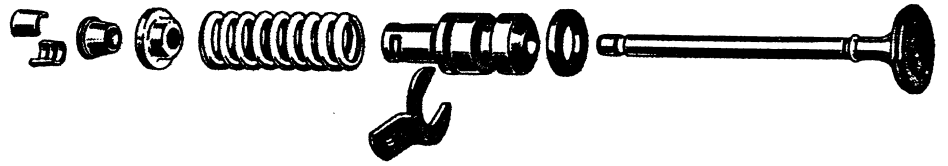




Valve Clatter



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

www.nvrg.org

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October 2009

Jim LaBaugh Editor

Visit to a 1915 Ford Dealership

by Dave Westrate

What could possibly be more fun than to drive our old Fords, with our old friends, to spend the day at the oldest Ford dealership continuously operating in the same building. Our destination on September 19th was Marshall Ford in Marshall, Virginia – 40 miles west of Washington, D.C. *(continued on page 3)*





October 2009

Well it's time once again to pull out my packing list for Hershey I pull out the same list every year and cross off items as they get dusted off and readied for action. I think I need to rewrite my list because I've checked off items so many times over the past ten or so years that I have no more room left on the page to check, or make any kind of hash mark or notation. Maybe this will be the year I finally make a list and laminate it so I can use a dry erase marker and solve my problem once and for all. Regardless of my decision, the plan remains the same to pack up and go. Many of our NVRG members will be attending the annual AACA Hershey meet and plans are in the works to meet for dinner and drinks during the week, so read further for details and make the necessary arrangements to join in the fun.

Hot off the presses are the new club T-shirts! If you've ordered one, contact Dave Gunnarson, he will have them available for pick up at Hershey if you plan to attend. All the best dressed NVRGer's will be wearing hem.

The Fall season is also the time of year our club embarks on the annual Lebkicker tour. Slated for October 24, it is a great opportunity to take your V8 out for a long weekend tour with fellow V8er's. The tour was named in honor of the late Dick Lebkicker, a man who loved the cars, drove the cars, and was a believer in taking an active role in the betterment of the club. It is with those ideas in mind that the Lebkicker award is awarded each year to the outstanding club member that embodies these same attributes. So take some time and nominate the club member(s) you believe demonstrates these qualities. Please contact Ken Burns or make your nominations at the next membership meeting.

Now, if we can just get some good weather for Hershey.

Hope to see you there,

Eric Sumner



Visit to a 1915 Ford Dealership *(continued)*

As usual, the Northern Virginia Regional Group gathered at Fair Oaks Mall in Fairfax and seven early Ford V8s headed west on I66. We hardly hit the Interstate when my 1939 Standard Woodie Wagon stopped running. Cliff Green, Bill Selley, Frankie Martin and I swapped out the distributor coil and condenser with spares that Cliff had, and we were at least able to get it back home and then rejoin the group with a modern car. I make it sound a lot easier than it was, and thank them again for their assistance. Dave Blum, the DuBois and the Nice family also left from Fair Oaks. We met Rob & Susan Doudrick, Bob & Jane Wild, Tom Shaw, Maurie Roesch and Don Pauly at the dealership.

The owners of Marshall Ford, David Baird and Tom O'Brien, invited us to participate in the September 19th celebration of Marshall Virginia Heritage Day and the 95th anniversary of the founding of the dealership. The building was built as dealership and opened on November 23, 1915. Today it has a fresh coat of white paint with the trim painted Ford Blue, and it looks good as new. The club received \$160.00 for our participation.

