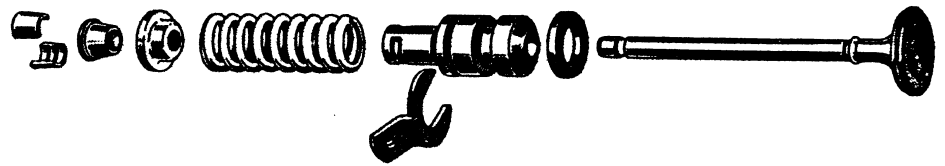




# Valve Clatter



**THE EARLY FORD V-8 CLUB OF AMERICA**

Regional Group 96

<http://clubs.hemmings.com/v-8northernvirginia/>

Volume XXVIII, No. 11

November 2005

Cliff Green, Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004



Sharp eyes will note this is not the same campsite as previous years. HERCO took over our old site behind the farmhouse and were charging double - without port-a-johns! Reconnaissance from prior years proved worth while as we went to plan B. This site is located at the East end of the White Field, not very central as the old one. A large flat area provided more room to set up with one disadvantage - we were in a flood plane! Since there had been no rain for a month it was ideal, although the pending forecast was on our minds. This picture was taken when the "Motel wimps" joined us for breakfast cooked by Dave Gunnarson. We prepared for the rains on Friday by packing up most everything the night before. Wendy Pieper insisted on cooking breakfast despite the weather! She, Steve Pieper and Greg Mensinger are not in the photo.



## UP FRONT WITH THE PRESIDENT



November 2005

I think October must be the busiest month for the NVRG. First, we have Hershey and then the Lebkicker Tour. It was great to have my son join us camping at our new campsite. Hershey was definitely a mixed bag this year in terms of weather. It couldn't have been better the first two days. The last two days were a different story. We stuck it out but it was really a "toad-strangler." We were so wet that, despite using an umbrella when taking pictures at the car show, water started condensing inside my digital camera. I thought it was done for when most of the switches stopped working and it got really flaky. It took two weeks under a heat lamp to dry it out enough that all its functions worked. Was it worth it? You bet! We had a great time (but still didn't see it all).

Patty & I especially enjoyed the Lebkicker Tour. **Don Lombard** and **Tom Shaw** did a great job with the tour. We had an unusually large variety of stops and sights on this tour. Don assures me that he had plenty of help with suggestions from **Bob & Jane Wild** and **Beth McDonald** on things to see in the Staunton area. We had some super meals and garage tours thanks to **Steve & Wendy Pieper** and **Von & Patricia Hardesty**. I don't think there is a club member that wouldn't take either garage in a heartbeat. Tours don't get any better than this one. And as you'll see elsewhere in the *Valve Clatter*, **Dave Gunnarson** was the well-deserved winner of the Lebkicker Award. Congratulations, Dave!

This next month we have what may be the last of this year's tours. We plan on going to the **Ken Gross's** book signing in Purcellville. He has written a book that showcases some of the best of the traditional hot rods. (**Hank Dubois** is reviewing this book for a future *Valve Clatter*.) Take advantage of this crisp, fall weather to get your old Ford out on the road with other club members on this tour.

Don't miss this month's meeting if you can help it. **Ken Burns** is finalizing the club calendar and expects to have it ready for sale to club members at that meeting. I've seen a preview and we've got some really great pictures of NVRG cars. The calendars will make great Christmas presents. **Dave Gunnarson** is putting finishing touches on the club directory. It's a neat, handy little booklet that has, in addition to the information you'd expect, thumbnails of many of the NVRGers and their cars. Of course, we will have a good program at the meeting: Hershey 2005 reviewed in slides.

For the near future, be thinking about the Holiday Party in December. Hope you already have a white elephant gift for the exchange. Also, **Cliff Green** submitted the proposal for the NVRG to host the Eastern National Meet in 2007. Now we just wait to see how the proposal fares.

