

Take care, stay warm and see you on the road!

John Sweet

FEBRUARY MEETING PROGRAM

The Ford Paper Trail

By Von Hardesty

Watching the Super Bowl or even less spectacular programs on TV, you will be exposed to some flashy, clever, and manipulative advertisements. Sometimes—and not by accident—you find yourself caught up with the promotions for automobiles. They routinely project compelling images of speed, luxury, or beauty. For the more sober-minded TV viewer, of course, these same ads often portray a new car as the embodiment of economy. Selling autos is an ancient and changing art form.



We caught a vivid glimpse of this marketing phenomenon at the February meeting of the NVRG. It was a “show and tell” evening when members brought Ford promotional materials from the past. These artifacts were a paper trail from the past—showroom banners, new car brochures, technical manuals, illustrated pamphlets for accessories, and special publications with original art, to name a few examples. Living in the age of TV and the internet, it is sometimes difficult to comprehend how auto dealerships in the past marketed their cars. Some dealerships offered film strip presentations with LP records for the narration.

Among all the artifacts, one of the most interesting was the clandestine “comparison” book. Here Ford—with no small amount of exaggeration—illustrated the perceived inferior qualities of the competition; these were never distributed, but they were brought out by a salesman to sway any wayward customer thinking about a Chevy or Plymouth. Ford was never alone in this sort of endeavor.

Most of these items viewed, as Dave Gunnarson reminded us, fall into the category of ephemera, the handouts distributed for a given model year. These

brochures and pamphlets are not literature in the narrow sense, but a form of promotional device with a very short shelf life. Yet, if preserved, such ephemera can be a valued by the collector, filled with details, and a visual record of how his car was promoted in the year its manufacture. For certain, there were some items on display in auto showrooms that indeed qualified as “automobile literature”—especially those publications with special art work and fine production qualities. These are highly collectible.



Dave Gunnarson points out details in the 1935 Ford Commercial Quality Group Album

Some publications were real page turners—for example, the “Quality Group” for 1939 and 1940, showing the entire line of Ford-manufactured cars. One member, Chad Coombs brought some rare brochures showcasing prewar Fords for the British and German markets.



Chad Coombs brought brochures featuring European Ford products

Also, there was a rare ad from *L'Illustration* (Paris) magazine, which portrayed the fabled ocean liner Normandie en route to the USA and leaving in its wake a distinctive “V-8” image in the white caps. Dave Gunnarson found this interesting artifact on Ebay. An avid collector, he has assembled a sizeable collection of rare materials on Ford trucks. Ken Burns brought the authorized Henry Ford biography, *The*

Literature continued on page 6

Envy continued from front page

his garage, then all proceed to the town of Purcellville for lunch at Magnolia's, a lovely little downtown restaurant situated in a restored old mill.

When we joined Al at his garage, we got the opportunity to meet a number of other car lovers we had not met before, as Al had also invited several of his friends over for the tour, including Ken Fenical, the founder and owner of [Posies Rods & Customs](#) in Hummelston, PA. Ken is very well known in the street rod and hot rod community - as big as Carpenter or Drake are in our V-8 circles. We all enjoyed the spread of coffee, Barbara's home-made cookies, cakes, and other refreshments that Al and Barbara had out for us.



Having missed the previous tour to Al's, I was just blown away by what awaited me. First, externally, it hardly looks like a garage at all.



It's a very attractive all-brick stand-alone structure with multiple windows along the length of the building, with three double-width overhead garage doors (two in the front, one in the back) and a large paved parking lot outside the entrance. The footprint of the main building is roughly 60 X 100 feet. There are a few other outbuildings out behind the main garage as well.

As impressive as the outside is, I was really unprepared for what greeted us on the inside. It is very open, brightly painted in whites and reds, lit by rows

of ceiling light fixtures, full of all sorts of goodies, and clean as a whistle.

In one corner, Al has a very well-appointed office with all the amenities, to include a plush office chair and a large wooden desk full of family photographs, a refrigerator, sink, sofa and chairs for guests, and a rest room. There was even a washer and drier in a small "mud room" near the entrance. Al has multiple posters, vintage photo calendars, models, plaques, trophies, pedal cars, old gas pumps, and wonderful old cars throughout. The photos accompanying this article really don't do it justice.



