

Northern
Virginia
Regional
Group



Value Clatter



Northern Virginia Regional Group - Early Ford V-8 Club of America

www.nvrg.org

Volume XXXIV, No. 1

January 2012

Ken Burns - Editor

2011 HOLIDAY GALA

By Jim LaBough, Photos by Editor



The passing of another wonderful year of Early Ford V-8ing was marked by the gathering of NVRG members for our annual Holiday Gala. This year's festivities took place at the Country Club of Fairfax, courtesy of Cliff and Sandra Green. The presents for our traditional holiday gift swap were arrayed in front of a side table with a unique lighted woodie display provided by Cliff Green. A room full of seasonal decor was highlighted by tables whose centerpieces were provided by Dave and Sarah Gunnarson. Each place setting included a pamphlet describing Ford logos throughout the company's history, complementing the Ford ovals in the centerpieces. (See page 4 for more info. Ed.)

Beginning at 6 pm members circulated around the room sharing holiday greetings and discussions of friends, family, and the events of the year. The holiday attire of everyone in attendance added to the seasonal atmosphere. We were fortunate this year to have several of our legacy members present as well as Buzz and

Gala continued on page 3

UP FRONT WITH THE EDITOR



Happy New Year to everyone! First off I'd like to take a moment to thank all of you who contributed to the *Valve Clatter* last year. Being the editor is kind of a mixed blessing – it's a lot of work but we've got a wonderful bunch of great writers and photographers in the NVRG who continue to provide me lots of content that makes the *Valve Clatter* one of the best Regional Group newsletters year after year. Since there's always a chance I'll miss someone let me apologize in advance just in case my record keeping isn't as thorough as it should be. So here goes anyway:

Hank Amster, David Blum, Wayne Chadderton, Chad Coombs, Clem Clement, Hank & Cindy Dubois, Al Edwards, Joe Freund, Barry Frise, Dan Gillenwater, John Girman, Cliff & Sandra Green, Dave Gunnarson, Von Hardesty, Tommy Harper, Jane Helms, Jim LaBaugh, Dean Larson, Beverly Lumpkin, Mark Luposello, Jim McDaniel, Mike Mote, Jim Nice, Rick Parker, Steve Pieper, Alan Ponton, Keith & Susan Randall, Maury Rausch, John Ryan, Bill & Liz Simons, Eric Sumner, Bill Tindall, Dave Westrate, Bob & Jane Wild, Bill Wilkinson and Steve Zimmerli.

Wow, that's a lot of folks who have helped me during the past year. If you haven't get a chance to send me something yet, don't despair, there'll be plenty of opportunities in 2012. Don't worry if you aren't computer savvy – I can cut and paste from your email, key from paper copies or scan your pictures. If you send stuff electronically don't worry about formatting because I'll do that as well. I'm sure all of you have something that's worth sharing with all of our NVRG members. Why not give it a try?

THE PREZ & HIS RIDE

The President and Fords, Lincolns and Mercurys

By Editor

Back in the November issue I ran the first of this series about past presidents and their relationships

with various Ford products, both their personal cars and official vehicles. President Roosevelt owned a couple of Ford V-8s and the Sunshine Special, a specially modified 1939 Lincoln K Convertible Sedan, was his primary official vehicle. President Truman assumed the presidency after FDR's death and continued using the Sunshine Special though out his years in office, a pretty good deal for the taxpayers. There are numerous photos of President Truman and other notables in the Sunshine Special. Here are just a few.



President Truman waves to the crowd from the Sunshine Special during the Navy Day Parade, October 27, 1945, in Washington DC.



President Truman, NYC Mayor Fiorello LaGuardia and Admiral William Leahy render a salute during the 1945 Navy Day Parade.



President Truman and Vice President Alban Barkley in the Sunshine Special in Washington, DC, November 4, 1948.

Rides to be continued...

Gala continued from first page
 Ginny Potter who were able to join us for the first time in several years.



Char McDaniel (L) and Delores Javaras (R) talk with legacy member Louise Vincent



Legacy member Evelyn Coombs (L) talks with Marge Pauly (R) while in the background Evelyn's son Morgan talks with Don Pauly.



Legacy member Jane Wild catches up with Buzz Potter. Also at the table are Elyse Kudo (L) and Ginny Potter (R).

At the appropriate time, when everyone was seated, Vice President Jim McDaniel, in customary kilt and kit, began the gala with a welcome, noting that Club President John Sweet and First Lady Shelley were not in attendance because they were on their honeymoon in Europe.