Finally, this is the month to reflect and give thanks. One can't help but think about those in America, Asia and Europe that have had their lives turned upside down recently because of natural disasters. We are fortunate, indeed, to be free from such disasters and to have our friends and families in our lives (and, yes, even our old Fords). I hope that when you are giving thanks later this month that you consider also sharing with those who have been less fortunate, if you haven't already done so.

*John*

## HERSHEY 2005 – IMPRESSIONS

*Clem Clement*

Whatta blast in the dust and dirt surrounded by rusty car parts and the best friends in the world.

We arrived in the fields of Hershey around 11:00 am Tuesday . Lots of folks were already set up. We dumped our treasures about- opps- set things up in predefined precise order- and I went running. I saw plenty of trains all too expensive to own. I did the Blue, Yellow, Red and Chocolate annex. Meanwhile, John (my Model A buddy) foisted off some of our treasures to the early birds.

Wednesday we were walking thru the wondrous lot of for sale vehicles and aslobberin over the available cars and trucks. We liked them all, but especially the 2 Model A hucksters, the 40 Merc roach, and the Packards. I saw a lovely 41 Ford coupe with jump seats in the back. I learned to drive on such a car. We did come upon a huge mid 60's Linc offered by a beeg blonde in a nuclear suit. I asked Mr. John if that helped sell the car and he said yes. (It didn't faze me a bit.) Because of my sensitive nature and the current litigiousness of this country, I must be so sensitive in my selection of words. So as approved, the blonde was certainly above the minimum size requirements for a person of her nature...

The wx was super Tuesday – Thursday night. Warm, a bit sticky and lots of clouds. Some fog Wed. am. This all kept some of the heat down. John and I slept in our respective vehicles on the field. This in the only way to get the real feel of Hershey:

- ◆ The sights and sounds of the fields at night.
- ◆ The low murmur of friends chatting.
- ◆ The flappin of tent canvas.
- ◆ The glorious sight of Old Glory as she flutters in the night wind over us all.
- ◆ The high flying balloons we all use as direction finders.
- ◆ The unfathomable ambiance of it all – humans and junk from all over the world coming together in peace and fun to do old cars and create friends forever and great memories.

This was the test for me and my new Chivvy Tahoe. I was promised it was a good camper vehicle. I had a pad Sandy got me and my sleeping bag. I had to sleep cattycornered as I had trains and junk surrounding me. Then I discovered there was no way to slightly open the back window for air so I used a roll of duct tape to get some air. The side windows let in too much noise. About 2 am potty time comes on and I can't get out of the back of the Tahoe via the overheard door. The stupid designers did not put an inside latch that I could find. I could open the window if it was not latched. Reach down on the outside and pop the door latch. The auto button was no help. All this is not fun if one is in a hurry! Still I'm sticking with staying out in the field.

Our space has become the gathering place for everyone. Very seldom was it empty. This is too much fun and we welcome all visitors. I might note that no one of our friends

bought any of our rarenesseseseses. A place to sit and rest weary bones and store treasures works well. Also much information is passed about where things are and what is happening on the fields.

When the Giant center speakers announced that a major wind storm, floods and torrential rain was acoming Thursday evening, John and I immediately took decisive action- John got me another beer and I got under it... Turns out the report was false as the weather wasn't really forecast to come in till Friday afternoon, but it surely killed the rest of the meet. Campers in the Blue and Yellow Fields were encouraged to leave for higher ground. We packed Thursday nite and when the first rain hit Friday morning at 6:31 am, we beat feet. 1/3 of the place was empty as we pulled out. I hope some booths stayed open for those that couldn't get up till Friday. The upper day parking lot was empty and it usually has 100 cars by 6:30 am. We saw two bedraggled guys pulling a little red wagon onto the White field as we left and wished them good hunting. I understand Saturday they conducted the car show with about 1/3 of the normal cars on the field.



Some say the crowd was down- I guess they were right. Gas, Katrina and the war. But I sold at my usual level and sold some stuff that had been in my boxes for years. The For sale car lot seemed as full as usual. Many talked about the debilitating effect of eBay on the parts supply. I felt it was as good a Hershey as ever. Maybe it's me or maybe not, but all seemed a bit friendlier than at some times.

