



Valve Clatter



Northern
Virginia
Regional
Group



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

www.nvrg.org

Volume XXXII, No. 2

February 2010

Ken Burns Editor

TUCKER!



Dave Cammack (in argyle sweater) welcomes the NVRG to his Tucker Museum

The Tucker Collection Tour

by Jim La Baugh and Dave Gunnarson

TUCKER - 51 were built, 47 remain and 3 of those are in David Cammack's collection that was the focus of the NVRG January tour. Many of the Ford Faithful gathered at Fair Oaks Mall then made the trek to Alexandria to meet Leo Cummings, tour director, in his '50 Mercury Monterey Tudor and other NVRGers already at the museum. Tours of the museum are by appointment only and from the outside of the building there is no indication of the incredible American automotive history housed within.

Our group was ushered into the first room of the museum by our host and guide, David Cammack. Many photos of vintage vehicles lined the room and Mr. Cammack indicated that he and his four brothers had owned some 200 different vintage vehicles over the years. In display cases below the photos were his father's collection of Indian stone axes, spear points, and arrowheads gathered east of the Mississippi and meticulously labeled regarding point of origin.

As we were ushered into the next room it was evident that Mr. Cammack was following in his father's footsteps in the care and dedication to the artifacts and documentation associated with the Tucker automobile. An early prototype chassis and engine were adjacent to a contemporary 1947 Cadillac chassis and engine. The differences were between the two were striking. The Cadillac was strictly conventional with a front mounted flathead V-8 engine, drum brakes, conventional standard shift transmission and all other features common on pre-war/early post war cars. The Tucker prototype, in contrast, had a transverse-mounted, overhead valve, 589 CID flat six cylinder engine mounted directly between the rear wheels with a torque converter attached to each end of the crankshaft. This was supposed to eliminate the power loss associated with conventional differentials that have to turn mechanical power 90 degrees from the drive shaft to the drive

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Up Front with the President



January 2010

Around this time of year I find myself looking for some of the smaller projects I can do down in the basement where it's warm. When the weather dips into the twenties like it did for a two week stretch in December, I just can't seem to take the chill out of the garage. I end up wearing so many layers I start to feel like the Michelin man. Even if I can get the air temperature to a comfy fifty degrees, any metal I touch still sends a chill down my spine. So to the basement I go, but golly....what a mess. Well, I guess that is the first project to tackle. Some of the other car guy stuff to do in the cold is watch the Barrett Jackson Auction on TV. I managed to catch a little bit here and there and noticed the prices seemed to be down a bit over the past few years. Regardless of the prices, I can tell it's mid January because B/J auction is always the same time each year. It's one of the first "car calendar" events of the year. Bright chrome and deep paint under the spot lights in Arizona somehow make it feel a little warmer.

Next on my "car calendar" is Train Day. Sunday February 21, 2010. Each February Clem and Sandy Clement open up their home to all interested in old trains, old cars, and good fellowship. Clem has quite a large collection of trains and has many runnin' down the track for all to enjoy. Families are particularly welcome as Clem has trains set up just for the kids to run and buckets of sidewalk chalk for them to be creative with. If weather permits, and you can drive your old Ford V8, Clem might even let you park on the front lawn, what a guy! Read on for further details.

Ken Burns informed me we have sold out of NVRG calendars. Way to go Ken! The club calendar has become an important fundraiser for our club as we now pay to rent our meeting place. Ken has done a fantastic job over the past couple of years but has taken up the job of news letter editor and we are now in need of someone new to take on the calendar for next year. If you have an interest in doing so, please contact me or any Board member.

Speaking of Ken Burns, he will be our speaker at the next membership meeting February 9, 2010. He will be discussing some of the oddest automotive design and engineering debacles in automobile history that were on display at the Petersen Automotive Museum in Los Angeles. PLEASE NOTE.....CHANGE OF VENUE.....OUR FEBRUARY MEETING WILL BE HELD AT THE CLARKE HOUSE IN ANNANDALE. Read further for details.

