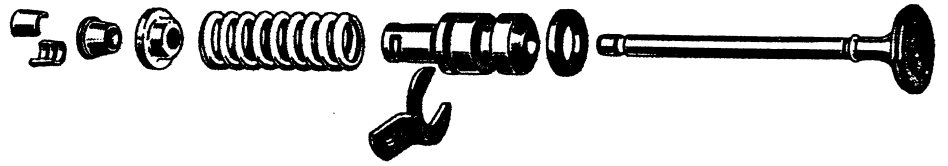




Valve Clatter



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

www.nvrg.org

Volume XXXI, No.12

December 2009

Jim LaBaugh Editor

The Wright Experience Tour

text by the editor, photos by Cliff Green

The November tour took the Flathead Ford Faithful to The Wright Experience. Ken Hyde, the founder, has been making authentic flying replicas of the Wright aircraft, beginning with the 1903 version that flew at the Kitty Hawk centennial. Ken and our own Cliff Green were in 727 pilot flight school together for American Airlines many years ago and Ken developed manufacturing vintage aircraft as a hobby between assignments for American. Vintage Ford iron making the journey to Ken Hyde's hanger were Ray Andrews - '53 Crestline Victoria, John Girman - '53 Victoria, Leo Cummings - '50 Mercury Monterey Tudor, and Bob Wild - '66 Mustang. Bob Wild flew Stearmans when they graced the skies in bygone years making him one of the few members of the regional group to have both driven and flown vintage vehicles before they were vintage. *(continued on page 3)*





December 2009

Our final tour of 2009 to the Wright Experience in Warrenton, Va. was one not to be missed. Discovery of Flight Foundation Founder **Ken Hyde** and his right hand man and Master Machinist **Greg Cone** walked us through the history of the Wright brothers and their innovations that got them, literally, off the ground. The engineering prowess of these two bicycle mechanics with high school mathematics is truly astounding when considering the time in which they lived and the tools they had to work with. Thanks to Ken and Greg for sharing their passion and knowledge.

After a quick stop at the Town and Country restaurant for lunch, we were invited to the home of club members **Chad and Evelyn Coombs**. Chad has accumulated a massive collection of automobile literature of the span of his time in the hobby and was kind enough to invite us to peruse to our heart's delight. Many thanks go to Chad and Evelyn for their hospitality. Read on for full details of the day.

As in years past, we will not have a General Membership meeting for the month of December. We will resume in January with more of our fantastic programs and activities. Stay tuned for details, and mark your calendars. Speaking of calendars, **Ken Burns** has a fresh batch of NVRG Club calendars for 2010 and they look great. Every year Ken puts in countless hours to produce these calendars and every year they are a real treat, Thanks Ken. If you reserved one or want to purchase one please contact Ken for details.

This time of year is a time of Thanksgiving. On behalf of the club, I would like to thank **Jim LaBaugh** for his service as editor of The Valve Clatter over the past two years. This will be Jim's last newsletter as editor. He has worked tirelessly month after month to put together a top notch, award winning, newsletter that we look forward to each month. The next time you see Jim, please take a minute to express your gratitude for his efforts. Kudos Jim! I've enjoyed every word.

On to 2010!
Hope to see you there,

Eric Sumner

The Wright Experience Tour *(continued)*



Ken Hyde welcomed us to facility in Warrenton noting that education is an important part of the Wright Experience, so he opens his facility to school groups, explaining how the Wrights used math, particularly trigonometry, to make their advances in flight. He also visits schools and did a show from the facility on the web that had some 11 million viewers! Contractual arrangements with his sponsors did not permit photos being taken of the aircraft for publication, but you can visit the web site to see what this is all about www.wrightexperience.com. Outside of the hanger is a long, grassy airfield, but since 9/11 restrictions pertaining to Washington D.C. airspace means use of the field is rare.