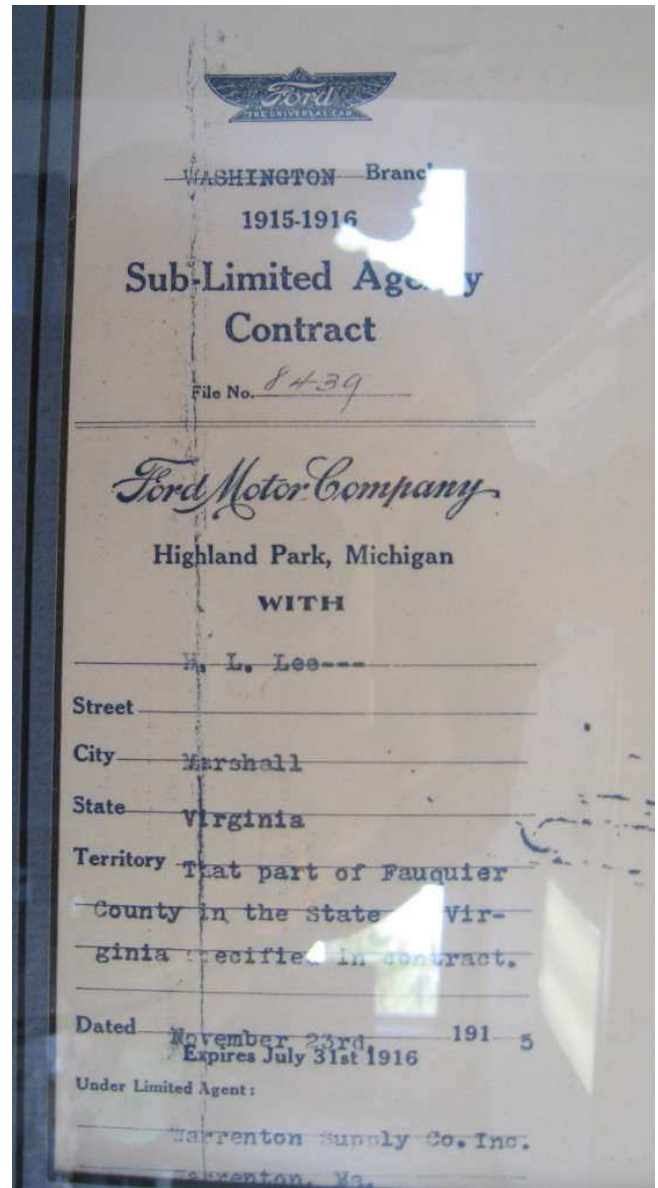


Marshall, Virginia was founded in 1797 and was originally named Salem. It was renamed in 1992 in honor of John Marshall, our country's first Chief Justice. It has a rich civil war history. The Heritage Day Parade was highlighted by the U.S. Marine Corps Band and all of the days activities were as all American as you will ever see. The parade alone was worth the trip.

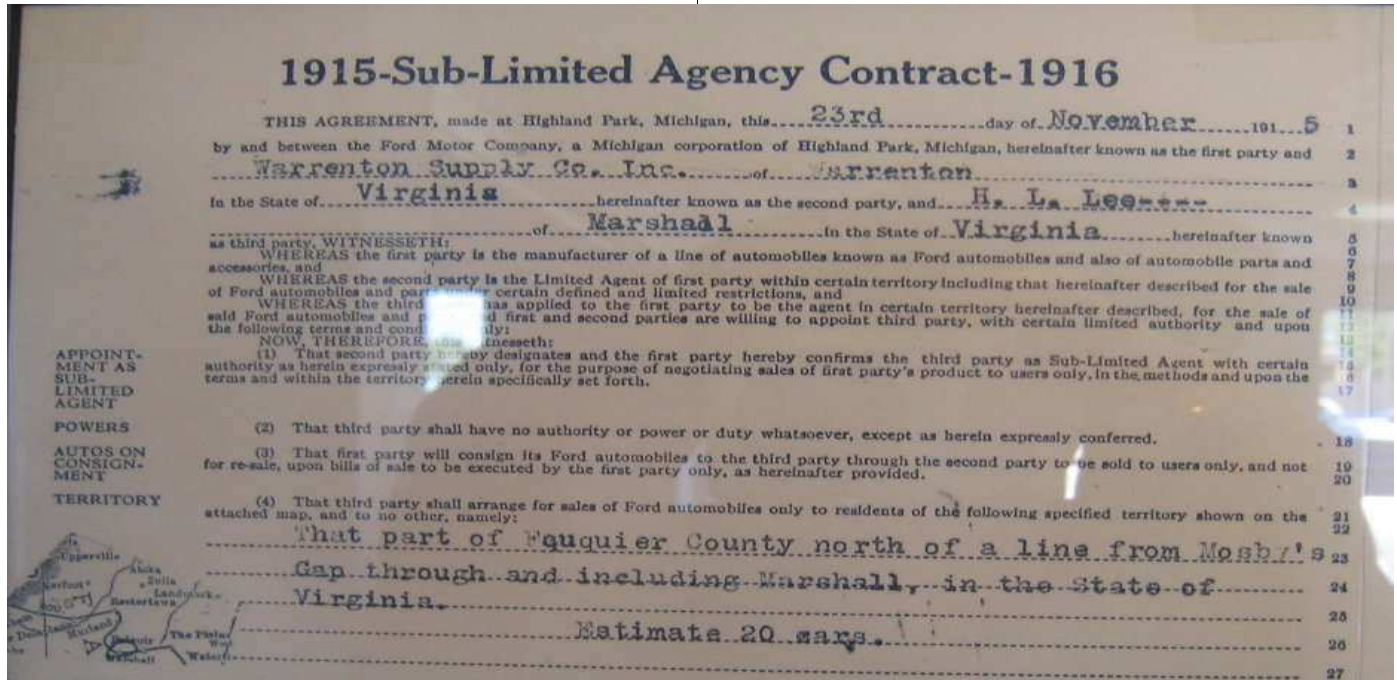
Marshall Ford was founded by Mr. H. L. Lee who sold it in 1926. The current owners believe that they are the sixth owners, and they purchased it in 1989. David Baird started his Ford career as a porter at age 19 at Tysons Ford in Northern Virginia. He has had 38 years of service in the Ford system. His partner, Tom O'Brien, has been with Ford for 40 years. When they bought the dealership 20 years ago, it had no blacktop and no running water in the shop.

The original 1915 dealership agreement called a "sub limited agency contract" still hangs on the wall in the

showroom. The "contract deposit" was \$150.00. The original cost of the building was \$1,200.