Remember Clemmer's wisdoms- get home when the Mrs. is out and squirrel away yer treasures so you don't have to explain why you needs that 4578<sup>th</sup> generator to a car you don't own, as yet. Also when quizzed, only give enough info that the Mrs. can come to the correct conclusion. "Darlin, those Maypops are John's" or "notice how many empty boxes there are" (I always pick up several empty boxes on the way home to execute that trick) or "look at these wonderful pots of mum's I picked out jus fer you" (Just above Bakers is a huge mum factory that you can find any color and bloom dat you like during a 2 minute stop.) Unpackin and puttin stuff away and doin household chores and smelling sweaty from this work when she comes home goes a long way to support your story that you wasn't boozing and associating with greasy friends during your latest adventure.

See yas all next year on the sacred fields of Hershey.

## HERSHEY IMPRESSIONS Dear Northern Virginia Early V-8 Folks,

I wanted to write to thank you for allowing me the opportunity to participate in the rite of passage that is the Hershey car show/sale/auction/meet. After years of being told, and not believing, that one can walk the rows of vendors at Hershey for days and still not see it all, I can say that I, and my feet, have been humbly converted. The great experience was compounded by the chance to partake in the traditions established by the club. Being a part of the camp, the breakfasts, the happy hours, the Penn Hotel gluttony, and the general good humor of the members made the trip a special experience.

There were so many facets to the trip that struck me, I could not hope to report on all of them. I did marvel at how even the most obscure bolts could be located if one traveled to enough vendors (and had the help of club members on walkie-talkies). However, I am still reeling at the thought of a \$775 price tag for a wiper motor for my 1935 Phaeton (looks like that car will only be seeing the California sunshine). I could have stayed for the entire duration of the auctions ("Double your money!") watching the action swell and wane as the Duesenburgs were "stolen" in the mere six hundred thousands. Of course, it was all I could do to not buy one the vehicles in the car corral. It's a good thing I'm still young and poor and my wife kept my checkbook at home. And I enjoyed seeing the hard-core show cars, and their owners, like Jeannette Hall, riding out the rain at the show on Saturday.

Each day I was very happy to be learning. Just by being at the event I was able to soak up so much through the experiences. I also hope folks didn't mind me listening in on and taking in the wisdom of the club members. I felt like my understanding and, in particular, my appreciation of the vehicles, the people, and the processes associated with restoration/preservation increased every day I was there, rain or shine.

In sum, I can only say that I am so glad that I took the time and opportunity to make the trip. It was an excellent experience and has served as inspiration for my own restoration efforts. In fact, upon return from Hershey I managed to complete the first step in the restoration of my '35 by cleaning and blackening the crank handle and extension bar, which I obtained at Hershey, (hey, gotta start somewhere). Now I stand in my garage here in the wine country of California, looking to get that body off the frame and get to it. As I move forward, I am reminded of Leo, gunning his car up the wet grassy hill, hoping to escape the soggy campsite, with club members yelling "make the turn, make the turn!" I, too, am now primed to make the charge into the restoration effort and the world of Early V-8 fords. Hopefully, I too will successfully make the turn and be off to years of fun, learning, and camaraderie.

So, thank you again for including me. I hope that I will be able to come again in the future. But next time I think I'll bring a bigger tent. The president's quarters were a little tight.

I wish you all the best in the enjoyment of your endeavors,  
*Derek Girman*

P.S. I sent my Dad a check so I can join the NVRG

## RAINY 2005 HERSHEY

*Jeannette Hall*



We arrived in Hershey on Thursday and it was cloudy and warm and the prediction was not good for Saturday – the big show day. Friday was very rainy, windy and miserable so we toured the AACA Museum the second time in three years and there were a large number of visitors due to the weather.

