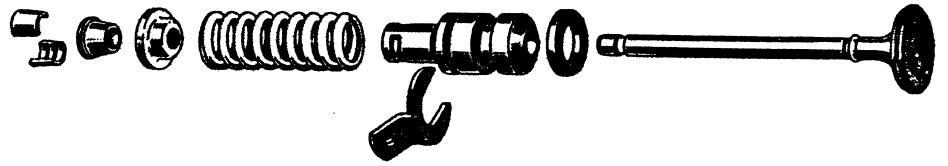




Valve Clatter



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

www.nvrg.org

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November 2009

Jim LaBaugh Editor

2009 Lebkicker Tour

by John Sweet- photos by Cliff Green

The Lebkicker tour has long been a hallmark of the NVRG. Its goal is to get as many club members and their cars out on the road as possible in order to have a great time. This years tour, once again under the able direction of Don Lombard and Ken Burns took the Lebkicker stalwarts to the countryside in and around Winchester, Virginia, Harpers Ferry, West Virginia and the outskirts of Sharpsburg, Maryland. As usual, Don and Ken came up with a superb route that allowed V-8's and V-12's to purr along at a sedate pace enjoying the phenomenal beauty of the along some really awesome roads.

A group of 19 left the usual meeting spot at Fair Oaks Mall on Friday, 24 October around 10:15. Old cars included the Girman's '53 Victoria, the Burn's '41 Woody, the Simon's '34 Tudor and the Blum's '39 Lincoln-Zephyr. The rest of us were in modern due to a question about weather, or not having a car to take. The immediate goal once leaving Fair Oaks mall was to meet up with Bob and Jane Wild on the road near Snickersville Turnpike. The rendezvous took place like clock work and it was nice to add the Wild's '51 Custom Station wagon to the parade.

After a great lunch at the Battletown Inn in Berryville, were we met up with the Pieper's it was off to Brucetown to see the lifelong collection of Art Bragg's. Housed in two garages, it is an eclectic mix of cars, automobilia, petrolania, toys, antiques and of course Art's collection of cars. Although Art's collection didn't contain any Fords, he had very original '53 Mercury Woody as well as several Lincoln's, including a nice '56 Continental Mark II and a low mileage '62 Lincoln Continental sedan. *(continued on page 10)*





November 2009

Hershey '09 has become a fond memory at this point and my feet are thankful for that. In years past I had this need to try and cover every vendor spot in hopes that I would find that one Holy Grail find that would live on as the greatest Hershey find for generations to come. Well, I have wised up and realized that is a foolish endeavor left for someone other than myself. I still try and cover as much as I can, but I no longer feel the pressure of no stone left unturned. My enjoyment of Hershey is still the same if not better because I am more relaxed and enjoy the moment and the fellowship even more. I still find those treasures I am after and see things you only see at Hershey. Wonder what next year will be like?

If you did not have the opportunity to participate on the Lebkicker Tour this year, please read on for details of this fantastic tour. Special thanks goes to **Ken Burns** and **Don Lombard** who put in monumental effort and planning year after year to make this event one of the best as always. Also in conjunction with the tour, we as a club vote for our version of the Most Valuable Player award, the Lebkicker Award. This year the award goes to **John Sweet**. I applaud John Sweet and his efforts to keep our club moving forward. John currently is not only the Vice President but also our Programs Director. He has brought fresh ideas to the position of Programs Director and continues to do so. He will be our speaker at the November membership meeting and will be discussing the Last of the Lincoln Flatheads. It is sure to be as interesting as always.

Next month we will not have a general membership meeting but instead we will have our annual Holiday Gala. Again I would like to thank Cliff and Sandra Green for their efforts in the planning of this great event. It's an NVRG tradition that's always a great way to end the year. Read further for details and make your reservation early for this is a limited space event that is always well attended. And don't forget to bring a car-related gift to participate in the gift exchange, always a highlight.

Hope to see you there,

Eric Sumner

Hershey Air

by Clem Clement

Having the sixth sense that we would have high wind gusts at Hershey this year, I brought along several of my Gramma's canning jars. When she passed and we closed the farmhouse, her basement was full of canning jars as was common in those days. I saved one of each design for lo these 50+ years now. All day Wednesday the winds blew and we knew we had a good opportunity.



