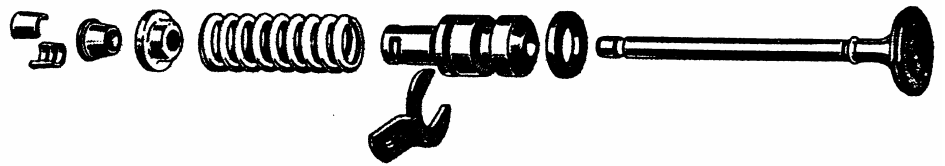




Valve Clatter



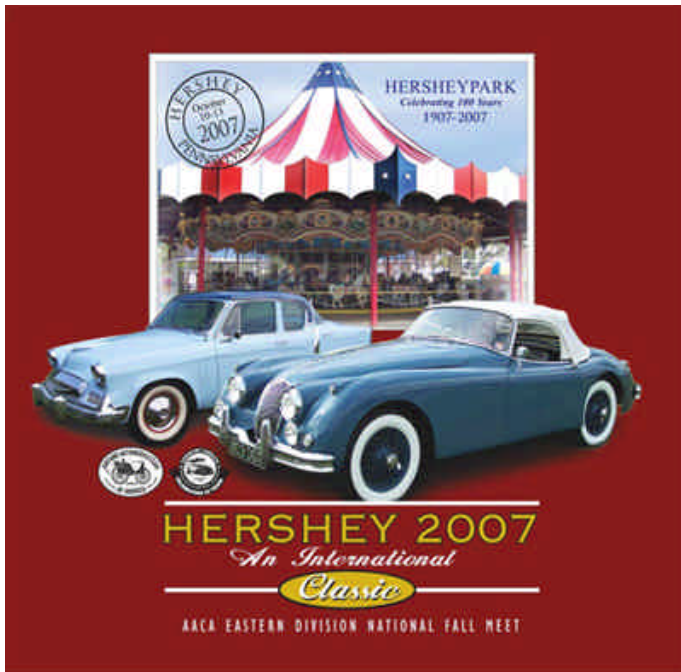
THE EARLY FORD V-8 CLUB OF AMERICA Regional Group 96

NEW WEB ADDRESS: www.nvrg.org

Volume XXIX, No. 10

October 2007

Cliff Green Editor



Once again the world descends on HERSHEY. For the NVRG it is a time to associate with members and old car friends, and have a great time talking about our favorite thing – Flatheads!

The camp site “V8 Howler”, will be in the same place as in past years – behind the farm house, across from the stadium, by the back stop and the spring pond. Look for the NVRG banner. Social hour 3-5:45. Then we all proceed to eat at the Penn Hotel which has been the choice dining experience for over 25 years!!

After the prime rib and the beer we retire to view the car carroll on Wednesday and the car auctions on Thursday & Friday.

If you wish to join our camp site for overnights or make a reservation with the NVRG for dining, you must contact Cliff Green. On Thursday at the Penn we have a table for 30 and it fills up fast!

Go the AACA web site <http://local.aaca.org/hershey/fallmeet.htm> and check out the arrangements of the Green and Orange fields. It look like the spaces will be in front of the Giant Center right across the street from the camp site. Also the Car Corral looks to be

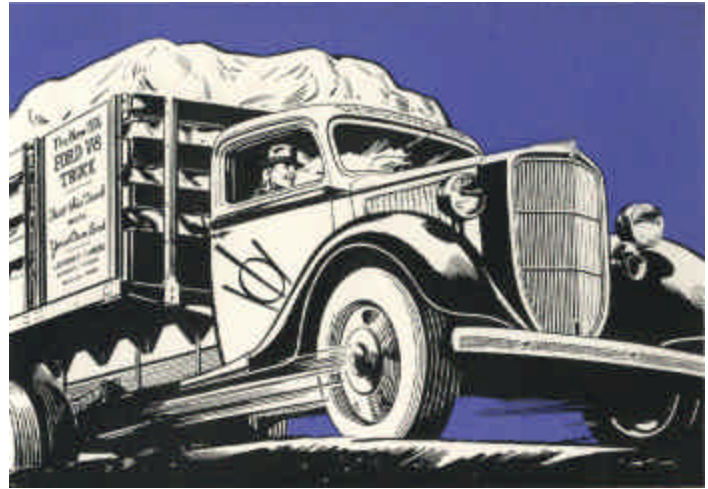
around the perimeter of those fields. If so, we shall have the best access yet to everything.

