



Northern  
Virginia  
Regional  
Group



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

# Valve Clatter



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

*2010 – Old Cars Weekly Golden Quill Award*

*2010 – Second Place, Early Ford V-8 Club Newsletter Contest*

Volume XXXIII, No. 12

December 2011

Ken Burns Editor

# NOVEMBER SHOP TOUR

By Dave Westrate; Photos by Cliff Green and Jim LaBaugh



VRG 96 had a wonderful tour on Saturday, November 12, 2011, to the Vintage Motorcar Company in Inwood, West Virginia. Leo Cummings and Art Zimmerli were our leaders and others who attended were Hank Amster, Bob Belsley, Jim and Edna Cross and their granddaughter Jordan, Hank Dubois, Cliff Green, Jim LaBaugh, Mark Luposello, Don Pauly, Steve and Wil Pieper, Keith Randall, John Ryan, Bill Simons, and Steve Zimmerli.

Part of our group gathered at Fair Oaks only to discover that Cliff Green's generator on the Woodie was malfunctioning. He had a spare and within ten minutes it was swapped out. He had plenty of help from Keith Randall and tons of advice from everyone else. NASCAR pit crews have nothing on this team!!! We enjoyed a delightful fall color tour drive on Routes 50, 15, 7, 9, and 51 on our way to Inwood. Half way there, Jim and Edna Cross joined us with their granddaughter Jordan bundled up in the rumble seat with a hat, face cover, and a big fur coat.



Tour continued on page 4

## *Up Front with the President*



### *December 2011*

V-8ers,

Despite a seemingly wonderful rapport with Santa Claus, I was unlucky in one respect: I never received a flathead Ford under the Christmas tree. Rather than pine away during the year because of this Clausian oversight, I made do with the original Lincoln Continental.

My dad had a '48 Continental Coupé when I was a youngster and living in the Detroit area. Because of my young and tender age at the time, I don't have very many memories of it. It was the family's second car and can't recall very many rides in it. As for driving it in the winter, I have no recollection of ever being driven in the snow although I suppose my Dad had to have chauffeured me around in it at some point. My best Christmas memory involving an HV-12 Lincoln happened much later, in 1978 - the year we moved into the Washington, DC area. That year our family was invited to one of the last Lincoln Continental Owners Club Southern Atlantic Region Christmas parties ever held. Hosted at a local country club in Maryland, the SAR party brought out all sorts of Lincolns – including the late Tom Lumpkin's post-war Continental Cabriolet. That car looked great under the portico lights of the club, and I recalled being very impressed by the quite purr of the V-12, the classic sleek deco lines of that black Cabriolet and the fact that the Continental was warm and cozy on the inside despite the winter chill outside.

For me, that memory has always epitomized part of my holiday expectations; a memory that offers the tradition and comfort of a bygone era while allowing me to celebrate the here and now in a warm, cozy surrounding. I'm sure some people think more along the lines of an easy chair, fireplace and a cup of eggnog, but hey! I'm a car guy! While I don't think I'll ever drive my '46 Lincoln in the snow, it's nice to know that I could if I wanted too – and I'd even have heat.

Of course that level of comfort and contentment allows a person to reflect about the current year. As I think back during the waning days of 2011, I know I really do have a lot to be thankful for: My health; My marriage to a wonderful woman who, while she doesn't quite totally understand my hobby, is at least willing to enjoy it with me; My affiliation with the active and vibrant Northern Virginia Regional Group 96 of the Early Ford V-8 Club of America and the fact that I really enjoy some great friendships because of my hobby. As for myself, I'd like to share my seasonal bonhomie with a wish to all my fellow V-8 Club members to have a safe and wonderful holiday and a great start to 2012! See you on the road or at the January Meeting!

*John Sweet*

## NOVEMBER MEETING

### Show and Tell

By Wayne Chadderton

The entertainment for the November Meeting consisted of the always-popular show and tell session.

The program started off with Dave Gunnarson presenting a discussion on his efforts to rebuild the ring gear on his 1936 big truck. It consisted of making a jig to hold the gear, finding a 75 ton press to insert the rivets and then making numerous trips up 3 flights of stairs to complete the process.



Dave Gunnarson manhandles the delicate ring gear from his '36 truck.

Cliff Green followed with a presentation on an unusual old wrench made from a Ford Script boxed/open wrench that he won in a Chinese auction at the Central National Meet. The open end had been forged into a very sharp knife, the other end was still a box wrench and the handle in-between had been heated and twisted.