Saturday morning dawned with heavy rain and there was a brief moment when I considered not showing Pierre but it quickly left my mind since it was the 18<sup>th</sup> year for Pierre to be shown at Hershey and I could not break my record. My goal also is to get as many Preservation Awards as possible while my health permits going to shows. It was miserable all day but we made it. The biggest concern was damage from umbrellas and it was surprising how many spectators attended the show in the pouring rain. There were 1472 vehicles registered and there were approximately 800 no shows.



We always enjoy the gatherings at the Penn Hotel and joined the group on Thursday and Friday night. Barry thinks he is taking me to a fancy hotel for my birthday

since it frequently is during Hershey weekend!! The food is good and the company is even better. We are fortunate to be members of the Northern Virginia V8 and enjoy being with the quality people who are members.

*Dubois, Fox, Simons, Lombard*





Chefs Wendy  
& Greg



30 at the  
Penn Hotel



Social hour



## THE BRIT'S HAVE COME

*Eric Sumner*



Pres & Colin

For our October meeting we were honored to hear from Mr. Colin Spong, a long time personal friend of Chad Coombs and EFV8 enthusiast from the UK. Mr. Spong along with his brother Adrian and friends John

Milburn and John Went, fresh from their trip to Hershey, were invited to attend our meeting and were gracious enough to present a slide show of their involvement in the old car hobby in England. Mr. Spong's old car affliction began when his younger brother Adrian was born in 1957. The elder Spong was instructed by the lady of the household that a bigger car was needed to transport the now larger family. At the time the Spong family had a Ford model Y, a rather small car by US standards. The model Y was traded in for a 1937 Zephyr Sedan. Upon returning home with his new purchase, Mrs. Spong remarked "I didn't mean quite that big."

The same '37 sedan is still in Mr. Spong's family today, along with many other beautiful cars he and his brother Adrian have restored. The quality of their restorations really speaks to the talent and the passion shared by the Spong brothers. Some of the cars they started with would be left for dead by most in the US. But because these cars are so scarce in the UK, some times only a handful of models were imported, they literally start with almost what looks like a shadow of a car. A recent restoration of a '38 Zephyr Convertible started with a basic body shell found laying on its side long enough for the frame to rust in half. The finished product was beautiful. To hear the story of a 1924 TT truck they restored, it seemed as if they found the door handle and built the rest of the truck around it. Inspiring as these stories are make me think I shouldn't be so quick as to turn my nose at the next rusty piece of iron I run across.

What makes these cars so rare is the right hand drive. While the Zephyrs appeared to conversions, many of the Ford models for the UK were not just US cars converted to right hand drive, but entirely different models all together. The Model Y and the Pilot were what seemed to be distant cousins when it came to design. Although smaller in wheel base and overall body and engine size, the styling cues were somewhat recognizable as Ford. What I found interesting was Mr. Spong's dealing with cars imported from South Africa. Apparently the climate is favorable to the cars and many cars have survived there and now are being brought to the UK for resale. Most all the cars are already right hand drive and ready for the street. With parts, garage space, and gasoline at a premium (\$10/gal.) in the UK, one must truly be "afflicted" as evident in Mr. Spong and his associates.

## The last straw

*Editor*

or, finally all the correct pieces are found. What was the most difficult part to find for my '40 wagon after 36 years? No, not the correct fog light switch or any parts for the Columbia. Not the correct heater hose shut off valve or the rubber balls that go on the carburetor – how about a covered 14 leaf rear spring? All deluxe cars starting in 1939 had their front and rear springs wrapped with a grease impregnated cloth than covered with a material called ..... Which was sort of a tin plate. This cover allowed the grease to remain on/in the leaves and prevented dirt from effecting the action.

Over the early years in the restoration there were so many other more important correct parts to find that I casually sought the spring. I would take the cards of vendors at Hershey who “thought” they had one at home only to communicate later that it was not so. There were people that made the covers and installed them, but by the time I was ready to spend the money, these guys had died!