At the entrance to the hanger, Greg Cone, the Master Machinist of the Experience introduced us to an original 1908 aircraft engine the Wrights built that was obtained from a Ford estate sale. He explained the unusual method of using migration of the points to control engine output. Both Ken and Greg noted that the Wrights were very secretive and no blueprints exist. Furthermore, they painted all the wood parts silver (ash was used as it has second highest strength to weight ratio for wood), so photographs of the craft were not useful to competitors because wood and metal were indistinguishable in the photos. As a result Ken and Greg have had to do much research in Wright documents at the Library of Congress, making measurements of the originals held by the Smithsonian, and reverse engineering from originals they have obtained. While doing this 'aeronautical archeology' they keep in mind what materials and methods of manufacture were available to the Wrights at the time, also recalling the Wright's knowledge of bicycles was used in designing the craft.

In the hanger were two 1908 and one 1909 Wright craft nearing completion. Ken mentioned that the front canard and tail were designed to fold against the long axis of the wings so they could be transported by boxcar. He used the controls on the completed 1908 model to show how wing warping worked. This moved the wings 28 inches whereas use of aereilons would have only provided 6 inches of play.

Wing warping is best at the slower speeds flown by the Wright craft, but also has found use in modern times in very high-speed planes.

The fabric on the wings was muslin - the same material used in the day for ladies petticoats, due to its tighter weave. The cloth was applied at an angle to the long axis of the wings so bias produced opposite angles on the opposing surface thereby adding strength. Nothing was applied to the material - the Wrights took into account every aspect of materials used in construction to maximize strength while minimizing weight.

In the tour of the facility shop, Ken explained the importance of the Wrights use of wind tunnels they made to design the props, one of the keys to their success. His crew shapes these from wood by hand - several pieces glued together with resourcinol - the only FAA approved glue for wooden plane parts. Sitka Spruce is used as it has the highest strength to weight available, but is difficult to obtain as most is shipped to Japan. The result is a prop that is 84 to 87% efficient and generates 134 pounds of thrust. The prop tips were also covered with muslin for strength and painted silver.

In the metal fabricating section of the shop, Greg Cone explained how the Wrights made a crankshaft for the engine out of a single piece of steel. He duplicated this beginning by drilling individual holes in the steel to provide the basic pattern before working on the lathe. It took him 7 days to drill all the needed holes. Later, when examining some of the original Wright documents, he came across mention of the fact it took them 7 days to accomplish the same task, thereby confirming he was on the right track to make it like the Wrights did.

While the initial focus of Ken Hyde's group has been on the Wright aircraft, he has expanded to include other vintage aircraft and a Curtis-Jenny under construction also shared the hanger with the 1908 and 1909 planes. Nearby the Curtis-Jenny was as similar vintage vehicle - Greg Cone's original International Harvester auto he is getting in working order.

Ken Hyde noted that his group also has learned a considerable amount from the crashes, in addition to the reverse engineering. Legendary test pilot Scott Crutchfield was the first person to fly the first plane Ken's group built. Crutchfield often flew every craft he was testing throughout his career until it broke, and then told the engineers how to fix the problem. A local school in Herndon Virginia is named after him. Ken explained that pilots trained on modern craft have the most difficulty flying the Wright planes in the simulator they take on tour. Kids, with no preconceived notion of how to fly, however, *(to page 4)*

The Wright Experience Tour (continued)

take to the controls with ease and fly it without mishap. Greg and Ken pointed out at the time the Wrights were flying the French were keen on aviation. The French had a good engine, but bad propellers. Once they saw the Wright's craft fly in Paris they could see what photos alone did not reveal. The result was that French aviation took off. During the centennial, Greg was responsible for starting the Wrights aircraft engine at an airshow in France. He recounted that it had to start at a specific time to coincide with the French President's visit to the engine, as he was on a tight schedule. When he did arrive, the engine started without hesitation and the President stayed well beyond his scheduler's timetable to talk with Greg about it!

At the end of our scheduled visit, one and all thanked Ken and Greg for their hospitality and all the wonderful information about the Wrights, their ingenuity, and craft. After we all assembled for the photo on page 1, former pilots Ken Hyde and Cliff Green reunited once again on the edge of the flying field (*Photo below*).