Cliff Green points out the Ford Script on his knife.

Ken Burns entertained us with a humorous story about how he bent a VW connecting rod in all three planes and his attempts to obtain a replacement

while living in Portugal.

Keith Randall presented us with a solution to solving vapor locks. He explained how he recently installed an AirTech 6 Volt Electric Fuel pump in the fuel line of his '38 DeLuxe Fordor. Keith chose this particular pump because the output pressure is the same as the output of the original mechanical pump and the AirTech pump has a flow through feature when it's not activated. When a vapor lock exists you simply activate the fuel pump and it forces fuel into the carburetor.



Keith Randall explains the finer points of the AirTech electric pump including the attached fuel filter.

Mark Luposello presented us with a pair of an early version of exhaust cutouts that he found at Hershey this year. He passed around the installation instructions and one of the members in the audience noticed that the instructions stated that it was illegal to operate them in the cut-out mode. Go figure!



Mark Luposello tells of finding a pair of "old school" exhaust cutouts at Hershey.



One of the cutouts came complete with its original box and instructions.

Erick Sumner presented us with an early Champion spark plug analyzer scope he found at Hershey; to his amazement it even works.



Eric says he has an affinity for uncommon tools and was intrigued by this Champion spark plug analyzer that probably dates to the late 50s or early 60s.



Tour continued from first page

We arrived at the Vintage Motorcar Company (VMC) and were greeted by the owner Paul Rose and his son Preston (check the VMC web site for details: <http://www.vintagemotorcarco.com>). Paul has an impressive background including 10 years working at White Post Restorations. VMC is housed in a large five year old steel building. It is clean, well organized, and professional in all respects. Paul has seven full time employees. He told us that the business includes routine vehicle maintenance, partial restorations of all types and frame off in many cases. He explained that when they get a car for the first time it is like seeing a new doctor. They perform a day long "inspection" on the vehicle following the AACA judging forms and then discuss with the owner how much work to do. Paul's main concern with any vehicle is safety and reliability no matter the level of restoration. He shocked us all by telling us that he had located an NOS 1918 Buick body still in the original crate in Pennsylvania and was going to get it in a few days even though he does not know what to do with it. Now that is a car guy!!

We then began touring the shop which had several muscle cars and older classics. We had a big discussion about different types of paint and the fact that some antique cars increase in value after restoration while other antiques lose value if they are restored. Edna Cross has a 1933 Cadillac in the shop and Jim told the story of how they acquired it.



Preston Rose (between the fenders) sketches the '37 Packard while his father briefs us about VMC. Edna Cross is getting a closer look at it.

We all noticed Preston Rose, who is in ninth grade, doing a very high quality pencil drawing of a 1937 Packard. He is very talented. Paul told us a little bit about each of the cars in the shop which included a '33 4 cylinder Ford, '71 Olds 442, '59 Mercury Montclair with 9,000 original miles and outrageous front and rear window glass. Among others were a '36 Ford Roadster which came in a thousand pieces and a Model A. Paul gave us a big lecture about shop safety and use of solvents and

explained his concern about soda blasting changing the PH of the steel and causing paint not to adhere.



Rare 1933 Model C 4 cylinder Ford undergoing restoration at VMC.



'36 Roadster body in foreground and a '55/6 Cadillac Hardtop in back.

Off to lunch we went accompanied by Paul and his son Preston. As I pulled in behind the Cross vehicle, Preston had hopped in the rumble seat with Jordan for the short ride. What a flash back to the past that view was. There was a nice moment at lunch as Preston was seated next to Steve's father Wil Pieper who is an accomplished artist in several mediums including pencil drawings. They were discussing their techniques and giving each other tips on how to improve their work. It was a good day.



The group gathers for lunch at a local restaurant.

## IN MEMORIUM

### Adolph Charles "Ace" Rosner – 1917-2011

By David Blum



Ace (left) and his brother Larry (driving) ashore on the beach in Anzio, Italy, 1944. This picture originally appeared in John Kelly's *Washington* column in the *Washington Post*. The column was titled "Ace Rosner leaves behind a less interesting world." Those who ever met Ace would certainly agree that the world is less interesting without him. *Editor*.