(continued on page 4)



There is a railroad track one block from the dealership, and in the early days model Ts were shipped in on the train. They were not fully assembled. An overhead rail was built next to the dealership and it functioned as a mini assembly line to finish the production of the cars.

Today there are nine employees, which include three techs. The owners, Dave and Tom, are the only sales associates. They are open 7:30 am to 6 pm weekdays, and from 8 am to 1 pm on Saturday for sales only. Most of their business is generated within a ten mile radius of Marshall and 80% of their sales are for trucks because of the famous horse country near Middleburg, VA – which is just down the

road. The 1915 contract estimated sales of 20 cars per year and today they sell about 200 vehicles a year.

Dave Baird noted that this dealership has survived several wars and recessions and too many Presidents to count and is here to stay. I asked him what was the strength of the company, and he replied that they are “serious about service”.



Flying Low at Owls Head Transportation Museum *by Alan McNiff*



Every year Carol and I spend two weeks in Midcoast Maine and one of the highlights of our time there is attending the annual antique auto auction at the Owls Head Transportation Museum. This year my health forced us to go up later than usual and while looking for new and different things to do I discovered that the museum offers rides in a few of its planes to members – for a price.

We had our choice of 3 planes: First up is a 1978 Piper Cub, a single passenger classic plane but a tad new. Second is a 1941 Stearman open cockpit single passenger biplane; very cool, but what about my bride. Lastly came a 1933 Waco open cockpit two passenger biplane; beautiful and my bride can accompany me!



We set up a time and a date with the volunteer pilot, Karl. When we arrived we were outfitted with leather flying helmets and quite modern ear protection; Carol is still wearing hers in the picture. The double passenger seat is quite cozy and we were warned not to interfere with the auxiliary controls during the flight. There was an airspeed indicator and an engine tachometer – up to 4000 rpm, a

familiar rpm range for us V8ers, however the radial engine has overhead valves.

We taxied out to the grass next to the runway. Biplanes do not take kindly to taking off or landing on pavement, but they do love to fly. We were quickly airborne. It was very windy, very noisy and very wonderful. We took a 25 minute tour of the western shore of Penobscot Bay, our playground while we are in Maine. It was really a treat to see it all from not too far above it, we even discovered a small river we didn't know existed. Carol who was talked into going, loved the flight as much as I did. A success all around!



The Owls Head Museum is unique; they believe that all the cars should be driven, bicycles ridden and planes flown (except for the copy of the Wright flyer which is too dangerous to be flown). They have events most weekends during the Spring, Summer and Fall. At those events they usually have rides in a couple of Model T's, and they put on an aerobatics show using their "Red Baron" triplane. If you travel to Midcoast Maine, the museum is a must see. The museum's web address is www.ohtm.org. Hint for the website: Navigate to the Collections page and click on the drawings not the category name. The link to see the collection is only in the picture, and not in the name.



Central National Meet

Dawn had just made her appearance at the rest stop on Interstate 270 south of Frederick, MD when Leo Cummings arrived in his '50 Mercury Monterey Tudor as the vanguard of a NVRG caravan headed to Auburn, IN and the Central National meet. Soon thereafter, the group was joined by John and Patty Girman in their '53 Victoria and Bill Simons and John Ryan in Bill's '34 Deluxe Roadster. As we discussed the route ahead, Cliff Green called to let us know he would be following in his modern Ford truck and would



rendezvous with the caravan on the road ahead. Your editor provided John Ryan with the 1934 equivalent of GPS – geographical planning system – a road map, so the '34 Deluxe Roadster could lead the way.

At the first gas stop in Westover, WV, Cliff arrived in time to provide his usual sage advice concerning the temporary malfunction of the '53 Victoria's powerplant – 95% of the starting problems with Flatheads is electrical. Removal of corrosion on the connection to the distributor cap and replacement of frayed copper did the trick and the Early Ford V8 pilgrimage was underway once again.



After the ups and downs of the Interstate cruising at 55 to 60 mph, the turn off the beaten path onto state highways in Ohio was a welcome change of pace. The topography flattened and one horse-powered buggies appeared along the road in Amish country. Lunch was in Cadiz, OH. Afternoon saw the band of travelers on Route 30 heading west, much of which was four-lane and relatively free of large vehicles. As the sun began to set we approached Fort Wayne IN and took the Interstate bypass to our final destination, Auburn, just as twilight ended.

The next morning, Hershey weather greeted the opening of the Flea market across the street from the cluster of Inns, hotels, and motels where meet attendees were lodged for the duration. Based on the amount of mud traversed the first day, the sign could just as easily been written as V8 Swamp Meet. However, sufficient purveyors of Fordiana



filled the grounds to enable our intrepid band to find some gems to take home at the conclusion of the festivities. For a couple of days, at least, housekeeping was no doubt entertained by the two '32 fenders reclining on the sofa in one of the NVRG rooms.

Unlike Dearborn, the show field and registration were one exit south on the Interstate at the Early Ford V8 Foundation museum and grounds. The building is the first phase – it is a storage place that will be adjacent to a much larger Ford



Rotunda-style Museum once donations and other funding enables construction of that structure. The current building also is adjacent to a building complex associated with the Krause auto auction – (think Hershey mid-west) – housing 4 museums with a common foyer used for the judge's breakfast the day of the concourse.