If you are day parking pull into the first field on your left as you arrive – this will be the road to the left prior to the Giant Center. I can not emphasize enough an early arrival. \$10 will get you in for the day, but no overnight unless you continue to the far end behind the farm house were we are camped. Years past, overnight vehicles associated with our site have been left alone. It can stay parked as we will have two vehicles with camping passes to go in and out.

Walkie-Talkie freq is 5-8. Green’s cell is 703-346-1458. For those who want the complete member cell list contact me.

Lumpkin CC-88; Crawford CP-67; Coombs C3E-31; Hill CU-70; Blum C3C-25; Wheilhan CP-61; Clem OBF-59
You can leave heavy packages with these men to pick up later, also to sit and chat a while.

Bring a back pack and drinking water. Comfortable shoes are a must as all the fields are not asphalt!



October 2007

The cooler days of late summer and early fall have finally arrived. With the change in season brings my favorite time of year – the fall AACA Hershey meet. This is the Mecca of old car parts and farts. Many of our club attend, some staying in hotels, others camping and some for just a day. It's a great time to marvel over some truly unique vehicles, pick through piles of grimy, rusty parts or just relax and enjoy the atmosphere. I encourage everyone to make the pilgrimage if you possibly can. There are details in this issue.

A great time was had by all who attended the annual picnic at Willowcroft winery. Other than being a bit windy, it was a perfect fall day. The date was a switch from the tradition of holding the picnic in place of our regular July membership meeting. Let me know how this new date worked, or didn't work for you. The board will decide the date for next year based on your input.

The Armed Forces Retirement Home 50th Antique Auto Assembly is on Saturday, October 7th this year. Each year we have a presence with some of our members attending and it brings many a smile at the Home to see some of our old cars and it's a great way to connect with our donation from the Fairfax Car show. Right around the corner in October is the Lebkicker tour and Hershey; Fall can certainly be a lot of fun.

We are still searching for an editor for the Valve Clatter for next year. We don't have anyone waiting in the wings to take over for Cliff Green, so please let me know if you have any interest at all in this important position. The Board has developed some different ideas on how to make the job easier and divide the responsibilities such as co-editors that would create a Valve Clatter issue every other month and ways of generating content and updates on a regular basis so the editor doesn't have to do it all. Also, just because we have been blessed with a wonderful and talented editor for the past ten years and bestowed with numerous national awards, this is not the expectation for the next editor. I would rather have a smaller Valve Clatter than none at all which is where we are headed at the moment.

Don't forget that the October Membership meeting will be on Tuesday October 16th at Clark House.

See you in Hershey,
Dave



VINTAGE V8 PICNIC

Jim LaBaugh

More than 30 of the Flathead Ford V8 faithful made the trip over hill and dale to the club picnic at the Willowcroft Farm Vineyards in Loudon County. Members journeyed in vintage iron by caravan from Fair Oaks while others ventured on their own to meet at the picturesque rendezvous. Chefs Greg Mensinger, Hank and Cindy Dubois, and Dave Gunnarson greeted arrivals with the fragrant smoke of the Flathead Ford Grill. While food was spread out on the many serving tables provided by Greg, members had the chance to wander the grounds and participate in wine tasting in the barn adjacent to the picnic tables. In addition to the pulled and sliced barbeque, chicken, beans, coleslaw, and sweet corn, one whole table was devoted to an incredible assortment of deserts provided by attendees.