As described by friend Brian Partian on Fordbarn, "Another year at Hershey has come and gone. Only 365 more days to wait. Had a much better year than last. Spent quality time with our good friend Wick, Bobby Diggs, Larry, Sunny, Clem, John,

sold Wil Kronkite a few pieces. Got to meet Loukie and Hugh Smith ('36 phaeton) for the first time. We went to Clem's spot for our "first annual Hershey ceremony". I am now going to quote our friend Clem " How do you get quality air for your tire if you have a flat?" no tire pump needed. The wind was estimated at 65 mph at times. So, that would give a tire a good amount of pressure. Anyway, the pictures will explain. Capture the air, and use it as "spare tire air" It's Clem's theory and we have two jars full of Hershey air for the next time we have a flat. "

John Kandl prepared a huge tub of spaghetti and meatballs and many supped the repast. Wick showed up with Caryn and Brian and about 6.3 dozen oysters that he raised up



from babies. We borrowed a frying pan from the neighbors, fired up John's grill and sat about, frying oysters and sipping Red Stripe beerz. When there was a momentary lull in the flinging of camel chips, Wick regaled us with how to raise

2-bite ersters. Seems Wick, man of many talents, is an old oyster grower down on the bay by his place. He keeps them on trays or in a pen so they don't run off. His family secret, which he shared after 27 beerz, is that not only do you have to talk to them ersters, but to plumpify them by shaving

them every month. I was not about to question the man who was a-cookin steamed oysters for us, but I kinda smelt a deceased fish here. But no, as the shellfish steamed in the pan and popped open, by golly they were nice and fat and clearly 2-biters. For some reason known only to the oyster, if you shave the open edge of the shell, the oyster stops growing out and grows fatter. Wick denied training the oysters to plumpify. Did I mention Porto Rican hot sauce...? I had about 1.4 dozen of them steamed fat boys!!!

If I reported that a huge amount of jocularity was included I suspect you would believe it...

Brian has the part about the air correct. Seemed to us wind blowing at 65mph would jam air in the jar at 65 psi. Done and labels were attached to the jars and signed by all present to officially certify Hershey air was captured herein. My jar is now in my 39 peekup ready for the next flat tire.



Hershey Review - October meeting

Nearly 40 of the Flathead Ford Faithful gathered at the Hunter House in Nottoway Park for the October meeting that featured a great review of action at Hershey. Eric Sumner, Dave Gunnarson, and Cliff Green narrated while many slides of Hershey flickered on the walls. Of course the hale and hearty set up camp in the usual grove while the rest had to make do in their respective roadside motels and inns.



When the winds picked up a bit, as noted by the previous correspondent, the scene above was altered a bit (to page 4).

Hershey Review - continued



When all was reassembled and restored to 3 dimensions in the campground, many of the NVRG convened to share breakfast before making the daily trek through the field of dreams that is Hershey. Perhaps when the NVRG sets up its local Hershey Ford V8 cooking cable channel it could feature Dave

Gunnarson and Wendy Peiper as the hosts of the "Flathead Grille."



Many of the photos shown at the meeting revealed the usual as well as the unusual treasures.



And of course, there was no shortage of vehicles to contemplate, both in the rouge state as well as those well restored or in need of serious attention.



Another wonderful aspect of Hershey is the opportunity to enjoy the company of so many Ford friends and family.