The Foundation building/registration room was filled with Early Ford V8 vehicles, sales materials, engines -including the one NVRG donated – and of course registrants from around the country and the globe (*continued on page 7*)



Central National Meet *(continued)*

Saturday morning provided a good opportunity to visit the Hudson Museum in Shipsewanna, IN as some of us would be heading home on Monday, the day of the regularly scheduled tour of the museum and adjacent Amish craft shops. An Amish farmer owns the collection that also included vehicles of the Essex marque.



Among the innovations on display was an electric shift paddle on the column of some of the mid-'30s Hudsons. A Hudson was featured in the movie *Cars* in recent years and the racing history of the Hudson was featured in posters along the walls of the museum.



Festivities continued Saturday evening with a visit to the Auburn/Cord/Duesenberg Museum in Auburn. The museum is housed in building that was the corporate headquarters of the Auburn car company. Attendees could wander among the extensive collection of these magnificent cars while visiting the cash bar that preceded a buffet meal in the banquet room in the middle of the museum.



Despite the fact no cars could be on the show field until the concourse, traffic onto the field moved in an orderly fashion under the direction of the Deputy Chief Judges, including Cliff Green.



Judging proceeding in an orderly fashion, as usual, while all participants enjoyed the cold, sunny day (see *Maurie Roesch's article on page 8*)

The rest of the meet schedule the next two days featured caravan's of the Flatheads to the Shipsewanna Amish markets and tour of the Hudson museum, a cruise-in at the center of Auburn with music, and the banquet. On Monday, while many of the participants were driving their vintage iron to the west to enjoy Amish food and Ford fellowship, Bill Simons headed east to Virginia along with your editor and Cliff Green in modern iron. At dawn on route 30, the ceiling was about 15 feet and the glow of the '34 roadster's headlights were a sight not often seen on the Lincoln highway this century. Bill Simons drive of the '34 Roadster from Indiana to Virginia in a single day was indeed noteworthy, and when Cliff Green spoke of Bill's feat enroute in a phone call with Cliff's better half, she replied "Well he has climbed Mt. Kilimanjaro!" Evidently there was some concern about the vintage of the drivers in the modern iron making the same pilgrimage.

On the advice of some of the Maryland crew, the route taken back to VA included a journey on the interstate through downtown Pittsburgh - not something those who made it would recommend to others. Driving through the downtown tunnels provided a new meaning to the term carpal tunnel syndrome - that is when both hands are so tightly wrapped around the steering wheel going through poorly lit tunnels in heavy traffic that the knuckles are noticeably suffering from lack of blood. The light did appear at the end of the tunnels in time to encounter construction, but in the end one and all made it safely home as light faded into night. It was a great road trip and a wonderful meet.



Auburn Observations

By Maurie Roesch

It was 6:30 AM Friday morning on August 28, 2009 when my son, Tom, and I left Middleburg, VA to drive to Auburn, Indiana, for the Central National Meet for the Early Ford V-8 Club. We had our low budget rig: the pickup, a rental U-Haul open trailer and the '40 strapped down. In the rear view mirror was a Folkstone Gray Ford following way too close. The day was clear and sunny but this was not to last.

Initially the drive was relatively mundane: coffee, gas, more coffee and lunch. We followed the freeway route, Pennsylvania Turnpike and the Interstate 80 across Northern Ohio. This is my 5th decade driving with construction on the PA Turnpike. It is not like fine wine, and it has not improved with age. Tom is a pilot with United Airlines and much more into modern technology than his father, so he brought his portable GPS. We didn't really need the additional technology; it was pretty simple to follow the five tractor and trailers in the front of us.

Somewhere east of Toledo we ran into a driving rain storm. Many drivers pulled off the road. We pressed on. A few miles further up the road we met a real storm; hail, hail, and larger hail. I was worried for the pick-up but my big concern was for the '40. Most all drivers pulled off, but we kept driving west in hopes of getting out of the hail storm which was moving east. Finally, we pulled in to the rest area, and miraculously there wasn't any damage to the truck and only a dented mirror on the Ford. The rest of the drive to Auburn was peaceful and we arrived at 6:00 PM.

Auburn is the mid-west: relatively flat lands, lots of farms and wonderful, friendly people. The unpretentious manner of the Indiana people and their warm, open attitude was very refreshing. There was a dominate theme of agriculture to the country as demonstrated by the farm equipment, feed stores and early morning TV programs addressing livestock feeding methods. But there also was the legacy manufacturing themes of machine shops and the mechanical trades of the welders, machinists, millwrights, and tool and die makers. These manufacturing themes are what made Auburn a key automotive center before World War II. Of course this legacy is what brought the Early Ford V-8 meet to Auburn in the late summer of '09.