As for the main part of the garage, it just about has it all. There is a fully filtered and vented paint room, a wood-working shop, welding shop, and a centralized compressed air system throughout. Al has several lifts on the floor so he can store many of his cars double-decker style.



A few of the cars he had in the garage at this time included a showroom-ready red 1959 convertible Corvette, a 1964 Pontiac GTO, two military jeeps (one undergoing restoration), a Porsche, a modern V8-powered Jeep Wrangler, two more Corvettes, a beautiful white Thunderbird convertible, and even a fork lift and a Vietnam-era "mule" ammunition carrier in the side room. In the back of the garage sits a World War II half-track with the mounts for

Envy continued on next page

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quad-50 caliber machine guns.



A friend of Al's, Peter West, is a fire truck buff, and Peter has his early 1930's vintage open-cockpit Buffalo fire truck in the garage as well. It is down to the frame and the rebuilt engine has just been reinstalled. It's a great looking project.



Al is also in the process of fully restoring an Auburn Boattail Speedster. He had the new structural wood on display for us that he has patterned, cut, and finished, all with his own equipment there within his garage.

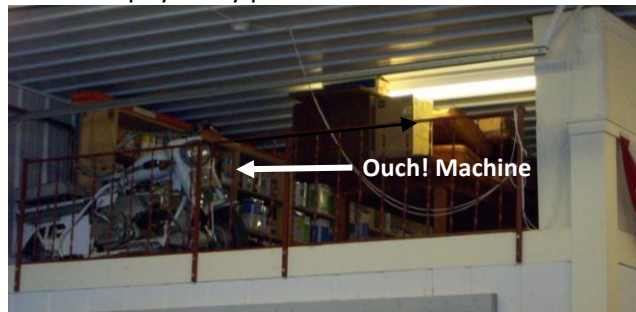


And of course, we all had to have a good critical look at his 1934 roadster that is also in the process

of restoration, with its flathead engine sitting on a stand beside the body and the frame in the paint booth. Al indeed has a restorer's full-service garage.



One thing that really caught my eye was stored unceremoniously in the far end of the garage, in the corner of an upstairs storage area out of the way. I just had to climb up there for a better look. My first motorized vehicle, acquired when I was just 14 years old, was a 1957 Cushman Eagle motor scooter. I loved that machine, even if I did crash it the very first day I had it! A new fender and headlight and I was back in the saddle. It served me well till I turned 16 and got my first car, a 1951 Ford Victoria. Well, I saw Al also has an old Cushman Eagle stuck away up there. Had to inspect it -- brought back many good and a few physically painful memories.



After we finally drug ourselves away from Al's place, we again caravanned to Magnolia's Restaurant in the town of Purcellville. We've been to Magnolia's several times and have yet to be disappointed. Great food. Al and several others joined us, and we had a very satisfying, leisurely meal, with a lot of car table-talk, before heading back home (where I'm sure most of us, with a big sigh, immediately inspected and thought about cleaning up our own respective garages... perhaps when the weather warms up).

I indeed left Al's with a huge case of **GARAGE ENVY!** A big thank you to Al and Barbara for a great tour and visit, and to Leo for organizing it.

Literature continued from page 3

Amazing Story of Henry Ford, by Martin Miller, published in 1922. This book is one example of the historical literature on Henry Ford and his legacy.

The official Ford literature only captures a moment—images of a car or truck for a certain model year. These materials can be misleading—car design and production is a very dynamic process. Numerous changes can be made in a given production year. There were often subtle changes in design introduced in the course of production—things not always mirrored in the official literature. How and why such things occur remains a challenge for a restorer or a judge at a car meet. And, of course, cars were made to order for police, the military, and corporations. It is a complex process.



Russ Brown with the 1949 Ford "Roadmap" touting the features of the new Ford – it came as part of a new owner's info kit

That brings me to a final point—who were these nameless people who worked on the Ford Motor Company's brochures and reference materials over the years? How was the whole enterprise organized? How did their work mirror the marketing and engineering goals of the company? Think of all the memos and meetings associated with each year's paper trail! The machinery for the paper trail has remained out of sight.