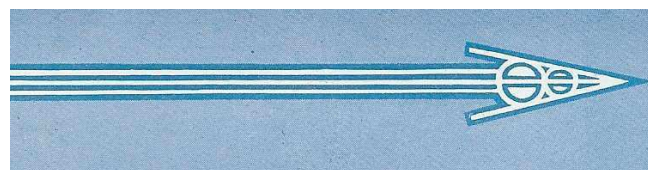


Hershey Review - October meeting - *continued*

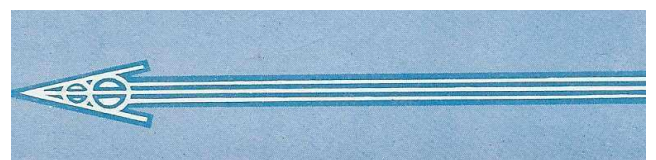
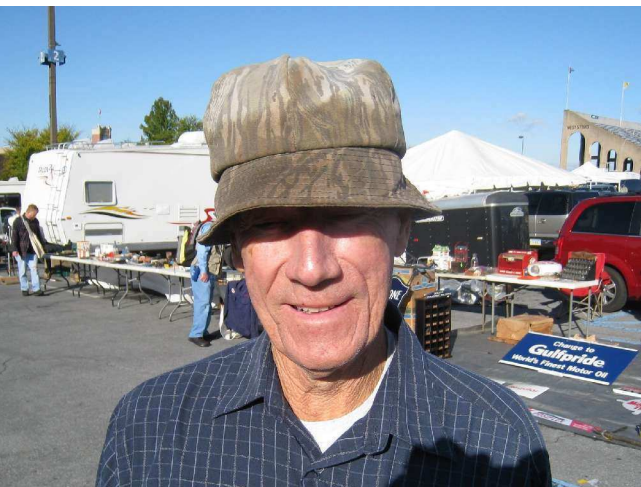
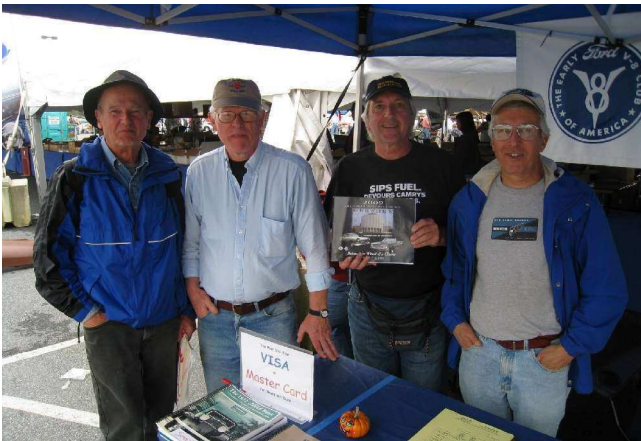
Among the NVRG membership in attendance at both Hershey and the October meeting was Chris Sanders and two fellow travelers from across the pond. He showed a series of photos from the various venues they have visited in the kingdoms united, and regaled the crowd with stories associated with each collection visited. As a bonus, he presented photos of pre-war German Fords and told the remarkable tale of the person who had collected these photos and passed them along to him. Many were Ford factory photos taken at the factory in Cologne. The collection of photos Chris has is the only known source of this material today as the factory, and many of the cars from it, did not survive the war.



At the end of nearly two hours of viewing photos from Hershey, the U.K. and German Fords, it was hard to believe the time has passed so quickly. *(Cliff Green provided the photos and the German Ford literature clip used in this article).*



(continued on page 6)



Walter Reed “Trick or Treat” Show for Our Wounded Warriors - by Ken Burns

Busy, Busy! On Sunday, October 4th, Helen and I took the Woodie to the annual Antique Assembly at the Armed Forces Retirement Home in DC. Bright and early on Wednesday I left for Hershey, returning about 9:30 on Friday night and although I would have rather slept in on Saturday, Helen and I once again climbed in the Woodie and headed off to Walter Reed Army Medical Center to pay our respects to those who defend the wonderful country we live in.

Two years ago the Daughters of the American Revolution put together a show on the grounds of Walter Reed for our Wounded Warriors from Iraq and Afghanistan. I drove the Woodie over to that show on a blisteringly hot 100+ degree day in July (Helen obviously has more sense than I) and was deeply moved by the sacrifices these men and women have made that allow us to live the comfortable lives that

Bridge and then went up Rock Creek Parkway and Piney Branch Road, retracing our route of the previous weekend to the AFRH. Upon exiting Rock Creek we headed North on 16th Street and passed by numerous embassies, churches and exquisite homes. Along the way there were a few drops of rain but nothing that made me question my decision to bring the Woodie out nor the McKinnons for driving with their top down.

Once we cleared security at the main gate, we wended our way through the hospital grounds following a very circuitous detour that eventually took us by the original Walter Reed Hospital, and finally through an area where some enormous oak trees were being cut down. The tree crew stopped lopping off huge branches and cleared debris from the road long enough for us to pass. Our group was one of the first to arrive at the show area and we were able to park in the front row. Cars drifted in periodically, singularly or in small groups, until the Cobra club arrived en masse, about 13 of them with a couple of HiPo



we lead. There was no show last year because of scheduling conflicts but this year the show was back on. The entry fee was a bag of candy that would be used to make up Trick or Treat bags for the troops and their families. The show was once again conveniently held in the vicinity of the Fisher and Mologne Houses where numerous family members stay while visiting hospital patients.