The first time I met Ace Rosner was at the Rockville car show in the mid 1980s. I was in my 1946 Lincoln Continental Coupe parked next to Ace's 1936 Cord 4-door sedan. It seemed that everyone who walked by our cars knew Ace. During the show I learned that Ace had about 40 antique cars parked in the garage of his apartment building just off Connecticut Avenue, NW, in DC. He liked the Lincoln V12's but at that time he did not have one. That was all I really knew about Ace back then.

The next time we met was at an auction in Strasburg, Virginia. Ace was alone so when he saw Norma and me he sat down next to us. When an MG-A came through he said he wanted to buy it but did not have any cash with him. He asked me if I could loan him some and I said I could. He started bidding with my money and bought the MG. Norma looked at me as if to say, "Do you know him?" and I said, "No." Ace gave me his check and drove off. The check was good. After that we became friends.

During World War II Ace served in the US Army. During the 1944 Allied invasion of Anzio, Italy, he lost his right arm when a German mortar shell exploded close to him. Following the loss of his arm, Ace decided that he would buy anything that he wanted if he could afford it, hence the garage full of antique, classic, vintage, collector and race cars. After recovering from his wounds and being discharged from the Army Ace worked for the CIA for many years.

Ace learned to drive sitting on his father's lap in the family Packard when he was just eight years old. He once tried to buy Nancy Windingland's 1936 Ford Roadster but she told him that he would have to marry her first. Ace replied that he would have to think about that. The car now belongs to NVRG member Art Zimmerli (who did not have to marry Nancy).

Some years ago Ace called to tell me that he and his brother went to the Owl's Head Museum auction in Maine and bought four cars for \$250,000 with a personal check. These were a 1947 Lincoln Continental Convertible, a 1949 Chrysler Town and Country, a 1929 Bentley and a 1956 Pontiac Safari Station Wagon.



Ace and one of the Bentleys he owned over the years.

Ace enjoyed racing his cars and was a founding member of a group that helped build the Marlboro Race Track in Maryland.



Ace Rosner – An American Original

After losing his arm Ace spent a year at the old Walter Reed Army Medical Center in DC. It was at the new Walter Reed National Military Medical Center in Bethesda that he passed away at the age of 94 of congestive heart failure. He will be buried in Arlington National Cemetery next to his brother Larry who passed away last month. Larry was with Ace at Anzio in 1944 when he was wounded.

**CELEBRATING 75 YEARS OF THE 1936 FORD**

The NVRG is fortunate to have many outstanding cars owned by our members. The 1936 model year is particularly well represented by following owners and their vehicles.



**Jim Crawford  
Standard 3 Window Coupe**



**Dick McIninch  
Deluxe Fordor Sedan**



**Steve Ross  
Standard 3 Window Coupe**



**Edna Cross  
Standard 5 Window Coupe**



**Rick Parker  
Lincoln K Convertible Sedan**



**Art Zimmerli  
Deluxe Roadster**



**Jim Cross  
Deluxe Roadster**



**Steve Pieper (Steve's father Wil shown)  
Deluxe Roadster**



**Art Zimmerli  
Deluxe Phaeton**



**Rob Doudrick  
Standard Tudor Sedan**



**Buzzy Potter  
Deluxe Convertible Sedan**



**Art Zimmerli  
1 1/2 Ton Truck**



**Barry Frise  
Deluxe Convertible Sedan**



**Buzzy Potter  
Standard Fordor Sedan**

1936 Fords and members not shown are Mike Gall (5 Window Coupe), Wayne Handy (Tudor and Convertible Sedan) and Bruce Mazzie (Sedan Delivery).

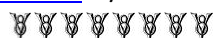


**For Sale** – Original 1949 Ford Fordor. Original – 37K mi ( unverified) – 2<sup>nd</sup> owner – original title – 239 flathead runs good after tune-up but smokes (needs rings & bearings before any extended trips) – 3 speed shifts very smoothly – original black paint, looks good from 20' – only rust is hole in driver's side rocker – no rust in floor or trunk – excellent chrome – all original interior in very good condition – radio (not hooked up) – glass very nice; no scratches or bubbles but drive's side wing is broken – BF Goodrich Silvertown wide whites with lots of tread, spare like new – jack & tire tool; original tool bag from dealer but no tools – very nice driver, or show quality with little effort. Asking \$5,900 or close offer.