The cool, sunny day, with breeze invigorated the crowd as they devoured the excellent food. Once the meal was over, the group went on a tour of the vineyards. The wine master and his assistant, an intern from Toulouse, France herded us all around the vines and explained the differences between grapes and how each grape is particular to a different wine. Despite the very dry conditions this summer, the grapes were faring well as their roots go to a depth of 12 feet in the well drained soil necessary for a good vineyard. Back at the barn, we heard about the harvest, where the grapes come

from the vineyard in plastic vugs (trays) that are dumped into a crusher and the grape juice is pumped into the wine-making room. White wines are fermented from the grape juice at controlled temperature in stainless steel vats before

aging in oak casks, the insides of which are charred to vineyard specifications, and help to give the wine its finishing touches. Red wines are fermented in huge plastic

tubs, with the grape skins included, at ambient temperature, then the skins are separated from the fermented wine before ageing in oak barrels.

Whites are finished in a year, while reds take more than a year to produce.

In the tasting room, V8ers could view, and sample white wines- a 2006 Seyval, 2005 Chardonnay reserve, and a 2006 Vidal Blanc - as well as reds, 2004 Cabernet Franc, 2002 Merlot, and 2003 Cabernet Sauvignon.

From their chairs on the lawn of vineyard grounds, members also viewed vintage Fords - among them were prewar, the Doudrick's '36 Tudor, the Pauley's '41 Lincoln Continental Coupe, the Burn's '41 Super Deluxe Station Wagon, as well as postwar - Leo Cummings '50 Mercury Monterey Tudor, , the Shaw's '51 Custom Convertible, the Martin's Custom Tudor, another shoebox Ford, the Girman's '53 Victoria, the Blum's '53 Lincoln Capri Convertible, Don Lombard's post flathead blue convertible, and another red and white post flathead convertible. As the crowd dispersed at the end of a vintage late summer afternoon, all of the picnic equipment was loaded into Greg Mensinger's truck and Dave Gunnarson's trailer. Their efforts and the work of Hank and Cindy Dubois to make this a memorable event was greatly appreciated by one and all.



ROAD RACE LINCOLN MEET

Lincolns from 1949 to 1957

Dave & Norma Blum

The 23rd annual Road Race Lincoln Register Eastern Meet was held at the Fair Lakes Hyatt Hotel from September 6th to 9th, 2007. Thanks to help from Sandra and Cliff Green we were able to obtain a good room rate from the Hotel. The meet is normally held in the northeast, however at the last meet in Cape Cod the group decided they would like to come to the National Capital area this year.

Most of the group arrived on Thursday and during the evening had an enjoyable dinner at Logan's Roadhouse, where an entire room was reserved for us and where we were able to renew acquaintance with friends whom many of us had not seen since last year.

After dinner we adjourned to our Hyatt hospitality suite on the 12th floor overlooking the area where the old cars were parked. During the meet the suite was frequently filled with club members chatting with each other and enjoying the panoramic views.

On Friday morning **Don Lombard** lead an eight-hour motor coach tour to Washington, D.C. which was enjoyed by all. Don is a remarkably knowledgeable and personable tour guide and even the locals on the tour were able to visit sights they had not seen and gain new information about the old familiar landmarks.



On Saturday morning, thanks to arrangements made by Dave Westrate, we went by caravan to the Udvar-Hazy Air and Space Museum. We were able to park the old Lincolns in front of the museum for photographs. There was much highly positive feedback about the Museum exhibits and the quality of the docents.

At our Concours on Saturday afternoon we had about twelve Lincolns, along with **Dave Westrate's** '39 Ford, **Ken Burns** '41 Ford, **Bill Selley's** '47 Ford and **John Girman's** '53 Ford. **Hank Amster**, **Jack Sweet** and **John Sweet** from our Club also came. The People's Choice Award for Best of Show went to Roger Bentley and his 1954 lavender convertible.

On Saturday evening we had our banquet at the Fair Oaks Marriott. The food was excellent and immediately after the desserts were eaten and the last speaker had spoken the fire alarm went off and the group hastily departed to complete the evening in the hospitality suite back at the Hyatt where they

stayed until a very late hour. Farewells were said on Sunday morning with everyone agreeing to meet again next year at the meet in Strasburg, Pennsylvania.

