



V8 TIMES

MAGAZINE FOR EARLY FORD ENTHUSIASTS

An International Organization

Volume 57, Number 6

November/December 2020



KEN EBERTS ARTS

1934 Standard Fordor Sedan

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CONTENTS

Inside



Page 21



Page 35



Page 55



Page 61

Departments...

From the Oval Office	1
From the Editor	2
Letters	3
Reader's Reply	7
In Transit.	11
Early Ford V-8 Foundation	17
Regional Group News	83
CARespondence (Tech Advisors)	95
Classified Ads	103

Features...

Opinion	15
Ford Notes: Part XXII - 1935/36 Seat Covers Bob Lincoln	19
Researching The 1946 Ford Production Figures Mercury Ed	21
V-8 Views Dan Cragg	33
Back Cover: 2,500 Mile Trip In A 1950 Ford	35
From The Factory Henry Dominguez	41
Ron's Garage Ron Trella	43
Ford Super Service Station	46
There's Hope For Future Ford Owners	47
They're Still Out There: "I Had A Good Life"	49
Four 1949 Fords In The Family	51
1937 Ford Tow Truck Mystery	55
V-8 Garage: A Tennessee "Treasure"	58
Front Cover: A Christmas Scene	60
1932 Ford Pickup: In The Family For 84 Years!	61
The Sportsman Corner Mercury Ed	65
What's New: "The Cellini of Chrome"	68
A Christmas Card From Henry And Edsel	69
The All American Ford	70
Parts Quest: Searching For That Impossible Part	71
Wallowa Mountain Cruise 2020	73
New Member: 1937 Five-Window Coupe	77
Work In Progress: 1948 Sedan Coupe	79
Where's My Car? 1950 Convertible	81
At The Rouge: Birthplace Of The Ford V-8	82
Shade Tree Mechanic: Rear Hub Snap Ring	91
V-8 Tools: Steering Wheel Puller	93

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From the Oval Office

Greetings for the Holiday Season and the New Year!

This is my last President's message. The year has sure been an interesting one. But we have to continue to look forward and plan for better times. I hope that all our members are able to follow the CDC and state guidelines and to remain safe and well.

The Mission Trail Regional Group #32 has worked hard to try and plan during this pandemic time. With the uncertainty of not knowing what will come, they have decided to cancel the 2021 Western National Meet in Lake Tahoe. I, along with all members, wish that things were different as it was going to be another great Western Meet.

I want to thank all the National Board and Staff for assisting me this year. Especially Gene Napoliello, Reuben Doggett and Michael Driskell for the last six years. They along with myself have "termed out" and are retiring from the Board. We have a new group of National Board members coming in.

I would like to congratulate Andrew Laureno (Northeast), Jerry Littner (CA / Southwest 1), Steve Kronen (Central) and Lou Mraz (North Central) on their election to the Board and to also welcome our new International Representatives: Jan Ryden (Europe) and Trevor Poulsen (Australia).

Congratulations to John Caldwell on being elected your 2021 President. Vice-President for next year will be Connie Hall and Steve Kroeger returns as Secretary.

And before I go, I would like to address the ideas from members on the Club's future that have appeared in this year's issues of the V-8 TIMES.

First. Increasing the years of the Club to get new members. There are a couple of things to think about with regards to this. There are already Clubs available to these additional years. What do we offer them to join us? Where are we going to get the experts to fill the technical advisors that will be needed? Who is going to write the updated Judging Guidelines? And how are we going to change the V-8 TIMES to give equal space to these new years?

Second. The street rod issue. Again there are Club's available to them and what are we going to offer them? We as a Club fill an era in the history of the Ford Motor Company, just like the Model T and Model A Clubs do. We should be proud of that. I do want to ask: are these people that much younger than we are? We have existed and been happy for over 57 years. And shouldn't that be enough? We are successful in what we do and we will continue to be.

I am leaving the Board with the longest tenure (whatever that means) so I have seen many changes during those years. It wasn't my plan to serve the Club that long, but along the way I met some great people that made the volunteer job fun. I hope that I lived up to upholding the Bylaws of the organization.

While I hope to see you somewhere down the line, I want you to know that this is the best damn Club that I have ever belonged to and I believe that it will continue to be the best damn Club that there is. So help me, Henry!



President Bruce Nelson and First Lady Mary Hyberg send their Holiday Greetings and best wishes to all for the New Year.

Bruce Nelson
2020 National President

from the Editor...

What a year this has been! As they say, "This has been one for the history books."

To take your mind off things for awhile and end the year on a positive note, I present several Christmas "gifts" for your enjoyment. You'll find them scattered throughout this issue.

Starting off with the Christmas scene on the cover by Automotive Artist Ken Eberts featuring a 1934 Standard Fordor Sedan making a run delivering Christmas presents. Details on the painting and the artist can be found on page 60.

V-8 TIMES Automotive Artist Dan Cragg presents his annual take on Christmas on page 33.

There's a Christmas poem on page 10.

There's even a Christmas card from Henry and Edsel Ford, circa 1941, on page 69.

And lastly, no Christmas issue would be complete without that famous "Moonshine Fruitcake" recipe on page 112.

Merry Christmas!

Now, about this issue.

We are approaching the 75th anniversary of the 1946 Ford in 2021. World War II is over and things are getting back to normal. Civilian car production is getting underway.

"Mercury Ed" Suchorski spent several weeks developing an in-depth, detailed look at the timeline starting in 1945 leading up to the introduction of the 1946 Fords. This starts on page 21. In coming issues, he'll have more about this era of the Ford Motor Company.

Would you ever consider buying an early Ford V-8 and then instead of having it delivered, drive it 2,500 miles to its new home? One V-8er did just that. You can read the story of his trip starting on page 35.

How about a story on the restoration of a 1932 Pickup that has been in the family for 84 years! Two sons took on the restoration of the truck to surprise their dad. Read about it starting on page 61.

The Cascade Regional Group from the Pacific Northwest has made the trek to Joseph, Oregon for the Oregon Mountain Cruise the last 10 years and this year was unusual in that it was cancelled and rescheduled a couple of times and it was renamed the Wallowa Mountain Cruise and held in June as their adventure is detailed starting on page 73.

There's also a few technical articles for your consideration. They might prompt you to work on your V-8 while you're waiting for things to return to "normal".

Hang in there. Things WILL get better.

In the meantime, Merry Christmas and Happy New Year!

Jerry Windle, V-8 TIMES Editor



IMPORTANT: Opinions expressed in this column do not necessarily reflect the convictions of the Early Ford V-8 Club or its Directors. Rather, it is intended to serve as a sounding board for anybody to voice his/her thoughts or suggestions. —Ed

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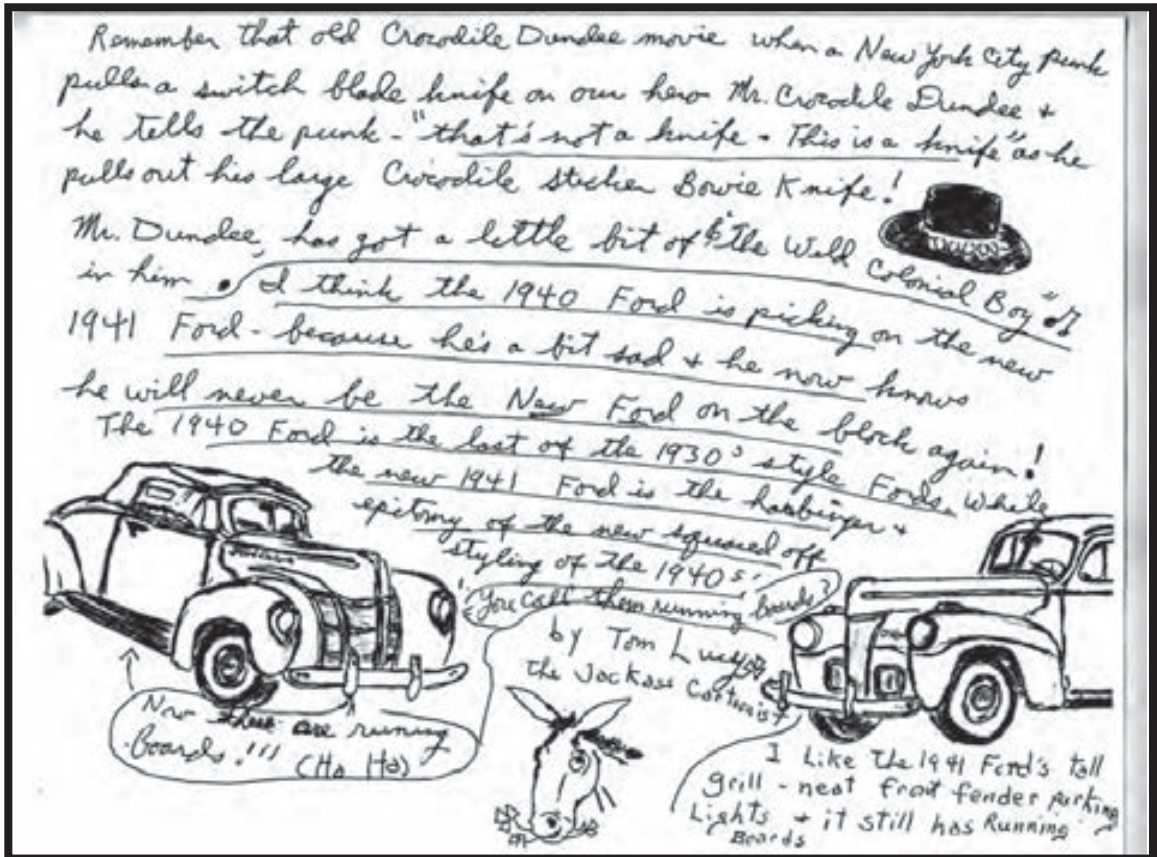
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**OLD CARS WEEKLY
& MARKET PLACE**

2019 Golden Quill Award

V-8 CARtoon by Tom Lucy



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Tractor Tires



Dear Jerry,

Just a short note you may find of interest. Last December I bought a 1941 Ford 9N tractor that had been restored but could use some new tires.

First, I looked for front tires. The originals came



with only one middle track (used for marking the rows in planting). They were good for soft dirt but not especially good for all around use. Anyway, I finally found a pair of three rib 4.0/19-inch tires from a dealer in Texas. Oddly enough neither the Goodyear dealer in town here or the main tractor dealership would mount them for me.

Goodyear said they weren't allowed to install tires that they didn't sell to me. Of course Goodyear doesn't make this size tire. I was lucky to get them mounted at a local garage. These tires were imported from THAILAND.

The rear tires were readily available from a tractor tire dealer in Ohio. They were not cheap but oddly enough another Goodyear dealer in Culpeper, who does a lot of agri-business finally mounted them for me. These tires originally came in size 8.0/32" but were replaced with 9.5/32" somewhere along the line. These tires were made in (wait for it) SERBIA.

Just wanted to lament the fact that very few antique Ford tractor tires are made in this country anymore. I guess I am lucky I didn't have to buy Chinese rubber. All the four replacement tires do appear to be well made but it's sad to see more and more of our Ford replacement parts made overseas. I remounted the rear wheels and new tires myself and sure hope I never have to do that again.

As you were folks. Stay well.

Jason Javaras

PS; Our son Dan just bought an 8N tractor with a 8BA motor (Funk conversion?) at an estate sale in Pennsylvania complete with dual exhaust and a Woods belly mower. Neat stuff.



TIMES

MAGAZINE FOR EARLY FORD V-8 ENTHUSIASTS

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Fonzie's Diner In Australia

Fonzie's Diner at Kilsyth, Victoria Australia

I drove our 1957 Chevy Bel Air Convertible there that almost matches the 1/2 Chevy on the wall.

It's not to the Sunliner standard (July/August 2020 V-8 TIMES) however a great atmosphere with the young girls dressed in Betty Boop style clothing.

We have been in total Covid-19 complete lockdown since early March. We are missing all events as well as family and especially our grandkids.

Peter Hibbert.



They're Still Out There!



Here's a 1946/47 Dump Truck I ran across here in the Northwest.

It is flathead powered and the owner plans to restore it and use it for light duty.

They're Still Out There!

Coy "Rust Is Gold" Thomas
Port Angeles, Washington



Peter Hibbert, granddaughter Leah, 8 and son Mason.



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Australian Hand Signals



It was not until 1959 that traffic indicators became legal in most Australian states. Prior to that it was hand signals, as seen here in this old advertisement from Queensland. In Victoria, “one stop and turn right” were generally the main ones used, as in numbers two and three.

In 1959, the Amber rear flashers to the rear and White to the front, become the legal requirements across the nation.

Most American Fords sold here from 1949 had lamp indicators set in the gauge panel, each side of the speedo, but were taped over from the rear and were unused. When indicators become legal, you could then wire in a globe and have them working. British cars had the fold out semaphore signals on each side in Amber.

Americans used the Red flashing brake lamp to the rear, left or right, and were not legal locally,

even though they were used on some local 1956-1958 cars, like the FE Holdens.

In the 1920s, there were various differing turn signal/brake/taillamp combinations, all different and so confusing that none were considered legal, hence the universal use of hand signals.

RESTORED CARS

Eddie Ford, Editor and Publisher
Australia

Editor's Note: I found this interesting. I saw that they had some hand signals I doubt would work here in the states such as “I am about to turn around”, “You may pass on”, and “I am about to diverge right”.

Plus remember these were right hand side drivers.

I imagine today's drivers wouldn't know a hand signal if they saw one! Maybe those “driver-less” cars would. I doubt it!

Jerry Windle
V-8 TIMES Editor

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Henry Ford

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Readers Reply

Wedding Bells



Dear Jerry,

When I saw Marguerite Claybaugh's article in the July/August 2020 issue of the V-8 TIMES and the call for letters from members about how children and grandchildren's interest is being piqued regarding our old cars, I thought of my own granddaughter's wedding.

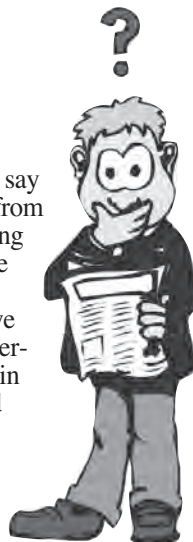
In 2019, my granddaughter, Lindsey, was planning her September wedding and asked me if I would bring my '48 flathead Coupe and drive them away from the wedding venue in Houston. Of course I thought it was a great idea and said "yes."

I've enclosed a photo that shows her and the groom, Travis, at the wedding venue "sealing the deal", which was held in an old firehouse in the Houston area converted to a venue for weddings,

receptions, parties, etc. Needless to say the old '48 drew lots of attention from the guests as it sat at the curb during the wedding and afterward as we drove away after the ceremony.

I agree with Marguerite that we need to be doing more of this to interest our children and grandchildren in the older cars. I'm 80 years old now and I'm hoping one of my seven grandchildren will want to keep the '48 running and take my place in our club here in Houston.

Jerry Baud
Houston RG #50
Houston, Texas



RAK's 1940 Mercury

Dear Jerry,

Thanks for another GREAT issue. One item really caught my attention, and it is the picture on page 38. The group picture, with RAK's 1940 Mercury in the foreground, really struck me. (I realize the Mercury currently belongs to Maree and Gary Webber, in New Zealand.) RAK

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A “Big” Thank You

(Richard A. Krist), of Southern California, owned this car for MANY years, more than 25 that I am aware of.

Simply put, RAK's Mercury was (and is), just a GREAT car. It's never been apart, never restored, but simply maintained in its current, very nice, condition. Yes, RAK had to paint it many years ago, as the original finish had worn through, and it was beginning to look shabby. He didn't take it apart to paint it, but rather did a careful preparation, and shot it as a together car. The door jams, inside the trunk, and the fire-wall, were never repainted, so that they show the original finish.

RAK and Sandy took that car anywhere and everywhere. Because of family in Colorado and Michigan, they drove the Mercury there a few times. I recall one of our EFV8 regional club tours to Death Valley and they took the Mercury. RAK took it on the dirt road to Zzyzx, and also on the dirt road to the Charcoal Kilns in Death Valley. As I said, he would take it anywhere. It was simply a very good car. It's great that it is prominently displayed in the picture on page 38. I'm sure that Maree and Gary Webber are enjoying it now.

Another of RAK's cars, a 1941 Mercury Convertible, came up for auction at the Las Vegas Mecum auction in November.



RAK's 1940 Mercury Convertible

In my opinion, it's sad that it went to auction, as it's a beautiful restoration and it should go to one of our EFV8 club members.

This was the last restoration that RAK finished, before his passing. He completed it with the intention of trying for a Dearborn at our club's Grand National in Dearborn. He finished it in time to make the meet, but declining health prevented him from taking the car. He really put his best effort into this '41, with all the attention to detail that is required to earn a Dearborn award.

RAK, by the way, operated his own restoration shop, RAK's Classic Cars, in Orange, California. He completed several award-winning restorations for customers, so he was well versed in the level of detail required.

Bob Hall



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Running Board Trim



Straight running board trim is reproduction.

Dear Jerry,

Recently I attended our mid-week Ford V-8 Club run. Dale had his very nice imported 1935 Ford Five-Window Coupe there.

While the Coupes were not originally fitted with these Stainless Steel strips on the running boards, according to David Rehor, they could be Dealer installed if required.

When I saw that Dale's '35 had these SS Strips, I asked the Host for a string line so I could see which ones that they were, and would you believe, the ones on his '35 are straight.

That means that the running board and SS Strips must be reproduction.

V-8 TIMES Associate Editor John Jaeger has told me that he just received his V-8 TIMES and my article on these SS Strips is in the September/October 2020 issue.

Trevor Poulsen
V-8 TIMES Contributing Editor



Original running board trim has a slight dip in it.

**Drive Your V-8 Day
June 20, 2021**

ROADSTER WISDOM

**Street rods move the body
Roadsters move the soul.**

**Matthew Ettinger
So Cal RG #11**

Happy Ford Memories

By Stacy Brown

Former Owner Antique Auto Supply
Arlington, Texas

Every fall you begin to smell chocolate in the air and realize it's time for the Hershey Swap Meet. I started going to Hershey in 1973 and went every year until about 2005. I would usually go with either Virgil Scott or Louis Morrow and sometimes both. It was always a ball.

Carlisle was a week before Hershey, so we would plan on leaving about 10 days prior to Carlisle and coming back 10 days after Hershey. This left us about five weeks to look for parts while traveling both ways.

While traveling the back roads of Tennessee one year while coming back, I stopped for gas at a small town at a building that looked like it might have been an auto dealership at one time. I asked the attendant if it used to be a dealership and he said, "Yes Sir. This used to be a Pontiac car dealership."

"Well, do you have any parts left over?" I replied.

"Out back is an old building with some stuff in it you can look, if you want to".

Much to my surprise, this 20-foot by 20-foot shed was filled with new parts from 1938 to 1953. Lots of chrome, fenders, gas tanks, bumpers, grills, carbs, gauges, etc.

After pulling out everything I wanted (a very large pile), I remembered that I only had about \$30 cash, a gas credit card, and a check book with me. We agreed on \$800 for the pile of parts. I took out my check book to write him a check.

"Sorry Sir" he said, "I do not know you and I will only take cash"

OOPS!!!

I explained to him that I had been on the road for six weeks and I only had about \$30 cash on me. He told me that I would have to go to the nearest bank (about 30 miles away) and see if they will cash your check. I had no choice but to go to the bank.

I entered the bank and explained my problem. After calling my home bank they cashed my check for \$800, and back to the Pontiac building to redeem my findings.

I drove up, paid the man, and started to load up the parts. "Listen, he said, "while you were gone I remembered I had some stuff up in the attic."

Sure enough, here was another good collection of Pontiac parts to buy.

"How much for this pile?" I asked.

"\$200 for this load," he answered.

By now it was late in the afternoon and I didn't have time to get to a bank and get another check cleared.

"That's OK," he said. I'll take your check this time. I figure if that banker can trust you for \$800, then I can trust you for \$200.

Stacy Brown

www.efv8.org

A Christmas Poem

Twas the night before
Christmas,
In my shop, as if moored,
Standing stock still -
My old flathead Ford.

I looked at the tires,
My head hung in despair,
And hoped that St. Nicholas
Would fill them with air.

All of the spark plugs,
Per Henry's decree,
Were under their covers
Shaped like a Vee.

I'm under the hood,
My wife is just bored;
We wait for a miracle
To restart the Ford.

When outside my shop
We heard engines roar
Like a Ford PowerStroke
Four-Forty-Four.

Looking over the hood,
My eyes opened wide,
As into my shop
Came a fantastical ride!

Eight cars drove in,
They weren't all the same,
But I knew how
To call them by name.

Mustang and Towne Car
And an Old Model A;
I looked at it twice,
It's a Cabriolet!

On Taurus! On Ranger!
On Ford Galaxy!
An F1 pickup
Was there to see!

There, at the helm,
Driving this herd,
Was old Henry Ford
In a big Thunderbird.

Now in my shop
He knew what to do:
He filled up those tires
In a minute or two.

And each of those cars
With their trunks opened wide,
Were loaded with sacks
Of car parts inside.

A set of fan belts
and gaskets array
Were surely the makings
Of a great Christmas Day.

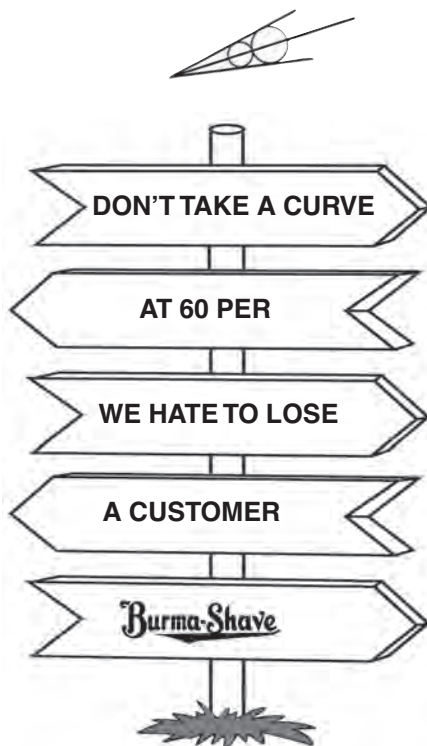
His job now complete
And my car could run;
I heard my wife say,
"Let's go drivin', hon."

Out on the street
We saw a great sight,
Old Henry's caravan
Flying into the night.

And I heard him exclaim
Through the header hubbub
"Merry Christmas to all
Gem State V-8 Car Club."

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IN TRANSIT...

Front Cover



Front Cover: What's going on in this painting? Is Santa's helper making a last minute run delivering packages? Is this last minute Christmas shopping?

Let your imagination fill in the blanks.

Earlier this year at a meeting of the San Diego Regional Group #19, V-8er Ken Tibbot showed me the cover of the November/December 2019 ANTIQUE AUTOMOBILE magazine published by the Antique Automobile Club of America (AACA).

The cover featured a painting by renowned Automotive Artist Ken Eberts showing a 1934 Standard Fordor Sedan driving down a street with Christmas packages visible in the back seat and the driver wearing a Red cap. He felt it would make a nice cover for the November/December 2020 V-8 TIMES. I agreed.

Steve Moskowitz, AACA CEO commissioned the painting, which he used as a Christmas card.

I reached out to West Peterson, ANTIQUE AUTOMOBILE editor, who sent me a copy of the painting. The first thing I noticed was that the painting had been cropped to emphasize the car and its Christmas cargo. I contacted the artist for some background information about his painting.

I cropped the painting similarly. I have put the full version on page 60 with some background on it and information about the artist.

I have another Christmas themed painting by V-8 TIMES Contributing Automotive Artist Dan Cragg featuring a 1946 Mercury Station Wagon with Santa and his elves on page 33.