The tour continued with a stop at the Town and Country for lunch and great conversation about the Wright Experience and our beloved Fords. The conclusion of the day's activities involved a tour of Chad Coombs' fabulous library of auto literature and memorabilia. Thanks to Cliff Green for arranging this great tour of the Wright Experience.



Tech Tip

Those new to the club are not aware of how much Dick Lebkicker meant to this Regional Group. The annual Lebkicker tour is named in remembrance of him (*See Sandra Green's article about the conclusion of that tour this year on page 9*). It is fitting therefore to reprint one of his Tech Tips from the October 1991 Valve Clatter below to highlight one aspect of his contribution to the club.

Facts on your Distributor and Tips! by Dick Lebkicker

The left set of points as you sit in the car open the ckt which is the timing of the engine.

The right set closes the ckt (dwell). This in turn makes a longer dwell so that the coil can be saturated (max current).

Closing of points - changes timing & dwell.

Burning of points - wrong or bad condenser, loose connection.

In emergency burned points can be flipped over in distributor (non-available) for renewed contact. They usually burn on one edge.

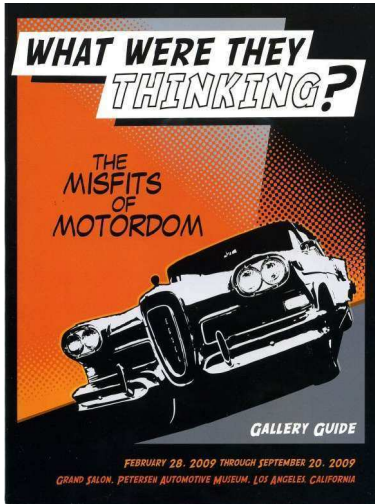
Always clean contacts of points to remove any foreign material or glaze when installing.

Don't forget cam grease ... a must.

*You can buy a rebuilt distributor with everything done. A turn-key job about \$75 exchange. If done correctly they are nice, but they are only as good as the person doing the job. **KNOW YOUR SUPPLIER!***

What Were They Thinking?

by Ken Burns



Back in late August, Helen and I flew out to see our son and his family in Costa Mesa, CA. The trip had multiple purposes: first and foremost was to see our 2-year granddaughter Audrey we hadn't seen her in nearly a year and you can just imagine how much she had changed. We also wanted to see the new (to them) house that

Chris and Tish had bought back in January '09 after a long and very educational effort to find a house they could afford even with the housing market as bad as it is. If you think houses are expensive around here, you should see the price of single family detached homes in the Costa Mesa area of Orange County! And lastly, I always want to take advantage of the opportunity to soak up a little of the SoCal car culture while we were out there.

Somehow I found out that the Petersen Automotive Museum had installed a display called What Were They Thinking the Misfits of Motordom that was scheduled to run through September 20th. It seemed like it would not only be of interest to me, but that Helen might get a kick out of it as well. I wasn't so sure that the entire museum would hold her attention though. My mental image of the museum was of one filled mostly with hot rods/street rods/customs since that's where Robert E. Petersen made his fortune starting in 1948 with Hot Rod Magazine. Much to my surprise the museum turned out to be far better than my limited pre-conceived notion. At one point during our visit Helen exclaimed This is really neat! The first floor is devoted to the impact of the automobile on the growth and development of Los Angeles starting in the early days of the 20th Century. The exhibit includes a typical tract home from the 1920s complete with a car in the driveway and a small detached single car garage; a full scale 1939 Pontiac showroom with several cars including a neat 1939 woodie



and a cut-away chassis; a unique roadside restaurant shaped like a sitting dog (seems whimsically shaped restaurants to catch the passing motorists eye were all the rage starting in the mid twenties the Brown Derby is one famous example

that comes readily to mind); an early downtown market area; a skinned knuckles speed shop (trusty flathead included), custom body shop with chopped 50 Merc etc. The second floor has diverse exhibits ranging from Alternative Power (Lessons from the Past - Inspiration for the Future) to the Bruce Meyer collection of



classic hot rods, customs and performance cars to the Hollywood Gallery of movie, television and celebrity cars to galleries for historic motorcycles and race cars and the Mattel Hot Wheels Hall of Fame. Chris particularly enjoyed this gallery and went through it saying Oh, I had one of those and one of those and one of those. In fact, there are numerous Hot Wheels from the late 70s/early 80s still kicking our house.