The weather was warm but threatening when Helen and I met the rest of the group over at Pan Am Shopping Center. The forecast was for the cold front to move quickly through the area so I figured a little rain on the Woodie was a minor inconvenience compared to what the troops at Walter Reed had been through. True V-8ers included our '41 Woodie and Tom Shaw in his '51 convertible. Clem was there but was driving his '30 Model A Cabriolet instead of his V-8. Go figure! We were joined by other members of the Model A club (Jim Gray in his 1931 Model A Coupe and Glenn and Janet McKinnon in their newly acquired 1968 Catalina convertible) and set off for Walter Reed shortly after 8:00. We caravanned into DC along Route 50, over the Roosevelt

Mustangs tagging along. You could hear them approaching long, long before you could see them. Soon after we were settled, Clem set off in search of coffee and returned to report that the Mologne House restaurant was serving courtesy coffee and muffins for antique car owners. That was the high point of Clem's coffee adventures for the day. Ask him about the cup of "lungo" he got from the Chaplin – personally blessed and everything. Made such an impression on him that he looked it up on Wiki after he got home just to see if he'd survive!

As the day wore on the weather became colder and there were occasional rain showers but that didn't deter the troops from coming out to look at the wide variety of cars on display. And a wide variety there was: from the Model As to a prototype fuel cell vehicle, a big new Bentley sedan, a 2010 Audi R8 V-10 with those evil looking LED parking lights, a slew of Mercedes, the aforementioned Cobras and Mustangs and some other interesting vehicles. All of us spent time talking with the troops, their families and their kids. (continued on page 8)



One soldier, a double amputee, was there with his wife and two small sons. He's working hard on his physical and occupational therapy and hopes to land a job with the VA helping other Vets back home in Missouri once he's discharged from the Army. The highlight of his sons' day was getting to sit in the rumble seat of Jim Gray's coupe. Jim patiently explained how to climb into the rumble seat – put this foot here and then that foot there – as he helped the boys climb up into the seat. The smiles on their faces told it all. There was a small award ceremony at the end of the show where I was presented the "Ladies Choice" award. Helen assures me that the award was for the Woodie and not me personally.



During the course of the day Helen and I ran into Nancy Valley – Bruce was still up in Hershey but Nancy, a member of the DAR, stopped by to show her support for this truly worthwhile effort. It really makes you think about what it means to live in this country and what type of person is willing to risk life and limb for you and me. There's a saying that goes: A veteran - whether active duty,

retired, national guard, or reserve - is someone who, at one point in his or her life, wrote a blank check made payable to the 'United States of America', for an amount of 'up to and including my life.'

Seeing these Wounded Warriors really brings home what that means. Of all the cars shows that Helen and I go to, this one and the one at the Armed Forces Retirement Home, have to rank right at the very top. It's not about us, or for us, but about and for them. Hope you can join us at the next one.

The Tale of the Tailgate - The Third Time is the Charm - by Bill Simons

Someone told me that an amateur restorer usually has to do a task three times before it is finally done correctly. I think it was Bruce Mazzie. So in the continuing saga of the restoration of my '49 woodie, I have once again proven Bruce to be a sage. This is the story of my tailgate adventure.

The upper tailgate seemed pretty easy to install; two rather strange hinges that fit up into holes in the roof. It took two people to maneuver the hinges into place with out scratching the paint. That's once!

About a week later I realized that weather stripping needed to be applied and it could not be done while it was on the car. So I removed it, carefully added the stripping and reinstalled it. That's twice!

I was sure that I could install the glass while the tailgate was on the car, but nooooooo! It had to come off again because a couple of top screws were inaccessible when the tailgate was in place. Off it came, the glass and interior moldings were added, and then my son and I reinstalled it. The third time is the charm!

After successfully installing all the exterior wooden panels on the sides of the car, my next challenge was to tackle the lower tailgate.

First up was how to add a second tail light, as the car originally came with only one. I was fortunate to find a used tail light assembly at the Winchester flea market but it was for a later metal tailgate, [mine has a wooden panel] so the attachment plate was not right. I replaced the attachment plate, painted the whole unit, and made a maple spacer to match the other side. The scariest part, [almost as scary as driving a '34 Roadster in construction traffic through the tunnels on the PA. turnpike] was lining everything up to match the driver's side tail light and then drilling the holes in the original wood panel. I must have measured 20 times before I had the courage to pick up the drill! (Continued on page 9)

The Tale of the Tailgate - *continued*

The next task was the wiring of both lights, including running lights, brake lights and blinkers. The rear left to right crossover wiring harness appeared to be too short but after some tugging and pulling I got it to fit. I need to mention that all the wires run behind the wood panel, down through a hole and into an enclosed tunnel that runs the width of the tailgate. Once completed, I tried the lights. Amazingly; they all worked perfectly.