Christopher Black's 1950 Ford

I've included a few other Christmas "surprises" in this issue to brighten your holidays after a brutal 2020. ENJOY!

Back Cover: Nearing retirement after 40+ years as a teacher in the Salt Lake Valley, Christopher Black received a call from his dad's cousin, Jim Dunn from Fitchburg, Massachusetts and asked if he would like to buy his 1950 Ford.

Jim bought it in 1980 with only 18,000 miles at that time. Thirty-four years later, it had just passed the 24,000-mile mark and had spent most of its days in his barn.

After accepting the offer, Christopher looked into having the car trucked out here on a car hauler. However, after thinking it over, he decided he should instead consider driving the car across the country and taking his brother, Kevin, as a riding mechanic. Kevin teaches English in Coos Bay, Oregon but had been a motor pool mechanic in the Air Force.

He called Jim and asked for his impressions on the idea. He thought for a minute then said he could-

(Continued on Page 13)



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Covers (Continued from page 11)

n't think of any reason that the Ford wouldn't make it and thus began a months-long planning session that included dozens of phone calls.

After some work on the car, it looked great and they were getting confident that maybe they could really drive this car 2,400 miles.

Early on a Monday morning they were off on their adventure.

Everywhere they went, the 1950 Ford attracted interest, especially from old car enthusiasts.

"I'm sure that we didn't save any money by driving it out versus having it trucked out, but it surely was a lot more fun. When we left Fitchburg, it was 'Cousin Jimmy's car', now after having driven it over 2,500 miles, it felt like it was mine. It was a great trip; Kevin was a fun traveling companion and we had experienced 'Adventure Lite'." – Christopher Black

Read the in-depth article on their cross-country journey starting on page 35.

Jerry Windle, V-8 TIMES Editor

2021 Western Meet Cancelled

I regret to announce that the Mission Trail Regional Group has decided to cancel the Early Ford V-8 Club of America's Western National Meet planned for June 13-17, 2021 at Harrah's South Shore due to the Covid-19 pandemic. A number of our committee chairmen have recently resigned their responsibilities due to the belief that the virus will still make our type of event impossible to hold safely for people. We have been unable to replace them.

We deeply regret being unable to return to Harrah's for another great convention as we enjoyed in June 2013, our 50th Anniversary Meet.

We hope to be able to return safely soon.

Jerry Emery, Chairman, "Tahoe Fun in '21"

2021 National Officers

Chosen by an election among Directors, the National Officers for 2021 are:

President John Caldwell
Vice-President Connie Hall
Secretary Steve Kroeger



2021-2023 Directors

Results for the 2021-2023 Director election are: Steve Kronen, Central; Jerry Litner, California/Southwest 1; Andrew Lauren, Northeast; and Lou Mraz, North Central. International Representatives are; Jan Ryden, Europe and Trevor Poulsen, Australia.

Congratulations to the new Directors.

It's A '40 Ford

Of all the cars, loved and adored
There's none so loved as a '40 Ford.

It looks so good, and runs so fast
It's a special part of America's past.

It was a special car, in a special day.
For a backwoods road or a long highway.

Of all the cars, it will stand the test,
And be proclaimed the very best.

If a car could belong, to our precious Lord,
My guess would be, it's a '40 Ford.

Author Unknown



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Think You Know Your Fords?

1. At a cost of \$560, which model 1936 Ford had the lowest production numbers?
2. What was the last year for “suicide” doors on a Mercury Sedan?
3. When did Ford first introduce a 6 cylinder engine in its passenger cars?
4. When did Ford last use wire wheels on production vehicles?
5. What was the HP rating of the 1932 Ford flathead V-8?
6. In what year did Ford take over production of Lincoln Automobiles?
7. Which 1947 Mercury model only saw 34 units produced?
8. What was the last year of production for a Ford Cabriolet?

(Answers Below)

BENT EIGHT NEWS

Hawk mountain RG

Cookie and Rick Slegel, Editors

Barn Find!



Rare barn find, one owner, low mileage, ask for Fred.

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Three Surprising Ford Facts

Ford may be a household name, but with such an extensive history of producing some of the world's finest automobiles, some of the details can end up lost in history.

Here are some of the most surprising facts about Ford Motor Company you probably didn't know.

Ford was Green Long Before it was a Thing. - Up until 1939, Ford factories in both England and the United States used animal and human manure to power their facilities. They used so much manure, in fact, that Ford burned through about 2,000 pounds of waste per week. Despite the smell, this was an incredibly eco-friendly practice during a time when few gave thought to the environment. Unfortunately, less expensive fuel methods were available after 1939, and Ford abandoned their Green measures until more recently.

Ford Didn't Invent Assembly Lines. - It's a commonly held misconception that Henry Ford invented the assembly line in order to mass produce his cars. In reality, he only adapted the concept after touring a slaughterhouse. Although his idea may not have been completely original, his adaptation of the slaughterhouse's assembly line methods revolutionized product production for good.

Ford Did "Invent" a Common Catch Phrase. - You've probably heard (and used) the phrase "an arm and a leg," but did you ever stop to think where it came from? Henry Ford coined the catch phrase after someone asked why he was so care-free with his money. His actual quote was, "money is like an arm or leg — use it or lose it."

Becky Swenson, Editor
VOICE OF THE V-8
Inland Empire RG #23

**"On The Road Again in 2021"
June 20
Drive Your V-8 Day!**

Think You Know Your Fords?

Answers

1. The DeLuxe Roadster
2. 1951
3. In the 1905 Model K
4. In 1935
5. 65 horsepower
6. 1922
7. The Two Door Sedan
8. 1937

Opinion...

a forum for Early Ford V-8 Club members



More Thoughts On Growing The Membership

I read the article in the May/June issue of the V-8 TIMES magazine on the Opinion ... a forum for Early Ford V-8 Club members (page 16) and felt compelled to offer my suggestions to keep our club viable for the next several decades.

I propose the following timetable to enact these changes to increase the appeal of the club to younger enthusiasts:

Time Of Change	Model Years of Cars Included	Types of Engines	Age of Youngest Cars	Notes
Today	1932-1953	Flathead V-8's+ 4, 6 & V-12s	67 Years Old	These are too expensive for younger members
Late 2020	1932-1964	Flatheads + Y-Blocks, FE's Windsors & 6's	56 Years Old	Still could be called Early Ford V-8 Club
2025	1932-1975	All Fords from this time period	50 Years Old	These are all Pre-Emissions Cars in CA
2030	1932-1986	All Fords from this time period	44 Years Old	Some cars would have to meet CA re-quirements and would be more expensive to keep street legal
2035	1932-1997	All Fords from this time period	38 Years Old	Later cars would have meet CA Require-ments

To me such a program of rolling changes would help to make the club appealing to younger members with cars that are old enough to be interesting yet inexpensive enough to be affordable.

Chuck Latty
Mission Trail RG #32

I read the Opinion page in the July/August V-8 TIMES with interest. First let me say that the V-8 TIMES is one of the best hobby publications in the country. I do not have an active Regional Group in my area and the magazine is the only reason I stay in the club. I am active in four major car clubs at a national level.

The subjects of the column were modified cars and judging. I would like to address both. I noted the cover car, the 1933 Coupe is a modified car, wheels, hubcaps, stance and paint non-standard. It is a nice street rod. Someone at the national level likes street rods.

I have two flat head V-8 Ford cars. One is an all steel 1932 Roadster on a real 1932 chassis. All components are 1948 or earlier but it is a vintage street rod. I would hesitate taking it on a Vintage Ford event because it would not be popular with the old rank and file.

The other car is a barn find 1936 Phaeton. This is an unrestored car that was repainted in the 50s. It had a new top in the 90s and still has all the original side curtains; the leather is not perfect but fairly presentable.

We had a major V-8 club event just 80 miles from us a year or two ago in Bakersfield California. We were excited to go until they canceled the driving event and made it mostly about judging. I wanted to drive my car with other flathead cars.

A raggedy old non-restoration with an original Columbia rear end would look silly at a judging event. To start with we would lose points for one of our favorite features of the car, the Columbia rear end, dealer installed so looked down on by judges. This car has had it since new.

I was national head judge for another national car club and have been a Concours judge for many years. I get it. We like to preserve the originality as much as possible. We have shown and won multiple major Concours with other cars.

All things in moderation, these machines were built to drive. I love driving my early cars; one of our family favorites is the unrestored '36.

I would favor more emphasis on driving events with the V-8 club. My wife and I sponsored a major tour last year and invited the V-8 club along with three other clubs, had 60 cars on tour, only one V-8 guy came with a '57 Thunderbird.

I don't know what the answer is.

Vic Groah
Tulare, California



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Christmas Came Early This Year

Bill Fox Donates 1934 Roadster

Christmas came early this year for the Early Ford V-8 Foundation Museum.

In late September, Bill and Joann Fox delivered a gorgeous 1934 Roadster they generously donated. Bill is the Foundation architect that designed Phase I and II and is now working on Phase III of the Museum.

“I didn’t want to sell her because I was afraid I would never see her again and if and when I go out to Auburn, I can still drive her. The 1934 Ford Roadster, in my opinion, is the most beautiful car that Ford ever built. I am very proud to have the Roadster on display in the Museum that I designed and love dearly”, said Bill.

Robert and Judy Parmalee of Texas donated an original 1936 Mullins Trailer to the Museum. In fact, they towed it to Auburn and presented it in person!

They also donated a trove of Mullins memorabilia: advertising items, historical artifacts, accessories such as a tent which Mullins used to display the trailer and a tent that converted it into a camper!

They also donated their remaining stock of the book Robert wrote: MULLINS RED CAP UTILITY TRAILER. It’s 184 pages of incredible information and hundreds of photos of these wonderful, sought-after trailers.

We’re selling them at \$99 with FREE shipping. They are selling online for up to \$175! When these copies are gone, they’re gone forever. The book will not be reprinted. They are still wrapped in their original plastic wrap and are perfect in every way. Get yours NOW, before they’re gone.

Call (260) 927-8022 to order yours. They are also available on our website on the Ford Store Page.

www.fordv8foundation.org



Bill and Joann Fox with their 1934 Roadster they donated to the Museum.



Bob and Judy Parmalee donated a Mullins trailer along with Mullins memorabilia.

BREAKING NEWS!

**While You’re Visiting
Check Out The “Latest News”
www.fordv8foundation.org**

ADOPT a Ford

An Exciting NEW Program has been created at the Early Ford V-8 Museum: ADOPT-a-FORD. Here's how it works:

There are three areas of eligible vehicles in the Museum to adopt: the '30s, '40s and '50s. The cost is \$500 per year to adopt a favorite vehicle. Go to the Museums's website:

<http://fordv8foundation.org/adopt.html>

When you click on one of the vehicle links, you'll see several vehicles from which to choose. If you find a vehicle you'd like to adopt, make note of the Year, Make, and Model. You might want to make a second and third choice in case the first one you pick has been taken. Then either call the Museum at (260) 927-8022 to adopt a vehicle, or download the linked form, fill it out and send it in with your payment. Vehicles are offered on a First-Come, First-Served basis.

Raffle Winner



Steve Myers won the 1957 Mercury.

WE HAVE A WINNER! The drawing for the 1957 Mercury raffle car was made on September 5. The winner was Steve Myers of Cridersville, Ohio.

Because the raffle didn't sell the minimum number of tickets, it reverted to a 50/50 drawing. So Steve won cash instead of the '57 Mercury. Here's Steve with Rosalie.

Thanks to everyone who participated in the raffle to help us raise funds for the museum.

The Mercury was later listed for sale on eBay and sold for \$11,457.

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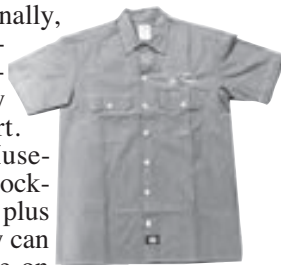
It's 184 pages of incredible information and hundreds of photos of these wonderful, sought-after trailers. \$25 with \$5 shipping.



Shop Coats - They're Back! And better than ever. We ran out of the popular Ford Shop Coats, but found a nice, high quality, light weight coat made by Dickies and customized by the Ford V-8 Museum.

They're still \$135 with FREE shipping. Available in Medium, Large, X-Large and XX-Large. Please call the Museum to order yours. They are also on our website in the Ford Store under Clothing/Caps.

Museum Shirt - Finally, a NEW Official Ford V-8 Museum Shirt, a quality Dickies Chambray Short Sleeved Shirt. Beautiful. Has the Museum's logo and TWO pockets. Selling for just \$35 plus \$4.50 S&H. Again, they can be found for sale online on our website: www.fordv8foundation.org



Or you can call (260) 927-8022 and order on the phone. Sizes on these are Small, Medium, Large and X-Large.

Visit the Ford Store for Christmas gift ideas for your V-8er!

**Early Ford V-8 Museum's
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Ford notes by... Lincoln

by Bob Lincoln

Part XXIII: 1935-1936 Steering Wheel

The following is part of a series of articles covering, in detail, ALL Ford authorized accessories offered by dealers for the 1935/36 model years. This in-depth definitive series will be published as space permits. - Jerry Windle, Editor

Better known as the “Banjo Steering Wheel” - because its spokes resemble the strings of a banjo - this DeLuxe Steering Wheel was offered during the 1936 production year; and then starting only in late-February, 1936 when a Ford Archives letter announced it as a new accessory.

In April, 1936 it could be ordered Factory installed on a new car. Otherwise, this steering wheel would have been installed on new cars by the Ford Dealer.

There was both a Gray finished wheel, #68-3600-B, and a “Brown” (Moulding Brown?) finished wheel, #68-3600-C (referred to as being “Neutral Brown” in a 7/3/36 Ford Archives letter). The finish color applied to both the center hub and the steering rim. The spokes and cross-bars were Bright chrome plated.

The DeLuxe Gray wheel was dropped from Production in mid-May, 1936 and was then assigned for Service sales in June. When the #68-3600-B Gray wheel was discontinued, the Brown wheel #68-3600-C was introduced, and was available installed through Production. This Brown wheel became part of a Standard Accessory Group which was furnished on all DeLuxe passenger cars and Station Wagons through production, beginning May 28, 1936. The cost of this Accessory Group was added to the price of the car.

What happened to all the Standard 1936 steering wheels, #68-3600-A, when the Dealer changed them to the DeLuxe wheel #68-3600-B?

Well, provided wheel #68-3600-A was in first-class salable condition and ready for use on the assembly line, Ford would accept its return to the Branch for credit. Presumably Ford reused the returned wheels on Standard cars being produced at that time. Further, the Buffalo (NY) branch reported that some dealers were installing the DeLuxe steering wheels on 100% of the DeLuxe cars that they had on hand, with the result that most purchasers of those cars accepted the

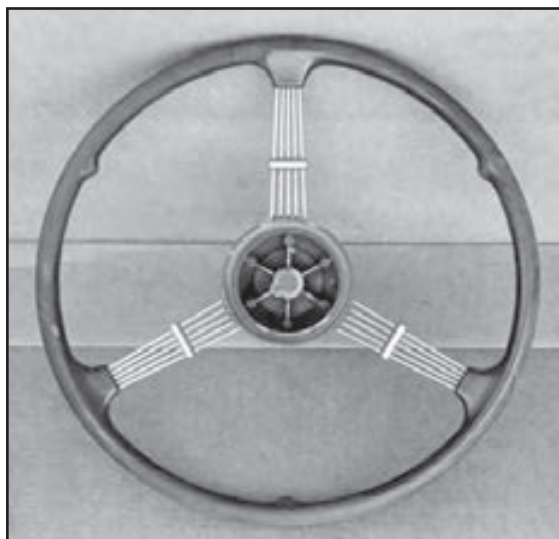


Figure 1

DeLuxe steering wheels at added cost.

Apparently Ford sold a number of new 1936 cars this way with DeLuxe steering wheels that the Dealers installed.

(**Figure 1**) shows a top view of an original Brown finish DeLuxe 1936 steering wheel. The bottom side of one of its spokes has the manufacturer's name “SCHERER” embedded in it.



Figure 2

Finally, the 1936 Lincoln-Zephyr used the same DeLuxe Brown steering wheel as the 1936

Ford except that the L-Z steering wheel hub was chrome plated. **(Figure 2)** shows what appears to be a chrome-plated L-Z steering wheel on a late 1936 Ford, as it appeared in Ford Archives photo #66239. Notice the bright shiny surface of the hub.

The hubs of the Gray or Brown Deluxe Ford wheels were not as shiny.

While on the subject of 1936 Steering Wheels, several Ford Archives photos exist that show 1935 wheels on the 1936. These wheels have the characteristic 1935 ribbed-style rims, and are shown on what is believed to be very early 1936 “Factory” cars.

(Figure 3) of Archives photo #63803G (undated) is one example, which clearly shows the 1935 steering wheel. This suggests that some very early



Figure 3

1936 cars had the 1935 wheel. Also note that this car had both a pull-wind mirror clock and an electric glove-box dock.

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Ford Notes By Lincoln: 1935/36 Accessories Articles

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Part XVII - Bulb and Fuse Kits

September/October 2019 V-8 TIMES

Part XVIII - Hot Air Heaters - 1935

November/December 2019 V-8 TIMES

Part XVIII - Hot Air Heaters - 1935

January/February 2020 V-8 TIMES

XIX - Glove Box Clock

March/April 2020 V-8 TIMES

XX - Cigar Lighter

May/June 2020 V-8 TIMES

XXI - Glove Box Clock

July/August 2020 V-8 TIMES

XXII - Seat Covers

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XXIII - Steering Wheel

November/December 2020 V-8 TIMES

Researching The 1946 Model Ford Production Figures From 1945

By “Mercury Ed” Suchorski

In the year 1945, 75 years ago, a lot of things were changing and happening quickly. Germany surrendered in the spring of 1945 and it was only a matter of time that Japan would also. A sense of optimism was catching on, that things would be getting back to normal. The wars were coming to an end. And the question that many had, when will the new cars be available? What will they look like? And when can I buy one?

Ford 1942 Domestic car production was exactly five months, September 10, 1941 to February 10, 1942, and most all Foreign plants finished up by December, 1942. But in the calendar year 1945, the Sao Paulo, Brazil assembly plant was still making a slow trickle of 1942 Model Ford and Mercury cars ending up in October, 1945. 1942 Models were made for 50 months. But civilian heavy trucks were still produced up to December, 1945 in some other foreign plants, like 1941 Models in Spain, 1942s in Canada, and 1944s in Mexico and Brazil.

Come around 1944 two full years into the war, there was becoming a severe shortage of new replacement motors. The construction companies and farmers and buses were wearing out the motors at an alarming rate. Also, there was getting to be more of a shortage of one-and-a-half ton trucks and busses, the backbone of civilian transportation.

Ford got the okay to start ramping up the production of motors and trucks at the Rouge and they came out with the 1944 version motors. These were nearly identical to the 221 cubic inch 90 HP 1942 motors with one outwardly noticeable exception. They had 41T cylinder heads. 1942 Mercury 239 cu 100 HP motors were re-designated 49T, which were in greater demand, and were installed in civilian and military vehicles, trucks and buses.

By April 1, 1944 Ford was making heavy trucks and buses for civilian use again. And starting January 15, 1945, civilian pickup trucks were again in production. But it wasn't until late March, 1945 that all trucks were installed with the newly engineered motors which were now designated as 59T. The much and varied knowledge and experience gained during wartime demands and usage, went into these new motors.

Now 59A motors have confused a lot of people in the past. Do you call it a 59 motor, and someone will think you are talking about a 1959 motor? But on the bell housing are



**There's a Ford
in Your Future
But the one
in your past
Is the one you
have now,
So you'd better
make it last!**

*A 1945 radio commercial:
(In other words, there is
going to be a long wait!)*



War Speed - Notice that the words "Speed Limit" or "MPH" hadn't come into usage yet in the 40s. The war speed sign (Left), is from the West Virginia Highway Advisory Committee to the War Department, but why does it have five fold lines across it? Was this a temporary paper sign?

the large raised numbers "59". So where does 59A come from? What is correct? Actually, both are correct! In the parts books, 59A- is the prefix for any part numbers. 59A-6010 (6007 long block and trans) is the part number for the short block. So, a "59" block IS ALSO a "59A-" engine block part. Also, it is on the cylinder heads ... 59A ('45s?) or 59A-B (1946/48s?). This is what most people see when they lift open the hood.

On 1938 to 1944, Ford V-8 motors the numbering was 81A to 41T.

The first number again is the year, the second number is the last number of the cubic inch displacement, and the third (letter) is the type of use or service.

Thus:

81A is a 1938, Ford 221 cubic in motor, for Automotive use

41T is a 1944, Ford 221 cubic in motor, for Truck service

99A is a 1939, Mercury 239 cubic in motor, for Automotive use

49T is a 1944, Mercury 239 cubic in motor, for Truck use

59A is a 1945, 239 cubic inch motor, for Automotive use

59A-B is a 239 cubic in motor, for Automotive and Bus service

59C is for Commercial use not Canadian like some might say, or Commonwealth.

Canada would have a C - first like C59A or C51A

59T is for Truck service (these letter definitions can be found in any parts manual and in the motor rebuild manual and head gaskets) What is kinda odd, is that they kept the 59A for parts numbering, but on the other hand gave the cars a future 1946 Model designation, that of 69A in July, 1945.

Ford's military contracts were coming to an end sooner than most manufacturers and with many of them being cancelled, as the Armed Services saw the war winding down, and the need for military items no more needed. When on May 11 the government okayed to restart car production ("reconversion") after July 1st, and with the huge stockpiles of 1942 parts that had been retained, Ford was in a uniquely ideal position to start up right away, the first.

The amount of publicity this generated was immeasurable. But Ford was to be plagued by the War Production Board with shortages of material, suppliers and strikes. And the government kept dragging its heels on price ceilings.

You could not sell a post war car for more than 1942 prices. (And so, there was a freeze on selling new cars until the Office of Price Administration finally set the prices in late fall). The government said that the car manufacturers made enough money on all the war contracts. (This is what really kept Ford afloat during the war years).

And remember after September, Henry Ford II a young inexperienced 28-year-old, was trying to re-organize and redirect a failing company, that most thought was going to go under. Soooo, it actually is quite amazing that Ford was able to make as many cars as they did, 34,439. More than anybody else. Ford made almost three cars to



First 1946 off the line - July 3, 1945



Leota Carroll from the design department displaying the brand-new hubcap about to go onto the hand-built prototype 1946 Model Fordor dated May 31, 1945.

Note that this car is not Black (Vermilion stripes) but with the light Tacoma Cream wheel stripes, it is a dark Navy Blue car!

every one that Chevy completed, who produced the second most number of cars. Ford was back again in the number one selling spot for 1945 (and 1946 and 1949).

The WPB governing board originally proposed 2,146,000 cars to be produced, but when the reality of the stalled, unpredictable supply chain kicked in, it was downgraded to 200,000 units. But only around 83,000? were finally made. (81,517 without the Studebaker numbers).

Hudson was next to begin production on August 30. Most of the rest of the industry did not get rolling until sometime in October, a few in November and Chrysler not until December.

Henry Ford II stated the company lost \$300 (\$313.26 to be exact) on every car sold, because he could not get to, achieve, volume production. Reports are that Ford filed for losses of \$8.1 million for 1946, but in 1945 (and the 1st half of 1946) the company was bleeding up to \$10 million a month in losses, with retooling, strikes, etc.

The best value per dollar car was a 1946 Ford, as they were overbuilt. Especially with 80 to 100 improvements over the 1942 Models. Even the general public sentiment agreed with young Henry, that prices could be raised so that the company would realize a reasonable profit. But just, MAKE the cars!

The OPA's overall purpose was trying to curb inflation and price fixing, which they had done well since US's involvement in the war. But now they were stuck with still using pre-war prices on scarce materials whose availability had changed quite a bit from the abundant, plentiful years before the war. Plus, the suppliers refused to furnish many materials with prices fixed also, on their products. They could not make a profit either.