However the purpose of the visit was to see the What Were They Thinking? exhibit. I'm kind of intrigued by the fertile minds of those who think outside the box and always enjoy visiting the Udvar-Hazy museum to see the numerous ways folks tried to solve a problem. Usually, one solution proves far superior to the others and becomes the accepted norm for a particular application. It's really no different in the automotive realm. As fate would have it, we chose to go to the museum on September 4th, exactly 52 years to the day after the ill-fated introduction of the Edsel on September 4, 1957. How appropriate! Displayed along with the Edsel were some other modern era classic flops: the Chevrolet Corvair and the AMC Pacer. All three were cars that went to production and obviously their manufacturers felt that they would be commercial successes. Other cars in the exhibit that made it to production but failed in the marketplace included the Chrysler Airflow and the Toyota Toyopet, introduced into the US market in 1958. The latter was so unsuited to US driving conditions that Toyota suspended selling cars in the US until 1964 by which time it had developed the Corona. (continued on page 6)



Motor Wheel 1931

[The Gerdes Monowheel described on page 6]

What Were They Thinking? (continued)

To me, the more interesting exhibits were the ones that were more unconventional. How about a pair of powered roller skates? A backpack mounted motor like a leaf blower and a flex cable running down to a set of rear wheels on one of the skates. Must have been pretty exciting until the moment that it came time to stop then it must have been terrifying. Another interesting idea was the Gerdes Monowheel sort of a large hoop that you sat inside of. Power was provided by a small engine mounted to a seat and was transmitted to the hoop by means of a cog system on the inside circumference of the hoop. The seating position was the ultimate in being a low-rider but subjected you to lots of mud and bugs along the way. You probably also stood a pretty good chance of being run over by cars, horses and motorcycles. A little Google searching after returning home reveals that the monowheel concept originated in the late 19th century and just wouldn't seem to die. Did you know that Chevrolet built an air cooled car in 1923 called the Copper Cooled? It was the brain child of Charles Kettering best known for the invention of the electric self-starter several years prior. Kettering was



convinced that air cooled engines were the wave of the future and would eventually replace water cooling. Poor

design coupled with production problems and a price \$200 above a similar water cooled version doomed the Copper Cooled. Only about 500 were made before the Bow Tie folks pulled the plug. Another vehicle that used air cooling was the 1932 Helicron. In the early 1900s the French spent almost 100 times as much on airplane development as the US did (\$22 million versus half a million). Many believed that propeller propulsion was more efficient than mechanical power transmission and a whole series of prop driven autos were developed. The Helicron on display was

restored in 2000 and is fully operable at speeds up to 75 mph. Just think how fast the bugs are going when they smack into your face after being



accelerated by the prop! The 1906 Adams Farwell and the 1925 Julian were also air cooled. The Adams Farwell was unique in that it was a rotary radial engine i.e. the

crankcase was attached to the vehicle and the cylinders rotate around the pistons. This concept isn't as rare as you might think it was applied to aircraft engines as well



during WW I with equally disappointing results. The Julian used a horizontally mounted, six cylinder radial air cooled engine situated

horizontally over the rear axle. The car was named after a wealthy New Yorker, Julian Brown, who had the prototype built but was unable to find financing to move into production. The car has a custom-built Fleetwood body and luxurious interior with a unique center driver's position.

Moving on to other propulsion/power transmission systems there was a 1947 Gregory rear-engined and front wheel drive. Of course you still needed a long drive shaft and some or of a differential to change the direction of power 90 degrees and now the weight in on the rear wheels but the traction had to come from the front wheels



no wonder they named the exhibit What Were They Thinking? And of course the exhibit wouldn't have been complete without a 1964 Amphicar. The doors weren't watertight and you could only hope that the bilge pump was pumping out faster that the water was leaking in.