Hope to see you there,

Eric Sumner



Automotive Genealogy: Where Did My Car Come From and How Did It Get Here?

by John Girman

Sometime in the distant past, perhaps in 2008, Jason Javaras sent out an email requesting information on how to research a car's history. While many of the NVRG members already know about their car's history (see for example, the article by Michael Kozak in the January 2010 *Valve Clatter*), for the rest of us, our car's history is a partial or complete mystery. Jason's email got me looking on the internet for any available information on this. It turns out that the definitive book on this subject was written in 1991, *How to Find Cars & Owners* by Barbara Spear and Mike Brezdan. It was subsequently revised in 1992 but is now out of print. In addition, *The Driver's Privacy Protection Act of 1994*, which was developed to prevent stalkers from getting personal addresses from motor vehicle departments, renders some of the advice in the book moot and makes searches much more difficult.

Fortunately, Barbara Spear, who is a Corvette enthusiast (but we'll try not to hold that against her), has a website which publishes much of the information found in the book. What follows is a synopsis of the information found on her website. I encourage you to visit her website at www.yankeelady.com/library.htm and click on "Introduction" under Past Owner Searches on the left column.

The Introduction covers some of the reasons you may wish to search your car's history:

1. It completes the historical documentation of your car.
2. If you don't have a build sheet or original window sticker, the past owners can confirm original options and subsequent modifications.
3. You may find some original parts and documentation [still owned by a previous owner].
4. You'll learn where your car has been and what it's been through.
5. You may be able to compile a photo album showing your car at various points in its past.
6. You can meet some wonderful and interest-

Continued on Next Page

RESTORATION ROUNDUP

'49 Woodie Sees Light of Day

by Bill Simons

This past weekend when the weather lightened up a bit and reached into the 50's I took the opportunity to put the wheels on my '49 Woodie and push it out into the driveway.



It had been sitting on jack stands in the back in my garage since 2001 when I began a complete restoration. I almost expected to see the headlights squint when I rolled it out into the sunshine. After working evenings and weekends for 9 years I have finally completed the restoration of the entire exterior, the engine and drive train, and all electrical and mechanical systems.



In addition to trying to start the engine, completing the interior is my next challenge. All 3 seats are ready to install but the headliner, the interior mahogany panels and the linoleum floor need to be installed first.

After taking a few pictures for the scrapbook I sadly pushed it back into the depths of my garage. I am hoping that sometime this spring I will be able to actually drive the car out into the driveway and perhaps even down the street!

Pictures Continue on Page 8

ing people during your search.”

7. You can continue to pursue the car hobby during inclement winter months (Okay, I made up that last one but looking out my window at the snow on my lawn, it makes sense).

It turns out there can be a “dark side” to such searches. Some people sell cars for unhappy reasons, e.g., divorces or bankruptcy. Probably the worst thing that could happen is finding out that your car was stolen.

In subsequent chapters, the website discusses how to organize what you know about the car and how to organize your search. Most of the search entails starting with the most recent past owner and working backwards, finding phone numbers and/or addresses and contacting previous owners.

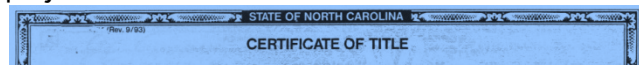
The website contains useful information on how to contact owners and what to say or write (and just as important, what not to say and write). For example, you may have to assure a previous owner that you are just interested in tracing the past history and not looking for someone to assume responsibility for a problem with the car. You may want to give a previous owner an opportunity to call you back after they've checked you out.

The website lists many example questions for a previous owner and has a couple of example letters, one to an individual and another to a dealership. Even if a person or dealership is unwilling to divulge information about a previous owner, they may be willing to forward a letter to the previous owner on your behalf.

All of this takes time but the information you obtain can round out your knowledge about your car and is just one more dimension of the old car hobby.