Steve Groves has two 1951 Ford owners manuals – the Crestliner was no longer top dog after introduction of the Victoria

We were impressed with how the NVRG has preserved this paper legacy!

REST IN PEACE

Bob & Joan Stewart

By Dave Westrate

On January 31, 2011, long time club members Bob (Stew) and Joan Stewart were laid to rest together at Arlington National Cemetery with Full Military Honors. Bob was a "Greatest Generation" Veteran who served a grateful nation for 26 years as a combat pilot and maintenance engineer in both the U.S. Army and the U.S. Air Force. The silver lining to the Second World War for Bob was meeting Joan in 1942 in Australia.

His ship was diverted south to Australia from an Alaska destination due to the sinking of another ship in his convoy. Bob & Joan met in Australia. "That evening we had dinner & saw a movie..three hours of 'Gone With The Wind'. We clicked & the romance of the century was born! It is still going full bore 68 years later."

Bob and Joan had no children and no relatives to support them in their last years. Bob died in September; Joan died three years earlier. The Westrate and Sumner families attended the funeral service, as well as a few neighbors, a couple who were close friends from Mississippi and a gentleman who had done maintenance work on Bob's Jeeps (he had three) and his beloved 1946 Ford. He and Joan purchased the '46 new, and it is now owned by the Sumners. The mechanic and Eric exchanged stories about the '46 as the mechanic had also driven it.

The day was fitting for a funeral as it was below freezing, the ground was covered with snow, and it was grey with heavy overcast. The Chaplain advised the group that the riderless horse for the burial was "Sergeant York", the same horse who participated in the funeral of former President Ronald Reagan. This beautiful black horse was accompanied by a team of horses pulling the caisson with flag draped casket, a military honor guard and a team of seven for the 21 gun salute.



Rest continued on next page

Rest continued from previous page

Joan had passed away in 2008 and their remains were interred together just as they had spent their lives with one another. The tribute ended with a reception at Bob and Joan's favorite restaurant near their home in Falls Church. May they forever rest in peace.



WELCOME TO THE CLUB!

Gene and Joan Ormandy – Hamilton, VA

Hi to all members!

I'm the new kid on the block, (almost 70) and have two interests. One is my 1940 pickup which has taken me and my wife, Joan, 10 years to completely restore. The other is our 1967 SS/RS coupe that we are in the process of restoring right now and should be finished by my 70'th in May.



I look forward to meeting all of you at a meeting and we can share stories of our accomplishments and the inputs of blood, sweat and sometimes tears, as we spend time and money in our pursuits of perfection.

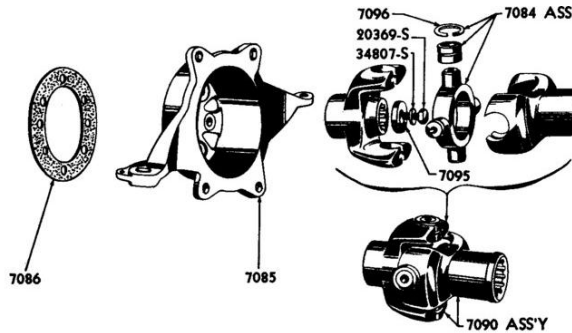
See you all soon,
/s/Gene

TECH TALK

Corn Head Grease

By Cliff Green

Do you remember to pump your universal joint with grease when you lube your Ford? Good, but ordinary chassis grease is thick and the spinning knuckles make a cavity and the bearings do not get proper lubrication. The owner's manual calls for "Universal Joint Lubricant (cylinder oil soda soap grease)" every 1,000 miles. So, once a year you squeeze it in there, right? But where can you find such stuff?



The question was brought up on FORD BARN and the discussion centered around the use of John Deere Special Purpose Corn Head Gun Grease – AN10562. This special stuff is thick when cold and softens when warm to fill the gears/joints/bearings. It will not leak since it is a grease, not a lubricant. And, it lasts longer with "fill for life" properties. It resists wear and corrosion. Sounds like just the stuff we need.