WALTER REED CAR SHOW - Clem

The day started with 5.7 pounds of trepidation. Mostly concerning the heat. Friday I took my 1939 Ford Peeekup over to the train show setup in Chantilly. It got there fine, and then it wouldn't start when I offered a drive to a friend and, after cooling a bit had trouble getting home. I changed a coil on the way home and later converted the ignition coil setup to an old Model A coil and some loose wire running everywhere. I fretted all night about the weather and the '39 radiator. It has an aftermarket radiator which I had flushed last week and a 14 pound system. In the early AM the weatherman said this would be a scorcher. The Model A has a clean radiator and 4 new powder coated wheels aboard. After 2 more pounds of trepidation were wasted, I rolled in Smokey the Model A. I picked up Chaplain Jim Warrington and we launched into DC via the 14th street bridge. The flags in DC were barely moving. WR would not allow us in the property before noon, so we staggered up 14/16/streets in the heat. Smokey did not miss a beat. Jim knew which lane to be in when and we kept the car moving. Actually the traffic was light. **Jim McDaniel** passed us in his 1951 police cruiser (No one was designated as an adult so he could fire up his two sireens when ever he wished! (:>). **Ken Burns** came around the beltway in his '41 Ford Woody and we all met near the Georgia Street gate.

We were helped to park and get settled beside the Mologne House. Janet came by to greet us and be sure we were well taken care of. Easy for us to be comfortably situated. It was the reason we were all there: our fellow American brothers and sisters in wheel chairs, canes braces and supports starting their second chance in life. There were kids, wives, sweethearts, parents and friends everywhere. We never felt the heat or any of our aches and pains at all, in the presence of these heroes. We told about our cars, let many "Ahooga" Smokey's horn and sit in her and just talked about cars.

There were 2 Model A's and a Shay; 2 early V-8 cars- Jim's and Ken's; a 1959 Caddy, 72 Pontiac convert that won first prize, and XKE, a large group of Cobras' and later Mustangs, a fuel cell car, several customized moderns, A 360 horse power Porsche Carrera (The owner commenting that he had 10X the horses that my 36 HP Smokey sported.), several race cars including Janet's and Steven's Mexican race-equipped Mercedes, plus several other cars.

We all truly hope we gave our fellow Americans something interesting and happy to think about. The time passed very quickly. All too soon we were folding up our chairs saying goodbye to our new friends and heading home all the while thinking about what more can we do for these fellow American heroes.

Vern Parker's Car Show

John Girman

The NVRG made a good showing at Vern Parker's car show on September 1. The weather was great and the members took full advantage by bringing out their cars to the show which features cars that have appeared in Vern's *Washington Times* column, *Out of the Past*. Tom Lumpkin had his '38 sedan, Dave & Barbara Westrate had their '39 woodie, Red Vaughn had his Lincoln Continental, David & Norma Blum had their '54 Lincoln, Don Lombard had his '53 sedan, Leo Cummings had his Pontiac, Patty & I had our '53 Victoria and Rick Parker brought his "new" '36 Lincoln Convertible Sedan. This was the first opportunity most of us had to see Rick's car and it looks great! The cars in the estimated field of 150-200 were really great examples of a large variety of marques



CLIFTON LABOR DAY CAR SHOW

Editor

I went this year because it is in my back yard and got there early – I managed one of the last places on the mail street up the hill. I had heard that last year it was out of control with 500 cars and motor cycles – this time they had their act together! It is a 100% fund raising event. Cars of all sorts parked all over town – the bikes had their separate field out of the way.

Members that I talked to were Clem Clement, Tom Shaw, Frankie Martin, Sue & Rob Dourick,



NVRG V60 AT FOUNDATION

Ron Stauffer, Lynn Ewing, Ray Beebe and Jerry Vincentini standing behind the beautiful, rare, running '40 60 donated to the Foundation by the NVRG. It is at the Kruse Auto & carriage Museum in Auburn. (From *Foundation news*)



TECH TIP

Probably More than You Want to Know about Cylinder Heads – Ken Burns

This is a follow-on to Cliff's great article about cooling systems in the last Valve Clatter. It's obvious that Ford was aware of some of the cooling problems associated with the exhaust passage configuration and also from the use of dual water pumps. As you know, if the right pump fails in cars produced through 1940 the first indication of pump failure is probably visible steam escaping from under the hood. Ford started to remedy this problem with a dealer installed service change for the 1941 models.