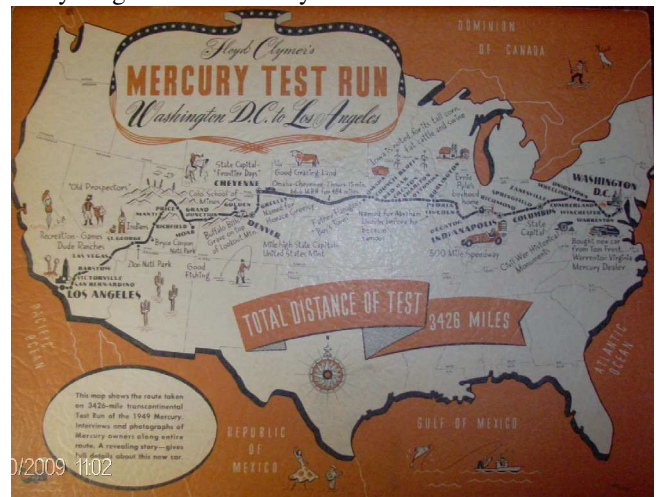
In a state of euphoria, I decided to lower the tailgate and see that the lights cantilevered down properly. In doing so I pulled out all the connections that I had so lovingly made behind the wood panel and in the tailgate tunnel. OUCH! I had failed to leave enough slack in the wires. The cure was to add a 12 inch extension to my crossover wires and reconnect and re-thread everything. Once completed, I gingerly tried the lights. NOTHING! DEAD! Another day or so of tinkering with connections and praying that the problem was not behind the panel or in the tunnel. I finally discovered that when I lowered the tailgate I had blown a fuse up under the dash. Once the fuse was replaced it took me several more frustrating hours to discover that I had also fried the blinker canister. That was replaced and everything now is in good working order: at last; on the third try!

Independent Test Report and Investigation of 1949 Mercury Cars by Floyd Clymer - *report by Jason Javaras*

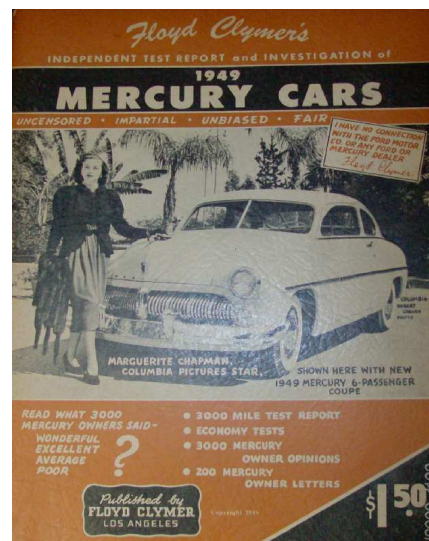
Floyd Clymer was crazy about all things automotive. In 1902 his father, a doctor, let him drive his new curved dash Olds. He was seven at the time. By the age of eleven Floyd was an agent in Colorado for Reo, Maxwell and Cadillac. He broke a world speed record in 1916 for motorcycles. He broke the existing record for the Pike's Peak climb in 1926. His ultimate passion was writing and publishing all manner of motor books and "scrap books" pertaining to man's preoccupation with automobiles and racing in general. Being an avid race fan, he attended the Indianapolis 500 race every year and published the Indianapolis Race History Book. His list of friends included many race car drivers as well as car dealers all across the country. He wrote about all makes of cars, but was especially fond of Fords.

And so Mr. Clymer undertook to do his own "unbiased and impartial" test of the brand new 1949 Mercury. On May 23rd, 1948 he flew from his home in Los Angeles to then Washington Airport where he was met by Tom Frost, a Warrenton, Va. Mercury dealer who delivered to him a new 1949 Mercury. They drove back to Warrenton where Clymer started his well planned drive cross country back to

Los Angeles, a distance of 3,426 miles. This "Test Report" details not only his methodical road test, but it gives the reader an entertaining glimpse of post-war America and the people he met and interviewed along the way. He records his thoughts on a "Soundscriber" Dictaphone while driving and gives an informed and entertaining commentary on the beauty of rural America in 1948 as he zooms from town to town, all the while making note of the car's performance, good and bad. At one point he arranges to "clock in" at the Western Telegraph office in Omaha at 4 AM and race to Cheyenne Wyoming where he clocks in at the telegraph office there at the end of his run. He made the test run averaging 66 mph but doing 90-95mph on the straightaways and in the process beating the Union Pacific's time for the same run by two and a half hours. In the book are pictures of his speedometer going across Nevada that show a reading of over 100 miles per hour. He really rang out that Mercury.