And then there was a man hours aspect that worked into the equation. It took 87 man-hours to make a car before the war, which now took 128 hours. Later in November, car prices were all above the 1942 amounts. Ford was only allowed a 2% increase in prices. This whole scenario created a very frustrating, aggravating way to get underway to producing cars again. Strikes kept popping up even in 1946 and in 1947.

This is what led to the late 1947s being made so much cheaper, simpler, and plainer looking. A car starved public was willing to buy anything that had 4 wheels and a motor. Sooo, the late 1947 trim and mouldings and bumper guards, etc. are smooth, with no complex shapes and stampings required, and they are missing the nicely painted highlights on the dash and grille and bumpers. The only way dealers could make any money was by loading up the new cars with accessories that were already on their shelves. This created quite a post war boom of factory and aftermarket accessories.

Civilian trucks started out their 1945 Model year January 15, 1945, while the cars were a few months later, July 3, and received the next year's Model designation, that of 1946 Model cars. Same thing happened in 1948. Trucks were produced from November 24, 1947 on, (with the revolutionary new 8R motors) thus 1948 Model trucks.

Ford cars came down the line from April 12, 1948 on, and were called 1949 Models (Mercury and Lincoln in March.) Originally the 1949 Model cars were slated to be the 48 Models (November 1 on), but it took longer to get the new car launch



underway, whereas trucks were easier to gear up with and come out on time. 1946 Models were made for 20 months, the same for 1949 Models, almost a two-year production Model!! (Interesting to note: many articles in the past and books use January 16, 1948 as the first 1948 Model trucks date. That is the kickoff date, the official introduction date to the public. Not the actual assembly plant Model run, start-up date. For daily assembly production sheets from four different ascensions with four different chart layouts, all use the production date of November 24, 1947.)

Notice how the trucks seem to get the new motors first, just a few months before the cars, but then the cars get the next Model year designation number:

1945 trucks came out with the new motor before the 1946 Ford cars, March 1945 and then July 1945

1948 light and medium truck motors came out before the 1949 Ford cars, November 1947 and then April 1948

1948 Heavy Duty trucks motors before the 1949 Lincoln cars, November 1947 and then March 1948



Notice 1945 Pickup, 45 1 ½ ton Chassis Cab, bare block and motor parts in Connecticut Ford dealer showroom window. (Nice neon sign!) Window sign says new cars will be here soon, but for most people it won't be until the summer of 1946.

Significant Dates Timeline:

Winter of 1944: Ford's new corporate ad agency, J. Walter Thompson Company comes up with the famous slogan used in all their advertising promotions 1944 up to 1950 and its many spin offs... "There's a Ford in your Future", "There's a Finer Ford in your Future", "There's a New Ford in your Future", etc., a hand holding up a crystal ball. The first one was designed to keep the Ford name fresh, and in everyone's mind, during the war and until they could buy a new Ford. (the formal business agreement was signed on Dec 7, 1943)

April 1, 1944: Civilian truck and bus production started up again using 49T, 239 CID Mercury motors with 29A heads. Five 1942 colors were available, two which were formally Mercury only. (No Black!)

May 1944: Only 47,000 cars are left in storage for release by rationing of a once 520,793-unit pool, just two years ago. Even though it was awfully hard to be eligible to get one. 10,000 requests daily!

September 29, 1944: The last 221 CID motor manufactured in the US was 18-6960879 Windsor, Canada continued to manufacture the 221 motors up into 1947. These were standard in the Deluxe Fords and the "Deluxe Mercury 114's." Ford of Canada never had available any 6-cylinder motors.

January 15, 1945: First civilian Pickup truck was completed, but regular steady production of Pickups did not really get underway until three weeks later in February. Only one choice of color was available. That of the 1942 Mercury only color, Village Green. A familiar dark Green color.

January 31, 1945: The Model A "Estate Wagon" is completed with many '32, '40, and '41 Ford components.

January 31, February 3 and February 17, 1945: Photo shoots are held of the prototype A Sportsman in the styling studios, with four different staff girls used as models.

March 9, 1945: The formal opening (it was started in October 1941) of the 26-million-dollar Willow Run Expressway from Detroit to the Willow Run B-24 plant. It cost about \$900,000 a mile. Henry Ford II took part in cutting the rope / ribbon, had donated much of the land and right of ways. It was first designated M-112 and then became Interstate I-94.

May 3, 1945: The 31 millionth Ford vehicle was produced, a 1945 Ford Pickup truck (sign in photo says May 3, but on back of photo it is date stamped May 2).

May 8, 1945: "V-E Day", Germany surrenders. (Victory in Europe).

May 11, 1945: The government gives the go ahead for auto manufacturers reconversion effort of car production, to start after July 1st.

May 22, 1945: The government restriction on parts production is lifted.

May 31, 1945: A rather cold day photo shoot of the first hand-made Ford, a dark Navy Blue Fordor Sedan, again with staff as a model, Leota Carroll. She also models the new hubcap for 1946.

June 2, 1945: Press release photos and text of the first hand-built Ford prototype were sent out.

June 3, 1945: First showing and announcement of a 1946 Model Ford.

June 18, 1945: The last motor 99A-650280 made on that Monday, becomes the first official motor in a 1946 Model Ford, production line car, two weeks later.

June 21, 1945: The new HV-12 motors are made. A 305 CID developing 130 HP. And the first hand-built Lincoln prototype is completed, a Four-Door Town Sedan.

June 28, 1945: The Willow Run plant finishes its last Consolidated B-24 Liberator bomber, number 8685. (Plus 452 spares equivalent to 364 additional planes.) Achieving at its stride averaging one plane every 62 minutes (464 in a month) with car assembly-line mass-production methods. (There are some unverified reports of one every 55 minutes and 53 minute averages in a single day) Never before, or never since, has this ever been duplicated. They would have achieved their stated level of full production capabilities of one every 45 minutes (650 a month), had the war gone on any longer. But the Army Air Force was cutting back orders already late 1944. An amazing some 42,331 people worked there on two nine-hour shifts, two assembly lines, six days a week!



June 29, 1945: The second hand-built Lincoln prototype is completed, now a Club Coupe.

June 29, 1945: Henry Ford II invites all the state governors staying at the Dearborn Inn on their way up north to the Mackinac Island Conference, out on the lawn to view, sit in, and have their photos taken in three hand-built 1946 Model cars: a Ford Fordor Sedan, a two-door Mercury Sedan and a Lincoln Town Sedan.

July 3, 1945: The first three completed, brand new, 1946 Model Ford cars are driven off the Rouge assembly line in Dearborn, to eagerly awaiting photojournalists. This was not just a photo shoot, as it is reported that 21 more cars were in line at various stages of completion behind these. (A total of 24 cars were seen that day) All Super DeLuxe Models, first a Tudor Sedan decked out with many accessories, secondly a plain Jane-Tudor Sedan that Henry Ford II drove off, and thirdly a Sedan Coupe with the only 6-cylinder motor installed in any car, in the whole calendar year of 1945. The 239 cubic inch motor now becomes the corporate V-8 motor.

July 5, 1945: Five more cars were completed and recorded in the daily production cards, sheets and year end summaries. 359 total cars were assembled in July.

July 9, 1945: Automotive News magazine's take on: Ford First's (see side bar).

July 31, 1945: Ford's GPW command reconnaissance car production ends. At the final tally 277,896 units were made. (Plus, another 4,458 of the '41 GP Jeeps) The Jeep had become the mule, the indispensable tool, the backbone of almost every soldier's life.

August 9, 1945: New cars are only produced in three colors. Black, Light Moonstone Gray and Dark Navy Blue.

August 13, 1945: The second assembly plant gets moving in Edgewater, New Jersey six weeks after Dearborn.

August 15, 1945: Gas rationing ends. "A" stickers only allowed for three gallons of gas a week. This was implemented May 15, 1942 in 17 eastern states, and the other 31 states nationwide on December 1, 1942. Most rationing now ended with only sugar, butter, shoes and rubber left, as the government sees the end of rationing needed, winding it down.

August 18, 1945: The National Victory Speed (Limit) at 35 Miles (MPH) was rescinded. This was more about rubber tires and tubes, then gas or anything else.

August 18, 1945: Chester, Pennsylvania plant gets a new innovative two floor moving assembly line, but production does not get going until November, and in seven other plants, not until December.

August 21, 1945: The third production plant in Louisville, KY is underway with a big display show of the new Models in the factory lobby, for area dealers to look over

August 24, 1945: Washington lifted most restrictions on new cars, but you still could not have a spare tire!

August 28, 1945: The Dallas, Texas assembly plant, becomes the fourth plant to complete the new cars.

August 29, 1945: Under much publicity and photo ops, Pres. Truman smiling from ear to ear, receives the first car off the assembly line from July 3, a personal gift from Henry Ford II, a Light Moonstone Gray, Super DeLuxe Tudor Sedan, with six or more accessories.

August 31, 1945: The last wooden Waco Glider CG-4A was produced at the Iron Mountain plant. Most sources have the total at 4,290, but that is the total KD units of two types of gliders. There was also 111 complete BU units of the GAG variety for a grand total of 4,401 gliders. At its stride running 24-hour shifts with 4,500 employees (1,500 on each 8-hour shift), the plant produced one glider every three hours. Another amazing accomplishment!



August 1945: Reconversion of the Lincoln plant to car production gets started

September 2, 1945: "V-J day", Japan formally, surrenders. (In other countries August 15 is dedicated V-J day).

September 4, 1945: "Ford-Day", declared by the mayor of Buffalo, at the fifth assembly plant photo shoot of the first new 1946 Model car made in Buffalo, NY, which was also the 1,115,459th vehicle assembled there since 1913.

September 12, 1945: Ford of Canada never gets to producing any 1946 Model cars, as workers go out on strike for a long, long 99 days.

September 13, 1945: Press release photos and text were released on the 1946 Model Lincolns, and the second Town Sedan is near completion (by Monday the 17th)

September 13, 1945: Ford announces that a new body type, a wooden Sportsman's Convertible will be added to the 1946 line of cars.

September 14, 1945: U.S. workers also go out on strike, with only 2,312 units built so far this year.

September 21, 1945: Henry Ford, Sr. retires after much pressure and threats from Eleanor Ford, and then Henry Ford II his grandson, is installed as the new President of The Ford Motor Company empire. First thing he does, is to give Harry Bennett the boot.

September/October 1945: The first Sportsman body is hand made by the craftsmen in the Iron Mountain Station Wagon plant. This is the ONLY Sportsman that was ever made from a steel Convertible body first! Stripped down of all sheet metal first and then refabricated. All future Sportsman bodies were designated Sportsman skeleton frameworks (plus cowl, floor, and inner fender panel) stamped out by the Murray Corp and then had the wood fitted. (NO other unit was converted from a steel Convertible body first!)

- October 19, 1945: November production will see Mercurys and trucks in Greenfield Green (but not on Ford cars), and Dynamic Maroon on Ford and Mercury cars (not on Ford trucks).
- October 22, 1945: Lincoln and Mercury begin separation from the Ford division (Completed October 1947).
- October 1945: Extensive Black-and-White photo shoot of the first Sportsman car, on the test grounds of the Ford airport. This would include three color transparencies also.
- October 23, 1945: More publicity was garnered as the first ever 1946 car was purchased and presented, when the whole town of Rockford, MI bought a Ford Tudor for their Congressional Medal of Honor winner, Lt. John C. Sjogren (to be paid whenever prices were finally dictated).
- October 26, 1945: "V-8 Day!" Introduction day originally planned for September 21 but delayed by strikes. Much dealer promotion, hype, and secrecy, with windows even painted over or papered up, and banners were used, all to hide viewing the new cars until that Friday. The first public dealership showing coordinated across the country, of the new 1946 Model Fords. Nearly one million people flocked to see the new Fords, with over nearly 300,000 orders taken to buy one. Henry Ford II seemed to have some of grandpa's flair for suspense and promotion. (This will become abundantly clear with his showmanship in bringing out the 1949 Models).
- October 27, 1945: The first Sportsman is loaded up with accessories and then displayed in the women's section of a large Detroit department store. (Hudson's? The world's largest department store!) as Eleanor Ford was a niece of Mr J. L. Hudson.
- October 28, 1945; WPB announces the end of car rationing and by next week (November 3) different unannounced, closed its doors. The 3,000 employees had to be transferred to different jobs.
- October 29, 1945: The Lincoln Plant was now turning out two body types, ??? the Town Sedan and the Club Coupe. The Convertible and Continental body types were not made until February and March in 1946.
- November 1, 1945; Trucks coming down the line were now considered 1946 Models until Dec 31, 1946. The only visible change was the beltline door reveal which was now also painted Tacoma Cream, like the center dart/bar hoodside, and 1946 passenger car hubcaps (1945s still had 1942 style hubcaps).
- November 1, 1945: The first completed Mercurys started coming off the line, three different closed steel body types: Sedan, Sedan Coupe and Town Sedan.
- November 2, 1945: From the steps of the Bronx courthouse, "Ford First to Deliver" a driveaway news and photo frenzy is held, where the first 36 new owners pick up their new 1946 Model cars, just assembled at the Edgewater, NJ plant.
- November 9, 1945: Final three colors are added to the 1946 lineup. Botsford Blue Green, Dark Slate Gray Metallic and another Mercury only color, Silver Sand Metallic. 6-Ford 8-Mercury and 1-truck.
- November 19, 1945: OPA finally starts announcing prices allowed for the new cars. Ford only a 2% increase, Studebaker 9% increase and Chevy a 2.5% decrease!
- November 1945: The first postwar car telecast in history, a 1946 Ford Tudor is featured in a 12-minute telecast "Postwar Luxury and Comfort" filmed at the Paramount Studios, on the Television Productions Inc. stage. This was in a Q & A format between an actress and a Ford representative. For those who had one of those new-fangled television receivers, one could view "the new car of tomorrow". The car caused quite a sensation. Before and after the filming, many from the studio lots crowded in around the stage to view the car.
- December 1, 1945; Civilian truck rationing was discontinued.



December 6, 1945: The Richmond, California plant gets things ironed out and begins making the new cars.

December 14, 1945: Official introduction day of the new Mercurys.

December 19, 1945: Canadian strikers finally settle and go back to work, but making trucks only.

December 25, 1945: Henry Ford II presents another personal gift, the first Sportsman, to new starlet Ella Raines for Christmas. (this is part of a long-range plan of promoting the new Fords with celebrities in California).

December 28, 1945: Ella Raines and her Sportsman start appearing in press release photos in Hollywood.

December 31, 1945: The second to last rationed item comes to an end at midnight, that of rubber tires, it was four years, since January 5, 1942. (Only sugar was still rationed, but until June of 1947!)

December 31, 1945: In the December Production Assembly Record sheets, two new columns are added. Mercury Sportsman Convertible Coupe and Super DeLuxe Sportsman Convertible Coupe. Note at this time there is no “s” used in the middle, or at the end of the word Sportsman (nor even two “s’s” used).

July to December 1945: No new 1946 Model factory assembled Convertibles, Ford, Mercury or Lincoln were built during the year 1945. (But the Sao Paulo, Brazil plant did make the last four 1942 Model Ford Convertibles in August 1945).

January 1, 1946: Ella’s Sportsman creates quite a stir in the Pasadena Tournament of Roses Parade when the parade marshal leads with it, calling it a Station Wagon Convertible Coupe.

January 10, 1946: Finally, at long last, introduction date of the new Lincoln cars in ads and dealerships. This is seven months after two hand-built Lincolns were made!

January 14, 1946: Ford of Canada completes assembly production of its first, 1946 Model Ford car.

February 8, 1946: Second public dealership showing of the new cars. This time including Lincoln and Mercury.

February 15, 1946: The army announcement of the first electronic general-purpose computer released to the public, ENIAC. Electronic Numerical Integrator Analyzer and Computer, dubbed the “Giant Brain.” It covers 1,800 square feet of tall floor space. (We now hold it in our hands.)

February 20, 1946: Ella Raines, her Sportsman and the Thompson ad agency do a photo shoot promoting both a young attractive 25-year-old actress for Universal Pictures, and Ford’s newest freshest future show room darling, that of a Sportsman Coupe, a Convertible Station Wagon.

February 1946: First foreign plant, Sao Paulo, Brazil starts producing the new 1946 Model Ford cars.

March 1946: The Dearborn Plant starts rolling out completed Sportsman Coupes. The first 25 units are earmarked as experimental. That total includes seven Mercurys.

May 1946: First 1946 Model Mercurys are made in foreign plants. (But in March in Canada.)



Feb 15, 1946 first public computer released by the army. ENIAC called the “Giant Brain”, 1,800 sq. ft. of floor space! We now hold in our hand a computer that has a 100,000 times more functions and power!

It is unclear if Canadian trucks made after the strike ended in December and onward, are 1946 Models, or 1942s. In the foreign report sheets, they are listed as 21C, 21T, and 29T up to and including March 1946, then in April everything is listed as 51C, 51T, and 59T, but with the same running totals. In all other plants 1945 Model trucks were made months before they started making the cars.

Most photos, information, documentation and assembly numbers, are from the Benson Ford Research Center of "The Henry Ford," plus some are from the FORD TIMES magazines and a few from various newspaper articles from around the country. Many dates and numbers were quite clear and definite, but others required much digging, sorting out and researching multiple sources to become clear.

*Sometimes confusing in the process of a new model, are the many "first" dates, involved and used: the date of the first finished hand-built prototype unit, the date of the first photo shoot, the date the press is given to release the photos and text, the date of the first motor and thus the chassis number, the date the first assembly line car is completed, the date the press is invited to view the cars, the official Model introduction kickoff date, the various promotional show and display dates, and finally, the date that everybody likes the most, the date that the new Model actually is in the dealership showrooms for you to see, sit in, smell, and touch! - "Mercury Ed" Suchorski



First 1946 Ford to be built in the east rolls off the Edgewater, NJ Ford assembly line with Captain Eddie Rickenbacker driving and actress Carole Landis sitting on the hood

CALENDAR YEAR 1945 BUILT 1946 MODEL CARS

Jul 3 to Dec 31, 1945

69A-70A Ford Deluxe Tudor Sedan	10,232
69A-73A Ford Deluxe Fordor Sedan	432
69A-77A Ford Deluxe 5-win Coupe	148
	10,812

(Tudors are just over 75% of all Fords produced!)

69A-70B Ford Super Deluxe Tudor	15,189
69A-70B KD Export Sup Del Tudor	620
69A-72B Ford Super Deluxe Sedan Coupe	5,032
69A-72B KD Export Sup Del Sedan Coupe	80
69A-73B Ford Super Deluxe Fordor	2,293
69A-77B Ford Super Deluxe 5-win Coupe	358
69A-79B Ford Super Deluxe Station Wagon	52
69A-84B Ford Super Deluxe Chassis ODFE	3
	23,627
Total Ford	34,439

Oct 29 to Dec 31, 1945

66H-73 Lincoln Town Sedan	???
66H-77 Lincoln Club Coupe	???
	569

Nov 1 to Dec 31, 1945

69M-70 Mercury Sedan	1,715
69M-72 Mercury Sedan Coupe	349
69M-73 Mercury Town Sedan	784
	2,848

Grand Total produced of all car lines 37,856

(KD = knocked down-usually crated-assembly required and ODFE = open drive front end chassis)

This was 2,054 short of the total allocation by the government for Ford of 39,910 units. Ford almost made its full quota of cars, about 95%. No other manufacturer came even close. Chevy was closest with only about 20% of their quotas.



TRUCKS CALENDAR YEAR 1945

Jan 15 to Oct 31, 1945	1945 Models
59C-83 Pickup trucks	10,086
59C-83 KD Export Pickups	70
	10,156
Nov 1 to Dec 31, 1945	1946 Models
69C-80 (PU) Platform/Rack	345
69C-83 Pickup trucks	9,550
Dec 1945	Canada Pickup trucks
21C-83 or 51C-83	2

No sedan delivery or panel delivery trucks were assembled in 1945



The First postwar car in a feature special to be broadcast on that new invention called a television receiver. Noel Neill is the actress who is shown the finer points of the new Model by factory rep George Barmore. She seems to be enjoying the Q & A session. W6XYZ is the Los Angeles station.



Miss Jean Lindow holding the LAST JEEP sign. This photo is advertised as the most popular gal and this clip from the Louisville, Kent newspaper "The Courier Journal" as the most viewed photo. Miss Lindow was an office worker and the driver is shop foreman George Hubbach. Louisville was one of six plants that produced the 277,896 GPW Ford Jeeps. As with many of Ford's first and last photo shoots, someone jumped the gun. They found two more (or finished two more) Jeeps after this photo was taken, July 31, 1945 and so the final count for Louisville was 93,391.

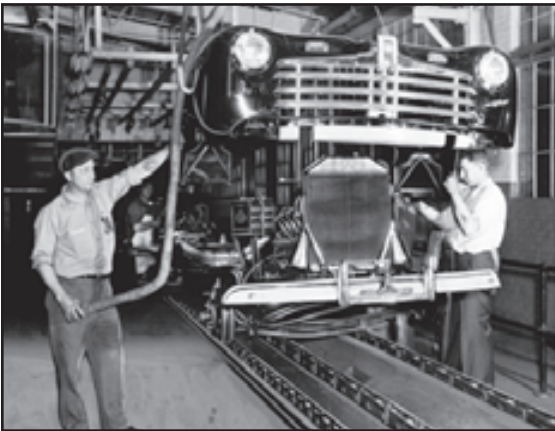


This is the way the new Ford looked to Los Angeles citizens with television receivers.





Women assembly workers showing their support for the men overseas, in a parade.



1946 Fords on the assembly line.

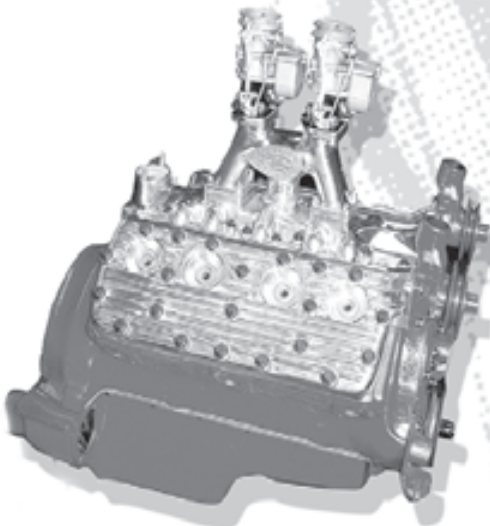


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Views

By Dan Cragg

Vignettes of the Ford V-8 Hobby

Better Prepared Than Repaired!



“Better Prepared Than Repaired!” (Last year’s Christmas Card) - Like all of us around the Holiday season, we need to think in advance of what may come up by the actual celebration date, including Santa and his helpers.

About the Artist...

Dan Cragg is a retired High School Art teacher who has owned and restored flathead Fords since his first one in 1962 to the present. He currently owns two '36 Cabriolets and a '37 Sedan Delivery. In retirement, he began a small illustration business with many of his illustrations influenced by his interest in the car hobby.

The works in this series have not been displayed as he usually does these illustrations for the simple joy of painting while trying to capture a story behind the images. His influences, as shown in the self-portrait (Above) with his late cat “Donald” who always liked to watch him paint as he liked to chase the paint brush, have been (L-R) Howard Pyle (father of American illustration), N.C. Wyeth and Norman Rockwell.

New Parts For Your Classic Ford



RESTORATION / MAINTENANCE / REPLACEMENT

CARS 1932-72 BRONCOS 1966-96 TRUCKS 1932-96

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TAILLIGHTS

MIRRORS

TRUNK
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EMBLEMS

HUB CAPS

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2,500-Mile Trip Across America In A '50 Ford

Gardner, Massachusetts to Gardner Village, Utah

By Christopher Black

It was December and I was approaching retirement after 40+ years as a teacher in the Salt Lake Valley, when my dad's cousin, Jim Dunn called me from Fitchburg, Massachusetts and asked if I would like to buy his 1950 Ford.