Included is a picture of the right head on my second Woodie (built June 1941) which has two drilled and tapped bosses, one for the sending unit and the other for a heater. This is plainly an "A" head and carries the correct 81A part number embossed into the rear inner surface of the head. The right head on my early Woodie has only one drilled boss just like a 1938-40 would have.

The following excerpts come from a lengthy article in **V-8 Times** (Vol. 23, No. 2 – Mar/Apr 1986) about running changes to the 1941 cars. I've captured only the parts that deal with installation of a second heat sending unit.

SERVICE LETTER #146 – December 12, 1940

"We will have available in the near future as an accessory item carried at Michigan Dealers as inactive, an auxiliary heat indicator bulb kit 11A-18381, which will indicate on the dash instrument any excessive heat attained in the left-hand bank.

This kit consists of one heat indicator bulb which differs only from the standard production bulb in the number of wire connection terminals, the production bulb having one terminal and this bulb having two terminals. Also one piece of wire about 14 ½" long with a terminal soldered to each end and an instruction sheet.

When this kit is installed, the present bulb is changed over to the right-hand head and the bulb in the kit assembled in the left-hand head. With this set-up the instrument on the dash indicates the temperature of the right-hand bank at all times except when the left hand bank heats up to a predetermined dangerous temperature at which point the auxiliary bulb will open up the circuit and cause the pointer of the dash instrument to rise over to the hot end of the scale, thus showing a dangerous condition."

Below is a letter dated **December 24, 1940**, in which the factory is again pushing the Auxiliary Heat Indicator Bulb Kit, this time for trucks. Here we can see the evolution of a field service change into a production change as eventually the two bulb temperature sending system would become a standard unit in all production Ford cars. However, in late

1940 it was only available as a kit. It obviously was a good idea just coming into its time.

"When truck engines are subject to abnormal conditions such as hauling extremely heavy loads up long grades in creeper or low gear, it is imperative that the temperature of the engine be closely watched in order to avoid overheating and loss of water which may result in cracked blocks and heads or other damage to engine.

At present the heater indicator bulb is assembled in the left hand cylinder head and should excess heat develop in the right-hand bank, there is no immediate and visual indication of this condition to the driver.

We now have available as an accessory item carried at Michigan Dealers Stock only as an inactive item, an auxiliary heat indicator bulb kit, Number 11A-18381, which will indicate on the dash instrument any excessive heat attained in the left-hand bank.

This kit consists of one heat indicator bulb, one piece of wire about 14 ½" long and an instruction sheet.

When this kit is installed the present bulb is changed over to the right hand head and the bulb in the kit assembled to the left hand head. With this set up the instrument on the dash indicates the temperature of the right hand bank at all times except when the left hand bank heats up to a predetermined dangerous temperature, at which point the auxiliary bulb will open the circuit and cause the pointer of the dash instrument to rise over to the hot end of the scale as showing a dangerous condition. (See Service Letter #146.)

We have received numerous requests from fleet owners for an auxiliary temperature bulb kit, and for this reason have made it available at a price of \$1.75 subject to 25 % discount to dealers and distributors.

In order to acquaint the fleet owners with this newly developed feature of temperature reading, suggest that at each opportunity where a traveler contacts fleet owners, transportation service supervisors, service managers or interested purchasing agents, he communicate with them verbally explaining the value to be derived from this kit.

Also endeavor to sell them a kit so that they will be thoroughly familiar with its operation and results to be derived from its installation."



EMAIL BAG

Cliff Green

What Ken Burns eluded to in his thesis in the previous article on page 6, did indeed happen to me! When I installed the 59AB in to the woodie, I only had the temperature sender in the left hand head as in the '40 engine. While on the way to the Eastern National Meet in GA with Bill Selley, cruising down the road, a certain hot smell emulated from the hood. I glanced at the temperature gauge and it was slightly above normal, then steam erupted under the hood! I instantly shut off the engine and glided to the shoulder. I had installed a new brown fan belt and it had stretched allowing the right water pump to stop turning. At 60 mph it doesn't take long to boil the water on the right side of the block. If I had a sensor in the right head, I would have been instantly aware of the problem. We added water after it had cooled down and continued on our way.