There were numerous other cars on display and also many thought provoking accessories for your driving convenience. One of my favorites was a platform that hooked over the front seat and allowed your toddler to stand next to you while you drove. For safety it had a rail around the platform so your precious little on wouldn't fall as you started, stopped and went around corners. The most original accessory (and certainly the most useful around here) was the device shaped like the head of a ventriloquist's dummy that was mounted facing rearward. With the simple flick of a switch the tongue would deploy to announce your displeasure to the person tailgating you. Now isn't that just so much more convenient and polite than the age old gesture of ill will?

There was much more to see and talk about but you'll have to attend the meeting early next year (maybe February) when I'll share pictures of some more of the interesting vehicles and concepts on display. Trick question: what was the first vehicle built in the US to have a V-8 engine and what was the year? There ll be quiz at the meeting so come prepared.

The Bridge to Modernity: A Review of the 1949 to 1951 Lincoln *(John Sweet's summary of his November meeting presentation)*

Largely forgotten today among today's automobile collector, the 1949 through 1951 Lincoln automobiles were the bridge between the era classic era of the 30's and 40's and the modern age that we know today. With new chassis and body designs, these Lincoln's were as modern and up-to-date as there earlier predecessors weren't. They were truly the last cars designed by Ford's matchless stylist, Eugene T. Gregorie, and more importantly, the last Lincoln's that reflected stylistic input from Mr. Edsel Ford, the uncanny arbiter of Lincoln Motor Divisions classic style, taste, and grace. As Marvin Arnold wrote in his work Lincoln and Continental Classic Motor Cars, the Lincoln's of these years were "the beginning of the new era for Lincoln, but not quite the end of the old.

Introduced on April 22, 1948, the new Lincoln's were everything the preceding year's Lincoln was not; mechanically modern and stylishly up-to-date. For the first time since 1933, Lincoln's were once again powered by a V-8 engine, a 337 Cubic inch flathead engine based on the Ford's F7 and F8 trucks. Despite there truck heritage, the 337 Lincoln engine featured hydraulic lifters, a distributor moved to the back of the engine and a forged crank shaft that weighed in at over 104 lbs. The new Lincoln's also featured the 4 speed Hydra-matic automatic transmission, courtesy of a deal made with General Motors. As for the suspension, gone were Henry's transverse buggy springs. Instead the new Lincoln featured coil springs in front, leaf springs in the rear and hypoid drive. The new Lincoln's were smooth, responsive and unlike any other Lincoln that had come before.

Because they had an exceptionally early introduction date the new '49 Lincoln shattered all previous production runs for a new Lincoln. More than 73,000 cars were produced in two distinct model lines: the smaller 121" wheel base EL (light) Lincoln body and the 125" upscale Cosmopolitan EH (heavy) body. The smaller Lincoln was based on E.T. Gregorie's Mercury body, but added 3 additional inches to the front of the car. Both models featured large egg-crate style grill that curved down at the ends. While it worked very well with the car, most people thought the car's front end was "frowning." The EH Cosmopolitan was the more

luxuriously appointed deluxe offering. Despite the similarities both cars were readily distinctive with the Cosmo's sporting standard fender skirts, chrome "pontoons" over the front wheel openings and a one-piece windshield. The standard Lincoln on the other hand featured a split windshield, and stainless-steel side trim that stretched from the front to the rear. The '49 Lincoln's featured a two door convertible, a two door coupe and a four door Sport sedan. The Cosmos had the same line-up plus the Town Sedan, a swoopy four door fastback. Except for the town sedan, all model other models were continued for the 3 year production run.

In 1950 the designers kept the basic body proportions, but straightened the grill and gave it a more open "toothy" look. Lincoln Engineers continues to refine and improve the car, changing the dash to a more useful configuration and improving body panel fit. Lincoln also introduced two new trim engineered models in 1950. The Lincoln Lido and Cosmopolitan Capri models were based on the two door Cosmo model H72 and Lincoln L72 two door Coupes and



featured added trim and a vinyl tops. These models and were introduced to compete against GM's sporty to hardtop models. Lincoln engineers were unable to make body changes to make a true hardtop model, but the stylists came up with the next best thing. In 1951 both model Lincoln's were virtually unchanged with only minor front and rear style updates, although the Cosmo's finally lost their front wheel pontoons.