Having said all that, the book also contains pages of both his comments and those of other '49 Mercury owners that he polled (5,000 in all), and specs, text, and drawings from actual Mercury technical manuals all in an easy to read format. A very entertaining and educational read.



Mr. Clymer also published a similar test report on the 1949 Ford in which he reports on that car's performance during a run from Vancouver, Canada down to Tijuana, Mexico. Both books are a hoot to read.

Lebkicker Tour - *continued*



The next stop was the new Winchester visitor's center and a viewing of a nice video on Winchester and its history. It was at this stop that the heretofore great running Zephyr surprised David Blum by not wanting to turn over. A quick check by the resident experts Dubois, Girman, Westrate, and Simon's determined that the battery was low, but that it didn't appear to be the generator. Since our next stop was the hotel, we gave Dave a push and the Zephyr immediately came to life. It was decided to trouble shoot at later date.



Our host hotel for the weekend, the Wyndham Wingate was very nice, and the coffee machine in the lobby was a great treat for everyone. After getting rooms and settling in, the group met in the lobby for the drive over to the Violino Ristorante Italiano for the evening's meal. The threat of rain, which had been with us all day, finally made good and the showers forced everyone to double up and go over in modern iron. While not as enjoyable as an old car, a comment was made as to "how nice it was to have windshield wipers, bright lights and a heater."

Dinner was delightful affair. The restaurant is just inside a closed off street in old town Winchester. Cozy and intimate, we shared an alcove off the main restaurant with another couple who probably weren't sure what we were all about, but at least knew we were having fun. Because this was the nicer restaurant, and we a modicum of privacy,

Ken Burn's made the presentation of the annual Lebkicker Award. This award has been presented every year since 1996 to the NVRG member who embodies the can-do, get-involved spirit of one of the NVRG's early members, Richard Lebkicker. This year the award went to a very surprised John Sweet. Soon after, it was time to head back to the hotel and rest up for Saturday.



Saturday dawned with iffy skies, so everyone decided to keep the old cars under wraps and we'd double up in modern again. Our itinerary would first take us to Harpers Ferry via a route along the Shenandoah River. With the intrepid Don Lombard leading the way in his bright red mustang we turned off of Route 9 and headed towards the West Virginia border undeterred by the big sign that said "road closed." At this point, as everyone stopped and Don was heard to exclaim "This wasn't here last week!," John Sweet and crew decided to check things out a bit more carefully. With tacit approval of the fellow riders, the Girman's and Simon's, a foray past the large "road closed" sign, through a large concrete "tube" to the see what was happening on the "other side." What was found was a clear road. The intrepid explorers re-crossed, to confer with the Tour leader. Sensing perhaps a diabolical week-before Halloween trick, Don allowed John Sweet and crew to take the lead and go back through the construction zone. This was done with nary a problem and soon Don and Tina were back in their rightful place leading the way. (*continued on page 11*)



Lebkicker Tour - *continued*



Once through, we made our way to Harpers Ferry to check out the visitor center and sites. It was at this time that the heavens opened up and the rains came tumbling down. After about a half an hour, we decided to ditch the park and head to the Kennedy Farm, just outside of Sharpsburg. The Kennedy farm was the starting point for John Brown's raid on the Harpers Ferry Arsenal in 1859. It is now in private hands and on the national historic register. The owner, South Lynn and his son have lovingly restored the log cabin to its original 1859 configuration. He has owned the cabin and 2 acres of property for 40+ years and with help from a National Park Service Architect was able bring the cabin back to its original appearance. The South's were able to duplicate the look of the cabin so well because of its notoriety. Of huge help was the original U. S. Marine Corps inventory of all the items in the cabin. Although historically significant, and because the cabin is in private hands, the cabin is only open by appointment. (Both South and his son work at the family business in Washington, D.C. - a well known flooring company that is currently restoring wood work at the U.S. Supreme Court.) Being able to see this historical artifact restored to its original appearance was a certainly a highlight of the trip and everyone was glad to have had the opportunity to see it.