Jim then turned to Dave Westrate to provide the invocation, which included a moment of silence for Chad Coombs who have passed this year along with other members we have lost in previous years.



Jim McDaniel stands in for the honeymooning John Sweet and welcomes everyone to the 2011 Gala.



Dave Westrate provides the invocation and a moment of silence for all members lost over the years.

As the dinner was served, the sound of much laughter and pleasant conversation added to the warm glow of room.

Tables arranged in a semi-circle around the cluster of gifts for exchange provided the stage for Master of Ceremonies, Bill Simons, to finish out the evening activities after desert.



Master of Ceremonies Bill Simons notes the rules of engagement for the gift exchange.

First, Bill initiated the singing of Happy Birthday in celebration of Ginny Potter's birthday. Then he noted the rules of engagement. Those who brought gifts to exchange were chosen by lottery, one at a time, to pick an unwrapped gift and either keep it or exchange it with a previously opened gift. A variety of gifts including Ford literature and memorabilia, auto-related items, as well as items of greater interest to the ladies in attendance, provided considerable suspense as it was not obvious from package wrapping or size what would be revealed when opened. Many gifts changed hands many times, with running commentary by Bill that added to the enjoyment of one and all. He also assisted in the unwrapping of gifts by use of a small knife when ribbon or tape was misbehaving. Of course when Jim McDaniel opened the gift he selected, he produced a

Gala continued next page

long dirk from the belt on his kilt to administer the required coup de grace. The large holiday display of the lighted woodie and tree provided by Cliff Green served as the backdrop for the unveiling of each gift, a fair number of which remarkably also were woodie-related.



Liz Simons opens one of the evening's most sought-after gifts – a folding chair with the familiar Ford oval logo on it.



Bill Potter shows off the neat Buick Skylark Convertible model he drew.

At the conclusion of the gift exchange, the evening came to a close with Dave Gunnarson presiding over the awarding of the beautiful centerpieces at each table by lottery. Many exchanges of holiday best wishes punctuated the event as the crowd applauded those responsible for this wonderful event. Thanks again to Cliff and Sandra Green, Dave and Sarah Gunnarson, and M.C. Bill Simons who all helped to make this a special conclusion to the Early Ford V-8 year of 2011.

FORD LOGO THROUGH THE YEARS

History of the Ford Logo through the Years

By Dave Gunnarson

The Ford oval trademark is one of the best-known corporate symbols in the world and has been in regular use for over 100 years. The script trade-

mark dates back to the very beginning of the company when Henry Ford's engineering assistant developed a stylized version of the words "Ford Motor Company".

1903



In 1903 Henry Ford's engineering assistant and right-hand man, Childe Harold Wills, who in his teens had earned money by printing business cards, learned that Henry was looking for a logo for his new company. Using his old John Bull printing set and a typeface he had used for his own visiting cards, he came up with the first Ford Motor Company logo. The script lettering was first used on company communications in 1903 but the first production car, the Model A, received special treatment. Ford produced the first logo for the car, complete with an art nouveau border – very fashionable at the time.

1906



By 1906, a more developed form of script appeared with long-tailed "F" and "D" letters and known as the "script with wings". This logo was used on all Ford cars up to the end of 1910. In 1909, Childe Harold Wills, Ford's first chief engineer and designer (who also help to design the Model T), used a script font that he created to make his own business card, to create the Ford logo. This is the lettering that is still in use today. The Ford script trademark was registered at the United States Patent Office in 1909.

1912



In 1912, the Ford logo made a complete change over to a very simplistic oval design. For a brief time, Ford did move away from the oval design and used a winged triangle design on their cars. Originally designed to symbolize speed, lightness, grace



and stability, the logo was produced in orange or dark blue and carried the words "The Universal Car". Henry Ford disliked the design and swiftly discontinued its use.

1927



The new Model A for 1928 was the first Ford vehicle to carry the Ford oval as a radiator badge. With the familiar deep royal blue background that we know today, the logo was used on many cars until the end of the 1950s. Although used consistently on company communications, the Ford oval badge was not used on Ford vehicles again until the mid-1970s.

1957



The company has experimented with different shapes going from ellipse to circle, and even a diamond like shape in 1957.

1976



The 1976 logo was essentially, the last major change in the symbol, and is very similar to their current logo.