He bought it in 1980 with only 18,000 miles at that time. Thirty-four years later, it had just passed the 24,000-mile mark and had spent most of its days in his barn. The barn was not completely watertight so it had a little rust but mechanically, he said, it was what you would expect for a car with such few miles. His plan was for me to maintain it in its nearly original condition.

It had Finger Hut plastic seat covers on the front seat, Blue-dot taillights, nearly petrified White wall tires (lots of tread life but the side walls look a little checked) and unknown to anyone a large colony of mice in the trunk behind the spare tire. The price offer seemed fair, so I agreed.

After accepting the offer, I looked into having the car trucked out here on a car

hauler. However, after thinking it over, I decided I should instead consider driving the car across the country and taking my brother Kevin as a riding mechanic. Kevin teaches English in Coos Bay, Oregon but had been a motor pool mechanic in the Air Force.

I called Jim and asked for his impressions on the idea. He thought for a minute then said he couldn't think of any reason that the Ford wouldn't make it and thus began a months-long planning session that included dozens of phone calls.

The end of the school year was approaching, and I kept thinking of things that would need to be done to the car and Jim was wonderful as he worked to get them done.

I ordered new reproduction W-W tires from the Coker Tire Company and had them sent to Massachusetts. My son Randy and I went out to Fitchburg in late January to do some work on my aunt's home in Gardner, Massachusetts and in Fitchburg, Jim showed me some of the tools he had put in a toolbox.

He was also gathering, sorting, and labeling all the spare parts that he thought we might need. In the interest of safety, we also

dered seat belts, which Jim and his wife Debi installed one weekend.

Since the car was already registered, we had planned to use the Massachusetts license plates (issued as 1949 since Massachusetts didn't make plates in 1950) [that were already on the car but someone at the Mass DMV told Jim that if I bought the car, the plates could not leave the state.

Jim got frustrated with the Massachusetts people and called the DMV in Utah. The "kindly lady" (Jim's words) on the phone there patiently explained that all he needed to do was get the car inspected and send a copy of a verification form, the safety inspection and title to me and I could get it licensed here and bring the plates with me. That was much easier than his local DMV so after seven or eight one-hour phone calls to double check that we both had all the correct information the car was legally ready to get new plates.

We flew in on Friday morning and since it was raining, we spent the afternoon going over the parts inventory and listening as Jim described all that he had done to make sure the car was really ready. Among other things, he had replaced all of the rubber hoses and belts; the new tires were mounted and balanced and the car had been cleaned and polished.

It looked great and we were all getting confident that maybe we could really drive this car 2,400 miles. Jim showed us the spare parts that he had collected over the years and packed neatly in labeled boxes. He had replaced the original coil with a new one but put the original in a box, just in case.

There was lot of trust in this purchase since that was the first time that I had actually driven the car I bought seven months earlier. When Randy and I were out, it was snowing hard, the battery was dead, and his charger could not bring it back to life so there was no chance to see how it ran, much less drove.

My Personal Finance class curriculum covered a unit on buying a car, and despite all of the advice I have given students on how to buy a car, I bought this one without doing much of the due diligence I taught them to do.

Saturday afternoon, our cousins came over and brought a picnic lunch with them as they wanted to see the car. Being conservative New Englander's, they were impressed that the trunk was already more than half full of spare parts and tools. Sunday was Father's Day and our aunt asked us to take her to the services. We parked the car right outside the front entry door. The minister, Pastor Jim,



Cousins check out the '50 Ford.

came out and admired the car and we soon had a good-sized congregation outside reminiscing about how "I had a car like that..." "My father", or "grandfather" had a car like that." Our impromptu car show meant that the service started late, but Pastor Jim graciously offered a prayer that we would be safe and protected on our journey.

He said that driving across the country could be a real adventure and Kevin suggested that we would like to have "adventure lite" – just driving happily across the country and no breakdowns.

The Trip Begins

Early Monday morning we were off on our adventure. We headed out west on Route Two and pointed the nose of the car toward Erie, Pennsylvania, 531 miles away. There was a little trepidation at the start – what speed is a good cruising speed? How will it handle at speed? Are the aging plastic-covered seats going to be comfortable enough to sit on all day? Will anything break that we can't fix? Etc. etc.

As the miles rolled by, the doubts began to lessen. The car was quite happy around 60 MPH, The seats weren't great but with a towel wrapped up and placed between my back and the seat back creating a lumbar support the seat was now very comfortable, and with my elbow resting on the window ledge, the wind filled my shirt and it was quite cool inside. The motor was as smooth running as we could hope for and confidence in the car grew by the mile.

The first time we stopped at a rest area we became the center of attention for everyone there. The scene was to be similarly repeated every time we stopped. We were checking for anything that needed attention, and one friendly visitor said that he used to



Christopher behind the wheel.

work rebuilding flat heads and was happy to see ours in original condition. He helped us readjust the tightness of our belts and looked for any fluid leaks. When he walked back to his car, he muttered that they should build cars like that today so that anyone could see what was wrong and know that they could fix it.

Two or three people had to share that somebody in their family had owned one and one guy just had to look at the dashboard – his best recollection of riding in his dad's Ford. He was surprised that both the clock and the radio still worked. "I'm not sure that they worked on my dad's car in 1955 when we used it on road trips."

Our route plan was to drive up on the Northern route and stop in Michigan to take pictures outside the Ford factory. That first night when we checked into our motel room, Kevin called his wife and she advised him to turn on the weather channel. They were showing replays over and over of tornados all throughout Nebraska and had a storm warning for the entire route we had planned for the next day.

With the puny little vacuum wipers on the Ford, not to mention the thought of running into a tornado; we needed to change our plans. We got out the travel atlas and GPS and planned a new route going south around the impacted area.

Tuesday morning the sky looked threatening as we headed southwest toward Indianapolis. We hit a little rain, but it was mostly sunny as we cruised along through some interesting old roads. We stopped at the Speedway and watched a few cars practicing for the NASCAR race coming up and visited the museum before closing time and then headed off for Terre Haute, Indiana.

Because of our stops for food, road construction, and racing, we only drove 489 miles that day. We had been seeing signs along the road for a place called Boot City.

Kevin had wanted some new cowboy boots, so we did a little shopping there before calling it a night. Even though we are about seven years apart in age, both of us have been accused of being twins and are usually the same height but he was taller than me when wearing his new well-heeled boots.

We watched the weather channel again before sleeping and were again glad that we had not stayed North as the wind, rain and a few leftover tornados were making traveling a mess. Mid-morning on Wednesday as we stopped for gas, a school bus driver asked whether we were planning to stop in Edwardsville, Illinois to see the historic remnants of the old Route 66. That seemed to be a type of Mecca for old car drivers. It was just a little way off the road we were on, so we added that to our day's plan.

Route 66

Actually, it turned out that you drive through Edwardsville about 10 miles before finding the old "Mother Road." We tried finding it on our own but ran into a dead end and had to turn around. Kevin spotted a mail carrier who offered the course corrections. She suggested that if we followed the road up to Hamel, Illinois, we might want to imitate the seasoned travelers who often stop at "Wheezy's", a small bar and grill and historical information center. We found some Route 66 signs to pose the Ford for good photo ops and discovered that Wheezy's was on the corner behind us.

The waitress there asked whether we wanted a menu or if we would rather consider that she had chicken coming out in about two minutes and she made great slaw. We opted for the chicken and it was an excellent decision. I had never seen cranberries in coleslaw before but like everything else on the plate it was delicious and eaten happily. Some fellows at the table next to ours invited us to follow them to St. Louis to watch a ball game but that seemed a bit much to try and squeeze into our day.

We stopped at a little souvenir store, "Route 66 Rides," which doubled as a restoration shop. We bought Route 66 hats and "T" shirts and the owner gave me a zippered bag with the "66" logo to carry the registration and insurance information. One of the main players in Hamel history was a man whose last name was "Cassens" who had owned a trucking company delivering cars for area car dealers. As we drove out of town, we found an intersection of "First" and "Cassens" and took a picture for my daughter Cassen.

Somehow as we drove across the bridge over the Mississippi river, we found that our lane led us straight into downtown St. Louis.

It took us a while to find our way back to the road west. Our GPS guide “Beulah” was challenged by the maze of roads but finally we found a westward leading road and headed west for Kansas City.

That night as we pulled into the motel parking lot, we discovered that one of the taillights had burned out. I asked the desk clerk where the nearest auto parts store was, and he gave us pretty detailed but overly complicated instructions how to find an O’Reilly’s store some blocks away. However, as we drove up the main street, we came upon an AutoZone store and turned into their parking lot. As we got out, we attracted three or four young people who wanted to ask questions about the car and to show us pictures of the old cars that they were working on, I was afraid that the store would close before I could get the bulb, so I left Kevin to hold court with our new “friends” while I went inside to get a bulb.

The group discussion was still going when I walked out, and they left us with an invitation to stay the weekend and enter a local car show and join in the big breakfast bash that went with it.

Kevin had been noticing that several drive-ins featured frozen custard on their signs and wanted to try some. My memory was that frozen custard was roughly the same as a “Softee”, but he wanted to check it out for sure. Frozen custard was featured at a drive in that shared the parking lot with the motel so we trotted on over – I couldn’t tell any difference, but Kevin thought it was better. I assured him that everything is better with a backdrop of a 1950 Ford and he could not challenge that.

With all of the stops for eating and picture opportunities, we only drove 411 miles that day.

Thursday morning bright and early we set off again. We came to an irresistible sign “Kansas Auto Racing Museum” and turned down the lane to see what we could find there. Kevin still races mini-foreign cars on oval tracks, so he was excited to see how Kansa racing compared to Oregon. We parked in a spot labeled “Pit Stop Practice.”

The corrugated steel buildings housed a small collection of racing cars, but included some historic pictures and engines.

They had a mock-up of the first AR-Dun racing flathead motor I think that I have ever seen. It was designed by Zora Arkus-Duntov



Kansas Auto Racing Museum

before he went on to become the father of the Corvette. We were nearly finished walking through the collection when we met one of the Thompson brothers who owned the museum. We were soon joined by his brother, who had come in to tape a weekly television program, and the discussion on old racing cars accelerated as they related stories of how they had introduced foreign stock cars to oval tracks, memories of old (and in many cases now gone) drivers; some we had seen race and showing the first NASCAR trophy ever awarded.

The show producer was waiting somewhat patiently to start taping so we started for the door, but as we were leaving one of the brothers could not resist hopping into the seat of the Ford. His brother said that he should have waited for an invitation, but the seated brother countered that racers would never say no to that request and said that if we came back, he would let us sit in the seat of his modified. He loved the skinny White steering wheel and the neatly trimmed wheels and Whitewall tires and said that he was jealous of our trip. Not the first or last time we heard that sentiment.

Kansas is a whole lot wider than it looks on the map. For lunch we stopped at an A&W Root Beer stand. We parked next to an older gentleman in a military surplus Jeep. His license plate read “50 Korea.” In 1950 he was in the Marines and drove a Jeep like that one.

He also had had a twin to our 1950 Ford waiting for him at home, so he was thrilled to have the two together under the canopy of the parking lot. Root Beer is far better in frosted mugs than in a paper cup.

While we ate, I shared with Kevin the story of how I had chipped mom’s tooth when I was quite small snatching her mug away from her when my baby one was empty. He kept a close eye on me through the rest of the meal.

One of the challenges on Thursday was trying to figure out just how far we could reasonably drive that day. Even with a change in time zone, Denver seemed like a



longer drive than we dared ask of the old car, so we settled on Limon, Colorado. That was 512 miles for the day. It was only about 6:30 PM or so when we pulled into the motel parking lot, but we were really tired. We ate dinner in a restaurant next door then turned in early.

We thought the car appreciated the cooler early morning air and we tried to avoid heavy traffic around larger cities. Our plan was to get up at 5 AM and get on the road so we could drive the rest of the way home to West Jordan.

Friday morning at 5:30 AM we pulled out of the parking lot and drove on toward Denver. It was only about 150 miles, so we got to there before traffic built up too much. There is a cut-off outside of Denver where the road heads up toward Wyoming and once we hit the cut-off the road began to really climb. I don't know the elevation in Fitchburg but I'm pretty sure that the car had never seen a sign reading 7,000 feet before. The car felt a bit strangled and it lost a little power going up some of the hills.

To really appreciate the lonely desolation of Wyoming, try doing it in an old car that had just developed an occasional misfire that seems to be getting more frequent. We checked for the usual culprits, but nothing seemed to work so I called my friendly mechanic, Derek, in Salt Lake to see if he had any other ideas of what we might be able to do about the misfire. He too thought that it

was probably caused by a clogged fuel filter or it might be fouled plugs, (we had checked the filter) so we decided to look for a garage and get it taken care of as soon as possible.

After cooling down while we were doing our checking the flathead actually started getting better but when we got to Rock Springs, we immediately lost power again and then started looking for an auto parts store to find a spark plug wrench (a surprising omission from our inventory).

The employees all gathered in the parking lot to look at the car and gave us good directions for a car wash as we thought washing the car would give the engine a chance to cool down before we started changing plugs and replacing the added inline fuel filter, just in case. We had a fire extinguisher but were in no hurry to find out how effective it would be.

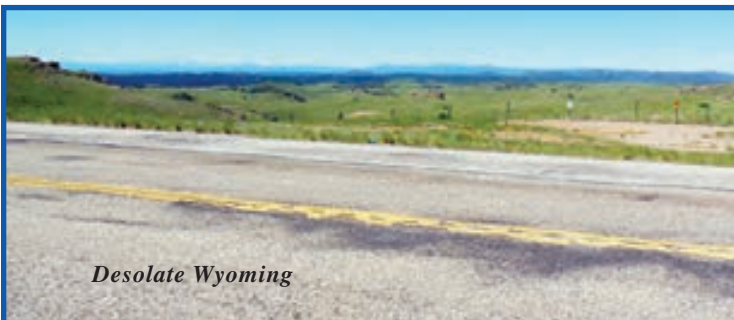


The plugs were clean, so Kevin removed the fuel filter while I held rags and a plastic cup underneath to catch any possible dripping gasoline. The filter looked pretty good and when he blew air through it there was no restriction.

We drove back to the same auto parts store to see if they could recommend a garage where we might get helped. It was about 5 PM and we were afraid that our options might be limited, especially since it was Friday afternoon.

Fortunately, the car parked next to ours advertised a local garage so I walked inside to see if he could help. "Del's" name was on an embroidered tag on his greasy shirt and I described the problem. He told me that he loved old flat heads and would feel honored to help us. He said that they specialized in helping travelers, so we followed him back up the street to the garage.

The owner, Kevin Robertson, reminded Del that he had an-



Desolate Wyoming



On Route 66

other car to finish before he could start on ours but then promised us that they would get us on our way. I asked him what time they closed, and he said normally 6 PM but it would depend on what time our car was done.

While we waited, the owner pointed out a large box of doughnuts and offered us some. It had been a long time since we had eaten so that was a welcome offer.

Del discovered that the points had been burned and sent his wife to get us a new set. However, even after replacing them and re-setting the dwell and timing the misfire was still there. It was greatly reduced, but still there. He asked if we had a spare coil in our boxes of spares. Fortunately, Jim had kept the original and put it in the box when he put in the new one. Del then switched out the coils and the car immediately had its power back.

Kevin took Del for a test drive while I settled up with the owner. Del had his wife take a picture of him sitting in the car. In my marketing classes we often have talked about company mission statements and how important they should be as a guide. Kevin Robertson's was the most unique I have ever read. "My personal commitment: As God has blessed me with the ability to repair vehicles; I will treat my customers in a way that reflects my Christian values, beliefs and ethics."

It was after 8 PM when we left Rock Springs, but we were finally back on the road and the car was running as it should. We stopped at our regular stop in Little America for what would be our last refueling. We have been stopping there on cross-country trips as long as I can remember. Just before midnight we pulled into our driveway. That was our longest day – 620 miles.

I'm sure that we didn't save any money by driving it out versus having it trucked out, but it surely was a lot more fun. When we left Fitchburg, it was "Cousin Jimmy's car", now



Indianapolis Motor Speedway

after having driven it over 2,500 miles, it felt like it was mine.

It was a great trip; Kevin was a fun traveling companion and we had experienced "Adventure Lite".

Christopher Black



On the road.

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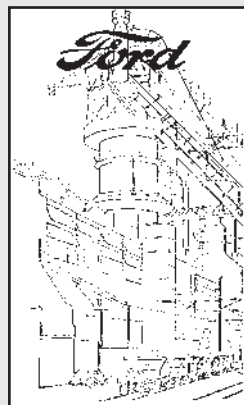
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Early V-8 Fords On Main Street



Early V-8 Fords On Main Street

A number of early Ford V-8's can be seen parked along Main Street in Ogallala, Nebraska, circa 1948. Most prominent, is a 1947 or 1948 Ford Tudor Sedan parked near the W. J. Scott Auto Company, the town's Ford dealership.

Henry Dominguez
V-8 TIMES Associate Editor

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Ron's Garage

By Ron Trella

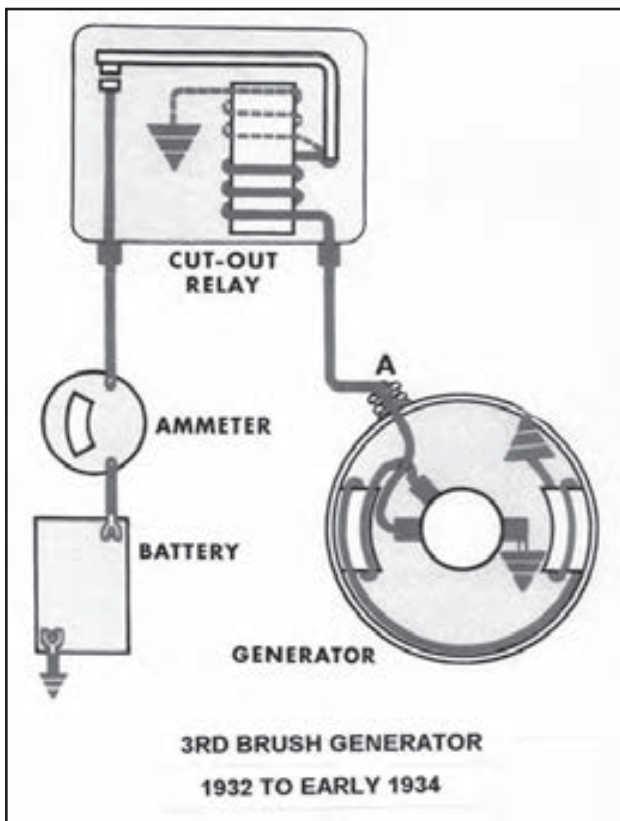
Flathead Generator Systems Part I: Third Brush Generators

Ford V-8s from 1932 until early in the 1938 model year used what is called a three-brush generator.

The early units from 1932 until a running change in 1934 employed a simple system with just the generator itself and an external cutout relay. In this system, the field windings picked up their current from the third brush and grounded the field circuit internally inside the generator. Current output was controlled by the position of the third brush on the commutator. Its position and the design and rpm of the armature controlled the strength of the field, and thereby the amount of current generated.

The cutout relay was mounted externally on the top of the generator. The relay was a magnetic switch that used the output current of the generator to energize a primary coil and attract the moveable arm of the points to close. The relay contacts closed when the generator output reached a predetermined level, usually approximately 6-volts. At that time, the current in the windings of the cutout relay coil was strong enough to close the points and connect the generator to the battery. After the points closed a secondary winding is energized helping to hold the points closed. Typically, the cutout is energized approximately around 400-500 engine rpm.

When output dropped below its designed level, the current in the cutout primary coil winding weakens to a point where the points could not remain closed and the generator was cut off from the battery. The secondary winding is then de-energized. The purpose of the cutout relay was to disconnect the gener-



ator from the battery when the generator was not producing enough current to charge the battery. This prevented the generator from discharging the battery when the engine was at a very low idle or not running.

In the early third brush generator, there was no direct current control device. Generator output was controlled by the strength of the field as determined by the position of the third brush, the design of the generator and

the rpm it was running.

As a running change during the 1934 model year and continuing through 1937, Ford made a change to the generator system and employed what Ford called a Two Rate Relay as optional equipment.

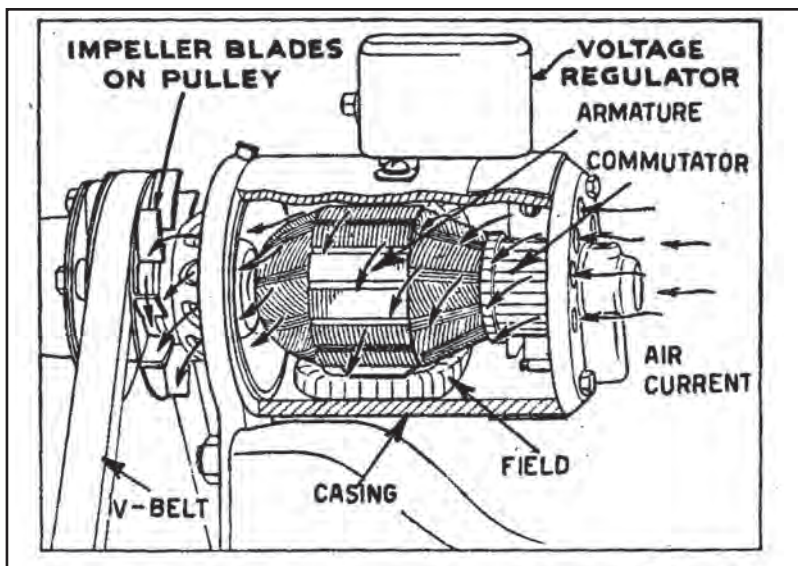
The new system still employed a fixed third brush but instead of grounding the field within the generator, this system had a field terminal that was connected to the two-rate relay.

Within this new style relay, are now both the cutout relay and a voltage regulator relay. The cutout relay worked as on prior models. The voltage relay automatically limited the voltage output of the generator to about 8-1/2 volts. This two-rate relay was again mounted on top of the generator. The generator now had two terminals with two wires going to the two-rate relay, one the armature terminal and the other a field terminal.

The generator itself is made up of a few basic components, an armature, pole shoes and field windings, a set of three brushes, the housing, end frames, pulley, and a bearing and bushing to support the armature.

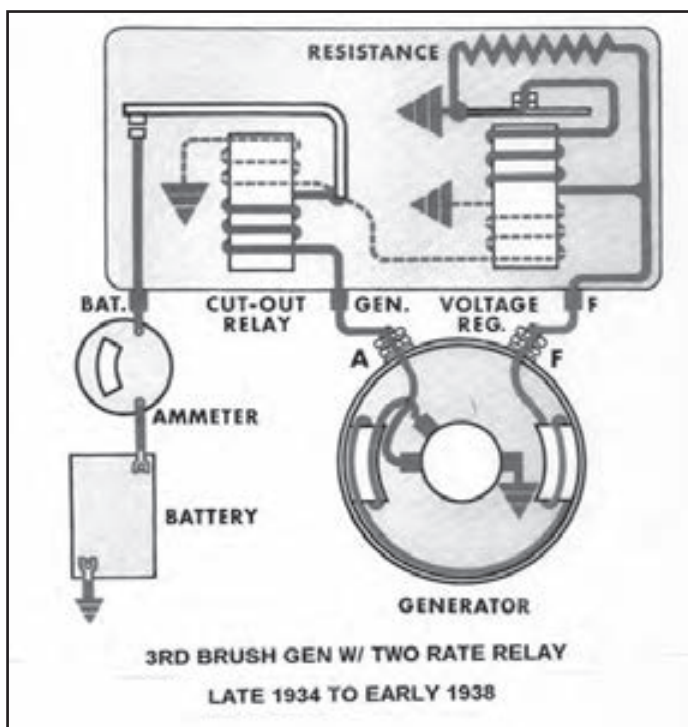
The armature has a main shaft, a segmented core with the windings wound in a particular pattern around it, and a commutator to transmit the current as it rotates. The core that the windings are placed on is made of segmented or laminated sections to help reduce the effect of eddy currents that occur in a generator that would reduce the output. The commutator is made up of an equal number of copper bars one for each end of a winding with mica in between each copper bar as an insulator. The size and numbers of the windings has an effect on the output of the generator.