Clearly one of the highlights of the Central National Meet was the welcome dinner Saturday night at the Auburn, Cord, and Duesenberg (ACD) museum which is housed in a 1920's Art Deco building. This is a magnificent structure which is highly representative of the best in Art Deco architecture. The interior lighting, wall design, windows, and staircases are all exceptional examples. The ACD automobiles of the '20's and '30's which are displayed in

this building were beautiful, meticulously restored and incorporated engineering design features far before their time. My son and I were so enamored with the automobiles we were very late to dinner. Our ultimate host, Mr. Jerry Vincentini the Co-Chairman of the Meet and Chief National Judge, was kind enough to point out two open chairs in the front of the banquet hall. This was a special time for Tom and me as he was headed back to Dulles Airport on Sunday morning to go fly for United.

The Sunday morning of the concourse dawned clear and chilly. The judging was held in a large grass field – there had been a great deal of rain recently, and the turf was wet and elastic. Driving the '40 to its place was like pushing through a large, wet sponge. The cars were arranged in rows by year and class. What a grand site: Fords and more Fords parked across the landscape. The judging teams were well organized and professional. Their evaluations were carried out in an expeditious manner and completed by early afternoon. The Ford owners and spectators certainly seemed to enjoy the day.



A major attraction of the Northern VA Regional Group (NVRG) is the camaraderie among the members. This wonderful feature of the Club was on display on Sunday evening when six of the members went out to dinner together at Mad Anthony's Brewing Company in downtown Auburn. The dinner was attended by NVRG members; Bill Simons, Leo Cummings, Jim LaBaugh, John Girman, Cliff Green and myself. The food was quite good and the 6-beer samplers from the micro-brewery were very special. The restaurant staff was both attentive and gracious. The Mid-West was most hospitable to the northern Virginians.

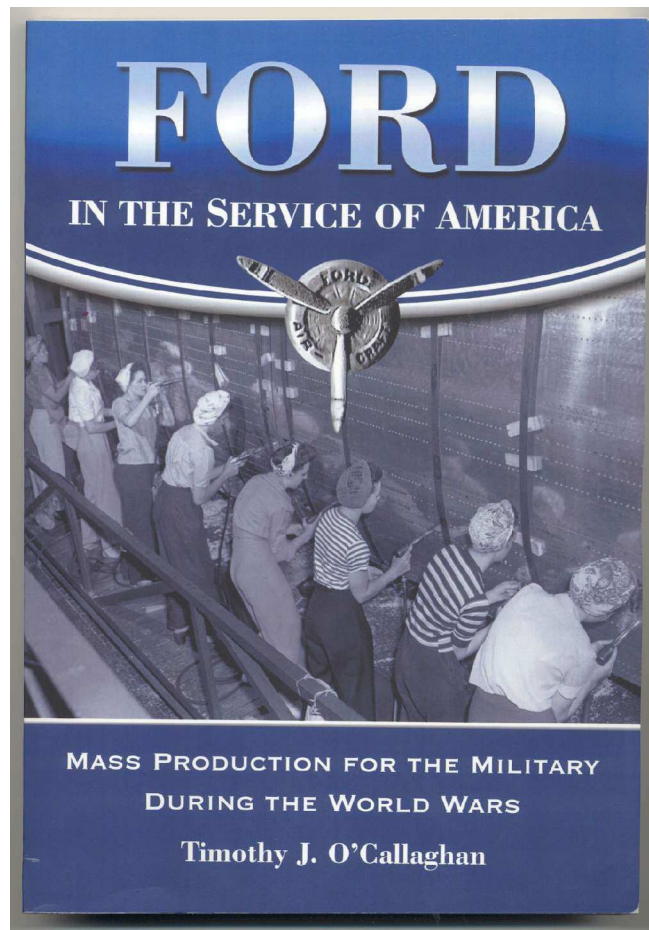
The drive back to Virginia was uneventful, no hail. Construction continues on the PA Turnpike.



FORD, in the service of America,

By Timothy O'Callaghan

Reviewed by Cliff Green



This 188 page, hard paper bound book, is researched and written by the noted V8/Ford authority Timothy O'Callaghan. He retired from Ford Motor Company after 40 years service. He is a noted Ford Aviation enthusiast and found that there was a dearth of information about how Ford turned his manufacturing genius toward making tools of war. Tim is a volunteer at the Benson Ford Research center and had the access and the leisure time to sort through every war related Ford file in the archives. He decided to compile this information into book form.

Henry was known as a pacifist – he did not want his country to become involved with the war in Europe, either in WWI or WWII. We all know about the “Peace Ship” adventure during 1917, his acceptance of high decorations from the German government and his production of tractors for the British – this is discussed along with his animosity toward President Roosevelt. However, when war was unavoidable by for US, Ford pitched in to produce whatever the government needed, from squad tents to B-24's. O'Callaghan surmised that Henry was anti-war, not a pacifist.

This book exemplified to me how the country organized the manufacturing industry overnight for the war effort. As Japanese Admiral Yamamoto reportedly said after returning from the December raid on Pearl Harbor “We have awoken a sleeping giant”.