-Jerry Lunt

For you owners of the '41/42 Ford products with a Columbia overdrive – know the location of the engage/disengage knob “by feel”! I accidentally pulled the hood release knob at 40 mph! Fortunately the secondary latch worked, but it might not have!

The '41 was the first Ford with an inside hood release and the '42 was the last with a pull knob to actuate the overdrive. After the war the Columbia was actuated with a toggle switch to activate a solenoid. In the earlier Columbia you had to physically push in the knob before stopping, other wise you would start off in first overdrive. The solenoid set up prevented this from happening. Editor

If you touch your wood gained dash on window garnish be sure to lightly re wax them ASAP. The uric acid in your skin oil will etch them, especially those down by the transfer technique.

Jim LaBaugh

Ben McDonald, Bob Wild, and I took to the highways in mid-September to bring my '39 Deluxe Station Wagon to Virginia. The woodie began its restoration journey in May, 1978, when my dad, Wes, purchased the wagon from the original owner in New Hampshire. The original owner had stopped driving it in 1960 and stored in in her barn. From this barn-fresh condition, the wagon rested in New Jersey for many years as Wes made the annual pilgrimage to Hershey for some of the few parts needed to complete the car. Restoration began years later in collaboration with a member of Wes's Model A club. That restorer retired from the business after getting the wagon well on its way to completion and handed the restoration off to another restorer in Pennsylvania, whose shop was already overflowing with projects. After Wes passed away, the wagon came into my care in 2001 and I joined the NVRG. At the Eastern National Meet this year, Bob Wild inquired about the status of the woodie, and when I mentioned it was behind a long line of other projects, Bob suggested I

contact Ben McDonald about continuing the restoration, and I did. We had a great trip to Pennsylvania and back.

Many thanks to both Bob and Ben for getting the '39 from Pennsylvania, and to Ben for starting the additional restoration work needed to get the '39 further along in its journey towards an appearance on the roads of Virginia.



John Girman

As you know, I sent out an email request for information on places that can balance a drive shaft. I used your email list for the VC, not thinking that you send the VC to a lot of out of state folks. I got many replies, including some nice ones from some of those out of staters. I now know of a place that balances drive shafts in upstate NY. Anyway, three NVRG members let me know about local places that can do this work. Two of them, Bob Belsley and Don Lombard, both recommend the same place in Lorton/Springfield and Bob Burke recommended a place in Culpepper. It sure is nice to have a network like that. It's a great resource.

Chad Coombs

I have organized nine meets for the Zephyr club and can appreciate the amount of time and detail and personal effort you EMN required. And, from the limited viewpoint I had of your meet, it was beautifully and thoroughly organized, with many novel and thoughtful touches. Clearly, it was the best organized meet of any car club I have ever attended! Ever!

I am continually amazed with the fine fellowship and accomplishments of the NVRG.

(excepts from his thank you letter for the appreciation plaque)

**DON'T FORGET - NEXT
MONTH'S MEETING OCT 16TH**

BACK PAGE PICTURE

Here we have new member Toby Aaron's newly purchased '40 convert. It is painted in beautiful Yosemite Green (my favorite color) which is not often seen on convertibles. It looks striking with the tan top. Toby owns four Model A's and this will be his only open car. Two previous owners back did a lot of detail work on the restoration. It needs very little to be a high point car. It has not been running well and I discovered Argentine ignition parts! His intentions are to drive the car and enjoy it - bringing it up to nearly correct as possible.

SELL/WANT

WANT: Please bring dead Ford script batteries to me at spaces CP-60-61. If I get 30 batteries I can set-up to run milling of them to fit over OPTIMA batteries. Alan Whelihan cell 240-367-7530

Work Done on '53 Ford

John Girman

Ben McDonald has recently done some work on my '53 Ford Victoria, some things that I couldn't do and some things that I never seemed to get around to. The doors were sagging when I got the car. Ben installed new hinge pins and also installed some new door handles, I had purchased earlier. (Turns out that Jeep Cherokee hinge pins will fit.) He fabricated a bracket for the exhaust system, tapped existing holes in the frame and used a NORS hanger I had purchased on eBay. I'm embarrassed to say that before his repair, the exhaust system was held up by a coat hanger. In my defense, that's the way it was when I bought the car and I guess I was subscribing to the "if it ain't broke, don't fix it" philosophy. He pulled and secured a differential stud that had recessed during the re-installation of the third member a couple of years back. He thought my clutch return spring was too weak and replaced it. When he noticed the fuel gauge wasn't working (it had an intermittent problem), he repaired it.