As for myself, I've already collected some interesting stories about the Model T that I got from my dad, by contacting a previous owner. My dad had tried to buy a '23 Touring from a fellow in Akron but they could never get together on price. About half a year later, my dad talked to this fellow in Akron and told him about this great '23 Model T Touring that my dad had just bought. My dad told him that it was much better than the Akron Model T. The previous owner listened carefully and asked who my dad had bought it from. It turns out that my dad had bought it from a fellow in Parma OH, who flipped it after buying it from the Akron owner! My dad had also

paid more for it because it was a “better” car. Oh, well. I also found out that the Akron owner had bought it from the owner of a miniature golf course and driving range nearby, where it had been used as a maintenance vehicle. The Akron owner also told me what changes he had made to bring it back to a more original state. Then, from fellow NVRG club member, Von Hardesty, I found out more about the miniature golf course because it is near where Von had grown up. Now, using contact information that I got from a local newspaper editor that Von recommended, I plan to contact the next previous owner. In addition, I've also collected information on my '53 Ford and plan to find out more about its history. Good luck on your search! It's a great wintertime project.



No, that's not John Girman's Model T fording a stream, but it is a picture taken locally of a couple of Model Ts. It was sent to us by fellow NVRG member Kay Sondheimer with the following notation:

"The attached photo was in my Aunt Muriel (Hoage) Beckett's scrapbook. I love the witty title she gave it — "The Three Fords." It was taken at Rock Creek Park in about 1917. I remember passing through the ford on the way to the National Zoo when I was a child in 1952. It was great fun".



axles. The mammoth engine had no oil pan, a 5" bore and 5" stroke and no camshaft – the valves were supposed to be actuated strictly by oil pressure supplied by the dry sump oiling system. The prototype chassis also had Kinmont disk brakes on all four wheels of the "individual" suspension. Although the 589" engine/transmission combination and disk brakes were never installed on the 51 cars produced, all 51 did have the 4 wheel individual "torsilastic" suspension.



As we moved deeper into the museum, Mr. Cammack had many different Tucker engines on display and he spent time explaining the evolution of each power-plant/transmission combination used in Tucker's limited pre-production run.



Unable to get the prototype 589" engine developed in time, Tucker initially adapted a Franklin air-cooled aircraft engine and Cord transmission for use in the early cars. The 335 CID/166HP Franklin engine was fitted with water jackets and other design changes to make it suitable for use in a car. The Cord transmission proved to be too weak to handle all the torque developed by the engine so a strengthened gear box, the Y-1, was introduced. Before production ended two Tuckers were built with automatic

transmissions. Also among the engine/transmission display was an air-cooled version of the Franklin engine that likely would have been used had the vehicle eventually gone into large scale production.

Mr. Cammack's collection includes the first production car (#1001), which had the Cord transmission. One of his other cars (#1022) has the beefed up gearbox and the third (#1026) has the automatic transmission.



#1001

#1022

#1026

On the walls all around the room were documents about Tucker history, magazine articles about Tucker and his automobile, and Tucker parts and memorabilia including pictures of every existing Tucker auto and the name of the current owner.



Among them are Francis Ford Coppola and George Lucas. Is it any wonder that the movie "Tucker: A Man and His Dream" was made? Mr. Cammack pointed out highlights of the posted articles and the Tucker parts as the group circled around the room. Among the little-known facts: all Tuckers have Lincoln-Zephyr steering wheels.



The museum collection also contains all blue prints and papers from the estate of Mr. Dunn (of Dunn and

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Bradstreet). A 14-foot long U-Haul truck, filled to the brim, was needed to bring these historic documents to Alexandria from Michigan. A long process is underway to organize and catalog the papers for eventual donation to the Tucker Library and the Tucker Club.



After all of the wonderful anecdotes, the door was opened to the garage housing Mr. Cammack's three Tuckers. One and all circulated around these marvelous machines while more stories were told about production and features and the powerplants. Most striking was the front of the passenger compartment - all the instruments were clustered around the steering column, including the radio with each button labeled with one letter of the word Tucker. The electric shift on one was the same as used on the Cord.



Slits in the hubcaps pulled air into the brake rotor which also had slits to aid cooling. Tuckers had an under seat gasoline fired heater (think Southwind). The filler pipe for the gas tank on the early versions was behind a grill on the driver's side rear fender, but on later models was accessed from a door on the upper part of the driver's side front fender. One of our members pointed out that the Tuckers would be even more striking if side-by-side with Detroit iron of the same vintage.