Physical properties:

- Green color
- Contains extreme-pressure additives
- Excellent at high and low temperatures
- Resists moisture and water washout
- Polyurea thickened
- Contains anti-rust properties
- 14-oz. tube compatible with most grease guns



Go on John Deere's web site and watch the video for the product.

Only \$3.16 a tube. I have tried to contact a JD technician about servicing the universal with the old grease in it, but no luck yet. It would be forced behind the chassis grease and if you pack it in there, what would be the problem John Girman?



For Sale



1950 Mercury 4 Door Sport Sedan – beautiful, correct restoration, Maywood Green Poly over Trojan Gray, EFV-8 Dearborn and AACA Senior awards, radio, spot light, duals, and much more, \$25,000.



1953 Mercury Monterey Hardtop - Yosemite Yellow, correct black & yellow vinyl interior, ps & pb, Merc-o-matic, total rebuild and restoration: motor, trans, wiring and power components, EFV-8 Dearborn and AACA Senior awards \$28,500.



1953 Ford Customline 2 Door Sedan – new interior & trunk floor mats, new headliner, new wheel cylinders & brakes, new shocks, new chrome grill, Sheridan Blue, 63,000 mi, quality driver, \$7,800.

Restoration Tools

Henrob welding gun, \$300 – 122 cubic foot oxygen and 75 cubic foot acetylene tanks w/ original bill of sale plus wheeled cart, \$300 – Victor gauges, lines, torch, tips, \$150 – engine storage cart on casters, \$60 – 3 ton hydraulic engine crane w/leveler, \$150 – free-standing metal media blast cabinet w/light, \$60 – parts washer-on-a-drum, fire safety lid and light, \$100.

Jane Helms – Woodstock, VA – 540-459-5890



Automart continued on next page

For Sale

1948 Lincoln Continental Convertible – one of SL Ross's restorations. It is a very original car and everything works except the radio and an electric fuel pump and replacement O/D switch have been installed. The top and windows are slow in the cold but work. The car won AACA Preservation Awards and top honors with the LOC. It carried the Grand Marshall in the Alexandria St Patty's Day Parade for the last 14 years. Drives well and shows great. The car is located in Piney Point, Md. \$67,000. Call me at 301-994-9707 with any questions. Steve Ross.



Automart continued from previous page

For Sale – 1996 22' Shadow enclosed car trailer by Pace American, rear ramp, sway stabilizers including hitch, electric brakes, electric winch, interior lights, 2 new tires (one not yet mounted), 36" walk-in door right side, 54" door/window left side. \$3,000. Contact Jane Helms, 540-459-5890. Woodstock, VA, 03/11



For Sale – 1952 Ford Pickup – restored, red with white grille, new engine rebuild, new bed with oak strips, fiberglass fenders and running boards, new interior, 6 volt. Contact Melvin Carroll, 703-575-0896, Great Falls, VA, 03/11



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. 01/11



Wanted – Looking for flathead Ford and Mercury stock camshafts for performance analysis experiment. Contact Lloyd Emery: email 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



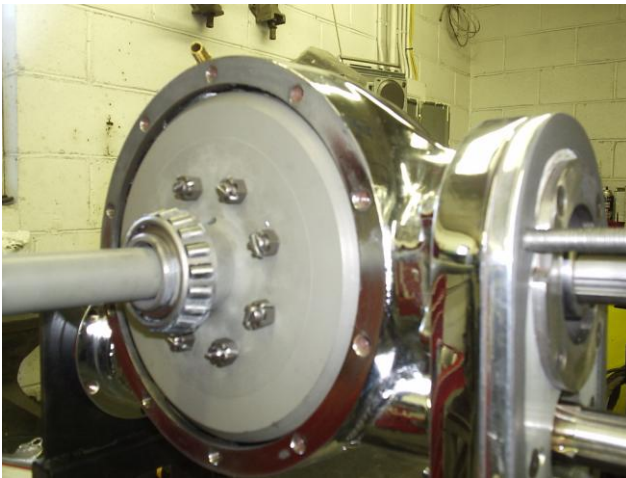
Wanted – Does anyone have a spare 40-48 Transmission available for sale? If so, please contact me. Bill Simons - bsimons@rustinsurance.com or 202-776-5030 02/11



PROJECT UPDATES

By Alan Ponton – Charlottesville, VA

I have been working on a 34 three window for the last two years. Metal work is done and I just painted the body. The chassis is finished, hope to get the body back on the frame soon. Thought I would send you some photos. I know all will appreciate the work that goes into a car.