Over their long three year model run, Lincoln produced a total of 134,255 Lincoln's and Cosmopolitans. Despite a topnotch pedigree, great E.T. Gregorie styling, superior V-8 performance and engineering enhancements, the '49 through '51 Lincoln's are almost forgotten among collectors and rarely seen at open marque car shows. Unfortunately, the majority of cars seem to be heading towards the hot-rod route due to their low prices and similarity to their Mercury cousins. Despite this lack of "respect" among hobbyist's, they are still one of the best collector cars available today and offer the Early Ford V-8 enthusiast the very best in Lincoln luxury, Lincoln styling, Lincoln engineering, and of course the ultimate in Ford/Lincoln V-8 flathead technology. So the next time you see one of these wonderful cars at a local show, think about the history it represents and then be sure thank the owner for bringing it out, because it may be a long time before you see another one!

TEAMWORK

By Dave Westrate

A number of club members and Tom's Family members volunteered to help construct a new staircase to give Tom Shaw access to his second floor parts and storage area over his garage. We gathered on Saturday, November 21st, around 8 and by 5:30 pm declared mission accomplished.



The key to success on this job was Dave Gunnarson (the engineer), who also has had professional experience as a deck builder. Dave made a planning trip to Tom's for measurements and concept approval. From this, he developed a very detailed materials

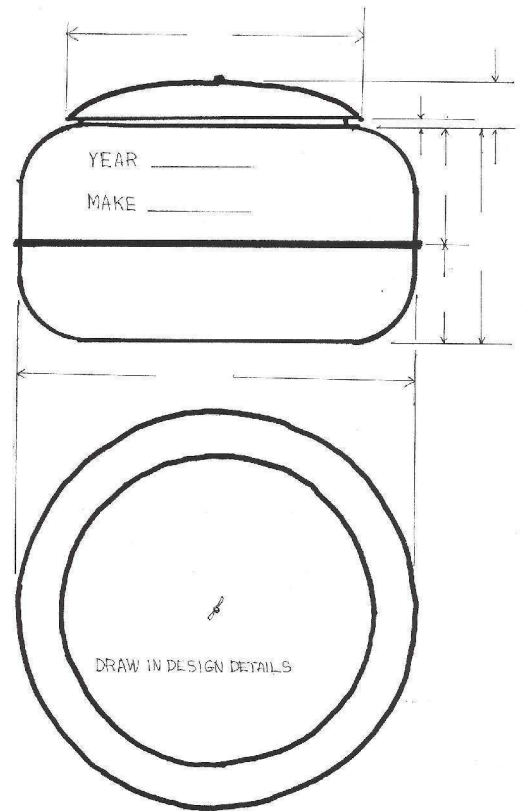
list for Tom. He also developed extremely detailed instructions for cut lists, drawings and hardware lists for each of the four teams. We had a stairway, landing, posts and trim teams.



With good weather, hard work and a willing spirit, we plugged away and a thing of beauty grew out of the ground. Sarah prepared a hearty lunch of pulled pork barbecue, cole slaw, chips and brownies! Maurey Roesch added morale support with a cookie delivery and words of encouragement. When you bring together the talent and tools of old (and younger) car guys, good things happen.

November Meeting report - Air Cleaner Casting Call

At the November meeting Steve Groves (6312 Marywood Road, Bethesda, MD 20817) displayed several post-war air cleaners. He indicated that this is a topic that has not received much attention in the last 20 plus years of the V8 Times. As a result, he would like to compile information about air cleaners from '32 to '53. He is looking for dimensions, manufacturer, and photos of your air cleaner, particularly for those of you who know yours is original to your vehicle. The sketch below is a form for the later year models in case you would like to help him gather this information. It has arrows indicating places to fill in the dimensions. For those with earlier air cleaners, if you have a sketch with similar dimensions noted, it would really help him. He will share the collective information through the Valve Clatter or eventually an article in the V8 Times. Thanks for your help.