Author's note: One source claims "the first to be longer and thinner was from about 1961, at least by the time when the '62 model year was introduced, according to some magazine ads from that time, while the first blue oval that was rather short and stubby was from between 1928 through 1960".

2003



This last logo is the blue oval that Ford released in 2003 in honor of the 100 years Ford Motor Company. It is named the "Centennial Blue Oval."

A Unexpected Gift

By Bill Simons

Several weeks after Vern Parker distributed his syndicated newspaper/internet story about the restoration of my 1949 station wagon, he received a call from the Houston Texas paper that carried his column saying a reader wanted to get in touch with him. Vern responded to the gentleman who said that he had a "Ford spotlight still in the original box" that he wanted to give to the owner of the 1949 wagon in the newspaper article. Vern called me and gave me the man's email address. Enclosed is his interesting letter along with a picture of the light in my glove box. I sent him this picture with my "thank you" note, also showing him two other items unique to this car: a shiny 1948 penny and a 50's style brass lipstick case, both items found buried in the front seat when I removed it from the car some 10 years ago. And yes, I did send him \$10.00 for postage. There's no telling where Vern's stories will lead!



ELING CORPORATION COMMERCIAL REAL ESTATE

John F. Scales
11711 MEMORIAL DRIVE, SUITE 31
HOUSTON, TEXAS 77024

Tel (713) 973-9575 Cell Phone (832) 247-5950 E-Mail: Elingcorp@comcast.net FAX (713) 974-0468

Dear Mr. Simmons,

I have had this plug in light for over 61 years. It came with the car when my Father bought the car in about 1950. He used it as a company car when he had the North American Van Lines agency in Van Nuys California. The car and the plug in light passed on to me when I went to the University of Arizona in Tucson in 1958. I dated my wife using this car in 1960. She went home to Bogota, Colombia in December 1960. Afterwards I sold the car and went to Bogota where we married in April 1961. Somehow, my wife and the light stayed with me from Tucson to Bogota, Lima Peru, Portel Brazil, Panama City Panama, Mexico City and back to the USA years later. I kept the light in a box all those years along with a Model 1919 Germar Luger. I wouldn't want to try that on the airlines today. We have now passed 50 years of marriage. I'll keep my wife, you can keep the light. If you want to send me \$10 for my effort, that would be fine. I feel satisfied that my keepsake is in good hands.

Sincerely,

John F. Scales

E-Mail Bag continued next page

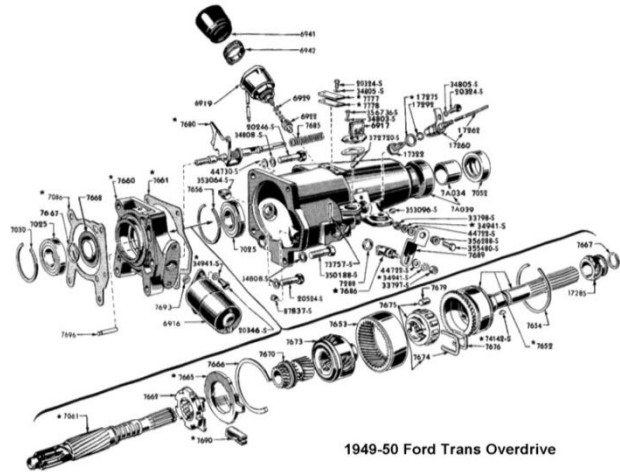
Distributor Upgrade

By Keith Randall

I became interested in upgrading my car's distributor following a presentation by Cliff Green at a recent club tech session. After learning about the improved performance that a #11A distributor provides over a #68 model, I decided to give it a try on my 1938 Ford.

Because I am a 'hands on' kind of guy, Cliff was gracious and patient enough to guide me through the upgrade process. He has all the parts and tools necessary to do a first rate job of upgrading and restoring a distributor to a like new condition. I learned a lot about the functioning of the early Ford V8 distributor. Best of all, my '38 now starts right up whether the engine is hot or cold and the pickup while driving is improved as well!