Member Ray Kunsman from Savannah had found NOS covers lacking the bottom piece. He thought they were for passenger cars and after looking up the part number discovered they were for 14 leaves. Ray contacted me and I was delighted to buy them. I once purchased a covered rear spring at Hershey and discovered later that it was a '41, which won't fit. (Sold that one for more than what I paid). Meanwhile, at the Frederick V8 meet last year, I bought a NOS covered 12 leaf rear spring that goes on a sedan delivery and figured that would not make much of a difference and the price was right.

Bill Selley helped me install the 12 leaf and it dropped the rear end down 3” at the bumper. The wagon sat very level and rode softer and we drove it that way to GA and back. One advantage was that you could actually see traffic in the rear view mirror! The disadvantage I found out in GA, was that you could not load up the “wayback” or the tail pipe scrapes coming out driveways.

So, I took the 14 leaf with the NOS covers to Charlie Franz out a “Great Expectations” restoration in Front Royal. He made up the bottom piece and installed the covers – excellent job – two hours labor.



*This spring spreader will handle any job! Made by Clift Harden, modified by Dubois and Gunnarson.*



Bill Selley knows springs

Enter Bill Selley again for the spring swap. This time we had the procedure down pat. With Hank Dubois' spring spreader (what a moose) the job was easy. The wagon again has the proper “nose low” appearance and troops can be transported in the “wayback” Anyone need a Sedan Delivery spring? – it will raise the rear for that “rake” look.

## FOR THE LADIES



You're in good hands at your Ford Dealer's!

Here is another ad in the “Good Hands” series. John Girman found this in a '52 folder at Hershey. All the ads featured children in some fashion with their parents. It suggests that they are safer with the mechanics at the Ford Dealer. Notice the painted line on the floor with STOP – this probably signifies the beginning of the shop area where customers can not venture. Those “Mary Janes” are still popular now!

**KEYSTONE '05** -Report from the Western Front  
(Range) – *Jim Roebuck*

I recently returned from the V8 Club's 2005 Western National Meet held in Keystone, Colorado from September 12 - 16. Sponsored by the Hi-Country RG #28, and appropriately set high in the high country of Colorado, it was a lot of fun (of course!).

Keystone is ski country, at 9,200 ft. altitude, about 80 miles west of Denver in the Front Range (the backbone of the Rockies). This is the off season for skiing, and with no snow, we V8ers had the place almost to ourselves. Keystone is nestled in a valley surrounded by mountains, with historic gold boom towns all over those mountains!

I was surprised at the turnout. About 200 people attended, and close on 100 cars. I was one of only 3 Virginians who pre-registered for the event - the other two were Wayne and Joyce Handy - and I counted only about 31 registrants from east of the Mississippi.

LOTS of goodies for attendees! A couple of used decks of cards from the casino in historic Black Hawk, a key ring with the meet logo, a couple of swizzle sticks with vintage Ford slogans, and - my favorite item - a license plate with the attendee's registration number, also emblazoned with the meet insignia, along with a bunch of other stuff, all inside a duffel bag similarly sporting the meet logo.

LOTS of fun stuff at the Chinese raffle. I didn't win a single thing! Boo hoo! None of the many V8 models, the V8 jigsaw puzzle, a bath set for "milady" (as it said in the description), a 1915 Model T Ford horn, any of the Club's restoration books including the new one for '41 - '48 Fords, ... There were over 120 items in the raffle!

The weather was very nice, except for - naturally - the day of the concourse, Wednesday, Sept. 14. Started out sunny but chilly, then the wind and clouds rolled in, then a sprinkle of rain, and then - of course - snow! It was only a light dusting, and the temperature was too high for it to stick. But it was bracing that day (high of 55 degrees!), and the organizers joked at the banquet about how they arranged all four seasons to make an appearance during the concourse.

Thursday, the 15th, was the day of the big tour to the historic gold boom town of Leadville, about 30 miles south. I didn't attend - not with a rented modern Chevy, I didn't! - but from the pictures shown at the banquet, it looked like V8ers took over the whole downtown area.

Banquet night was Friday, the 16th, and there was a huge turnout. As some of you may know, I own a 1948 Mercury 4-door sedan. Just by luck, I happened to be sitting next to a fellow from Texas who owns a '47 Mercury convertible, Columbia blue, which I had seen (and had taken several pictures of).