Near the conclusion of our visit we were treated to a DVD recording of the movie used to promote the car to

dealers, highlighting the safety features of the car, including the fact the roof line was only 5 feet from road surface. Mr. Cammack also discussed the Tucker movie, in which 2 of his cars were used. One of many incorrect facts in the 1987 movie: Preston Tucker never met Howard Hughes. The video part of the tour included discussion of the Tucker by two people directly involved at the time. The recording was made when Tucker #1039 was transferred to the Smithsonian Institute by the U.S. Marshals Service. A design engineer working for Litton under contract to Tucker noted the work they did at the time was unlike anywhere else. Each day, Mr. Tucker would look at the two competing clay models and indicate the changes he wanted made. At the same time, the engineer making the prototype in steel not far from the models would take notes. Once the clay was reshaped, he would make the changes to the body steel. The whole design process took 9 weeks. Each week on Monday the Litton team would check with their home office to determine if payment had been received from Tucker for the week ahead. On week 9 no check arrived so the design team returned to Litton. Yet the result of that frenzied work was an American legend and a remarkable automobile. Rounds of applause were given along with thanks to Mr. Cammack for his time and the opportunity to visit his remarkable museum. It was another wonderful NVRG tour – thanks to Leo Cummings for making the arrangements.



Editor's Note: Last month I ran out of room to include the picture below from Michael Kozak of his parent's, George and Margaret Kozak, with the family's '39 coupe. The picture was taken in 1992 when the car still had its 1950s blackwall tires.



JANUARY MEETING PROGRAM REPORT

Ford Dealerships – Cliff Green

by John Sweet

January meetings of the Northern Virginia Regional Group are sometimes one of the lightest attended. Several factors usually contribute to this. The weather is one of the biggest. Those cold temperatures can keep some people away. But not this time, not even with a lack of heat in the room we normally meet in at the Hunter House. Why? Because January's program, produced by Cliff Green, was a sizzler; Cliff's subject was Ford Dealerships during the flathead V-8 era and it (pardon the phrase) "was a dusie".



Cliff's presentation was well researched, well documented and expertly put together. His presentation was of Grand National Seminar quality. From the very first slide he had everyone's attention as he explained Ford's dealership organization in the 30's, 40's and 50's. With plenty of interesting photo's and charts, the anticipation of what the next photo would show was palpable. From a myriad of Branch Assembly Plants located all across the country to small independent garages that sold cars for larger dealers, Cliff went through them all.

The Branch Assembly Plants were one of the neater things discussed. Henry, always looking for ways to cut costs, quickly figured out that a rail road box car could be filled with more Ford parts than newly built Ford cars. Such was the birth of the Branch Assembly Plant. Parts would arrive via rail, unloaded and then turned into a Ford V-8 just a quick as it was done at the Rouge. If you ever wondered how Henry would ship a boxcar of Ford V-8 engines or body parts, Cliff had the photos and they were fascinating. The parts, once put together on the Branch Assembly's line and completed, were

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WELCOME TO THE CLUB

Dennis Bachetti – Midland, VA

Bill Nieider – Warrenton, VA

Carl Norskog – Jeffersonton, VA

THANK YOU!

Being a member of NVRG has its advantages and benefits beyond old car shows and related activities. As an example, Dave Gunnarson knew I had broken the steps to the second floor of my barn bay loft storage area. Dave Westrate must have heard from Dave Gunnarson about my predicament because Dave Westrate called me and offered to build me new steps if I would buy the material. Well, it was a very generous offer I couldn't refuse.

The stairs are now complete and what a fine set of steps they are. Dave Gunnarson designed the steps as if a gang of people will use the stairs at the same time. It's a work of art for sure. It would pass any county inspection I am sure.

I am deeply grateful to all of the men who volunteered to spend their Saturday in helping me gain safe access to the storage area of my barn. The ladder I was using could have caused me to fall. Now the chances are that won't happen. The people who helped build the steps were both the Daves - Westrate and Gunnarson, also John Girman, Don Pauly, Ken Burns, Jim McDaniel, Mike Praeter and Rob Doudrick. Thanks to Maurice Roesch for bringing cookies by for everyone's snack.

/s/ Tom Shaw



shipped to local dealers, with lower freight costs to Ford because it was a local trip.



Of course Ford supported the dealers in other ways and Cliff went into how this was done, from training (film strips, charts and publications) to supporting the sales force by the production of brochures and mailers, basically everything that a local dealer needed to sell a new Ford V-8 to the man down the street.