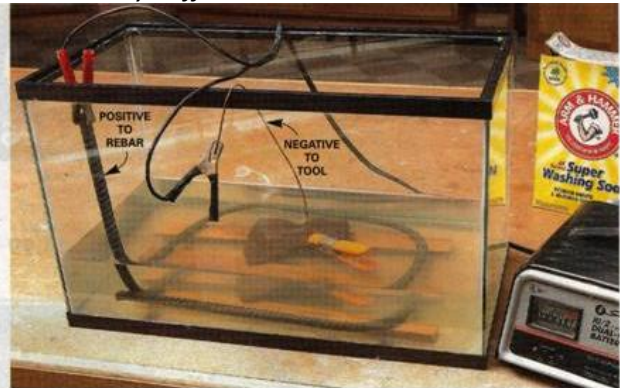
I would highly recommend that anyone wanting to have their 1937-1940 distributor upgraded to the #11A advance curve, repaired, or have the dwell and timing set correctly check with Cliff.



1949-50 Ford Trans Overdrive

Another Way to Remove Rust

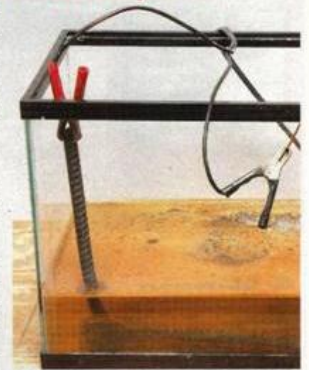
Submitted by Cliff Green



Electrolysis—not just for hair removal anymore!

I read about this rust removal technique in *American Woodworker* magazine several years ago and decided to give it a shot. It seems like something you'd see on "MythBusters," but guess what? There's no myth busted here; it really works. I'd like to explain all the neutrinomistic-plasmatomical physics involved, but, um...I just don't have the space, so I'll just tell you how to do it.

You'll need a plastic or glass container deep enough to hold enough water to cover your rusty item. And you'll also need a battery charger, a \$3 box of washing soda (found with the laundry detergents at just about any big grocery store), a short copper wire and some rebar bent to fit around the object you're restoring. Hook everything up as shown and walk away. Tomorrow morning you'll be amazed to see how rust-free Grandpa's old hatchet is. It gets rid of most of the rust, but you'll still need to polish with sandpaper, steel wool or Scotch pads to get down to bare metal.



This gunky water is actually quite safe, although I wouldn't use it to mix cocktails. It can be dumped down any drain.

When your kid comes home telling you about the science fair project, baby, you are ready! Only you still have to figure out that science-y stuff for the display. And by the way, don't e-mail me for help with *that*—I'm really busy.



TECH TALK

An Overdrive for My Woodie

By Bill Simons



John Ryan and I installed an overdrive transmission in the '49 woodie in my garage on December 10th. Steve Groves built the transmission for me and did a beautiful job! John and I did the heavy lifting while Steve supervised. This improvement will provide a much quieter and less stressful ride down the interstate than my current 4:27 rear end ratio. With a 70% under drive ratio that will give me a final drive ratio of 2.989 while cruising down the highway. I can't wait for Spring to come!

CELEBRATING 75 YEARS OF THE 1937 FORD

A phrase currently in vogue in the business world today is the “Next Big Thing.” Ford certainly had a “Next Big Thing” in 1936 with the introduction of the Lincoln Zephyr and followed up in 1937 with another “Next Big Thing” with the announcement on November 6, 1936, that it would offer two engines in its 1937 cars; its legendary 85 horsepower V-8 and another smaller 60 horsepower “economy” V-8. The V-8 60 wasn’t actually “big” nor was it entirely “new” since it had been used in Fords built in England and France for over a year. V-8 60s were offered only in Standard models.



A DeLuxe Touring Sedan runs up on the dynamometer before leaving the assembly plant for a dealer's showroom.



Henry and Edsel with the slightly up-dated 1937 85 horsepower engine on the left and the “new” 60 horsepower V-8 on the right.

V-8 60 Standard Models

5 Window Coupe	\$480
Tudor Sedan.....	\$495
Tudor Touring Sedan	\$520
Fordor Sedan	\$555
Fordor Touring Sedan	\$580

The 1937 Fords were officially introduced to the public on November 11th at the Hotel Astor in New York City and first went on display in dealers showrooms on the 14th.



1937 Fords move down the assembly line just after the steering wheels, horns, front bumpers (in background) were installed.

FOR THE LADIES



What do you think the story is here? Both women have on the same coats (leopard fur?) and hats, and looks like shoes too. Could they be twins or participating in a fashion show? They are across the street from a church, maybe arriving for a function there? However, there is a dog greeting them so this might be home. It is winter since the leaves are off the trees, but mild as their coats are not buttoned up. The outfit is a little outlandish for today's styles, but they have a good choice in transportation. That's a nifty 1937 Convertible Sedan, the top of the line Ford (base price of \$790 without all those accessories). It has soft leather seats, equipped with a radio, a rare accessory for the era, and white walls! I think it probably has a heater too since the car obviously was driven in a colder climate. The size/resolution of the image makes it impossible for me to distinguish the state on the license tag.