**Russ Redshaw** [russredshaw@yahoo.com](mailto:russredshaw@yahoo.com) 11/11



**For Sale** – 1939 Ford Standard Coupe – Restored by previous owner between 1972-1978 (body off). Car driven to V-8 local and National Meets all over the west coast and as far East as Charlotte, NC from 1978 to 1989 before owner died. Car parked in daughter's garage and seldom driven from 1989 to 2010. No evidence of previous rust repair or accident damage. Paint is medium green acrylic lacquer and is very good for its age. Interior is original style mohair and is serviceable but not perfect. Wood graining is good. Gone completely through the fuel, hydraulic, and electrical systems (still needs some electrical attention). Engine is period correct and does not smoke or burn oil. Comes with very desirable Columbia Overdrive system (system is for 46-48 models). Comes with a 40 year collection of new and used parts and 40 years collection of literature, trophies and event badges. Call or email for parts lists. **Don Fowler**, Summerfield, NC, 336-644-1918 or [drfmwf@triad.rr.com](mailto:drfmwf@triad.rr.com) 8/11



**For Sale** – **Price Reduced!** 1951 Ford Convertible – rebuilt flathead engine with dual exhaust, headers and glass packs. New wiring harness. Engine has 499 miles on it. Red with new black top and upholstery installed in 2004. Asking \$25,000. **Tom Shaw** –

Leesburg, VA – 703-771-9374 09/11



**For Sale** – 1951 Ford F1 Panel Truck – 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 – 540-635-6865 (P) or 703-408-8372 (c) 11/10



**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. **Melvin Carroll**, 703-575-0896, Great Falls, VA, 03/11



**For Sale** – 1949 Mercury 4 door, 3 speed w/od engine runs; good brakes; most glass good; doors removed, blasted, primed, no "patching," back on car; floors are solid, small hole repaired; trunk good; rockers solid; frame good; nosed & decked, doors shaved, frenched headlights; most of car in primer; sheet metal very straight; new bumpers in wrapping; new gas tank; windshield visor; have all parts for original car; needs lower body work, lower fenders and dog legs; needs interior; needs exhaust \$5,500 firm – **Dean Russell** [deano@cust.usachoice.net](mailto:deano@cust.usachoice.net) 5/11



**For Sale** – 1941 Ford Convertible. In good condition. Asking \$25K OBO. **Henry Brown**, (H) 703-941-5263, (C) 703-303-7307 5/11



**WAKE UP YOUR ENGINE!** '37-'40 owners – I rebuild distributors using NOS 11A shaft and weights for a better advance curve. Better starting, improved acceleration and slightly better mpg. Cleaned throughout, lubed and precisely timed. Prices vary accord to parts needed - \$85-160, without caps and coil. References plus money back if not satisfied. I can rebuild 32-36 also with the original weights. **Cliff Green** 703-426-2662 [cliffgreen@cox.net](mailto:cliffgreen@cox.net) 12/11

**Automart** continued on next page

Automart continued from previous page

**For Sale** – 1950 Ford Custom Fordor. V-8 and O/D. 42,765 mi. Twin side view mirrors, chrome wheel covers, and skirts. Immaculate chrome, excellent upholstery, no apparent rust. Good paint with a few thin spots. Original 6-volt system, electric fuel pump and duals. **Bob Kelly**, Arlington, VA. 703-536-8583 or [bob43jeep@aol.com](mailto:bob43jeep@aol.com) 7/11



**For Sale** – two club jackets – \$5 ea. XI and Med – **Frances Jenkins**, [maey00@comcast.net](mailto:maey00@comcast.net) 7/11



**Wanted** – 42-48 crankshaft pulley. Contact **John Ryan**, [john@ryanweb.com](mailto:john@ryanweb.com) 703-281-9686 or 301-469-7328. 6/11



**Wanted** – 1935 Front Perch Bolts – **Nick Arrington** - [nta1153@verizon.net](mailto:nta1153@verizon.net) 11/11



**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



### 2012 NVRG CALENDARS & T-SHIRTS

**NVRG T-Shirts** – We’re getting ready to order NVRG T-shirts again. As before they’ll be athletic gray with the NVRG insignia and pocket on the front and a large club logo on the back. Price TBD.






Front pocket and NVRG insignia



NVRG logo on back

Reserve a T-shirt or calendar today by email, mail or phone from Mark Luposello:

-  [drspdracer@aol.com](mailto:drspdracer@aol.com)
-  1027 Bellview Road – McLean, VA 22102
-  703-356-3764

If paying by check make the check payable to “NVRG”

**NVRG 2012 Calendars** – They’re going fast! Don’t miss out on the NVRG 2012 calendar featuring

a dozen NVRG Members’ vehicles never before featured in our calendar.