Cliff was assisted in the literature and dealer sales fluff by Dave Gunnarson and Ken Burns. Ken brought in several pieces of 1941 literature as well as a rare banner selling the attributes of the new '41 Ford. Dave of course was able to fill in the gaps with lots of rare commercial vehicle brochures. All told, the table in front of Cliff was overflowing with a great collection of early Ford V-8 literature. Even if Cliff hadn't been able to show his slides (there was a technical glitch with John Sweet's computer, but Greg Mensinger was able to save the day!) the literature would have been worth coming to the meeting for.

At the end of Cliff's presentation, Ken Burns showed a short clip of film that was promoting a giveaway of 1932 Fords from dealer Les Firestine in the San Francisco Bay area. In addition to showing the new Ford V-8 on the road, the film clip also showed Les Firestine's dealership and was a wonderful cap to a very informative January meeting!



**1949 Ford Custom DeLuxe Station Wagon
Model 98BA-79 (V-8)
Model 98HA (6-cyl)
\$2,118 fob Detroit
Production – 31,420
Produced April 1948 to October 1949
1949 Iron Mountain Serial # A1 to A31420**

TECH TIP

Editor's Note: Last month Dave Gunnarson told us how to modify your blast cabinet to make changing the viewing port protective film easier. Here's another great tech tip for your blast cabinet.

Another improvement was to create a basket for sandblasting small parts. Ikea sells a cylindrical stainless steel utensil basket with many small holes. I added a $\frac{3}{4}$ " tube steel handle by welding a short $\frac{5}{16}$ " bolt to a washer, welding the washer to the end of the tube steel and screwing a nut and lock washer to secure the handle to the stainless steel basket. It's a \$4 item and perfect for holding a batch of small parts for sandblasting. Something similar can be purchased from TP Tools for about \$30, it's nicer, but mine works fine.



NVRG AUTOMART



For Sale – Car Trailer – 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. \$2,600. Mark Luposello, 703-356-3764. 01/10



For Sale – Ford Engine – 6 cylinder/223 CID engine came out of my 1955 F-100 pickup truck. Had complete new valve job and ran beautifully before removal. Best Offer. Leo Cummings, RMPLHC@aol.com or (703) 866-9707 (H) or (571) 212-7747 (C). 01/10



For Sale - 1953 Ford automatic transmission with converter - \$150 or best offer. Wayne Handy @ 804 746-1376 or email pennytoy@comcast.net. 02/10



Wanted - pair of horns for 1936 Ford DeLuxe. Jim Cross, 703-777-8561. 01/10



YOU ARE CORDIALLY INVITED TO
OLD CAR AND TRAIN DAY
SUNDAY FEBRUARY 21, 2010
12 Noon to 5 PM

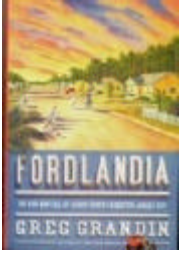
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BOOK REVIEW

FORDLANDIA, THE RISE AND FALL OF HENRY FORD'S JUNGLE CITY By Greg Grandin
reviewed by Cliff Green



This book provides an account of the little known operation of the Ford Rubber plantations in Brazil. Another source of information about the plantation is in the August 1942 issue of FORD NEWS.

The author gives us a background about the rise of Ford Motor Company and the enormous wealth accumulated by Henry Ford from 1910 to 1928 and an insight into his many eccentricities. As we all know, Henry liked control. He wanted access to all the raw material used in the manufacture of his cars. He bought coal mines, hard wood forests, ore, and concrete industries to insure supply. One resource he did not have was a secure supply of rubber.

During the 19th century Brazil had a monopoly on the rubber business. Rubber tree seeds were purloined in 1871 and sent to England to be grown in the botanical gardens and then sent to the Malaysia colonies to be planted. There they flourished on plantations immune from fungus and disease prevalent in the Amazon. Within ten years the rubber production in South East Asia was five times that of Brazil and less expensive because of easier shipping. Brazil fell upon hard times.