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART

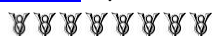


For Sale – Original 1949 Ford Fordor. Original – 37K mi (unverified) – 2nd owner – original title – 239 flathead runs good after tune-up but smokes (needs rings & bearings before any extended trips) – 3 speed shifts very smoothly – original black paint, looks good from 20' – only rust is hole in driver's 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 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 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 – 1937 Lincoln Zephyr Fordor due to storage issues. Excellent body, new paint, rebuilt V-12 engine. Good original upholstery. Original radio and heater. \$15,000. **Owen Beeder**, 703-532-5644 (H) or 703-308-8899 (W) Falls Church, VA, 01/12



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 5/11



Free – 10' x 30' car canopy that I no longer need. Bought from Cookie's canopies at Hershey and is about 8-9ft high. It may need a pole or two (available at Home depot or Lowes) but it is otherwise complete. Free for the hauling. **Jason Javaras** – 540-786-5819. Fredericksburg, VA. 01/12



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

Automart continued on next page

Automart continued from previous page

can rebuild 32-36 also with the original weights. **Cliff Green** 703-426-2662 cliffgreen@cox.net 12/11



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 7/11



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



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



Wanted – 1935 Front Perch Bolts – **Nick Arrington** - nta1153@verizon.net 11/11



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

WELCOME TO THE NVRG

Jesse Arrington (Nick's son)
1249 Difficult Creek Road
Bedford, VA
piledriver1249@live.net
1935 Pickup

Ray Lambert (Nick's friend)
1212 Occoquan Road
Woodbridge, VA 22191-1006
1933 Ford

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

 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.

HELP NEEDED

From Dave Gunnarson

I just got off the phone with Chris Regan who owns a 1950 Ford. He received the car from his father-in-law last year and he wants to get it running. It's fully restored and starts but doesn't keep running. He says it also needs a new choke cable and an emergency brake cable. Chris is looking for suggestions on where he could take his car for repairs. I told him that I thought we could come up with some suggestions for reputable repair shops. I also said there may be some of our club members that would be willing to look at his car first and see if the problems can be diagnosed and maybe fixed before he sends it somewhere.

Chris Regan
Mt. Vernon
202-255-2943

He mentioned that he will soon be the caretaker of a 1932 flathead and there is a 1934 pickup and 1941 coupe in the family as well. I will send him a membership application.



OLD CAR AND TRAIN DAY

SUNDAY FEBRUARY 19, 2012

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





NVRG Calendar



January	
1	Happy New Year!
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Steering Systems in the Flathead Era – Cliff Green is coordinating inputs for a Power Point Presentation – bring your examples: everything from steering wheels to spindles welcome. Contact Cliff (cliffgreen@cox.net or 703-426-2662) to participate. – Refreshments: Dave Gunnarson
31	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
31	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
February	
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBA – Refreshments: TBA
19	39th Annual Old Train and Car Day at Clem and Sandy Clement’s. See page 10 for details.
28	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
March	
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBA – Refreshments: TBA
23-24	42 nd AACA Sugarloaf Region Swap Meet at Frederick Fairgrounds. For more information contact: Robert Clubb, Call 301-831-0300, E-mail smraaca@aol.com , or Fax 301-831-5144
27	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

YOUR 2012 NVRG DUES ARE PAST DUE!



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

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

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



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 – Assist	Hank Dubois	703-476-6919	Web Site	Rick Parker	301-279-7145
Programs	Eric Sumner	703-860-1916	Newsletter	Ken Burns	703-978-5939

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

January Program: Flathead Steering Systems

Mark your calendar! The January Meeting is on Tuesday, January 10th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA

Cross Section of Steering Gear: 1937-48

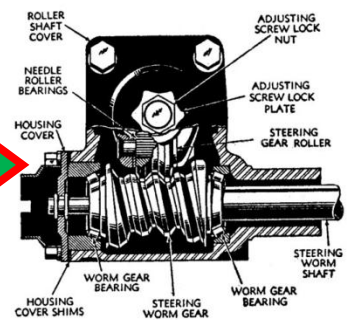


Figure A



FIRST CLASS MAIL

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