The once competing company's cooperated with each other, divulging plans and techniques, which were prior industry secrets. With Ford's experience in mass production and its economy of size, it was creditable that they reworked many projects to speed production and reduce cost. Many Ford contracts with the government were to supplement another company's project, who did not have the capacity to meet the military needs. In these incidents, Ford disassembled the product and made the necessary drawings so that their tool and die makers could make the machines for the parts to be mass produced. Good examples are the Waco Glider, the General Electric turbo supercharger, the Sperry gun director, plus many others.

O'Callaghan's enlighten me with so many interesting facts about Fords activities during the world wars. Little did I know that the company reengineered the German V1 pulse jet engine. In July 1944, Ford was awarded a contract to design, develop and fabricate a pulse jet engine. Since it was a secret project, the manufactured parts were scattered about the Rouge. In three weeks, an engine was successfully run. It was accepted by the Army Air Force after only three test engines were built. By October an assembly line was set up for an initial production of 3,000 engines!. The army asked for production of 100 units a day, than 500, than 1,000 a day! Republic Aviation had the contract to build the airframe. This secret weapon was to be used against Japan.

The pulse jet engine is just one of the efforts of Ford Motor Company in the service of America. I was fascinated how this Company transitioned for the wars. From the back cover:” During the wars, the automotive giant used precision manufacturing methods and innovative designs and procedures to increase quantity and quality while lowering production costs.”

Ford produced Pratt Whitney engines by the thousands, jeeps, armored cars, tanks and tank destroyers, tank engines. universal carriers (bren gun carrier), squad tents, gliders, gun directors, just to name a few. Our trusty V8 was used in many vehicles, usually with the 4” crankshaft. This book is a must read to round out your Ford history and it is a worthy addition to your library. Good Xmas present, maybe?

Tale of the Top

by Ken Burns



Well, sometimes even though you've made what you think are solid plans you have to change them to accommodate to reality. In the previous installment about removing the top from my second Woodie so that I could varnish it, I said that I was going to do all the paint work on the cowl section, floor pan and rear inner fender wells before I re-installed the top assembly. I ended up only painting the inside header piece after some discussions with my beloved spouse and life-mate. I had originally intended to paint the entire car myself but after talking with her, we decided we'd rather spend the money on a professional paint job – I'd just do all the various brackets, braces, hinges and small panels as well as the floor pan. Having made that decision we also decided that I'd get some professional help with the body work since the car is going to be painted black. That decision led to another (funny how one thing always leads to another) to put the roof and rear quarter panels on so that I could mount the rear fenders for the body work. The fenders both had been creased, and although I think they're close to being ready for skim coating and primer I wanted to make sure there wouldn't be any wavy areas. I'd spoken to Warren Barbee previously and wanted him to do the final body work on the rear fenders. Since I was going to have him do that I thought I might as well have him solve a fit problem where the left rear fender joins the inner fender well. I'm not sure how he'll solve the problem so I didn't want to do any finish painting on the inner fender wells before that additional work was done, hence everything is in primer except for the insider header,

Just before I left for California a few weeks ago I send an email via the NVRG Listserv asking for help lifting the roof back up onto the cowl. As usual, the response was outstanding. In spite of competition from the Redskins first home game of the season I had oodles of help: Don Lombard, Rob Doudrick and friend John, Jim McDaniel, Bill Selley, John Ryan and Dave Gunnarson showed up. In

short order we'd moved a few things out of the way, put the top on a dolly and moved it into the shop area of my garage. Our biggest challenge was to turn it end-for-end in the limited space. However with a little effort, and a lot of heavy duty advice, we got it turned around and ready to go up on the cowl. The only task that remained was to fish a piece of safety wire through the wood part of the front header so that I can pull the dome light wire through at a later date. That done, we lifted the roof up and slide it forward into the cowl, put a deadman under the rear section and stood back to admire our handy work. Next steps include mounting the quarter panels, lowering the roof down onto them and then attaching the roof to the quarter panels. After that I'll install the running boards and rear fenders and send the Woodie over to Warren so that he can work some of his magic on it. Hopefully, that will be sometime shortly after Hershey.



My special thanks to all who have help me move the roof section on and off the cowl numerous times. This installation should be the last. That's my plan at least!



Ladies Ford News

In addition to the regular columns written by Margot Sherman and Dorothy Dignam, some of the articles in Ford News featured well-known women celebrities of the day. In the February 1941 issue, an article titled "The Movies Own 'Station Wagon Set'" noted the following "It was Katherine Heburn who made Hollywood station-wagon conscious. Having come from Connecticut, she found those cars of the varnished wood bodies not novelty at all. But Hollywood gaped at Katie's wagon. It was, so the movie crowd thought, even more sensational than the fancy four-wheel places of the time. That was nearly ten years ago. But when she returned to Hollywood a few months ago to play the role she had created on the stage in 'Philadelphia Story' she discovered the station wagon had become the smartest Hollywood buggy."