As the armature turns through the magnetic field, current is generated in the armature. The pole shoes are set on each side of the armature and bolted to the generator frame. The process is started by some residual magnetism that is



present in the pole shoes. The field windings are wound around the pole shoes.

When current flows through these windings, the strength of the magnetic field is greatly improved by the pole shoes. The stronger this field is, and more electricity is produced. The voltage regulator relay controls the amount of current in the field windings by constantly opening and closing the point in that relay. In the voltage regulator circuit, the points do not remain open or closed for very long, but instead they vibrate rapidly. This rapid opening and closing can



cause arching and burning of the points. To prevent this, the voltage regulator circuit is equipped with a resistor that diverts electricity to ground as the points open to control arching and smooth out the flow of current in the circuits.

The three brushes are made of carbon and are kept in contact with the commutator by spring pressure. Two brushes are isolated from the end frame and one is grounded.

The armature is usually supported by a ball bearing at the pulley end and a bushing on the opposite end. The bearing can be a packed, sealed bearing or lubricated by a small oiler cap; the bushing is lubricated by a small oiler cap. A fan is mounted behind the pulley to draw air through the generator to cool the unit.

Because of the light loads and limited electrical accessories in this era, generators had outputs generally between 17 and 28 amps, very low by today's standards

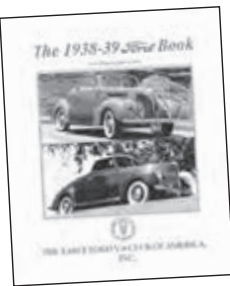
The third brush or three brush generators, and the two rate relays were used until early in the 1938 model run when Ford replaced this system with a new two brush generator and a three relay regulator.

Burned contact points, worn brushes, and bad external connections seem to cause most of the system concerns. As with any charging system, belt tension is critical to proper operation. If the belt is too loose, the generator cannot maintain charging the battery, too tight and the generator bearing and bushing can suffer early failure.

As always, if you have specific questions that I might help you with, please feel free to contact me at;

rons-garage@hotmail.com.

Ron Trella





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Ford Super Service Station



In an effort to capture a larger market share in 1935 the Ford Motor Company was promoting Ford Super Service Stations, which were service garages that also sold gasoline, parts, accessories, and new cars. The concept was not a new one as the Automaker sold franchises for similar operations as early as 1914.

Ford Approved Lubrication Service at a Ford Super Service Station in 1939. Note the elaborate grease and gear oil dispenser on the far right and the Clarifier (a bypass oil filter) display on the far left.

Photograph courtesy of the Henry Ford.
www.theoldmotor.com

There's Hope for the Future Ford Owners

by Rick Linder

I recently purchased a 1930 Model A Roadster in the color I have always wanted – Brown. I've had a '30 Roadster for 10 years, but it was Blue — so I sold the Blue Ford to my good friend Kyle's brother Travis. Kyle has two Model T Fords. Kyle is 27 and Travis is 25 years old. Adam is 16, Bradley 14, and Darren 12 are their brothers.

I had a front seal problem with the Blue Ford, so before I sold it to him, I took off the pan and timing gear cover. The previous engine rebuilder had used the “modern” one-piece seal – and it was completely shot! So, I went back to the original rope type. That stopped that leak, as I was getting only 100 miles per quart – it kept blowing it out.

However, after Travis drove the Ford for a week, he complained about a lot of smoke coming inside – in a Roadster! Well, when I checked there WAS a lot of smoke coming out of the fill tube. Not good, and for a young man just getting his toes wet with an old Ford – this was getting fixed.

So, we pulled the engine and found #3 and #4 cylinder had been sleeved at some time. All four cylinders were .80 over, and cylinder #4 had a huge gouge in it, while #3 liner had separated from the block on the side where the valves were. This Ford engine had



Brad Robinson, Adam Robinson, Travis Massey and Darren Robinson in front of the Ford after the first test run.



Brad, Darren, and Travis install the shims for the connecting rod.

been rode hard and these two problems caused the leaks.

New sleeves, pistons, and rings were ordered to put her back to standard and we found a machine shop that would do the sleeving locally. He was not sure what was up, but they had done five other Model A engines this year. After getting the block back, the boys installed the valves and adjusted the lifters. They took a real interest in the work and asked all kinds of questions – ALL kinds of questions!!

They put the rings on the pistons correctly, and we checked the clearance with plastic gauge on the rod bearing and main bearings. When you have a bare Ford block, there is everything to put in and it's a good time to show how an engine operates.

She was starting to come together when we put the head and oil pan on, so much that they wanted to get it running right away. Of course, we still had hours of work to do and the Ford itself was in another garage while we worked on the engine in Kyle's Model T place.

Soon the day came, and we pushed the “T” chassis outside, moved the touring body



Adam Robinson, Travis Massey with engine on the hoist.

down to the garage where the Roadster was, and pushed the Roadster in. Kyle is working on restoring a '26 Touring and has a running '25 Coupe. He got outvoted when it came to moving his Fords to put the engine in the garage rather than trying to do it in the alley.

One of the engine mounts just fell out when we pulled the engine earlier, so new pads, bolts, and nuts were installed. There was the usual jerking, twisting, pulling, and lifting to get the clutch shaft in – but after that things went quickly.

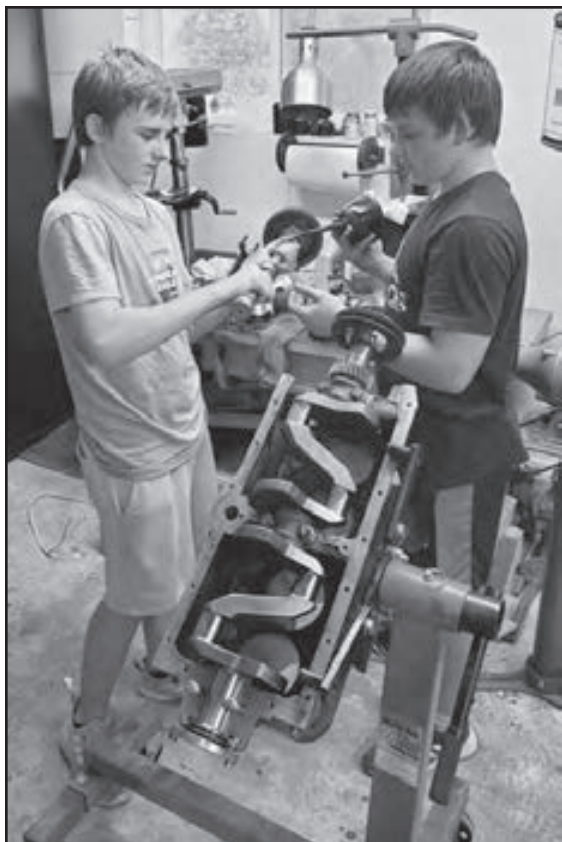
Well, as quickly as three sets of teenage hands could help do. Some adjusting of the timing was necessary and just for fun I started her up before we had the muffler attached. Nice and LOUD!! The kids got a kick out of that!



Brad, Kyle Massey watching Darren put the water in the radiator.



Bradley Robinson and Travis working on the distributor.



Darren and Brad getting ready to install the camshaft by oiling it up.

With all the hoses on, Darren filled the radiator and we ran her for a couple minutes. Shut her down, re-torqued the head, installed the lights, horn, and hood. The sky opened and it just poured, but we all wanted to go for a drive – so the top goes up and off we went. Nothing over thirty mph, and when we came back, another head bolt torque. The Ford was deemed healed, got a much-needed bath, and was put away for another day.

Submitted by Frank Scheidt
V-8 TIMES Associate Editor

Editor's Note: I realize this is not a V-8 these boys were working on, but I was inspired by their eagerness to learn about these engines. Hopefully they'll move up to a flat-head V-8 in their future.

Jerry Windle, Editor
V-8 TIMES

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They're Still Out There!

"I Had A Good Life"

By Jerry Littner



Here's a photo of the 1941 Ford Firetruck owned by the late Bruce "Blacky" Blackwell and his family residing in Agua Dulce, California.

It would be wonderful if it could included in the "They're Still Out There" section of the V-8 TIMES.

I took the photo and it is titled: "I Had a Good Life". It won an Honorable Mention in a Southern California photo contest!

Gotta keep these great old ones alive somehow.

Jerry Littner

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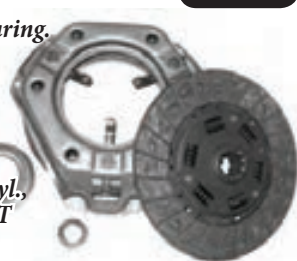
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Four '49 Fords in the Family

By John Emmering



My father's 1949 Ford Standard 6 Business Coupe.

Occasionally when displaying my 1949 Ford at car shows or cruise nights I have been asked, "is there a special reason why you choose a forty-nine Ford?" The short answer is yes! 1949 Fords have had a significant place in my family history and it's a story I do enjoy telling.

The first forty-niner in the family was a brand-new Bayview Blue Custom Tudor purchased by my grandfather Henry Emmering in 1949. After tooling around in a Ford Model "A" from 1929-1940 and driving a used 1938 Ford Standard 60 hp V-8 tudor during the war years, Grandpa put in his order for one of the new 1949 Fords in May 1949 and took delivery a month later.

Finally at 47 years of age Grandpa Henry was the owner of his first new car when he took delivery on the 1949 Custom Tudor, and how proud he must have been driving that attractive new car.

Since the demand for the new 1949 Ford was high the dealer had added a radio and accessory seat covers to Grandpa's car to add to his profit margin. That was the only time Grandpa ever had a radio in a car. My 20-year-old Dad admired that car also. After obtaining his driver's license in 1945 Dad had started out with a 1937 Ford, then tried a 1935 Ford Roadster and by 1948 drove a cherry 1936 Ford Fordor. Dad had been impressed with the 1949 Ford since he saw his first one, which was a 1949 Ford Oak Park Illinois Police patrol car. Dad began to set his sights on buying one of the new '49's himself.

The big day of October 21, 1949 came, and Dad stopped by Murphy Motors in Cicero, Illinois to take delivery on a brand new 1949 Ford 6 cylinder Sea Mist Green Standard Business Coupe. Dad got a \$350 trade-in allowance on his 1936 Ford and bought the '49 Coupe for an even \$1500, including his trade. Since the 1950 models would be out soon Dad got a good deal on this remaining 1949 model.



Grandpa's Bayview Blue Custom Tudor. On the street in front of the house on East Ave. Berwyn, IL



Sea-Mist Green Custom Fordor in the driveway is the car I bought as a teenager, shown in a 1972 photograph.

At 20 years old and now working fulltime as a draftsman for Western Electric Company, Dad had his first new car and felt real pride of ownership with that shiny new Coupe.

Soon Dad bought a back seat for the Business Coupe and added 1950 door panels and a 1950 Custom horn ring along with three ribbed fender skirts. These items were

available for a few dollars at the Murphy Motors parts department. Some Blue dot tail-lights were put in and a couple aftermarket accessories also to make the car a little sharper.

Dad had some enjoyable years with his car until the draft came along in 1951 with the Korean War raging. Dad however after induction into the Army, ended up with orders for France. My grandparents looked after the '49 Coupe taking it out for an occasional Sunday drive during his absence.

After military service my Dad returned home to his car and job and then a steady girlfriend came into his life, my Mom. My parents were married in early 1954 and I came on the scene later that year, taking my first automobile trip after leaving MacNeal Memorial Hospital in the back of that 1949 Ford Coupe. Later I preferred standing behind the passenger seat so I could get a better view out of the windows. This was before seat belts and car seats.

By 1957 both Dad and Grandpa had traded in the forty-niners and our family car became a 1957 Ford. Grandpa traded in his 1949 Tudor for a 1956 Mercury. The '49 Fords were fondly spoken of however and we had pictures of them in the family album. As children, my sister and I always shouted out when we saw a 1949 or 1950 Ford drive by with "there's a car like our old one!"

As time went on those cars became fewer and fewer and really began showing their age. The forty-nine Fords became a distant memory until 1971 when another one came into our lives.

At 16 years old I was really interested in antique cars and managed to purchase a 1928 Model "A" Tudor. After working on the car over the spring and part of summer it was clear that it would be a long-term project not really suitable for a teenager.

In August of 1971, my Dad came home one day and told me he had seen a real nice 1949 Ford on a used car lot in the neighboring town. Dad took me out to see the car, a Sea Mist Green Custom Fordor. I was impressed with the nice original condition it was in. The car was a V-8 with overdrive, which proved to be a great feature. We learned the car was from Fresno, California and had not seen a Chicago winter. This would be a great "Rouge Class" car today.

It took very little to convince me that this would be a much better vehicle than the



Soldier in front of 1949 Ford standard business coupe is my father Pvt. John B. Emmering. This is a 1951 photo. The car in front is Grandpa's 1949 Ford Custom Tudor.

Model "A", since I could actually start driving it right away. Getting behind the wheel for the first time was a treat and the '49 shifted smoother than our Pinto, the car I learned manual shifting on.

When we got the 1949 Fordor home after purchase I thought it needed a new paint job since oxidation had set in. My dad gave me some rubbing compound though and after a few days of rubbing the rough finish, the paint shined like new again. That 1949 Ford was sure nice for driving to High School and out with friends.

Each month HEMMING'S MOTOR NEWS classified ads offered plenty of reasonably priced NOS parts. I bought NOS bumpers, side stainless trim, an NOS clock, mirrors, skirts, etc. Those were the days when the car was only 22 years old and the parts and accessories were not yet highly sought after by collectors.

The car did have many admirers though. Gas station attendants always had nice comments and while stopped at Red lights other drivers would occasionally ask, "How much would you take for it?" possibly thinking I was a naïve kid who would sell it cheap.

College days began as I entered Western Illinois University and I only had use of my 1949 Ford during summer vacation and breaks. By my senior year I traded my 1949 to my Dad for the family Pinto that was more practical for a college student. Dad had done a lot with the car while I was away at college and it really became his hobby.

After college graduation, I entered the Army, got married and then settled down in Aurora, Illinois starting my police career and raising three kids. I still loved to read about old cars and follow the hobby and I hoped to possibly get an old Ford once again in the future.

Our tale resumes in 2004 when I found myself working as a civilian at the U.S. Army Education Center in Kuwait as an Education Counselor to our troops. I had recently been divorced and after working in Germany since 1991 in Army Education I took this temporary assignment in the Middle East to earn the money I would need for a move back home to the U.S.A.

There in Kuwait in my down time I began to check out “shoebox Fords” for sale on the internet and saw several I liked on eBay motors.

After losing a few bids on cars I liked I found a Colony Blue 1949 Custom Fordor up for bid in McFarland, Wisconsin. Why no one else wanted to bid on a rusty 1949 Ford Fordor is a mystery to me and I easily won that bid.

I called the owner in McFarland (next to Madison, Wisconsin) and he agreed to hold the car a couple months for me until I came back to the states and I sent him a check in payment for the car.

After returning to the states, I drove up to McFarland and got my first glimpse of my 1949 Ford as it sat in the seller’s driveway. On initial inspection I found two cracked side windows and BB holes in the cracked windshield. The grille and all chrome plated trim areas were badly pitted. On the inside, the driver’s seat had a large hole where the driver sat. The rear bumper was smashed and rocker panels rusted through on both sides. The car smelled of mothballs, which fortunately had saved it from becoming a haven for mice. The engine did start and the car ran but the exhaust system was rusted out and the brakes did not work.

Arrangements were made to tow the car to a shop in Lemont, Illinois where mechanical work would be done while I returned to work overseas, this time in war torn Afghanistan. I flew back to Germany and made my way to my new eight-month assignment at Forward Operating Base Salerno in Khost Province, Afghanistan. At FOB Salerno a co-worker and I set up a new Army Education center in a tent. When we got internet service I was back on EBay. In my off time and when I was not hiding in a bunker during a rocket attack, I searched for and ordered parts for the ’49 Ford and had them shipped to my Dad’s house in Illinois.

Before I returned from Afghanistan my Dad had a huge pile of 1949 Ford items down



Dark blue 1949 Ford Custom Fordor is my present car before restoration.

in his basement that I had purchased online.

My overseas adventures ended in July 2006 when I returned home to the Chicago area for good. The 1949 Ford had been pretty well repaired mechanically while I was gone but still looked rough. I was disappointed with the firm that was supposed to be doing restoration work on the '49 and placed the car in storage while I concentrated on finding a job and getting reestablished in the Chicago area. In 2008 I was rehired by the DuPage County Sheriff’s Office and good fortune continued as I met and later married Robin.

A friend of the family who was currently doing freelance body and paintwork agreed to take on the job of restoring the exterior of the 1949 Ford. After a labor of four months of body work and painting, the 1949 Ford was finished and looked great.

As I drove the car home in April, 2010 however a few mechanical issues remained. The gas tank had debris in it, which clogged the carburetor, the distributor was in poor shape and there was grinding from the differential. That summer I obtained a rebuilt distributor and had the differential rebuilt with a new ring and pinion and bearings.

During spring of 2011 a new gas tank was installed along with a new carburetor. By fall I had the interior finished with a new headliner, wind lacing, and NOS accessory seat covers installed (like the ones the dealer stuck my Grandpa with).

After being active a few years in the Northern Illinois Region of the Early Ford V-8 Club I enjoyed reading some of the newsletters from other groups that were available at meetings. One evening I hap-

pened to pick up a copy of HOOSIER VIEWS, the Indiana Regional Group #56 newsletter after one of our meetings. I was startled to see a photo of a Sea Mist Green 1949 Ford Fordor that looked like the car of my teen-age years.

A closer look convinced me it was my old car. When I owned the car in the early 1970's the early Ford V-8 Club did not accept the 1949-53 cars. I had instead joined the Ford Mercury Club of America and the decal from that club was displayed just where I had placed it in 1972, on the upper right-hand corner of the windshield.

Locating the bill of sale from 1971, I called the current owner Jack Price and told him I thought he had my old car. I located my bill of sale read the serial number of my old car to him. Sure enough the numbers matched. I stopped by Jack's house in Indiana when I was passing through Indiana and viewed my old car.

Later I ran into Jack and my old 1949 Ford at the 2014 Central National Meet in Springfield, the Grand National in 2018 and the 2019 Central National Meet in Auburn, Indiana.

So, my current 1949 Ford is the fourth one in the family line and brings back early childhood memories as well as recollections of my high school days.

In the present day it is fun to share the experience of Ford V-8 ownership with my fellow Early Ford V-8 Club of America mem-



Blue Fordor in nice condition with whitewalls is my present 1949 Ford after restoration.



A "Family Reunion" of 1949 Fords. John Emmering's 1949 and Jack Price's 1949.

bers who are such a help and encouragement!

John Emmering, Editor
ROAD CHATTER
Northern Illinois RG \$8



Jack Price in the car from my teenage years.



1937 Tow Truck Mystery

Billy Fox has a “thing” for tow trucks/wreckers, especially early Fords.

He is constantly searching the internet for pictures of them.

Here’s his latest find. However, there was no information with the pictures so we’ll have to search the pictures for clues.

The most obvious one is the picture (Right) showing the truck is right-hand drive. This would make it from somewhere outside the United States - possibly Australia or New Zealand?

Wherever it’s from it’s an interesting example of a tow truck/wrecker.



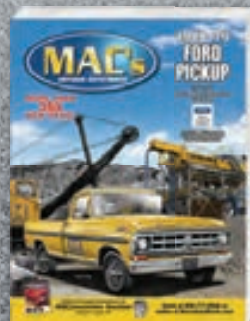
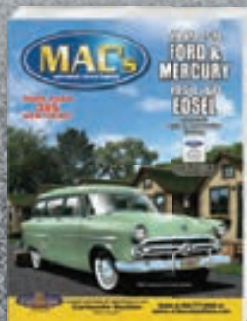
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1933



1933



1941 Pickup



1933 Pickup



A Gold Mine Of Early V-8s In Middle Tennessee

There are many collections of Early Ford V-8s around the country and I'm sure there are some in unusual, out-of-the-way areas. Danny and Sharon Driskell and I had the privilege of visiting one here in Middle Tennessee recently and were completely taken by the number and quality of the cars there. The identity of the owner and location of the collection will remain anonymous for the time being.

At first glance, it was apparent the owner prefers Early V-8s of the thirties with, I think, '33s and '34s being the most favored. The one exception I saw was a '41 Pickup that I coveted most of all. It appeared, too, that '37 Pickups were the owner's next most popular model with five examples, two regular pickups, two stake beds and one converted into a camper.

A story was told that the first owner of the camper drove it from Michigan to Daytona and 50 years later it was driven again to Daytona by a grandson of the first owner. The present owner has used the truck and camper for weekend getaways to campgrounds nearby and it never fails to attract attention.

One car in particular stood out from the rest and it wasn't because it was restored to show condition but because it wasn't. It was a very early original '33 Sedan with a '32 engine and a '32 vin number. Just how that happened isn't clear but it certainly does make it a one-of-a-kind.

V-8 Garage

An Inside Look At A V-8ers Garage

By Mickey Holton



1939

As I said this was an original car and included original rubber floor mats, seat covers, headliner, etc. and the engine ran like a sewing machine!

Needless to say, I was impressed with what I saw and I'm sure you would be, too. It wasn't the fanciest venue for V-8s I've been to but it was obvious the owner loves his cars and takes care of them. I'm hoping I'll have an opportunity to visit once again.

Mickey Holton
Nashville, Tennessee



1934



1937



1937 Pickups



1938



A Christmas Scene

The Painting: “I saw a 1934 Ford Standard Fordor Sedan at Hershey some years ago. It was parked right across from my space on the Chocolate Field. It was a beautiful restoration back to stock condition right down to the Blackwalls. I was really tempted to buy it but...”, says automotive artist Ken Eberts. (For more about the painting, see page 11.)

The background is based on an old photo of a small town in Canada.

Ken Eberts - Automotive Fine Artist: One of today’s foremost automotive fine artists, Ken Eberts’ artwork has been featured at the world’s most prestigious automotive events. His paintings have been reproduced as magazine and bookcovers, Christmas cards, prints, and used as posters for automotive events since 1968.

A graduate of New York’s High School of Music and Art and Los Angeles’ Art Center College of Design, he began his career as an automotive designer for the Ford Motor Company.

In 1968 he turned his attention toward automotive fine art and has been a full time automotive fine artist ever since. Over 1,200 of his original paintings are in public and private collections worldwide. Hundreds of thousands of his posters and prints are displayed in automotive and art enthusiasts’ homes and offices worldwide.

In 1990 and 1992, he received the prestigious Peter Heick Award “Best of Show” at the AFAS Exhibition at the Pebble Beach Concours d’Elegance and was also awarded the Richard Teague Award presented to an artist whose body of work best exemplifies the spirit of the automobile, at the 1994, 1995 and 2000 Meadow Brook Concours d’Elegance in Rochester, Michigan.

In 2003, he was named Ford Motor Company’s official Centennial Artist and was commissioned to create 13 original paintings for use as a calendar and other products to celebrate Ford’s 100th Anniversary. Ken was proud to follow Norman Rockwell, who was Ford’s 50th Anniversary artist in 1953

Ken Eberts was a Founder of the Automotive Fine Arts Society, and has been its President since its inception. Tim AFAS Exhibition has been a featured part of the Pebble Beach Concours d’Elegance each August, for the last 26 years.