By Dean Larson – Hanover, MA

I really enjoy reading the newsletter and hearing about the many members I have met on our annual escape to Pennsylvania!

My 32 hot rod project is almost finished. I had to store my 51 Victoria to make room for the 32. It was all together last summer and I completely disassembled it to paint it. It's amazing how much space a 32 roadster takes up when it's all in pieces!

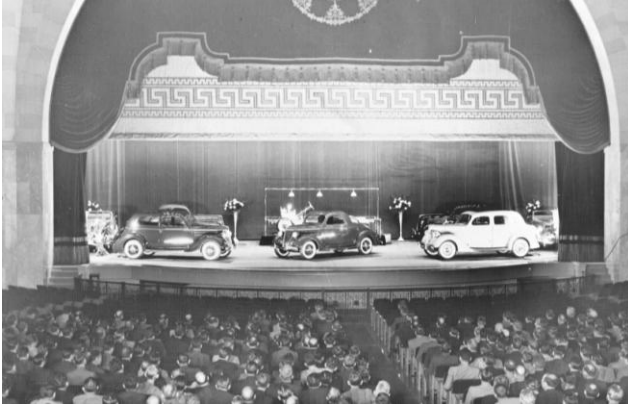


The theme of the car has been "[One Piece at a Time](#)" – a Johnny Cash song title. I started collecting parts for it in 2004 and it has been coming together literally one piece at a time.



CELEBRATING 75 YEARS OF THE 1936 FORD

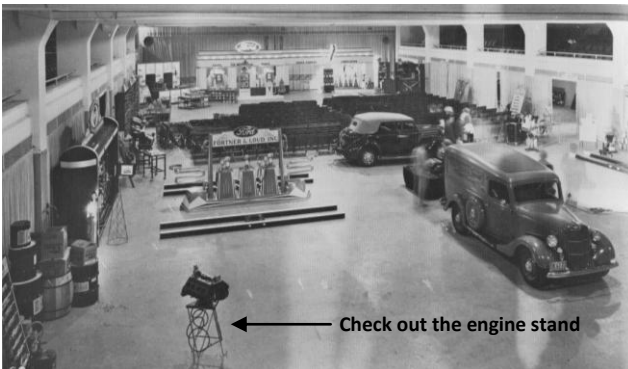
Last month we saw how the 1936 Fords (and Lincoln Zephyrs) were assembled. This month we'll take a quick look at how Ford introduced the cars to dealers and marketed them to the public. The following pictures came from numerous Lorin Sorensen publications. You can also watch the 1936 ["Judge for Yourself"](#) Ford dealer slide show on YouTube.



Ford introduces the new 1936 models during the dealer preview – noted the illuminated chassis behind the DeLuxe 3 window coupe.



The same (or similar) chassis shows up in a Salt Lake City dealer's showroom for an "Open House." Overhead spotlights, double whites, chromed shocks and white painted frame and running gear make it hard to miss.



← Check out the engine stand
Fournier & Loud Ford setting up an exhibit at the Long Beach Auditorium, April 24, 1936. Wouldn't that V-8 engine stand make a great conversation piece in your garage? Has anyone ever seen one?



The "Car in the Clouds" exhibit at the Ford exhibition in Atlantic City, NJ, Steel Pier wowed visitors during the summer of 1936.



A posed shot showing a billboard company's 1936 Ford Panel Delivery in front of a billboard advertizing the new 1936 Ford.



Women weren't forgotten by the Ford marketing folks. Here's nifty, fully accessorized, 1936 Cabriolet for sale in the women's clothing section of Foley's Department Store in Houston, TX. Check out the \$675 "price tag" on the front bumper.