In 1925, Churchill, than Secretary of State for Colonies, endorsed a plan to regulate supply in order to prop up prices. This upset Henry! He began to explore the possibility of building his own rubber plantation in Brazil. Since the rubber industry there was in shambles, the country welcomed him with open arms, providing tax free imports, 5.3 million acres of jungle free (the size of New Jersey), and other incentives, for 9% of the profit.

The book provided details of the negotiations and the ramp up for construction. Of particular interest are all the screw ups. The screw ups continued mainly because the head of the plantation construction was a lieutenant of Harry Bennett, Henry's unscrupulous head of his security department! To create a plantation in the form of an American city proved difficult beyond the Ford

Company's imagination!

There were many stories of adventures in the Amazon at the turn of the century that perked my interest. The exploration of Theodore Roosevelt and his son in 1904 is one. These first hand accounts informed the reader how cruel and intolerant the Amazon basin is. The fish eat people! The snakes need one bite! The malaria! The heat and humidity! The vastness of the basin! Some natives were unfriendly, etc! And the diseases: malaria, beriberi, dysentery, parasites, typhoid, ringworm, skin ulcers caused by bacteria, to name a few. The Ford employees did not stay long – the plantation went through many manglers.

Grandin writes a synopsis of Henry's background including his aversion to banks and Wall Street, his anti-Semitism, aversion to all vices, love of square dancing, his sadism toward his son Edsel, his peace activism and relates to his eccentricities. The company's challenge to raise rubber trees in the jungle proved impossible to manage from Detroit. Henry Ford tried to set up, what the author calls "Fordism" - trying to impose an America life style upon the natives. Even though he built a complete town (less a bank) the natives rejected the elimination of alcohol, midwives, American food in the cafeteria, punch clock and houses with tin roofs, the adoption of cash with nowhere to spend it and no siesta! They were a barter society. Henry provided a movie theater and dance hall, but obligated them to watch and dance to what he deemed fit.

There was a riot in 1930 over the food and the natives destroyed most of the buildings. They had demands and Henry fired them all. Labor was a difficult problem – the turnover was 300% at times. Laborers would work for a few months and disappear after being paid. The main problem was that Ford did not hire any experts on how to plant and maintain rubber trees. It wasn't until five years into the project that a botanist was hired! He was able to graft plants from the Malaysia to Brazilian specimens with the purpose of combining their best characteristics. It took five years for these trees to grow, so it wasn't until 1941 that the product was exported!!!

The Brazilian experiment was a colossal failure! The Ford Motor Company abandoned its holdings in Brazil to the government in November 1945. While valued at \$8 million, with \$20 million invested, it sold for \$244,200. Now the acreage is growing

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soybeans! Henry Ford never visited Fordlandia. I enjoyed this book! The author gives a good review of Henry Ford's attitude and how he imposed his philosophy upon the Brazilian project. The narrative of the environment made me anxious to peruse the history of the regions explorers. Get it from the library and enjoy.

Editor's Note – The March 17, 1941 issue of Time magazine has Henry on the cover and an extensive article about the Ford world-wide industrial empire including the rubber plantation. More on this next month.



CABIN FEVER EXPOSITIONS
MODEL ENGINEERING SHOWS & AUCTIONS

by Clem Clement

Cabin Fever was fun. I had been once before but wasn't sure if I could make it this year. It was absolutely **bazonzaaaqs!** This is Mecca for the small machinist. Two miniature V-8 engines running, hundreds of running steam and air pressure machines. My bud, Glen McKinnon, took photos. The machine I loved the best was a gas powered Pogo stick. Appeared to have only been used once. Wonder why? See pictures at left and below. Sure was great fun in the winter!



FABULOUS LADY'S FASHIONS of the '40s



I. Magnin & Company was a San Francisco-based, high fashion and specialty goods luxury department store. Over the course of its existence, it expanded across the West into Southern California and the adjoining states of Arizona, Oregon, and Washington. In the 1970s under Federated Department Stores ownership, the chain entered the Chicago, Illinois, and Washington, DC, metropolitan areas. Mary Ann Magnin founded the company in 1876 and named the chain after her husband, Isaac. (from Wikipedia)



Obviously, these women had great taste in automobiles as well as clothes!

Here's a hot tip!