With that, let's get to those pictures!



1. A beautiful Maize Yellow, this '48 convertible was owned by one of the meet organizers.
2. One of the hits of the show: a French Ford or, more accurately, a 1954 Comete "Monte Carlo," powered by a '53 Ford powerplant
3. This bright red '40 Deluxe Coupe was in the judged Concours Division! I've never seen an authentic color like that on a '40 before.



4. '41 row. (Hank!)



5. A rare survivor of WWII, this is a German '32 convertible sedan.



6. Well turned out '34 Sedan Delivery. A survivor!



7. Station wagon row. Note the "Woodie" on the left, because...



8. It was THE big hit of the meet: a 1950 Monarch station wagon, driven from Vancouver, B.C. It won a Dearborn, the distance award (more than 1,500 miles), and the President's Award, given by Ray Papciak his ownself.

Hope I've given you a "taste" of the rollout the Hi-Country RG gave us. "Fun was had."

## ROCKVILLE

The car show at the Rockville Civic Center always defines the end of the show season for many. The visions of a muddy field deterred many this year, however there were still 250 plus that ventured out on a beautiful day. The Lincoln division of our club responded with the most vehicles driven including: John Sweet, Dave Blum, Rick Parker, Red Vaughn and Allen Whelihan (who sneaked in the back door). The V8's were represented by Buzzy Potter, Tom Lumpkin, Cliff Green & Bill Selley. Seen on the field were Leo Cummings, Art Zimmerali, Bob Belsey, Dave Pauly & Jack Sweet.



Selley, Green & photographer

## BURKE UNITED METHODIST

*Jim Nice*

On Saturday September 17th, at Dave Gunnarson's request, I and a few other NVRGers attended an antique car show at Dave's church, Burke United Methodist, in honor of their 75th anniversary. The show was small (about 14 cars in all) and featured Fords, Chevy's, a Plymouth Barracuda, an Olds Cutlass, and an MG. The Ford's in attendance were:

Hank Dubois' 1935 Coupe, Art Zimmerli's '36 Phaeton  
Patrick O'Neill's 1937 Ford Pickup and y 1951 Victoria



There was also a very interesting looking electric 3-wheeler motorcycle that could reach a top speed of 50 mph. We also

had an honorable mention: my son Jason's toy 1955 Cadillac convertible missing one headlight (sounds like a Hershey trip is in order!).

## CLIFTON

This was a big year for the Annual Labor Day show at Clifton where the registrations went beyond 230. The streets were overflowing with all kinds of vehicles. The weather could not have been more perfect. The NoVa Cruisers need

some work with the registrations – they were overwhelmed. One feature of the show that I liked was that no member of their club was eligible for an award.

Cars at the show included Green, Roy Judy & Father, Frankie Martin, Hank Dubois, Clem, & Mike Gallahan



## ARMED FORCES RETIREMENT HOME



*Burns, Dubois & Blum at the AFRH.*

A beautiful day, record turn out of antique cars and a free breakfast with no registration fees – can you beat that! The retirees enjoy reminiscing about the cars that they remember best. It is always a treat to show them off for those of the “Greatest Generation”.

**Vets Need Winter Clothing** - The Armed Forces Retirement Home in Washington is still in need of winter clothing items for the 300 plus vets who were moved to Washington from Gulfport, MS following Hurricane Katrina. If you have any winter coats/jackets, sweaters, hats, or gloves/mittens that you would like to donate, please bring them to the November meeting. A few female vets were included in those that came from Gulfport so ladies items are also needed. Hank and Cindy Dubois have volunteered to collect the items and deliver them to the Home.