The calendars cost \$15 (you pick up) or \$20 (mailed). Calendars will be available for pickup at the January general membership meeting on the 10<sup>th</sup> or by contacting Mark Luposello.

### WELCOME TO THE NVRG

Bill and Sheri Wilkinson  
 260 Gretna Green Court  
 Alexandria, VA 22304  
 703-627-9918  
[bwilkinson461@aol.com](mailto:bwilkinson461@aol.com)  
 1939 Deluxe Coupe  
 1935 Deluxe Slant Back  
 1935 Slantback



Here is the latest photo of the ‘35 I have been working on. Just had the wheels powder-coated. After I get done with this one, I will get on the Dearborn blue ‘35 deluxe two door that I have in Hickory N.C. currently being painted. That car was not this nice to start with. It was my Dad’s beater – he drove it to the airport when he worked for Eastern years ago back in the 60s and 70s. When I get done with it I hope it will be as nice as this one. Look forward to meeting you soon. Most of my collection of V-8s and 60s and 70s muscle cars are drivers except for the ‘70 Boss 302. I also have a driver 1923 Model T touring car (stock) that is also a driver.

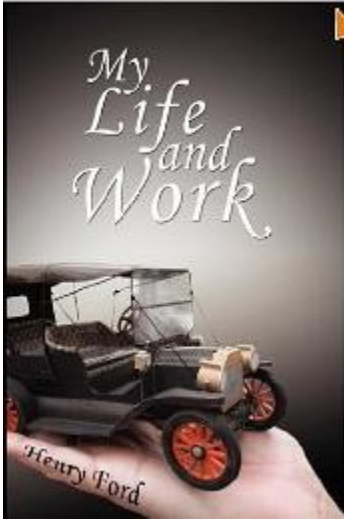
/s/ Bill Wilkenson



**MY LIFE AND WORK**

By Henry Ford

Reviewed by Dave Westrate



My wife, Barbara, found this book on Amazon and bought it for me. It is an anthology of Mr. Ford's writings consisting of 19 chapters and 173 pages. I believe all of the material was written prior to the Second World War, as he refers only to "the World War" and

there are no mentions of the flathead V8 era.

Ford covers a wide range of issues in the book from business, production, quality, wages, money, charity, political systems and in Chapter XVII "things in general." What I found most interesting was to read his own words in great detail about how he thought and how the Ford Motor Company developed.

He carries on continuously about how important "work" is for everyone – to be "productive." The other underlying theme is that he and the company were about "service" not about "profits." I am not sure I buy that line 100%, but it comes up over and over in the book.

While speaking of the role of business and government, he says "We cannot live without business and we cannot live without government. Business and government are necessary as servants, like water and grain as masters they overturn the natural order." At another point he states that "most men know that they cannot get something for nothing. The ordinary theories which promise everything to everybody and demand nothing from anybody are promptly denied by the instincts of the ordinary man."

I have heard for years about the \$5 per day minimum wage put in place in 1914. Mr. Ford's explanation reveals that this was a very complicated program that combined regular wages with a profit sharing scheme that together would not fall below \$5 a day and for more skilled senior workers it could

be up to \$6 per day. To be eligible for the program, you had to meet one of three criteria.

1. Married men living with and taking care of their families
2. Single men, over 22 years of age, who are of proved thrifty habits
3. Younger men, under 22 years of age, and women who are the sole support of some next of kin