[Philadelphia Story photo below from the '41 Ford News article]



WANTED:

Walt Richmond needs a torque tube and drive shaft for a '41. The BW overdrive installation at the front of the differential broke and he desires to go back to stock. Any help out there? Contact Walt : maryannrichmond40@yahoo.com

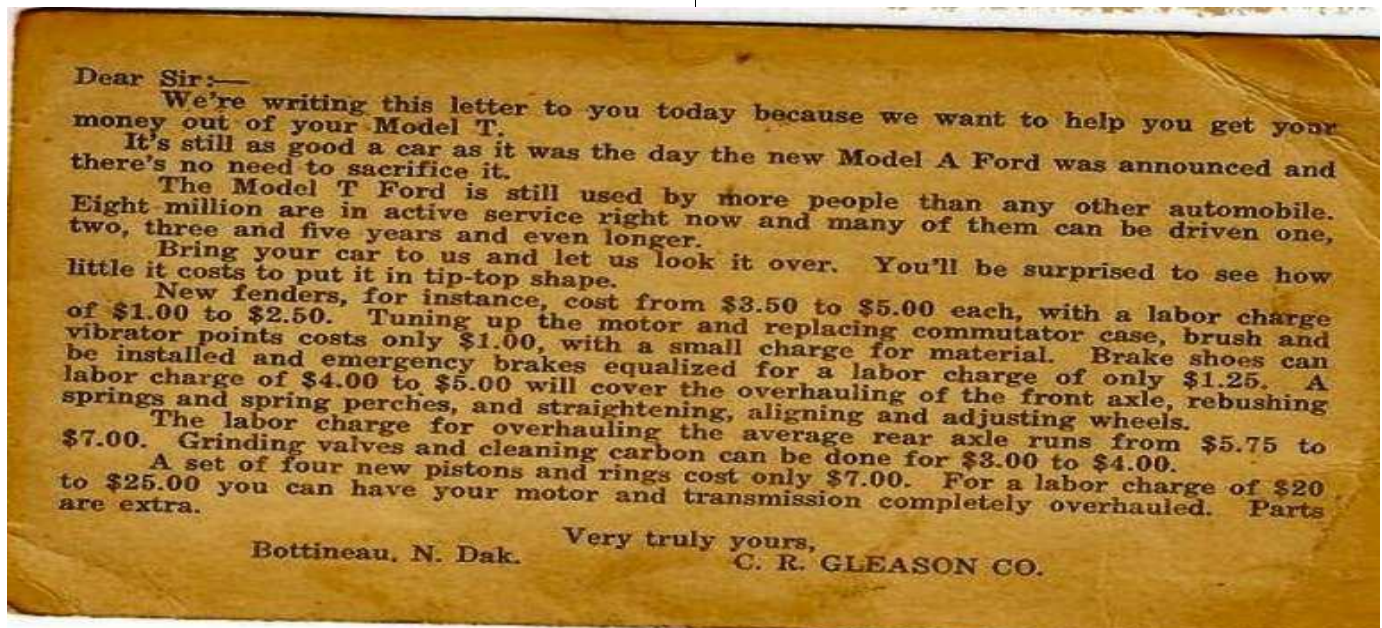
Ken Gross writes: I need a "new" or rebuilt steering box for my '42 Ford wody...does any one have one to sell or can you suggest a source?

Tech Tip email exchange:

Jim McDaniel wrote: *My battery is on its last legs I'm afraid, and I'm thinking of replacing it now before it just quits and leave me high and dry somewhere. It's a small battery anyway and I'd like to get the proper size. It still holds a charge, and I might just relegate the small one to being a spare that I could throw in my trunk when I'm at a show or parade and run the red lights a bit too long. I've looked around the Internet and have found the correct Ford Script battery's running from \$195 to \$235. I haven't been able to find a 6v non-Script battery of the proper dimensions (10-1/2" x 7") on the Internet .*

Ken Gross replied: *Jim...I have had great luck with the following company: www.restorationbattery.com (513-574-4481) They will sell you a replacement lead-acid battery, and they also stock tartop cases with Optima 6-volt and 12-volt batteries. I have their batteries in my '40 and '42 Fords; they look authentic and the Optima holds a charge better and longer than the lead-acid. They also have more cranking amps.*

V8 EMAIL: Von Hardesty sent in the following interesting note about car repair in 1928.



FOR SALE:

1953 Ford 2dr Customline V-8

Sheridan Blue
63000 Miles
Great driver/tour car, \$8800
Bob Helms 540-459-5890

'65 Ford 289" V-8 Engine

'68 Ford 302" V-8 Engine (has H.O. Mexican block)
Steve Groves 301-530-7411

1956 Ford Country Squire Station Wagon. Powder blue/white. 89,000 original miles. For restoration. This is a very rare find and a "barn car" I located on an east Texas farm, stored in the family barn with the 1967 license plates still installed. Thunderbird 312 V8, Fordomatic transmission, and rare factory in-dash air conditioning. The wagon is mostly complete, needing complete restoration, with floor pans -- but not the rear pan -- requiring replacement. Many extra parts come with the wagon, including spare TBird V8, Fordomatic, deluxe hubcaps, skirts, T&C deluxe radio, NOS windshield, complete rear door with glass, hood, many interior and exterior trim parts, and a complete spare set of the exterior faux wood paneling. This was to be my final project after 42 years of collecting and restoring but I find my health is no longer up to it. Sell for investment : \$9800 Firm. Well-restored, 56 Country Squires have sold above \$100K. Pics available online Thanks. Bruce Valley, Alexandria, Virginia. Tel : 703-360-1726, Email : brucevalley@earthlink.net