SUNDAY OF THE LEBKICKER

by Sandra Green

John Sweet followed the Blums and their ailing '39 Zephyr back to Northern Virginia, while the rest of the members continued on to the Museum of the Shenandoah Valley. Check out their website:

<http://www.shenandoahmuseum.org>



By Sunday morning, the sun had finally come out and the group uncovered their V8s and caravanned westward to the museum. Upon arriving, we were surprised to see about a dozen Model Ts already lined up. John and Patty Girman, editor of their by-monthly newsletter, sauntered over from their modern '53 to greet their Model T friends. While we shared rides in modern cars the prior rainy day and left the V8s under tarps back at the motel, these rugged Model T individuals drove around in the rain without side curtains or fog lights, as evidenced by all the grime on the mostly black cars. After enlightenment on the characteristics and subtle changes of the various vintages present, we proceeded into the newly opened Museum.



Our own professional tour guide and fearless leader, Don Lombard, negotiated a group senior rate, and we toured through the two story facility with its beautifully presented dioramas, artifacts and history of the Shenandoah Valley. I especially liked the doll house collection with the exquisite attention to detail, and marveled at the museum quality furnishings, hand carved by masters in this field.

Our price included a guided tour of the mansion Glen Burnie, which is surrounded by expansive lawns with pathways leading to numerous enchanting gardens. The interior of the house had been expanded and restored beautifully by the last descendant of the original owner of

this historic property, After a tour led by a very knowledgeable docent, we exited a side door and proceeded to stroll through the gardens surrounding the estate. The maples were in glorious color, and our group took in the beauty of the grounds, bathed in sunshine that had been missing the prior days of our tour.



After a delightful lunch in the Museum, our party broke up and we headed our separate ways. The Museum of the Shenandoah Valley is a must see place it is an easy day trip, and it was the perfect ending to another outstanding annual Lebkicker Fall Tour.

Thanks to Don and Ken Burns for leading us there.

For Sale:

Car Trailer for sale. 1997 Texas Rollback Trailer with 18' bed. This trailer is slick - no ramps. Easy to load cars without help. Bed slides back and tilts to the ground. Very low tilt angle allows cars with very low clearance to be loaded easily. Good condition. \$2600. Mark Luposello, 703-356-3764.



Don't forget to renew your membership - details on page 11

The view from the typesetting room - *The Editor*



As I conclude my two-year term as editor, I take this opportunity to thank all those who contributed articles, photos, and notes to the Valve Clatter in 2009. Such contributions are essential to the success of the Valve Clatter and provide a great service to members of our Regional Group. Thanks to: Eric Sumner, Dave Gunnarson, Cliff Green, Art Zimmerli, Jason Javaras, Ken Burns, John Girman, Dave Westrate, Clem Clement, Alan McNiff, Roy Judy, Hank Dubois, Allen Ponton, Chris Sanders, John Sweet, Bill Simons, Chad Coombs, Jim Nice, Von Hardesty, Bill Tindall, Don Lombard, Bob Wild, Ken Gross, Maurie Roesch, Jim McDaniel, Sandra Green, and Steve Groves (*apologies in advance if I missed someone*). I encourage all club members to continue to submit material for the Valve Clatter in 2010. Ken Burns is the new editor. Please give him the support that you so kindly provided to me. (Photo - the editor's great-grandfather in the foreground)

Ladies Ford News

In addition to all the wonderful articles written by Margot Sherman and Dorothy Dignam, Ford News featured ads that called attention to the women consumer involved in the purchase of the Early Ford V8s. Two of such ads appear in the right column of this page.



"Have you tried a NEW FORD RADIO?"

DESIGNED ESPECIALLY FOR THE 1940 FORD AND MERCURY MOTOR CARS
\$40.00 installed
STATE OR LOCAL SALES TAXES ARE EXTRA

Single Button Control **Integral Antenna**

Five preselected broadcasting stations can be tuned in automatically with only one button—safer because it eliminates fumbling among buttons while driving. Also provision for hand tuning.