Once our tour of the Kennedy farm was complete, it was back to Harpers Ferry for lunch on our own. Although we had planned for more time in the historic area, a large portion of the group decided to head over to Charles Town to see the city museum, which had additional John Brown artifacts to see. The museum, for a small city run endeavor, was very informative and interesting. It contained hundreds of artifacts that were related to John Brown, or his trial at the Jefferson County Court House, included a piece of the rope that was used to hang Brown as well as the actual wagon used to carry him to and from the gallows. All in all, it was a great place to visit. As we left Charles Town, the sun came out just in time to highlight the color in the trees as we made our way back to Winchester. Once back at the hotel, the entire gang freshened up and then walked over to a Glory Day's grill across the parking lot. The evening was charming and the meal tasty, but the fun of the day made for some tired participants, so it was back to the hotel for a well deserved rest.

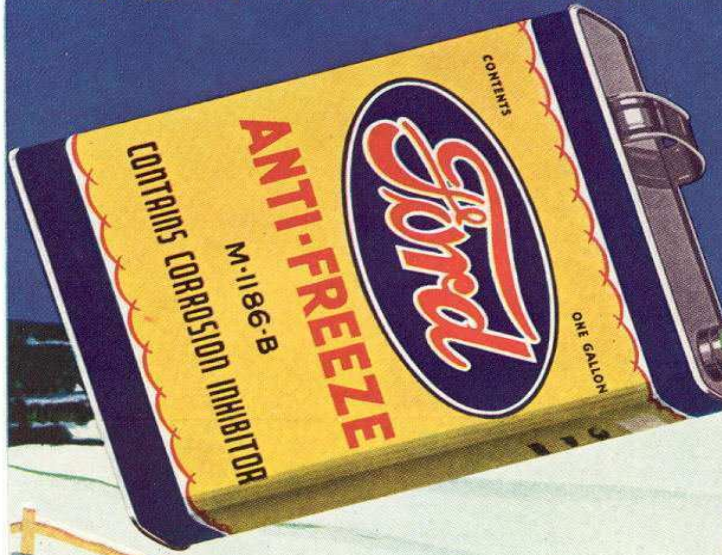
Sunday morning found the weather clear and sunny. The rain of the previous day had left a few puddles, but did little to dampen spirits. David Blum and the NVRG resident experts took this time to trouble shoot the Zephyr. Generator, Battery, and loose connections were quickly discarded as potential problems areas. This seemed to indicate that the starter motor was the culprit. After a brief consultation with Norma, David decided that he would head back once the car was started, this was accomplished by several hearty pushes from the group. John Sweet decided that rather than have the Blum's go back alone, he would follow, "just in case."

As for the other members of the tour, they decided to press on and enjoy the sights in and around Winchester. All in all, it was another successful Lebkicker, filled with great sights, tasty meals, a few hitches, but most of all, lots of fun. As with any event that centers around old Fords, Lincoln's and Mercury's, there is always a potential for trouble, but with a little help from your friends, trouble never seems to be that daunting. So, next year, if you and your car are ready for some touring fun, the Lebkicker is the way to go. And if your car isn't quite ready for the open highways, you can always go modern. See you next year and see you on the road.



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Ladies Ford News

As we take the time to honor and remember our veterans on November 11, it is useful to reflect on the contribution made by women on the home front in relation to the war effort in the early Ford V8 era. The September 1940 issue of Ford News featured an article on the W.A.M.S. - Womens Auxiliary Motor Service. The article noted "Thousands of women in the Dominion of Canada have been busy with wrenches and grease guns, jacks and tire tools, learning the fundamentals of motor-vehicle operation and maintenance, preparing for the eventuality of their menfolk being called away from their regular jobs behind the wheels of trucks, buses or ambulances. If they should be, Canadian women would be ready to take over."

"Instruction classes for these women have been conducted in Ford branches and dealerships from Halifax to Victoria. This great body of homeworkers, known as the Women's Auxiliary Motor Service, was sponsored by the Ford Motor Company of Canada, Limited, and its dealers as a patriotic service. Popularly called the W.A.M.S., the organization has offered a free training course to women eighteen years of age or older who hold official drivers' licenses. Each class has consisted of ten students who meet one evening a week for eight weeks. Instruction has been practical and every student has been required to carry out actual servicing and repair operations on cars, trucks and tractors, and to complete actual driving tests."



A Calgary, Alberta, class gathers around a Ford V-8 chassis to study features of its construction. When women go to class once a week, they don smocks or overalls and forget all about grease, smudges or blackened fingers. [Photo and caption from the Ford News article]

Tech Tip - from the archives

The June 1990 Valve Clatter included this Tech Tip - "Blowing a head loose. Because V-type engines will run on one bank, there's a simple method to loosen stuck heads. Back off the bolts on one heat about 3 / 8" , leave the spark wires connected, start motor, and head will blow loose. Then tighten this side down, back off the bolts on the other side and run the motor again." It would be interesting to know how many club members used this tip in the intervening years -successfully.