I can't believe how nice it is to have doors that close properly and are aligned. The doors close with little effort and have that "new car feel." The clutch feels better and the exhaust system no longer contacts the emergency brake cables. A consistently working fuel gauge is icing on the cake! Ben did a great job and did it post haste. I left the car about 4:00 pm on a Friday and he called the next Monday afternoon to tell me it was done.



➤ **Friday – October 19**

- **9:30** – depart Fair Oaks for scenic & leisurely drive to Sperryville for lunch at Rae's Deli
- Enter Skyline Drive at Thornton Gap entrance and tour South to Big Meadows Visitor Center – enjoy breath-taking vistas
- Return to Thornton Gap and proceed to Luray via Rte 211
- Overnight lodging:
 - Luray Caverns Motel West
 - Phone: 540-743-5436
 - Tell them you're with the "Early Ford V-8 Club"
 - \$90 plus tax of \$8.10 = \$98.10/night – includes breakfast 25% discount coupon at Stalactite Cafe
 - Book before October 9th to ensure you get a room (we blocked out all available rooms but it's the height of foliage season so book asap)
- Dinner at Uncle Bucks in downtown Luray

Saturday – October 20

- Depart Luray for annual Broadway Fall Festival – car show, craft fair, WW Motors shop tour (they restored Butch's Sedan Delivery)
- Tour New Market Battlefield Park and Hall of Valor (@ \$6 group rate) or antiquing on your own
- Awards dinner at Dan's Steakhouse just outside Luray

Sunday – October 21

- Visit Luray Caverns and Antique Car Museum @ group rate of \$13
- Lunch in Luray at Artisans Restaurant
- Tour to Strasburg and visit Museum of American Presidents
- Scenic return to Fairfax area

Questions/comments to Ken Burns 703-978-5939

Don Lombard 703-690-7971



V8 CALENDAR NVRG



October

- 7 50th Annual Antique Auto assembly, Armed Forces Retirement Home, Washington, DC
- 3-7 Fall Carlisle
- 10-13 Hershey
- 16 **MEMBERSHIP MEETING** – Annual Hershey review (**Note THIRD TUESDAY at Clarke House**)
- 19-21 Annual **LEBKICKER TOUR** – See details page 8

November

- 13 **MEMBERSHIP MEETING** – Talk by John Sweet about Ford designer. E.T.Gregorie
- 27 **BOD**
NVRG TOUR - TBA

December

- 1 **NVRG HOLIDAY GALA**



ARMED FORCES RETIREMENT HOME


50TH ANNUAL ANTIQUE CAR SHOW Sunday, October 7th

NVRG EVENT – It is the only show without an entry fee and includes FREE breakfast. NVRG has donated funds from our car show to help this group. This is an opportunity to allow our hero's from past wars to view the cars that they remember most.


We will be caravanning from Fair Oaks at 7:30 AM. to meet with the Model A boys at the Pan Am shopping center to leave at 8 sharp. You can join at either location.

Contact Hank Dubois for more info and to sign up. 703-476-6919

HERSHEY SLIDE SHOW
CLARK HOUSE
OCTOBER 16TH
7:00



Refreshments
Tom Shaw



Toby Aaron
BOARD OF DIRECTORS

NORTHERN VIRGINIA REGIONAL GROUP



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Past President: John Girman	703-242-1459	Web master: helenandken@verizon.net	

ATTENTION !
THE MEETING DATE HAS
BEEN CHANGED ON
ACCOUNT OF HERSHEY :
OCT 16TH

The meeting place will be at the

CLARKE HOUSE

6332 Barcroft Mews Drive, Lincolnia

ADC map – 16 B12

7:00



FIRST CLASS MAIL

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