Through his artwork he tries to communicate the history, excitement, aesthetics, nostalgia, and his love of automobiles, in a way that can be understood and appreciated by both automotive and art enthusiasts.



Harry Lubyk and sons Kirk and Ken Lubyk with the restored 1932 Ford Model B Pickup that has been in their family for 84 years!

A Member of the Family for 84 Years

By Alyn Edwards

Sons Restore Dad's Classic 1932 Pickup That Has Been in the Family for 84 Years

The Youtube video of Harry Lubyk seeing the freshly restored truck that has been in his family for all his 84 years is like an episode of the TV shows *Overhaulin'* or *Garage Squad*. Viewers of those shows see an army of craftsmen tackle languishing restoration projects or family heirloom vehicles that are brought back to show quality.

Harry Lubyk was moved to tears when this happened to the 1932 Ford Pickup truck that he rode in as a little boy. It was very special because his two sons organized the resurrection.

Harry grew up three miles from his two bachelor uncles who farmed outside Strong Pine, Saskatchewan. Jim Franks, Harry's mother's brother, bought the four-year-old 1932 Ford Pickup truck from a teacher who lived in Steep Creek - across the North Saskatchewan River from Strong Pine - in



The 1932 Ford pickup photographed in 1968 after being stored on a farm in Strong Pine, Saskatchewan for 20 years.

1936 – the year Harry was born.

Uncle Jim had stake sides on the truck which he used to haul pigs and cattle over 23 miles of dirt and gravel roads to the slaughterhouse in Prince Albert. "I remember riding in the truck in 1942 when I was six years old," Harry says.

Uncle Jim was struck by lightning in 1958 and never drove again. The truck sat in a garage on the farm with 1959



The 1959 Saskatchewan license plate that was on the 1932 Ford Pickup truck when pulled out of 20 years storage on a farm at Strong Pine, Saskatchewan.



Saskatchewan license plates on it until Harry bought it for \$1,000 ten years later.

Harry Lubyk had left his family's farm at the age of 17 and would be around cars for all his working life. He hauled new cars between Windsor, Ontario and Vancouver for 15 years as an owner-operator. He then sold cars for Vancouver's Wolfe Chevrolet for 25 years.

Harry trailered Uncle Jim's 1932 Ford Pickup truck back to Vancouver in 1969 and, after cleaning the gas tank and other work, got it running. Although the body was in good shape with very little rust, the country roads had taken their toll on the truck and it was completely worn out mechanically.

Harry's son Kirk took the truck apart in 1975 with the intention of restoring it. That got sidetracked and the truck body sat in a carport with the parts stored in the basement for nearly 50 years.

"I was so discouraged I was going to give the truck away," Harry recalls. "I didn't know what to do with it."

But Kirk, a licensed mechanic, did know what to do with it and took the truck in

pieces home to Kelowna to give it a complete restoration with help from high school friend and fellow mechanic Wayne Hatcher.

The restoration took two years. When it was done, Kirk and Ken conspired to arrange for their father to visit Kirk in Kelowna. The 'big reveal' occurred when the restored truck pulled up in front of the house. It was a complete surprise to Harry who didn't think he would ever see the truck again. It was restored to better-than-new condition.

The truck was appraised by international concours d'elegance chief judge John Carlson, an authority on 1932 Ford vehicles. "It's a truly spectacular truck. The body work and paint are as good as it's going to get," he says.

Carlson says 1932 Ford Pickup trucks are very few in numbers and, the fact that this is a Canadian built model, makes it exceptionally rare. He says this truck has a four-cylinder engine and was known as a Model B. But buyers could choose the optional V-8 engine.

"I only know of two others in Canada and they are both owned by Del Basaraba in Kamloops," he says.

Harry is so proud of the 1932 Ford Pickup truck restored by his sons that he had them bring it to his residence at Parkwood Manor in the Vancouver-area suburban city





of Coquitlam to share it with the other seniors who live there. It was a big hit and he could say with pride that this truck has been in his life, for all his life.

To watch video of Harry Lubyk seeing his restored truck for the first time, go to <https://www.youtube.com/watch?v=SzxdqxLmlgk>

Alyn Edwards is a classic car enthusiast and partner in Peak Communicators, a Vancouver-based public relations company. aedwards@peakco.com



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The



Corner

75 Years Ago... the First 1946 Model Sportsman

The last two issues of the V-8 TIMES Sportsman Corner covered the first sketches of a wooden Convertible and then the photo shoot of the Model A Sportsman “Estate Wagon” in January and February of 1945. Then on February 16 and March 8 of 1945 many more sketches were completed of a 1946 Model (a look yet unseen to many Ford people), wooden Convertible. But it wasn’t until September 13, 1945 that Ford announced an all new body type, a wooden Sportsman’s Convertible to be added to the 1946 line of cars.

It has yet to surface the date when Henry Ford II okayed to make the first wooden Convertible on a 1946 Model platform or when it was completed. But the car was completed by late September or early October 1945 (exact day cannot be verified yet, with the archives still closed) as that is when the following 82059 series of 23 Black-and-White photos were taken, on the grounds of the Ford airport. (Also at least three-color transparencies were taken at this same time).



Negative # 82059-5



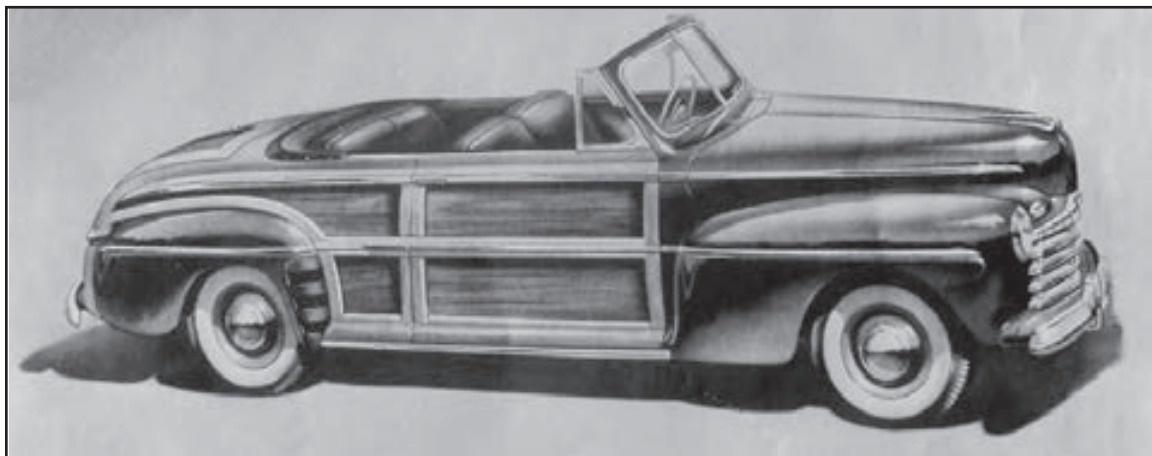
Negative # 82059-11

After February 28, 1946 for increased savings and a better front-end appearance, no more factory-built cars and trucks were supplied with front license plate brackets. It was found only 11 states required them. And so the 15 parts and the assembly time saved, was realized when deleting this from the next 500,000 vehicles. Starting from 99A-821141 (99C-, 99T-) and onward.

It was around this same time (three different sources have three different dates) that the 1945 color of dark Navy Blue was replaced with a dark Modern Blue for 1946. These two colors right next to each other look the same. But there was a shortage of one of the pigments requiring a substitute in the new color formula.

Even on this car the odd bumper bar is used with the pointy ends. This seems to be on some of the early cars, but not all of them. (Two different suppliers?) Also note the 1942 hubcaps, even though all cars from May 1945 on had the new design 1946 Model hubcaps, this car did not. Nor did this car have running board mouldings.

This is the only Sportsman to ever be made from a steel Convertible body first! Some articles state that this was done on each car. That practice would not only have been highly impractical, but also uneconomical and wasteful. Imagine making a complete steel body, then



tearing down all the sheet metal and then re-fabricating all the substructure and the floor pan and the inner fender panels on each car! Murray Corporation of Detroit pre-stamped all these frameworks and then shipped them up to Iron Mountain, to have the wood fitted and then attached.

This new sketch (Above) has turned up that was only used in the October 1945 issue of FORD TIMES of the introductory announcement article "SOMETHING NEW IN FORD CONVERTIBLES!" But the archives photo number is 82079 (20 photo shoots later). So this photo was taken a little after the 23 photos above, but still in time to be included in the October issue of FORD TIMES. I do not know how much lead-in time they required. The grille panels were no longer painted White or Gray in the above photos, but body color, which was implemented after September 14, 1945. So, this narrows down the date quite a bit as to when this car was completed. So, when was this sketch finished?

In this FORD TIMES presentation J. R. Davis, director of sales and advertising is quoted, "These cars will be built, in recognition of the public demand for a sport type car with the informal appearance of a Station Wagon and the Convertible top and close-coupled seating of a Convertible Coupe." Also from this article is where the often-quoted statement that standard-type window raisers are utilized, comes from. But in actual production Lincoln power windows were installed in all, even the above finished

prototype. A running update change?

Getting back to the above sketch. In a later article I will discuss the 27 items in the above photo/sketch that never reached production. How many parts can you find? (Hint – count both sides of the car). Another odd thing about this car is the rubber rear fender gravel shields, are in place. In production Sportsmans, these did not appear until after the last week of July 1946.

Even though all other body types of 1945 and 1946 Fords and Mercurys had them, from over a year ago, May 1945 on. This car is Dynamic Maroon which became an optional color on factory cars first starting October 19, 1945.

By the time this photo (in the 82207-negative series) was taken October 27, 1945, in the women's department of a high-end large Detroit store, the car now has been dressed up with 10 accessories. (How many can you count?)



These Ford script rugs were also used extensively in the Golden Jubilee displays, the week of July 1st, 1946.

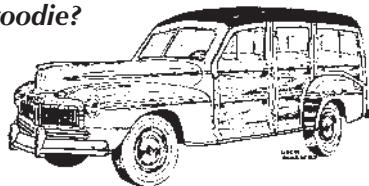
Some publications and books have been written, that allude to another prototype being built in December, 1945. No documentation has turned up to verify this. The confusion seems to come from the Ella Raines car presented to her on Christmas Day 1945. By then the car was adorned with the 10 accessories not on the vehicle in the extensive photo shoot in October, so it tends to look like a different car. But a careful study of the October car and the December Ella Raines car, of the pattern and grain and shade and length of pieces, prove that they are the exact same car. No two wooden cars ever have the exact same wood. Each car is a unique, numbered, signed piece of art.



The above photos are from the Benson Ford Research Center of "The Henry Ford" Next month we will cover the Ella Raines photo shoot from Dec 28, 1945 to Feb 20, 1946... 75 years ago!!!!!!

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What's New...

For The Early Ford V-8 Enthusiast

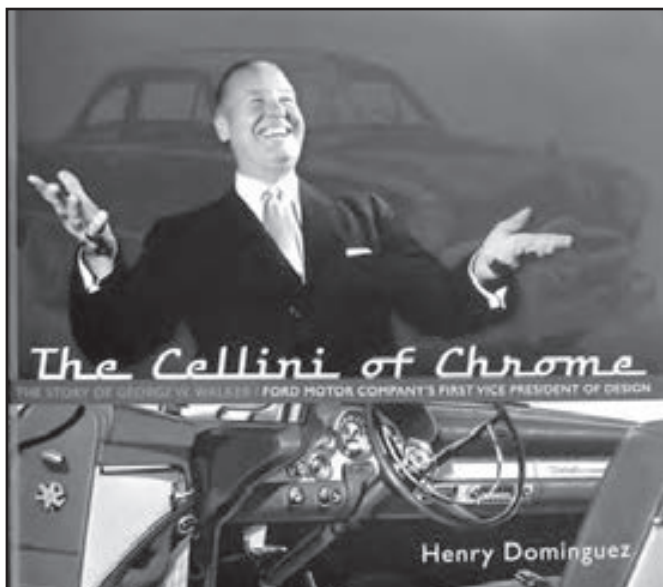
The Cellini of Chrome

THE CELLINI OF CHROME, the latest book by award-winning author and fellow Early Ford V-8er, Henry Dominguez, is now available. After 12 years of research and interviewing over 40 Ford designers and family members, he has put together the definitive biography of George W. Walker, Ford Motor Company's first and arguably, most flamboyant and controversial Vice President of Design.

Covering Walker's entire life, Henry's story explains how this professional football player-turned fashion designer-turned automobile designer created the 1949 Ford, the car that saved Ford Motor Company, developed the 1957 Ford, the first Ford to outsell Chevrolet in over twenty years, styled the award-winning 1961 Lincoln Continental, and all of the last flathead-powered Ford products, including Mercurys, Lincolns and pickups.

The book is massive: 10"x11" in size, 384 pages long, with over 350 B&W and color photographs, most of which have never been seen before.

Henry's story is a must for any automotive enthusiast looking for an inside view of how the stylistic character of Ford products was created by Walker and his staff.



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★
Henry Ford
Edsel Ford

Dearborn, Michigan, December 1941

My family has been a Ford family forever. I still have my great-grandmother's 1936 Ford she bought new. My brother (who lives at our family farm) found this 1941 Christmas card from Ford. It is in pristine condition. It's probable that great-grandma was still on Ford's mailing list in 1941.

Scott Love
Lebo, Kansas



The All American Ford

A Photographic Scrapbook of the V-8 Era

Back In My Younger Days

By John Jaeger



Recently I ran across these pictures from my past, taken sometime around 1957. The one that may be of interest to fellow enthusiasts is me with one of my very first Fords, a slightly modified (Pontiac grille) 1950 Coupe license FRU - 991.

The other ones are of me and my father picking strawberries in a strawberry field, me and a couple of friends playing football in a field. I am the one with the White band jacket and one of myself (I am second from the very top) and friends climbing a tree.

John Jaeger
V-8 TIMES Associate Editor





Parts Quest

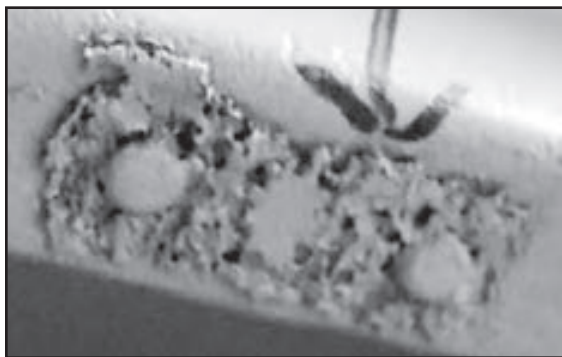
Searching for That Hard-to-Find part

Compiled by Cliff Green

1935-'36 Ford Truck Glove Box Door Catch - An Impossible Part

When I had my cab cleaned of rust and paint using a chemical process, it turned out great: bare metal and shiny. Only later did I discover that this process aggressively attacks certain metals more than others.

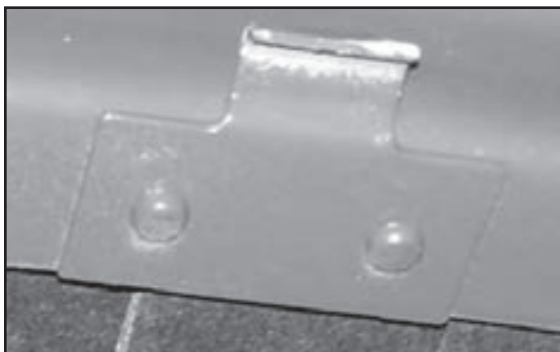
The soft threaded inserts in the sheet metal for attaching the floorboards were eaten up, but it was relatively easy to source new ones and replace those that had been damaged.



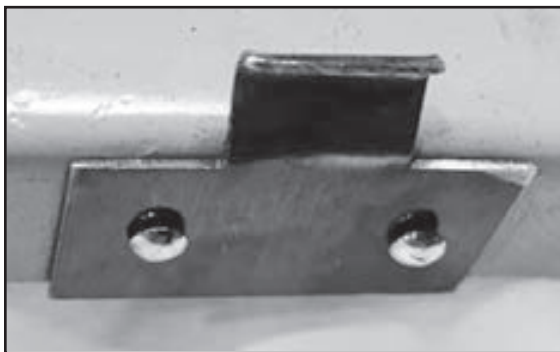
The other damage occurred with the spring steel catch for the glove box door. The photo above shows the remains of the original in place in the glove box dash opening.

I didn't even know what it was supposed to look like undamaged. Don Rogers, the author of the 1935/36 FORD BOOK, sent me a photo from his '35 Panel truck. (Above Right)

With that, at least I knew what the catch looked like but I was still stuck in my search for a replacement for my truck. After striking out online, I hit the phone and started calling everyone I could to get one. Turns out, this part is not reproduced and many have broken. From my survey, it seemed that most folks installed a magnet for the catch, but I did not want to do this.

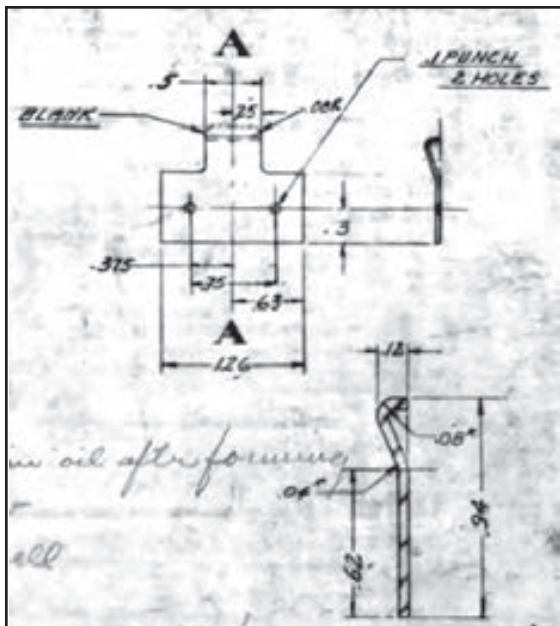


One day, while dragging myself inside my house after a long day at work, I looked to my left and saw Buzzy Potter's 1936 Panel truck, which had been sitting there all this time. The light bulb went off in my head and I had the thought that the long-sought catch might be in this truck. A quick look and, sure enough, the part was there. I was able to remove it and use it as a template for making one from scratch.

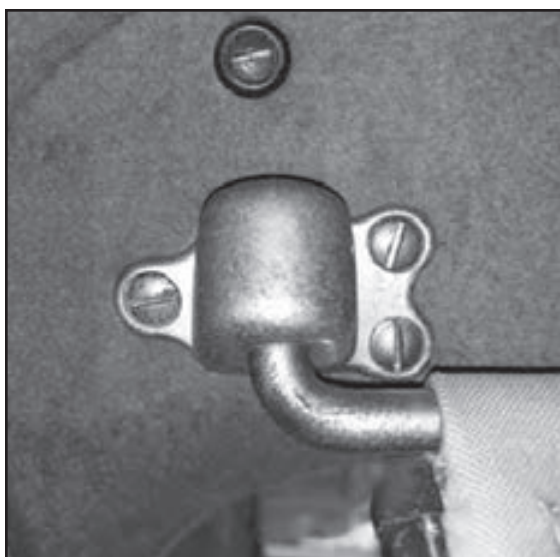


In February of this year, at the Benson Ford Research Library, I even found the part number and drawing for this elusive item! Since it's not available and seems to break, I wonder if there is a market for someone to make a reproduction run of these?

Detail from Ford drawing of part #50-811628 (Next page) -



1934 Sun Visor Bracket
1934 Ash tray



The sun visor on my 1934 Ford driver's side broke, as it is in more frequent use. I had two visors, but both were for the passenger side. When deployed as a driver's side visor substitute, the visor cocked at an unusual angle. The car was a 86,000-mile, unrestored vehicle and the search for a visor that looked original to the balance of the interior was the challenge. I actually found one after years of combing markets.

There was an ashtray in the back. At one time, it was shaped like a bean pot, based upon the impression of it in the mohair panel. I searched for years and found several exte-



rior parts, but no lid or removable receptacle. I was at a show in Stowe, Vermont and just as I was leaving to go home, my son had to use the porta-potty. I was not happy with this delay, but right next to the porta-potty was guy with a small card table that had only a few items on it. My complete wood-grained ashtray was there! \$15! One of my most coveted transactions.

The car was sold two years ago along with my '51 Victoria and '56 Chevy two-door hardtop that had been a Georgia Gasser with slicks and the works! - Dean Larson



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Chinook Pass Summit, Mt. Rainier

Wallowa Mountain Cruise 2020

**Story and Photos by
Robin Ordonez**

The Cascade Regional Group from the Pacific Northwest has made the trek to Joseph, Oregon for the Oregon Mountain Cruise the last 10 years and this year was unusual in that it was cancelled and rescheduled a couple of times and it was renamed the Wallowa Mountain Cruise. Finally, the State of Oregon approved the event allowing a maximum of 100 vehicles for the two-day event.

In years past the event was held in the second week of June and we usually woke up to cold brisk mornings since Joseph is in the “Oregon Alps” at an elevation of 4,190 feet.

This year it was held on August 28-29 and the temperatures were in the high 70s or low 80s and while the turnout was restricted, we had a very enjoyable time despite the Covid 19 restrictions of masks and social distancing.

Our tour, organized by Tour Chairman, Jim Cormier, started at the Outlet Stores parking lot in North Bend, Washington. Cascaders on tour were as follows: Jim and Joanne Cormier, 1950 Mercury Coupe; James and Kris Rolstad, 1947 Lincoln Coupe; Eddie and Barbera Akers, 1941 Lincoln Continental; Bill Henline, 1953 Mercury Tudor; Steve Hulscher and Chris Cayton, 1949 Ford Coupe; Dick and Cindy Williams, 1939 Ford Tudor; Bruce and Kris Nichols, 1936 Fordor Touring); and Paula and I in our 1936 Cabriolet. This was our club’s second tour and our first overnight tour this year.

The challenge that I’m sure most Regional Groups are having is keeping in contact with club members and trying to have many of our normal club activities that are in

compliance with the restrictions due to the pandemic. This tour required us to travel through the states of Washington, Idaho and Oregon with differing restrictions in all three states. Tour Chairman Jim Cormier was able to determine the various state restrictions and ensure that our group followed them accordingly.

The first and longest leg of our trip required us to drive 300+ miles and only one mountain pass at Snoqualimie elevation 2,726 feet and a relaxing Brown bag lunch in Vantage, Washington on the Columbia River.

After lunch it was on to Moscow, Idaho (University of Idaho Vandals) for our first overnight stay. Moscow is just across the border from Pullman, Washington (Washington State University Cougars). We had a socially distanced meal and spent a restful evening in preparation for the next leg of our trip.

The next morning, we awoke, had breakfast and were off on the next leg, which was



Robin Ordonez’s 1936 Cabriolet at Mt. Rainier Park



The group at a Country Western Street Dance



only 120 miles. I thought it would be a piece of cake, however, I didn't realize there were several mountain passes that we had to overcome in reaching our final destination. We made a stop at the top of Lewiston Hill, which is at 2,756 ft. and traveled down to the Snake River, which is at 358 feet.

The highway had five runaway truck ramps on the way down to the river! Steep road, yes, and then there is the challenge of travelling through the gauntlet in Lewiston and back up the canyon on our trip south to the northeastern corner of Oregon.

Our next challenge were two mountain passes that were "back to back".

The first was Rattlesnake Pass at 3,965 feet to the bottom at the Grande Ronde River and then up to the summit at an elevation of 4,693 feet. Now that was a challenge for us V-8ers with "armstrong" power steering.

We rolled into Enterprise, Oregon and our rooms at Eagles View Inn and Suites for a two-night stay. we settled in and freshened up, we drove the 70 miles to Joseph, Oregon (elevation 4,190 feet) that was named after Chief Joseph of the Nez Pierce Tribe. After registration, many in our group ate in town and waited for the entertainment, which was a Country Western Street Dance.