During the Great Depression Ford also marketed to drivers who were concerned about gas mileage with its "Aye...and Thrifty too" campaign.

FOR THE LADIES

By Cliff Green



Looks like a nice summer day! This lass has on a bright flowery dress with white and brown shoes popular in the period. All she lacks are white gloves for the Country Club lunch. She seems to be discussing a problem with the service man (nice looking) or is she flirting?? Anyhow, what is unusual is that she is out of the neat '41 Ford Super DeLuxe coupe for a discussion, whereas most women would not be troubled leaving the comfortable Ford mohair interior. There was full service in those days. That Chevy in line will soon become impatient and beep his horn!

Note that the car has spiffy white walls and a radio antenna is observed. Two accessories not usually found in a low price car.

Note also that the fuel pumps are sitting on the ground rather than a curb. Prior to 1940 or so, the fuel pumps were tall and did not require a curb. It looks like the pumps, with the crown on top, are replaced before a curb was extended to accommodate them.

What comes next was practically unheard of back in 1948!! A woman pumping her own gas? The attendant must have been taking a nap, OR, perhaps afraid of the two Dalmatians sitting in back seat! During those days there was no automatic gas shut off – you had to listen to the tank fill up, otherwise the over flow would gush out on to those high heels. Expensive cars like Packard had a gas filler that actually whistled – when the whistling stopped there was room for only one more gallon of gas. Notice where she put the gas cap? Yes, right there on the

tray between the bumper and the body beside the accessory back up light.



A close look at the trunk handle reveals that the little flipper that protects the key lock is down – broken or not put back. The tags on this neat 1948 convertible have an accessory license plate frame and maybe a plastic shield covering the plate. The bumper guards tell us that it is either a late '47 or '48.



How about the outfit? Sort of a dumb hat, I think, to protect the perm from the wind and the suit a little frumpy, although the shades are smart.

In the picture in the right column there was a short gas pump sitting on the pavement, well here is the same type of pump on the up on the curb.

I wonder about the story behind the pictures. Were they taken as part of a fashion lay out for a magazine or local department store? They seem to focus attention on the lady and not the car or service station.



NVRG Calendar



March

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


April

12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ford Distributors – Cliff Green and others. Refreshments: Jim McDaniel
23	Annual NVRG Poker Run – it's "Get 'em out, dust 'em off, and blow 'em out" time as we travel over the area's scenic highways and byways
26	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library

May

10	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBD – Refreshments: Bill Simons
21	NVRG/City of Fairfax Car Show – Armstrong Street in front of City Hall – contact Dave Westrate (dlwbaw@aol.com or 703- 620-9597) to volunteer
22-26	Lincoln Zephyr Owners Club & Lincoln Owners Club 43rd Gathering of the Faithful – Rocky Gap State Park Cumberland, MD – contact John Sweet for details – 703-430-5770 or jsweet20@cox.net
31	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library

Down the Road

	<p>June – Ice Cream Social & Art Show</p> <p>July – NVRG Summer Picnic</p> <p>July 11-14 – Eastern National Meet – Saratoga, NY</p> <p>August – Drive-In movie night in Stevens City</p> <p>August 24-26 – Central National Meet – Auburn, IN</p>
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What do these cars and these airplanes have in common? All were built by a Brewster entity in the 1930s.



Brewster-bodied Town Cars on Ford chassis

Brewster F2A "Buffalo" built for the US Navy



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP

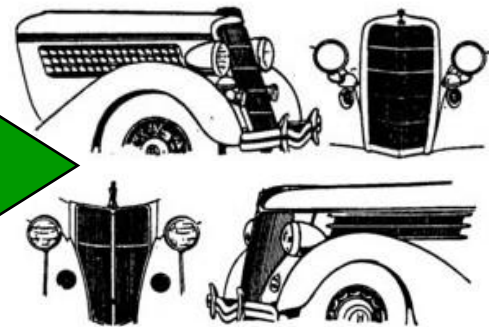


President: **JOHN SWEET** 703-430-5770

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

March Program: 1935 & 36 Fords – Yes, There Are Differences

Mark your calendar! The March Meeting is on Tuesday, March 8th 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