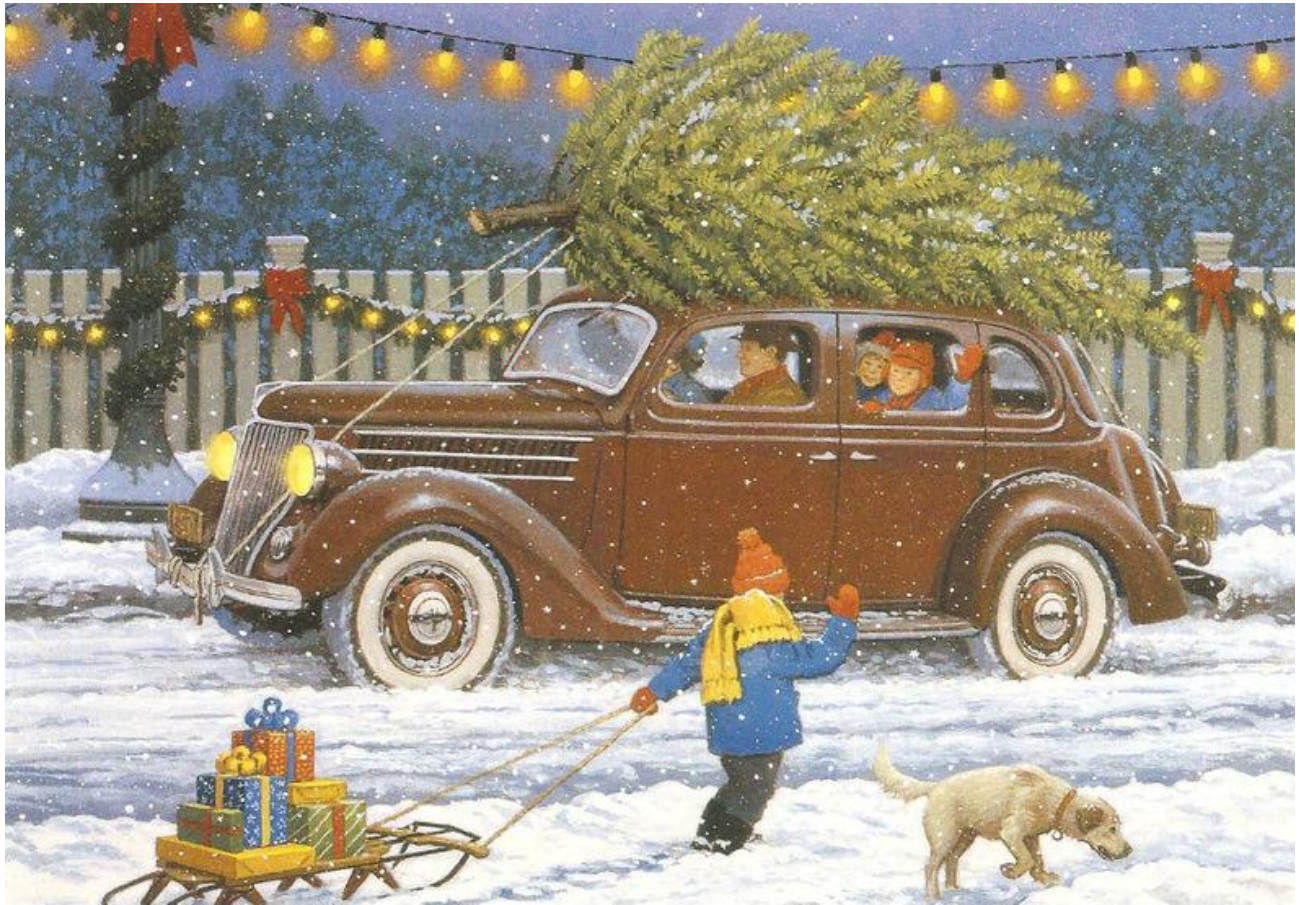
Ford Industries, as he called it, was also big on hiring handicapped people – "as every man could do some work" (except for what he called "idiots" meaning the mentally ill). He describes a big study of all nine thousand plus jobs to see which could be done by "substandard" men. It turned out that there were more jobs identified that could be done by challenged people than people who needed them. Ford actually employed 123 who had crippled or amputated arms, forearms or hands. "One had both hands off." There were four totally blind men, 207 blind in one eye, 253 with one eye nearly blind, 37 deaf and dumb, 60 epileptics, four with both legs or feet missing, and 234 with one foot or leg missing.

My favorite chapter was about the tractor and power farming. In 1917 the "Fordson" tractor was not even in production in the US when the British government made an impassioned plea to Ford to make their tractors for use in Britain, as they could not feed their population during the war with conventional farming methods. They asked for Charles Sorensen to come to England and build 5,000 tractors and they would pay \$1,500.00 each. Sorensen and Ford replied yes, but that they would only cost \$700 each. They produced these tractors in record time.