Our group brought along country-western attire including cowboy boots and hats. We had a great time socializing and dancing until about 10 PM.

Saturday was the car show, which started at 9 AM and ended at 3 PM. Country music was provided throughout the day and there were several restaurants, coffee shops and a favorite of mine an ice cream parlor open to participants and the general public during the day.



*Dick and Cindy Williams
1939 Ford DeLuxe Tudor Sedan*

There were only 89 cars in the show, which kept it in compliance with Oregon State rules for the event. During the day, participants voted on the various class winners for the awards presentation that evening. At the end of the car show, the participants were encouraged to drive their cars in a police escorted procession through Joseph and Enterprise, Oregon. The procession also passed through the parking lot of a nursing home to the delight of quarantined residents.

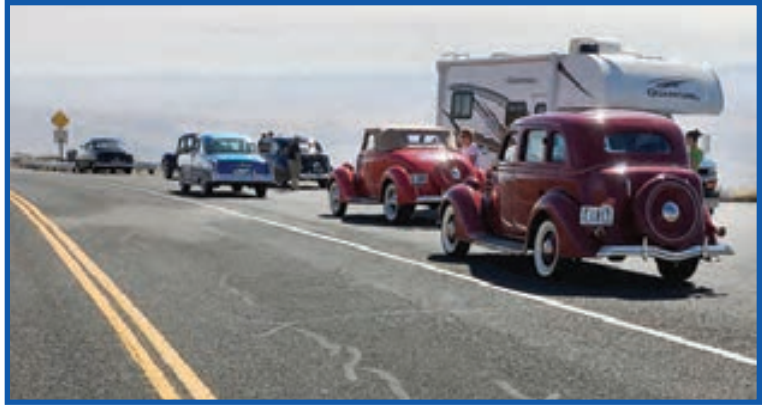
That evening there was an auction and awards presentation for nine classes of vehicles. Member James Rolstad placed third in the "Rum Runner" category and member Jim Cormier placed third in the "Original Unre-



stored” category.

We were up early on Sunday morning in preparation for another short drive of 110 miles to Walla Walla, Washington. We only had one mountain pass to scale, Tollgate Summit at 5,122 feet. Coming down out of the pass we made an ice cream stop in Elgin, Oregon. This is a favorite stop of our group for ice cream, milk shakes, french fries, burgers or hot dogs.

After this short break it’s on to Walla Walla, Washington and our last nights stay at the Marcus – Whitman Hotel. The hotel was built in 1927 and is located in the center of Walla Walla’s historic district.



Lewiston, Idaho overlook



Ice cream stop



Eagles View Inn, Enterprise, Oregon

Walla Walla is also in the heart of Washington Wine Country and many of our tour group spent the afternoon visiting various wine tasting rooms.

We were up early the next morning for a leisurely breakfast in the hotel’s socially distanced restaurant in preparation for our final day of travel. Our total distance for the day was about 285 miles with a lunch stop in Naches, Washington and also stops at various fruit stands.

The last leg of the trip took us through Chinook Pass in Mount Rainier National Park. Chinook Pass is at an elevation of 5,430 feet and the last of our mountain climbs for the

tour. This mountain pass is normally closed for the winter and spring due to the heavy snows blocking the pass. Member Bill Henline in his 1953 Mercury split off from the group in Yakima and headed to Snoqualmie Pass elevation 2,726 feet for his trip home to Federal Way, Washington.

It was a wonderful tour with no breakdowns as our trusty V-8s and one V-12 performed admirably and we proved that touring is still an option despite the restrictions as a result of the pandemic.

Tour chairman, Jim Cormier did an outstanding job of planning the trip and “herding cats”, Cascaders that is.

We had a great time and encourage other Regional Groups to keep their members engaged and active and enjoying those wonderful V-8s!

Robin Ordonez
Cascade Regional Group #57
Sergeant at Arms



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Welcome

New V-8 Club Member



My 1937 Ford

By **Jim LiaBraaten**



Jim LiaBraaten's 1937 Five-Window Coupe

I see in the latest issue of the V-8 TIMES (and my first issue), that new members are invited to introduce themselves and their V-8s. I just joined.

My 1937 Five-Window Coupe has been with me since 1960. I saw the car for sale at a gas station in Minneapolis where I grew up, while on my paper route and bought it for \$100. Because I was paying for the car with paper route earnings, I made payments to the owner, who worked pumping gas. He wouldn't let me drive it before I paid for it and until I was old enough to drive and to be a legal owner. I took ownership in January, 1960.

The car was drivable but in poor condition. Over the years, the car underwent several iterations. From jalopy, to hot-rod, to inexpensive restoration, and finally, a body off restoration. It has always been powered by a flathead. Original 21-stud 85 HP, to a stock '47 Merc flathead, to an 8BA Ford- bored and 4-inch Merc crank, and now, back to 21-stud engine.

The only other major change was hydraulic brakes, which has since been switched back to cable brakes.

This car was largely responsible for getting me started in the automotive field where I remained for most of my career(s). Some directly associated with the automotive industry and others that are closely related.

I never get tired of driving and working on this car. I cannot imagine not having it for recreation and the pleasure of driving it.

I have owned many other cars through the years, many that were better but none could replace it. I'm attached to it and plan to keep it.

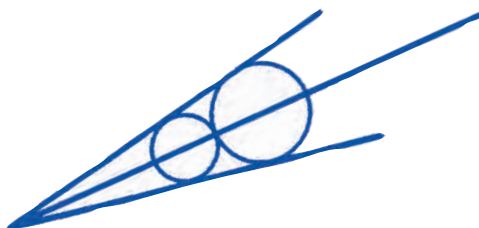
The most recent event for us, was being

November/December 2020 77



Now that I am retired, I will have time to spend on the old car hobby, so I just now joined the V-8 Club and the AACA. I'm looking forward to showing my 1937 Ford Coupe and even better, driving it!

Jim LiaBraaten
Long Valley, New Jersey



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Work In Progress

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**1948 Ford
Sedan
Coupe**

By Mickey Holton

Here's an update on "Work in Progress" on my 1948 Sedan Coupe featured in the July/August 2019 V-8 TIMES.

As I reported then, we (Danny Driskell and I) had problems when we got the body off the frame and stripped. It just wasn't in the condition we had hoped for and we knew it needed a great deal of work.

Well, we've got those problems worked out now and I'm glad to report that, as of the time I'm writing this, the body, fenders, doors, trunk lid, hood and various other parts are in the paint booth now and being painted a gorgeous Strata Blue.

We hope to get all those parts back soon and get to work putting it all together on the beautiful chassis and engine Mike Driskell finished last year.

As we progress on this restoration, I'll be sure to send more pictures and information. I know what Danny and I will be doing this winter!

Mickey Holton
Nashville, Tennessee



Work is coming along on Mickey Holton's 1948 Sedan Coupe.





Christmas Special



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is having a Christmas Sale**



1937 Book



1941/48 Book



1952/53 Book

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Offer expires January 31, 2021



**Ordering Information
Page 12**

Where's My Car?

Where Is It Now and Where Has It Been?

1950 Ford Convertible

By Bill Wunder



We bought this car in May of 1988 from a gentleman who bought it “used” in 1950. He drove it until 1963, and when it developed a skip. He parked it in a barn where it sat until we bought it.

We only wanted a driver and was only going to do enough to get it roadworthy. Well, one thing led to another until all we had setting there was the frame. This deep into the project, we decided the only way to make the car worth what we had in it was to do a total restoration. Thank goodness we're not in this for the money.

I did all the mechanical work and farmed out the body and interior, but I'll never live long enough to see the value reach the investment.

The car was finished in May of 1991, so we decided to take it to the Eastern National at Ellicott City, Maryland. This being our first car show, we didn't know what to expect. We originally signed up for “Touring Class” because we drove the car and thought that was the class we had to be in. Several people at the meet said the car should be entered in Concourse, so we changed over.

The morning of the judging, some bearded fellow in coveralls (Club President Jerry Windle) came over and handed us a plaque about “Year of Restoration.” We didn't know who he was until the next V-8 TIMES came and we saw his picture on the page with the President's Message.

Ours was one of the first cars judged and we really didn't know what was going on. The judges seemed to really pick the car apart and by the time they were done, I was quite upset.

We left the grounds and headed for home at 10 AM thinking the car must be a real junk, and vowing never to go to another Early Ford V-8 club meet. Two or three weeks later, an envelope arrived with our score sheet in it along with the Dearborn Award. Boy, was I embarrassed and ashamed of my actions. I didn't even know we were entered in the Dearborn class!

Bill & Betty Wunder

Owego, New York

September/October 1992 V-8 TIMES

I want to let you know that I was a V-8 club member in 1992 and had a '50 Ford Convertible that won a Dearborn award at Ellicott City, Maryland. I never attended another meet because in June, 1993, I had a stroke; after which I was told I wouldn't recover so I sold our '50 Convertible.

After a few years, I did start to recover and then wished I had never sold the car but I couldn't buy another as the money we got had already been spent. I would like to know who has the car now or if it still exists. Maybe you could find out by asking club members.

The VIN number is BOEG138847. If you cannot, I would understand.

Thanks for anything you can do,

Bill Wunder

At The Rouge

Birthplace of the Early Ford V-8



Grille Repair



Grille Repair - Ford workers at the Rouge Plant repair fragile 1937 grilles damaged during the manufacturing process.

Henry Ford wasted nothing in building the cars.

If a damaged part could be repaired, it was and was used so the car would roll off the assembly line on time.

The Henry Ford
www.theoldmotor.com



Regional Group News

All of the news and photographs in this column are contributed by members. If you would like to see your Regional Group featured, send items to V-8 TIMES, P.O. Box 16630, San Diego, CA 92176-6630 or E-Mail: V8TIMES@COX.NET. Deadlines are 20th of every other month (February 20, April 20, June 20, August 20, October 20, December 20). **NOTE: We reserve the right to edit contributions because of space requirements - Editor.**

Cascade Regional Group #57

Drive Your V-8 Day 2020

June 20, 2020 the Cascade Regional Group was able to assemble some of our members for a tour from the Tacoma, Washington area down south through several small towns on our way to Shelton, Washington and the home and garage of Mike Dermond for the first tour of the 2020 season.

We have had to cancel several events including our monthly meetings and men's breakfast due to the pandemic restrictions in Washington State. So, it was good to get out and exercise our V-8s. The weather wasn't perfect as we were occasionally treated to some misty Washington State sunshine and those V-8 heaters were exercised as well.

Tour Chairman Jim Cormier gathered the tour group at the McDonalds Restaurant near the intersec-



Mike Dermond's 1940 Station Wagon

tion of Interstate 5 and State Highway 512. Jim led our tour group through several small towns on country roads. Our drive through forests and pasturelands led us through the small towns of Roy, Yelm, Rainier, Tenino and eventually into the City of Tumwater.

We then found our way to Highway 101 and head-



Mike Dermond's 1940 Coupe



Mike Dermond's garage

Regional Group Addresses

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Hosting A National Meet

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Regional Group Handbook

MICHAEL DRISKELL
3233 Short Mountain Road
McMinnville, TN 93010

Promo Membership Packs

* MICHAEL DRISKELL
3233 Short Mountain Road
McMinnville, TN 93010

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ed west for the outskirts of Shelton, Washington and the Totten Inlet waterfront home and garage of Mike Dermond and Alice Arnold. We were treated to a tour of Mike's garages and his collection of Early Ford V-8s and spare parts as well as other project cars.

Those on tour included: Mike Dermond and Alice Arnold, Hosts; Jim and Joanne Cormier, 1950 Mercury Coupe; Jim and Joanne Hendry, 1955 Ford Crown Victoria; Robin and Paula Ordonez, 1936 Ford Cabriolet; John McGinnes and Friend, 1952 Mercury Convertible; James and Kris Rolstad, 1947 Lincoln Coupe; Jim Severson, 1933 Ford Five-Window Coupe; Eddie and Barbara Akers, 1951 Ford Victoria; Bruce Anderson, Modern; Gordon Harper, Modern; Bruce and Kris Nichols, Modern; Bob and John Porter, Modern; and Dick and Cindy Williams, Modern.

After our garage and home tour, we all enjoyed our picnic lunches as well as the view before saddling up for the return trip home. We back tracked through the small towns and we were treated to occasional views of Mt. Rainier on the trip home.

It was great to get out and drive the V-8s and enjoy the fellowship of our members and the beautiful Washington scenery. We averaged over 150 miles on the V-8 Club's "Drive Your V-8 Day" 2020.

Robin Ordonez
Cascade Regional Group

Redwood Empire RG #27



Earlene Barker celebrates her birthday

Earlene Barker's 90th Birthday Bash

On September 1st Earlene Barker celebrated her 90th birthday and celebrate it she did. Her friend, Jan Thomas, from her church set up a "drive by and wish her Happy Birthday" from your car. Word got out and the celebration began.

There were two designated times. Earlene's garage was decorated with balloons, birthday banners and a table with delicious cupcakes, quite festive. Dave and I drove the 1947 (Well, he drove and I was the passenger).

There were several Ford Club Members that drove by at 3 PM, many in their old Fords. We actually got out of our cars (with masks on, of course) to wish Earlene a Happy Birthday. She was very pleased to see everyone. So much to say and catch



up on. Many church members and neighbors came by also.

Earlene's granddaughter, Ivy and her two children were there to help celebrate. Other well-wishers waved and some pulled in to say hello. What a wonderful 90th birthday celebration for Earlene! I called her the next day and she said she really enjoyed her birthday party and so happy to see friends, V-8ers and neighbors.

Charlene Trabucco

New South Wales RG #143



Wiseman's Ferry Run

With perfect weather, our club members came from all directions for the run to Wisemans Ferry.

The nine vehicles coming from the east and south met up, and continued on the Old Northern Road joining up with members along the way, reaching Wisemans Ferry by mid-morning. The group from north, (Newcastle, Wyee and Gosford) all took Wisemans Ferry Road, negotiating 76 kms

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**Contact:
President Bruce Nelson
nelsb01@msn.com**



*Graeme and Marueen Bolton
1939 Convertible Coupe*

of narrow, pot-holed, soft edges, hair-pin bends and steep hills whilst dodging several Kamikaze motorcyclists (on the wrong side of the road) before boarding the ferry to cross the river to meet up with club members.

It was a wild ride for the drivers, but the old flatheads loved the challenge as we made our way down the mountain, passing through several very isolated river villages.



Sancho, Lye and David, 1936 Woodie

Those who attended were: Paul and Ann Antcliff, Rob and Lorainne Mercieca, 1934 Sedan; Sancho, Lye and David, 1936 Woodie; Graeme and Marueen Bolton, 1939 Convertible Coupe; John Moore, 1948 Pilot; Steve and Tanya Chalker-Holz, 1938 Truck; Rob Butcholz, 1934 Truck; John Kerr, 1934 Coupe; Tony Benson, modern; Anne and Warwick Allen, modern; Jim and Jean Kerr, modern; John and



Treena McArthur, modern and Warren and Olga Brainard – modern. In all, 23 members attended.

There were only two incidents:- Steve hadn't even left home when his 1938 truck wouldn't start. With instructions from Rob Butcholz over the phone, Steve was able to jump-start the 6-volt starter using a 12-volt battery.

The other incident happened to Sancho's Woodie. His front left hand rod brake broke away en route, and somewhere along the road, he lost a chrome hubcap. But he did not let this deter him and continued the run.



Lunch was at the local Bowling Club and it was a good venue, with plenty of parking. Like our club, many other car and bike clubs took advantage of the good weather, popular location and easing of Covid restrictions, so the riverside town was busy.

Thanks to John Moore for organizing this run – a great day with several members who have been unwell of late, also being able to join us.

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Northern Virginia RG #96

Northern Virginia RG #96 “Zooms”

Ever conscious of the current Covid-19 pandemic, state and local regulations, and the health of our members, the NVRG moved Board of Directors (BOD) meetings to a Zoom format in April. Thanks to the technology expertise of program chairman Dave Gunnarson and his wife Sarah, the meetings have allowed business meetings to be held monthly. Many of the BOD use the video capabilities of the platform while some use the telephone call in feature. It is always good to see the friendly faces of the group.

The BOD wanted to provide a way for the members to stay connected to the club and get an interesting program while remaining healthy. On average 25-30 folks attend NVRG's monthly membership meetings. The Zoom format had proved to be so successful for the BOD that it was decided to hold our September membership meeting using it. Prior to the meeting a training session was held in advance for folks that were not familiar with Zoom.

On September 8, NVRG “zoomed” into Dave's presentation on “The Ford Farm to Car Story.” We had:

21 Total attendees

114 minute average connect time

Four states represented: VA (12), MD (1),

CA (1) and ME (1) unknown (3)

Two countries: USA and Australia (1)

The in-depth presentation outlined Henry Ford's belief “that industry and agriculture are national partners”, the research and development on processes to take soybeans to finished products, plastics from soybeans, and Henry's soybean car (pictured below).



The BOD has received great reviews for the presentation and its format from those in attendance. The only thing missing were our usual snacks. No doubt our program chair will be called upon again to host additional membership meetings.

**Drive Your V-8 Day
June 20, 2021
Just Do It!**

Peach State RG #160

Georgia's Peach State RG #160 has determined about the only thing a Club can do in this Corona Virus pandemic is roll with the flow. Dealing with the virus effectively has been difficult if not impossible. The Club has been fortunate that no member has caught the virus, nor have any deaths occurred among those close to Club members. President Bobby Bradley said, “It's a miracle that we've escaped the virus so far.”

With that, RG #160 has successfully observed its past three meeting dates with a reduced sized group but nonetheless enthusiastic crowd. All the meetings have seen 20 or more members attend, which is about half the size of a pre-virus crowd running 50 to 60 present.

The Club managed to raise several hundred dollars for the Treasury in September when the annual Fall dining spree at Roosevelt State Park at Pine Mountain, GA, was combined with the yearly auction. Again crowd size and the intake from the auction were down a little but enjoyment equaled or exceeded such an event of normal times.

The offerings for the auction were diverse ranging from a Model T tire pump, to dog bowl hubcaps and even a Ford Ranger seat. The Auction, its self, was handled masterfully by Ed Swehla. Club member Sam Thompson won the 50-50 drawing.



Auctioneer Ed Swehla

With the year drawing toward its close, the Club did not schedule any other functions but is looking forward to its annual Christmas Party in December. By the time of this publication in V-8 TIMES, officers for the year 2021 will be named and work will begin on safely enjoying the New Year.

For now Peach State #160, Fayetteville, Georgia wishes a joyous Christmas season and safe New Year to all our fellow V-8ers.

Bill Wilson Editor - THE CRANKSHAFT



Dianr Sartini's 1956 F-100

Remembering Members

William “Bill” Carmichael Bolger 1940 - 2020

Columbia River Regional Group #10

William “Bill” Carmichael Bolger passed away in September after a courageous and often gracious engagement with Alzheimers. He charmed those around him to the very end and made the most of his humor, his coping and social skills and his sharp recall of the past, even as the disease took a toll on his day-to-day cognition and physical health.



Bill was born in Portland attending Ainsworth and St. Thomas More elementary schools and Central Catholic High School. A member of the Phi Gamma Delta “FIJI” fraternity, like his father, his son and his nephew, Bill graduated from the University of Oregon in 1962 with a degree in History, and moved to San Francisco, where he married UO classmate Margaret Halvorson in 1963. They relocated to Portland in 1967 so Bill could take over the family haberdashery, Ray Bolger Clothier.

The store closed in 1975 but is remembered fondly to this day by former customers and friends, who found traditional men’s clothing, and always a welcoming reception. The consummate salesman, Bill never forgot a name or a face, and made friends wherever he went. When he was in Portland, he was a regular at the Goose Hollow Inn. He could also be found in San Francisco’s North Beach, which he frequented during his many years living in the Bay Area, or in the Spring, in New Orleans for Jazz Fest.

Bill’s interest in history and his Scottish heritage fueled several trips to the UK with his favorite cousin, and to regular gatherings for the Carmichael Clan, where he was always dressed head to toe in the appropriate clan regalia.

His other passion was cars. He collected, rebuilt, and showed early V-8 Fords.

Winning National Awards, and was a founding member of the local Ford V-8 and Austin-Healey clubs.

Wherever Bill was, there was a party, and his enthusiasms and temperament carried many an event. At 6-feet, 5-inches, but light on his feet, he was hard to miss. A romantic and a child at heart, he always appreciated beauty, style, and tradition, and would find nuggets of these qualities to enjoy in life, no matter how dark his situation. For this, he was loved, and will be remembered by many.

Bill is survived by his daughter, Wendy Bolger (Michael Ashford) of Tacoma Park, Maryland and grandchildren George, William, and Marguerite Ashford; son, Cassidy Bolger (Amie Bates) and granddaughter, Nari Bates; sister Mary Lynn Bolger; nephew, Patrick Johnston; and niece, AlexSan-

dra Johnston Gambino, all of Portland.

Bill was the founder of the Columbia River Regional Group #10 in 1968 - 52 years ago. He was the very first CRRG President (1968-1960). and also President in the next year - 1969. The early CRRG Meetings, were held at the Bolger home in Portland, Oregon. Bill owned several Ford V-8’s such as the 1935 Convertible Sedan, 1935 Three-Window Coupe, 1935 1/2-Ton Pickup, and others. Bill is on the front cover of the V-8 TIMES, November/December 1970 (Volume 7, Number 6) with the 1936 Ford of CRRG member Don Criteser and future CRRG President Sharon Criswell.

John Jaeger, V-8 TIMES Associate Editors

Albert (Al) C. Jenkins 1921 - 2020

Big Sky Regional Group #153

Al Jenkins passed away in September in Billings, Montana at the age of 99. He grew up in Red Lodge, Montana and moved to Billings in his teens, graduating from Billings High School. Soon after graduation, he met Ruby June Brown, the love of his life. Their love story was interrupted by the attack on Pearl Harbor, and like so many of The Greatest Generation, Al enlisted in the Army Air Corps days later. He served in the jungles of New Guinea, contracting malaria and jungle rot, but returned home after 36 months. Three days later Al and Ruby were married by a Baptist minister in Salt Lake City, not an easy task in those days! Their marriage lasted 69 years until Ruby passed in 2013.



Upon returning to Billings after the war, Al bought into a shoe store, ultimately named Al’s Bootery, and that business continues to this day under his name although he retired in 1983.

He became active in fish and game issues, serving for decades as president and lifetime member of the Billings Rod and Gun Club. He was also a moving force in the court case that opened the world famous Big Horn River to public fishing. That case was ultimately decided by the U.S. Supreme Court, and set precedent for public fishing rights nationwide.

After retiring, Al shifted his attention to flathead Fords. His love of flathead Fords began during his childhood in Red Lodge, Montana. As a child he observed a man driving a ’34 Ford Cabriolet Convertible up the Cooke City Highway, one of the most scenic highways in the US.

Al remembered the Ford rounding a hairpin curve, and then tackling the next grade while remaining in high gear! He never forgot that moment, and finally found a derelict ’34 Cabriolet to restore.

The car was a mess, having only a chassis, rear axle, and gearbox. Unable to find Convertible top

bows, he borrowed a set from a friend and fabricated his own perfect replicas. Five years later he had a gleaming Cabriolet, doing all the work himself in a single car garage. But flatheads are meant to be driven, and the faithful '34 (with a Columbia two-speed rear end) travelled to national meets in Dearborn, Michigan; Vancouver, British Columbia; St. George, Utah and all points in between.

The beautiful and faithful Cabriolet garnered numerous First Place class awards, in spite of being a "driver". Out of sympathy, on his 90th birthday, Al's family gave him a car lift after he had restored six Fords on a concrete floor using a creeper!