1953 Ford Country Sedan Wagon. Soft green/oyster. 67,000 original miles, one family-owned (three generations). Flathead/Overdrive/3 speed on column. Two year, bare metal restoration to concours standards. Five www Diamondback radials. Looks and drives almost as new. Radio turns on but does not play. Clock does not work. Appeared in the recently released Rene Zellweger/Kevin Bacon film "My One And Only" -- along with other club vehicles and some of our club members. New owner sought. Sell for investment : \$44,500. Bruce Valley, Alexandria, Virginia. Tel : 703-360-1726. Email : brucevalley@earthlink.net

Welcome!

Henry Brown
Alexandria, VA
1941 Convertible
1947 Coupe

Ray and Vickie Andrews
Manassas Park, VA
1953 Crestline Victoria

The 2009 Lebkicker Tour

Friday, Oct 23

Depart Fair Oaks @ 10:00 am

Scenic tour via US 50, Snickersville Pike and Rte 7 to Winchester - running rendezvous about 10:30 in Aldie for folks who want to avoid coming back into Fairfax - let us know if you're going to join us in Aldie

Lunch in Berryville at the Battletown Inn

Visit Art Bragg's antique car and toy collection

Visit Winchester's new Visitors' Center - film of historic Winchester and Frederick County

Check into Wingate Inn, 150 Wingate Drive, Winchester 22601-4457

- o Make your own reservations by calling 540-678-4283 - rooms held until Oct 14th
- o Rooms reserved under "Ford V-8 Club"
- o \$85 per night - 2 double beds or a king - non-smoking - no pets

Dinner at local Italian restaurant in Historic Old Town

Saturday, Oct 24

Driving tour to historic Kennedy Farm (where abolitionist John Brown planned the raid on Harpers Ferry)

Visit Harpers Ferry National Historic Park - reminder: bring your NPS Senior Pass for free parking and shuttle bus (if you have one)

Lunch on your own in Harpers Ferry or Bolivar

Return to Winchester via Charles Town (site of John Brown's trial and execution)

Visit Charles Town for Museum (George Washington family artifacts, John Brown artifacts, etc.), walking tour or antiquing

Dinner at Glory Days Grill (walking distance from Wingate Inn)

Sunday, Oct 25

Visit Museum of the Shenandoah Valley

Lunch at museum snack bar

Return to Fairfax

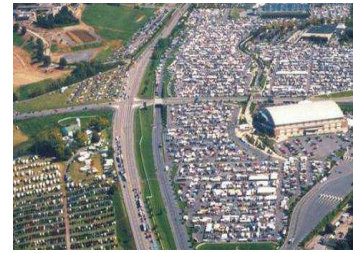
Questions and/or reservations:

Ken - helenandken@verizon.net or 703-978-5939

Don - don.lombard@verizon.net or 703-690-7971



NVRG Calendar



October

4	Antique Auto Muster – Armed Forces Retirement Home
7 to 10	Hershey! The annual pilgrimage – Join the NVRG tent revival for Happy Hour and/or breakfast at the Flathead Grille
10	Walter Reed Car Show – Honoring our wounded warriors
13	Membership Meeting - 7:00 pm - Nottaway Park - Program: Hershey review! Refreshments: Tom Shaw
17	Rockville Antique & Classic Car Show – Rockville Civic Center Park – Rockville, MD
24	Lebkicker Tour – Details on page 12 - Westward Ho
27	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library Valve Clatter Deadline – send items to Jim LaBaugh (jlabaugh@verizon.net)

November

10	Membership Meeting - 7:00 pm - Nottaway Park - Program: Last of the Lincoln Flatheads Refreshments: John Sweet
14	November NVRG Tour – details in the November Valve Clatter
24	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library Valve Clatter Deadline – send items to Jim LaBaugh (jlabaugh@verizon.net)

December

5	Annual Holiday Party - Fairfax Country Club
29	Valve Clatter Deadline

Down the Road

January Meeting – Flathead Ford Dealerships





Board of directors
Northern Virginia Regional Group



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

VP & Programs:	John Sweet	703-430-5770	Calendar:	John Girman	703-242-1459
Secretary:	Cliff Green	703-426-2662	Property:	Frankie Martin	703-973-1376
Treasurer:	John Ryan	703-281-9686	Activities:	Dave Westrate	703-620-9597
Membership:	Dave Gunnarson	703-425-7708	Historian :	Don Lombard	703-690-7971
Tours:	Leo Cummings	703-866-9707	Newsletter:	Jim La Baugh	703-573-9285
Refreshments:	Greg Mensinger	703-893-5644	At Large:	Hank Dubois	703-476-6919
Past President:	Dave Gunnarson	703-425-7708	Web master:	helenandken@verizon.net	

October program: [Hershey review](#)

Mark your calendar!
The October Meeting is on
Tuesday October 13
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