Want a real winter profit maker? It's here! The approved Ford Heater! Improved in construction and performance, it provides more air flow, more heat at all car speeds . . . and more profit opportunities!

It's the heater Ford owners want—and will buy. Remember, at least one of every four motorists in your community is a Ford owner. He knows Ford quality, Ford dependability, Ford economy. That's why he always buys products that bear the Ford name.



You can sell the approved Ford Heater with complete assurance of customer satisfaction. It heats quickly. Within three minutes from a cold start the air entering the car will be warmed to 130 degrees when the outside temperature is zero. It provides a greater volume of heated air.

And it's easily and quickly installed. No water connections, no thermostats. Order a stock today from your branch or Genuine Ford Parts distributor, and increase your profits when the first cold days hit town. Ford Motor Company, Dearborn, Michigan.

APPROVED FORD HEATER





NVRG Calendar



February

6	Shop Tour – Arlington Armature/Springfield Radiator – meet at Fair Oaks Mall at 8:30 or meet us at 7719 Fullerton Road, Springfield 22153 (Tel: 703-912-7770) at 9:30 for the tour. Topics include repair of starters, generators, alternators and radiators plus shop demonstrations and testing of units. Bring your questions about repairs and impact of new solid state components. Lunch to follow at local restaurant. Contact Leo Cummings { RMPLHC@aol.com or (703) 866-9707 (H) or (571) 212-7747 (C)} to let him know how many for lunch and where you'll join us or if you have questions.
9	Membership Meeting - 7:00 pm @ Clark House, 6332 Barcroft Mews Drive, Falls Church (PLEASE NOTE CHANGE OF VENUE FOR THIS MEETING) – Program: <i>What Were They Thinking?</i> by Ken Burns - see pages 5 and 6 of the December 2009 Valve Clatter for a preview - Refreshments: Maurie Roesch
21	Old Car and Train Day at the Clements – see page 12 of January Valve Clatter for complete details
23	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library
23	Valve Clatter Deadline - submit items to Ken Burns – helenandken@verizon.net

March

9	Membership Meeting - 7:00 pm @ Nottaway Park - Program: <i>License Plates and Toppers</i> by Dave Gunnarson – Refreshments: Leo Cummings
23	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library
23	Valve Clatter Deadline - submit items to Ken Burns – helenandken@verizon.net
26 -27	AACA Sugarloaf Mountain 39th Annual Swap Meet – Frederick County Fairgrounds – Frederick, MD

April

10	9th Annual NVRG Poker Run – more info to come - contact Don Lombard for breaking details
13	Membership Meeting - 7:00 pm @ Nottaway Park - Program: <i>Ford Overdrive</i> by John Girman – Refreshments: Bill Simons
27	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library
27	Valve Clatter Deadline - submit items to Ken Burns – helenandken@verizon.net

Down the Road



May 15th – NVRG-sponsored Fairfax City Car Show

June 5th – 53rd Annual Antique Automobile Meet. Held in Old Towne Fredericksburg, VA. Great venue. Contact J. Gordon Brown. (540) 372-6896.

June 23rd thru 26th - **2010 Eastern National Meet** – Concord, NC – NVRG caravan coordinated by Cliff Green and Bill Simons. Call them for details.



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: Eric Sumner 703-860-1916

Vice President	John Sweet	703-430-5770	FFX Show	Dave Westrate	703-620-9597
Secretary	Cliff Green	703-426-2662	Property	John Girman	703-242-1459
Treasury	John Ryan	703-281-9686	Refreshments	Hank Dubois	703-476-6919
Membership	Dave Gunnarson	703-425-7708	Historian	Don Lombard	703-690-7971
Tours – Primary	Leo Cummings	703-866-9707	At Large	Frankie Martin	703-973-1376
Tours – Assist	Hank Dubois	703-476-6919	Web Site	Rick Parker	301-279-7145
Programs	John Sweet	703-430-5770	Newsletter	Ken Burns	703-978-5939

February Program: Petersen Museum

PLEASE NOTE!
CHANGE of LOCATION
 The February Meeting will be held
 Tuesday, February 9th at 7:00 pm
 in the historic Clark House, 6332
 Barcroft Mews Drive, Falls Church



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

FIRST CLASS MAIL