## 11<sup>th</sup> ANNUAL LEBKICKER TOUR

*Bob Helms*

Friday dawned grey and threatening but hardy souls are the norm in V-8ing! From the launch time at Fair Oaks Mall, to the first scheduled stop at Steve Pieper's "Motion Promotions" the caravan was growing. At the Edinburg facility, Steve and Wendy had put together a great lunch to go with our appreciation of the quality of Steve's new "toy building". His collection of cars, machinery, car dashes, and art work were admired by all...the desk made from a '38 Standard was the center of the first room and art by Steve's father adorned the primary office. Whata floor...it glistened and was the envy of many.

After lunch the assembled group of V-8s (one '53, three '51s, one '50, and one '40 pickup) and a caravan of modern iron continued into the threatening skies along VA Route 42 and into the showers that obscured the normally beautiful vistas of the mountains and valleys. It was a real test of vacuum wipers as the rain grew steadier and harder, but all pressed on through Harrisonburg, Dayton, Bridgewater, Churchville, and into Staunton. The weather was now less rainy and the roads perfect for V-8 cruising.

Sunspots Studios and Glassblowing was a wonderful experience of seeing the craft practiced by experts and the resultant art that took on many shapes and colors. On to the motel for strategic planning (Social Hour), a good meal and a welcome night's sleep.

Saturday dawned more weather friendly and the tour to Springer Industries, owned and operated by Millard Springer was a morning well spent. Millard is a true craftsman who has developed a sophisticated shop and is self taught in the use of complicated production machinery. Our tour to Blackfriars Playhouse enlightened us as to the history and beauty of this reproduction of a

1600's Shakespearean Theater and was well presented by the tour staff. From there it was North on Route 11 and over toward Weyers Cave to Von and Patricia Hardesty's for another great lunch and tour of Von's collection. Their location was pristine and their hospitality impeccable.

Behind tour leader Don Lombard we cruised to the Frontier Culture Museum in Staunton for a walking tour of four historic farm houses and a blacksmith ship. The houses represented Germany, Northern Ireland, England, and Botetourt County, Virginia, and were working models of homes from these areas and eras. Life was hard then and accounts for the many who emigrated to the United States.

Finally the Award Presentation Banquet at the Pullman Restaurant in Staunton brought us together for a festive evening of good food and good fellowship. The annual Lebkicker Award was read for a most deserving Dave Gunnarson, as the 2005 recipient. Congratulations Dave! Jane and I separated from the group on Sunday morning (best weather of all) and cruised back home to meet earlier commitments. A special thanks to Don Lombard and Tom Shaw for planning and executing such a fun filled tour. The cars all ran great with no known kinks or breakdown...just like a V-8 should run!

*On Sunday morning the group met downtown at the Bruce Elder Antique and Classic Automobiles show room. This once was a Ford Dealership. The 1912 building is three stories and contains an elevator to lift the cars. Mr. Elder and family live in the building. He gave us a personal tour of his collection, some of which were for sale.*

*NVRG departed the motel at 10:30 am and proceeded on the back roads to Luray where we ate a delightful lunch.*

*Piepers garage, Springer Industries, and the Elder garage will be featured in future issues along with more pictures of the tour*

*Editor*



missing: Dick & Joyce McIninch







**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



President: **John Girman** 703-242-1459

Vice President: **Dave Gunnarson** 703-425-7708  
Secretary: **Jim La Baugh** 703-573-9285  
Treasurer: **Hank Amster** 703-753-9575  
Membership: **Jim McDaniel** 703-569-6699  
Tours: **Greg Mensinger** 703-893-5644  
Past President: **Steve Pieper** 540-465-9512

Programs: **Eric Sumner** 703-709-4164  
Property: **Frankie Martin** 703-928-7136  
Activities: **Dave Westrate** 703-620-9597  
Historian: **Don Lombard** 703-690-7971  
Newsletter: **Cliff Green** 703-426-2662  
Web master: **helenandken@earthlink.net**

**ATTENTION**  
**CLARKE HOUSE**  
**FOR NOVEMBER**  
**MEETING**

6332 Barcroft Mews Drive, next to Lake Barcroft Shopping Center & Barcroft Mews townhomes, Annandale.

7:30

**SEE YOU THERE!**



**FIRST CLASS MAIL**

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