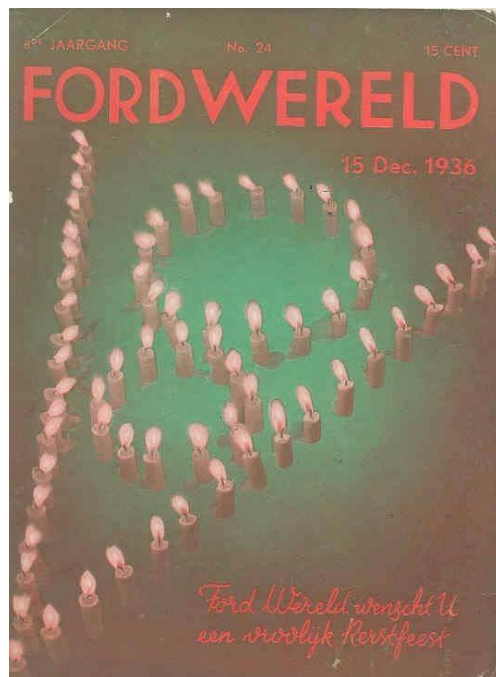
This book is full of interesting details, and I recommend it highly. I also just completed a great companion book, The Company Town by Hardy Green, published by Basil Books. It describes the company towns that grew up around a particular industry or product – such as Maytag, Corning glass, textiles, oil in Texas, copper, coal, Ford, IBM, Chicago meat packing, Kohler, Pullman train cars, and Oakridge, Tennessee (U235). It includes a discussion of the modern company towns of Google and Microsoft. We do indeed have a rich history.



## CELEBRATING CHRISTMAS IN 1936



What better way to get in the Christmas spirit than loading the family up in your new 1936 Ford Fordor to haul home your Christmas tree?



Ford World magazine – Dutch edition – provided by Dave Gunnarson



1936 Coca Cola Christmas ad – [read more about it here](#) – much of the original art work is on display in Coca Cola headquarters in Atlanta



# NVRG Calendar



<u>December</u>	
3	NVRG Holiday Gala – Country Club of Fairfax
13	<b>REMINDER! No December meeting – see you next year.</b>
27	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>January</u>	
1	Happy New Year!
10	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Steering Systems in the Flathead Era – <b>Cliff Green</b> is coordinating inputs for a Power Point Presentation – bring your examples: everything from steering wheels to spindles welcome. Contact Cliff ( <a href="mailto:cliffgreen@cox.net">cliffgreen@cox.net</a> or 703-426-2662) to participate. – <b>Refreshments:</b> TBA
24	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
31	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>February</u>	
17	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> TBA – <b>Refreshments:</b> TBA
19	<b>39<sup>th</sup> Annual Old Train and Car Day</b> at Clem and Sandy Clement's. More details to follow.
24	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## YOUR 2012 NVRG DUES ARE DUE!



NVRG 2012 dues are payable by December 31 and now being collected. Dues remain at \$15 for one year. Three easy ways to pay:

- ✚ Send a check made out to “NVRG” to David Gunnarson, Membership Chair, 10707 Ellie’s Court, Fairfax Station, VA 22039
- ✚ Hand him the check/money at Hershey or our next membership meeting.
- ✚ at our Holiday Gala.

Let him know if you need to update your membership roster information, i.e. address, email, phone, cell, etc. Also changes in the cars you own. N.B. Remember you must also be current on your National membership dues.



## Board of Directors NORTHERN VIRGINIA REGIONAL GROUP



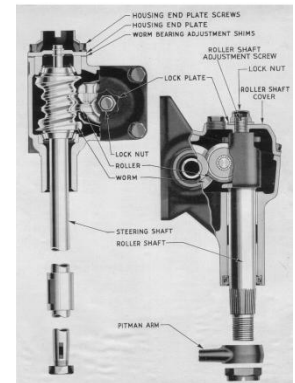
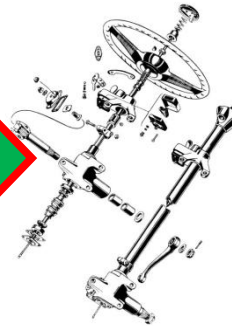
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Vice President	<b>Jim McDaniel</b>	703- 569-6699	FFX Show	<b>Dave Westrate</b>	703-620-9597
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Tours – Assist	<b>Hank Dubois</b>	703-476-6919	Web Site	<b>Rick Parker</b>	301-279-7145
Programs	<b>Eric Sumner</b>	703-860-1916	Newsletter	<b>Ken Burns</b>	703-978-5939

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

### January Program: Ford Steering Systems

**Mark your calendar! The January Meeting is on Tuesday, January 10<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**



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

## FIRST CLASS MAIL