2010 Dues Notice!

NVRG 2010 dues are now being collected. Dues remain at \$15 for one year. Send a check made out to NVRG to David Gunnarson, Membership Chair, 10707 Ellie's Court, Fairfax Station, VA 22039 or see him at a membership meeting.

ALSO: Thanks to those members who already are on the membership roster for 2010: Al and Barbara Mason, Jim and Edna Cross, Fred and Alyce Janezic, Bruce and Debby Mazzie, Patrick and Diane O'Neill, and Ray and Vickie Andrews.

November Program!

Tuesday, November 10

This month's program, presented by John Sweet, will highlight the last of the Lincoln flatheads – 1949, '50 and '51. Over the years these models have been regulated to a virtually forgotten amongst Ford, Lincoln and Mercury aficionados and collectors, yet, as John will point out, these Lincolns were some of the most important and innovative automobiles that Lincoln ever produced. These were cars were a bridge between the original Lincoln Motor Car of Edsel Ford and Henry Leland and the modern Lincoln that we know and drive today.

V8 National Election News: On November 1, Bill Simons wrote - " I learned yesterday that I was 'a few votes short' of my bid to join the National Board of Directors. I was asked to take over the administrative duties of the club's insurance program with J C Taylor, and I agreed to do so."

FOR SALE:

Red 1951 Ford Convertible, 117,000 miles, rebuilt engine \$22,500

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For further details, please call Tom Shaw 703-771-9374

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Great driver/tour car, \$8800

Bob Helms 540-459-5890

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

WANTED:

Fellow member looking for an **Offenhauser 3X2 Intake manifold to fit a slightly modified 53 Merc engine.** I was given 3/Strombergs (97s) that I would like to try out in a 49 Ford Stake Body Truck. Please call Paul Day on his cell phone (202)236-2112.

The November Tour

Saturday, November 14 th

On Saturday Nov. 14th. we will be leaving our usual meeting place at "Fair Oaks Mall" at 8:30 am. to Tour **THE Wright Experience** facilities in Warrenton Va. Its hard to describe all that you will see and learn there on the Tour. Re-creation, Restoration of Earliest Airplanes, Engines and related Flight Equipment. You can go to (<http://www.wrightexperience.com>) and see for yourself.

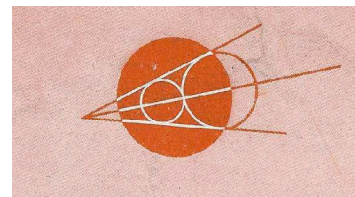
Return to the "Town and Country Restaurant" on Rt.29 for lunch.

Then Travel a short distance to Mr. Chad Coombs Residence for his Presentation of **Ford-Mercury-Lincoln History & Literature Tour**. If there's anything you want to know about your Antique Vehicle, Chad probably has it in his Library. Come see and find out !!

I need a Head count ASAP of who will be attending and if both Tours ? PLEASE E-MAIL at rpmlhc@aol.com_ OR phone me at 703-866-9707 and just leave a message of how many will be coming. Thanks. Leo Cummings

V8 Email

Clem Clement provided this interesting visual "Tech Tip":





NVRG Calendar



November

10	Membership Meeting - 7:00 pm - Nottaway Park - Program: Last of the Lincoln Flatheads - details on page 13 Refreshments: John Sweet
14	November NVRG Tour – The Wright Experience and Chad Coomb's Literature collection - details on page 14
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

ANNUAL NVRG HOLIDAY GALA

December 5th - Country Club of Fairfax - cocktails at 6 pm

Dress - coat & tie

\$40 per person - attendance limited to 60

Menu Selections:

Eight ounce filet Mignon topped with Brandy Peppercorn Sauce, served with Gruyere Scalloped Potatoes

Brest of Chicken topped with Lump Crab Meat, served with Rice Pilaf

Vegetable Napoleon with Marinara Sauce

Vegetable of the Day

Salad of the Manor

Desserts-choice of Creme Brulee or Sherbet

To reserve your place, mail your check and entree and dessert choice to Sandra Green at: 6214 Militia Ct., Fairfax Station, Va. 22039. Checks are made out to **NVRG**, and received no later than **November 30th**

Don't forget to bring a wrapped gift if you wish to participate in the gift exchange!



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	

November program: [Lincoln Flatheads](#)

Mark your calendar!
The November Meeting is on
Tuesday November 10
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