The rustless steel antenna shaft now enters the set directly. This unique construction provides maximum performance and simplicity, and is a great improvement over the conventional type.

Seat Covers

ATTRACTIVE • COOL • COMFORTABLE • PROTECTIVE

IN SUMMER Ford seat covers are cool to ride on. Their smooth surface makes it easier to slide across the seat. Only high-quality materials and workmanship are used. They're expertly tailored to fit snugly on seat and back cushions, without strains or wrinkles.

Our body designers picked the fabrics to match the interiors of Ford, Mercury & Lincoln cars as carefully as they chose the upholstery! The attractive leather-grained material added this year has over wide acceptance.

The fiber is made of a wide ribbon, the cross strand being twisted for extra strength. Seams are strongly attached for extra long life—another evidence of their high quality.

Get a set for your 1943 car today!

AVAILABLE THROUGH YOUR DEALER FOR

Ford **Mercury** **Lincoln**

• **TAILORED TO FIT**
• **HIGH-QUALITY MATERIALS**
• **STYLED TO MATCH THE INTERIOR**



NVRG Calendar



December

29	Valve Clatter Deadline - submit items to Ken Burns
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January

12	Membership Meeting - <u>7:00 pm</u> - Nottaway Park - Program: Ford Dealerships by Cliff Green - Refreshments: Eric Sumner
26	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library

February

9	Membership Meeting - <u>7:00 pm</u> - Nottaway Park - Program: What were they thinking? by Ken Burns - see pages 5 and 6 for a preview - Refreshments: to be determined
23	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library

Down the Road

March meeting - License Plates, toppers, and how to restore them - bring in your own examples

April meeting - Shifting into high - transmissions

The Poker Run and other tours

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.

ALSO: Thanks to those members who already are on the membership roster for 2010: Hank and Bea Amster, Ray and Vickie Andrews, Warren Barbee, David and Norma Blum, Ken and Helen Burns, Bob and Betty Clark, Jim and Edna Cross, Mike Cumberland, Leo Cummings, Day, Rob and Susan Doudrick, Dave and Sarah Gunnarson, Derek and Natalie Girman, John and Patty Girman, Robert and Wesley Gregg, Clift and Judy Harden, Norman Hess, Fred and Alyce Janezic, Ed and Debbie Mascali, Al and Barbara Mason, Bruce and Debbie Mazzie, Jim and Char McDaniel, Dick and Joyce McInich, Greg Mensinger, Patrick and Diane O'Neill, Rick Parker, Maurie and Cathy Roesch, John Ryan, Chris Sanders, Bill and Liz Simons, Robert and Joan Stewart, Eric and Nancy Sumner, Jack Sweet, John Sweet, Red and Dorothy Vaughn, Bob and Jane Wild, Cliff and Sandra Green, Dave and Barbara Westrate, Don and Tina Lombard, Hank and Cindy Dubois, and Jim La Baugh.



Board of directors
Northern Virginia Regional Group

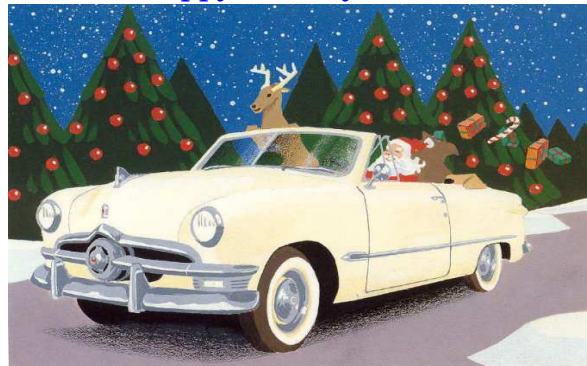


President: **Eric Sumner** 703-860-1916

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	

Happy Holidays!

Mark your calendar !
The Next Meeting is on
Tuesday January 12
at 7:00 pm in the historic Hunter
House, located adjacent to the tennis
courts, Nottoway Park, Court House
Road, Vienna, VA



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