After the '34 was completed, Al restored five other flathead Fords, and he was a co-founder of the Big Sky Ford V-8 Club which encompassed the entire state of Montana. He also co-founded the Billings All Original Car Show specifically for survivor cars and cars restored to original condition.

But no matter what project he was working on, he always had time to help a friend weld a panel, grind valves on his Sioux valve grinder, or rebuild a distributor.

He and Ruby rarely missed a car tour, and Al was a frequent contributor to the V-8 TIMES.

He was a gifted writer. At the age of 90, he wrote a lengthy memoir of his experiences in WWII, accompanied by pictures he took during his time in the jungle. Today copies of those memoirs are in both the War of the Pacific Museum in Fredericksburg, Texas and the WWII Museum in New Orleans, Louisiana.

Al was respected for his mechanical genius, personal integrity, and independent spirit, always doing things his way. He was past president and lifetime member of several Montana car clubs, in addition to being a loyal friend, a family man, and a tireless worker.

With no more Fords to restore, Al finally just wore out. His funeral services included full military honors at the Yellowstone National Cemetery, and all six of his flathead Fords were there to say "Good-bye". He will be missed by his family and all who knew him.

By Doug Jenkins, Phyllis Jenkins Galles,
Mary Lou Jenkins Parsons, and Will Jenkins.

Good buy to an old friend!

Al Jenkins of Billings, along with Rollie Morrill of Missoula, Del Barnekoff and Frank Bost of Helena got the ball rolling to form a state wide V-8 group and in 1999 Montana was granted the charter to become a regional state wide group, #153.

At that time the Big Sky V-8 RG had 21 members from all over the state of Montana. Because of Al's and all the original groups efforts, the Big Sky group now consists of 66 members.

Al and all of his knowledge of V-8s will be greatly missed. Al always had a smile and was willing to help any V-8er with a question or a problem.

A V-8 Member

Kenneth D. Cline 1936 - 2020

Kenneth D. Cline (83) passed away at Central Washington Hospital in Wenatchee in September with his wife of 59 years by his side. He was born in 1936 in Everett, Washington. Growing up, dad found his love for cars.

Being a member of the "Marysville Dusters" as a teenager and kept the receipt for the first car he ever bought for \$7.10. He loved his old cars from the Purple 1950 Jeep he drove around with us kids and all of our friends spilling out the sides to his 1929 Model A and the 1949 Ford truck that first belonged to his Grandfather.

Dad could be found tinkering away in the garage on one old vehicle or another. He is survived by his wife, two children, five grandchildren and one great grandson.

He was associated with the Western Region from Okanogan, Washington.

Doug Cline.



Ralph A Bauer 1932 - 2020

St. Louis Regional Group #124

Ralph A. Bauer was baptized into the hope of Christ's Resurrection in October. Loving husband of the late Michaeline Bauer (nee Greco). Dear companion of Suzette McPhail. Dear father and father-in-law of Jeffrey (Shelley) and Jean Bauer; cherished grandfather of Scott, Kelsey and Claire; our dear brother, brother-in-law, uncle, great-uncle, cousin and friend to many.

Ralph joined our local V-8 lub in 2006. He had an extensive V-8 car collection and automobilia items. Our club had the pleasure of seeing his entire collection on a tour back in 2016.

He will be missed by all. A commemorative brick has been purchased in his memory from The Early Ford V-8 Club Foundation Museum by our local club.

Howard Crawford
Corresponding Secretary



Moses "Morrie" Dannenhirsh 1940 - 2020

Northern Ohio Regional Group #20



Moses "Morrie" Dannenhirsh, an Early Ford V-8 Club of America and Northern Ohio Regional Group #20 member for over 30 years, passed away September. He was a retired schoolteacher who enjoyed vintage vehicles.

Morrie owned a 1937 Ford Cabriolet, which he sold to member Pat Rooney, a 1936 Buick Roadmaster and a 1969 Corvette. In addition to being a member of NORG he was also a long time member of AACA.

Morrie Dannenhirsh was the beloved husband of the late Wendy Dannenhirsh (nee Kaufman); brother of the late Marjorie Seal. Survived by Mordechai Seal, Elana Flax and Joel Seal.

David D. Smith 1932 - 2020

St. Louis Regional Group #124



David D. Smith passed away in August. Born in Kansas City, he came to St. Louis in 1966 to work for McDonnell-Douglas as a Spacecraft Electronics Engineer on Apollo 9, 10, 11, 12 and Gemini projects. Later he worked 20 years in audio-visual repair for the Hazelwood School District.

Just before he was set to deploy to Korea, orders changed; and he was assigned stateside during the Korean War at Dugway Proving Ground where testing of chemical and biological weapons were taking place. He served as a cook, also worked in the motor pool, and kept the theater running.

David loved his family, his dogs, old cars, and club functions - especially when food and friends were involved.

He loved being the official greeter at his car club activities and was never at a loss for words. He could always be depended on to figure out how something worked and how to fix it - old cars, electronics, or just about anything. Up to his last breath, he was even trying to fix himself.

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He is survived by his wife Louise, of 56 years of marriage, sons Steven and Larry (Glenda), daughters Pamela (Ken) Kuschwara, Angela Lee, many grandchildren and great-grandchildren - including one boy who just turned one-year-old.

David was greatly loved, will be greatly missed and never forgotten. The St. Louis RG #124 has purchased a brick from The Early Ford V-8 Foundation Museum in his memory.

Howard Crawford
Corresponding Secretary

James (Jim) Vale 1941 - 2020

The Early Ford V8 Club of NSW #143

It is with sadness we inform you of the passing of Jim Vale in September. Loved husband of Jean, loving father of John and Karen and father in law to Julie.

A pioneer in Drag Racing with a plaque on the "Wall of Honour" at Western Sydney Dragway.

Life member of both The Early Ford V-8 Club of NSW and Thunderbird Owners Club of Australia. Delegate to both Combined Ford Clubs of NSW and Combined Motoring Clubs. Past Member of Shifters Hot Rod Club.

Jim was always willing to share his mechanical knowledge with other car enthusiasts to help resolve problems. Jim was often involved with judging classic Fords at State and National levels. He loved his swap meets.

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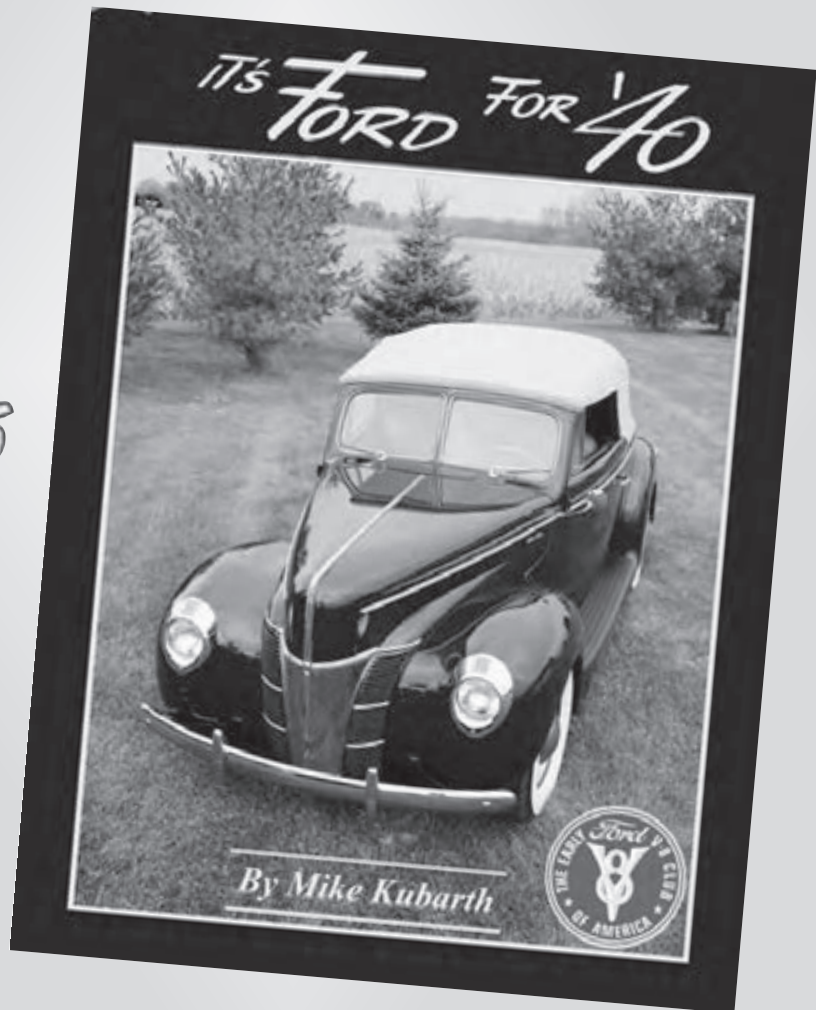
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Created by Joe Smith

By Mike Ready



If you have worked on an early Ford product doing work on the rear brakes removing the hub. If your project entails inspecting the roller bearings and the bearing surfaces you must remove the snap ring.

I had to do this and the snap ring had no provision for the use of snap ring pliers. So, I had to use a Dremel like tool to cut notches in the snap ring to get it out. This was not fun. My fear was not cutting a notch in the hub near the snap ring. Doing this destroyed that snap ring.



Snap Ring Modification For Rear Hub

I received new snap rings, but they did not have a way to insert or attach a snap ring plier tool to ease removing the snap ring in the future. I asked the supplier if snap rings could be had with little holes or a groove near the ends for a snap ring plier. Answer "No".

So, I did not want to go thru all the grinding to remove a snap ring. So, I came up with an idea.

Cut a groove near the end of the snap ring so a snap ring plier tip can be inserted and then using the snap ring pliers collapse the ring and remove it.

This is what I came up with after making several different grooves. Notice the angle of the groove. That is important to keep the tip from popping out when squeezed and collapsing the ring. The angle helps keep the tip in the groove. You do have to press down on the snap ring pliers to keep the tips in place - this is a juggling match if there is ever one.

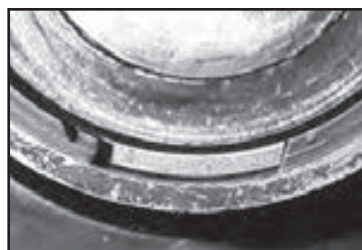
The disc on the Ryobi/Dremel tool measures .038-inch thick. I had thinner discs, but you need the thicker disc as the groove needs to be about .045-inch wide.

The tips points are round and I have two sets. One is .035-inch in diameter and the other is .045-inch in diameter. Either one worked.

I have 10 pairs of snap ring pliers of all sizes and types. This one with the 90-Degree bent tips worked the best. This set of snap ring pliers has many tips in the kit.

If you know of any snap rings with a hole or groove near the ends please let me know. I am on the hunt for snap rings with holes or notches.

Mike Ready



Update: I found a better way is just drill a 1/16-inch hole in each end. The snap rings I have can be drilled.

Forget the cutting of slots in the snap ring. Just drill a 1/16-inch hole in each end and use the snap ring pliers to remove that snap ring. It works even if the snap ring is in the hub. Makes removing it much easier.

Mike Ready

from the Forum...

Removing Retaining Ring

What is the best way to remove the retaining ring that holds the rear wheel bearing in place? When they were replaced a year ago the old rings came out easily, and while the new retaining rings that I purchased went in easily, they now have to be removed as the rear bearing has failed after 300 miles.

46coupe

I use two screw drivers, one with a thin blade and the other with a normal blade. I use the thin blade to unseat the ring and the thick blade to keep it from going back in the slot.

After you have the ring out, you can drill a small hole in the ends, so that you can use Truarc pliers to remove them.

Tom
TomO

Having a rear bearing fail is not a usual problem if using the correct grease. If you used anything other than the Heavy Duty Drum Brake type, it would explain it. That grease contains fibers that promote the grease to be drawn into the bearing over and over. Using chassis lube will allow the bearing to run dry and spall the rollers and damage the surface of the ends of the rear axle housing. Avoid using synthetic grease. Last year I saw a driveshaft center bearing that failed after synthetic grease was used.

supereal

TomO, as usual has allowed great advice. Once I remove the lock ring, I grind one in "inward" so next time I can use an expanding ring pliers to easily remove it.

Kubes40
Mike "Kube" Kubarth

The bearings were packed with the old style wheel bearing grease for drum brakes. I'm very

surprised at the failure. Macs has said they will reimburse me after their tech inspects it.

Thanks for the screwdriver suggestion. I'll give it a try.

46coupe

Super, what grease do you recommend?

woodiewagon46

Someone on the forum recommended NAPA who got me StaLube for drum brakes. Works well.

46coupe

StaLube SL 3131. It is available at most auto supply stores and Amazon. You may have to have it ordered. You can order it online and have it delivered to your local NAPA store.

Tom
TomO

As my friends say above, StaLube is the best. If you experience rear wheel nearing failure, carefully inspect the underside of the rear axle housing for evidence of spalling, and the rollers in the bearing for wear. Genuine Ford Hyatt type bearings are known for their long life. I have heard that there are some foreign made bearings that are not sufficiently hardened. To see if you have Ford made bearings, look at the outer sides of the roller cage for the Ford script stamped there.

Supereal

Try to grind the tip so it will fit down in the notches and cover many areas as possible. Just take your time and work it. BTW guys, can you recommend a place where I can get high-quality roller bearings? I've found this site <https://rolek.cz/cs/>, saw a lot of positive reviews on their production.

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V-8 Tools

The Steering Wheel Puller

A Tool for Removing Steering Wheels

By Trevor Poulsen
V-8 TIMES Contributing Editor

Winfield Tool Works - VZ194

For owners of later model cars, removing the steering wheel is quite simple with today's tools. Later model Fords from 1940 onwards have two 5/16-inch UNF threaded holes that you screw bolts into, adding a slotted bridging block. Then, you just wind the handle and the steering wheel slowly loosens.

On some model cars, they may have three or four of these threaded holes. Early model Fords, 1928 to 1939, and other cars of this era, the provision of these threaded holes is not there.

What you need is a tool that positions under the base of the steering wheel without damaging it, with a threaded handle at the top. You then wind the handle and hopefully, the steering wheel comes off with no damage.

Well, such a tool was made by Winfield Tool Works in the USA, but I was not familiar with it and had never seen one. Last year, while attending a local swap meet, I happened to see a tool on a vendor's table that was marked FORD A-B-V8.

On further inspection, I saw that it was made by the Winfield Tool Works. While I did not recognize what this tool was used for, I just had to have it as it was marked Ford V-8, so I paid the vendor and it was mine.

After some research, I was able to establish that it was a steering wheel puller.

I took my new tool on a local mid-week run to show members of our V-8 club, who were very impressed with the quality of this tool.

My friend, Dave, needed to remove two



steering wheels from his 1934 Fords, so asked if he could borrow it, so I mailed it off to him.

Dave was very impressed with how this steering wheel puller did the job and said that there was no way that he could have removed these stubborn steering wheels from the columns without damaging them.



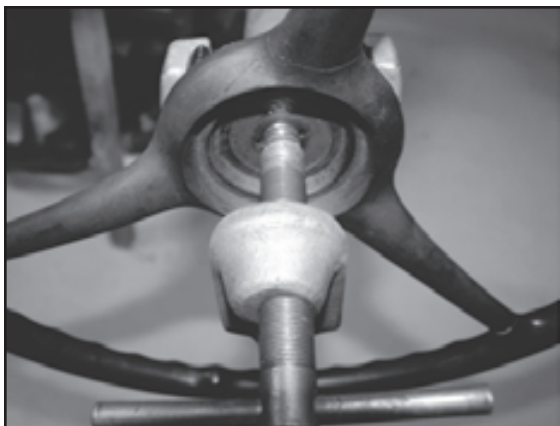
Once I got it back, Ron wanted to borrow it, so that he could remove the steering wheels from two of his 1935 Fords, so that he could replace the bearings. It seems that I picked up a winner with this great tool.

This unit is very well made and has a solid rubber piece molded to the bottom so that it adds protection under the base of the steering wheel.

To use, unwind the T Handle and slide the jaws under the steering wheel, then start winding the T Handle.

The steering wheel will slowly loosen without any damage to this precious item.

While there are other similar units made to remove steering wheels from early Fords, I believe that this one is the best, but I am biased.



Trevor Poulsen
V-8 TIMES Contributing Editor
Australia



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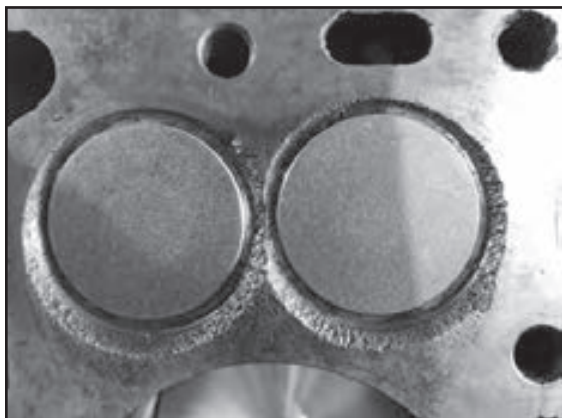


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1937 JOHN GRISCOM 2600 Possum Hollow Coopersburg, PA 18036	1938 VACANT	1939-1940 MIKE KUBARTH PO Box 282, Somers, WI. 53171 kubes40@att.net	1941-1942 FRED KILLIAN 633 Hoop St. Olean, NY 14760	1946-1947-1948 JOHN McDONALD 7935 SE Market St. Portland, OR 97215
1949-1951 GLENN DAVIS 1107 La Vista Road Santa Barbara, CA, 93110 deluxe40@cox.net	1952-1953 RAY BEEBE 1551 Hillsboro Rd. Camden, NY 13316 trifordv8@aol.com	1939-1941 Mercury DAN KREHBIEL 38805 E. Benton Road Temecula, CA 92592 danscolumbia39@gmail.com	1942-1948 Mercury RUSTY DAVIS 418 Borgess Ave. Monroe, MI 48161	1949-1951 Mercury GENE NAPOLIELLO 169 Balsam Lane Waterbury Center, VT 05677 bhcf332@aol.com
1952-1953 Mercury DOUG SHULL 7069 Convent Road Sylvania, OH 43560	1932-1951 Station Wagon MIKE NICKELS 5774 Supply Road Traverse City, MI 49684 mikenickelswoodies@gmail.com	Paint LAUREN MATLEY 12610 W. Seneca Dr. Sun City West, AZ 85375 lkmately@gmail.com	Flathead Engine JOE ABBIN P.O. Box 53296 Albuquerque, NM 87153 roadrunnerenr@msn.com	Heavy Commercial JAMES K. WAGNER 1669 Nantucket Road Plymouth, MI 48170

This is how "SHOP TALK" works. If you have questions about your Early Ford V-8, particularly restoration problems, send them and a **self-addressed, stamped envelope (SASE)** to the Advisor listed (in the table above) who specializes in your model year. Your questions will be answered promptly, using the SASE furnished. Some questions which are deemed of general interest may be printed in a future V-8 TIMES. Some of your questions can be pretty tough and require research, so be patient. Inquiries must be limited to six (6) questions maximum. **The Advisors do not necessarily endorse products and services mentioned in this column or advertised in the V-8 TIMES.**

Heavy Pitting



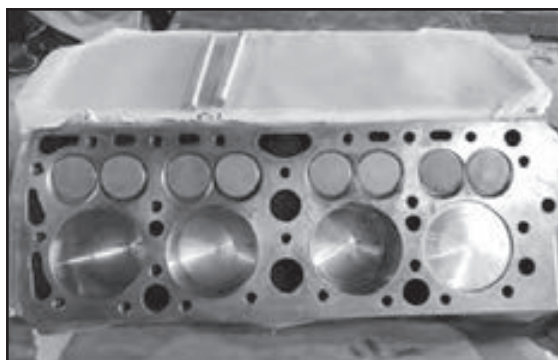
Dear Joe,

Please see the attached photos. My concern is the heavy pitting between the valves and cylinders at #2 and #7 cylinders.

Will the pitting affect the performance of the engine?

Do you recommend getting a different block or use the engine as-is or other thoughts?

I purchased the engine 15 years ago; it has never been started after being rebuilt.



Recently I pulled the heads off to check the fit for new aluminum heads, I was very surprised on the condition of the block.

The engine will be going in my 1951 Ford Station Wagon that I'm restoring.

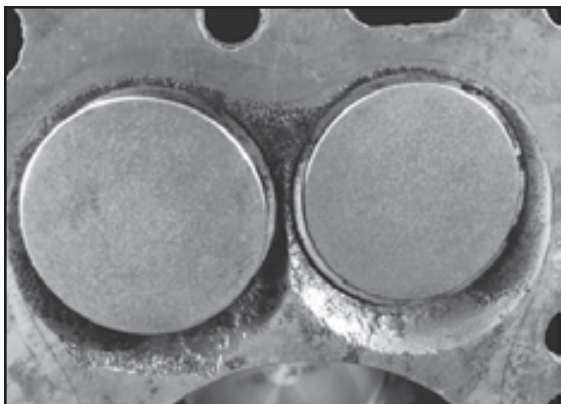
Ray Manjone

Dear Ray,

That pitting should not have any noticeable effect on performance.

From what we can see the engine might be just fine.

However, the pitting around the valves and the fact that #2 cylinder was sleeved may indicate that there are other weak spots or corrosion damage elsewhere, par-



ticularly in the coolant areas on the backside of the cylinders.

Where did the water come from that did the damage?

It looks like the block has hard valve seats and one might question if they are properly retained especially in the rusted areas. Also, the block has obviously been decked and if so, is it still thick enough (about .25-inch)?

I would do a thorough visual inspection in the valve pockets and in the coolant passages (use one of those lighted flexible scopes) looking for cracks and severely rusted areas. It would be nice to Magnaflux as well as visually inspect in the valve pockets in the block, but you can't do this with the valves in place. It would also be nice to water pressure check the engine after installing the heads but prior to installing the intake manifold. Speedway sells a kit to do this.

Using this engine without knowing more is a gamble. It might be fine as-is for a budget driver, but I think a first-class restoration deserves better.

Flatheads Forever

Joe Abbin
Flathead Engine Advisor

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www.efv8.org**

Electric Fuel Pump

Dear Joe,

I would like to run something by you.

I'm just finishing up the rebuild of my 255 cubic inch Mercury engine for my 1953 Mercury. I'm keeping the car "close" to original, but I want to run a 6-volt electric fuel pump back near the tank and "push" fuel to the engine.

But I want the engine to "look" stock so I'm planning to keep the factory mechanical fuel pump in place and remove the diaphragm and valves and install an 18 gauge stainless steel plate in it's place. Then reassemble it with the fuel pump push rod removed. My thinking is it would look totally original in the engine bay with fuel in the sediment bowl etc.

Will this cause any oil pressure issues down at the cam with the push rod removed??

Any advice would be appreciated.

Jim Cocks

Dear Jim,

If you remove the fuel pump pushrod you uncover a .06-inch hole in the pushrod bushing that allows a substantial oil "leak" from the main oil galley. This will contribute to low oil pressure and lack of oil for the rest of the engine. You can install a plug (see attachment), install a bushing without a hole, or leave the pushrod in place.

Flatheads Forever,

Joe Abbin
Flathead Engine Advisor

Number of 1940 Wagons Built

Dear Mike,

I appreciate all of your research. However, I just want to be confident that my car is likely to be one of those few 1940 Ford Station Wagons built with 95 hp engines. That starts with determination of whether Ford built such cars.

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I think your previous comments as well as the Ford Production records indicate that such cars were built.

Gary W.

Dear Gary,

A total of (34) 1940 Ford V-8, (aka: "Standard") Wagons were produced with 95 hp engines.

There were a total of 4,182 passenger cars built with the Mercury engine. Of those, 2,382 were Ford V-8 models.

Wagons are not counted in the above tally.

Here's a break down of when and where the Ford V-8 Wagons were built:

Oct. '39 (1) Atlanta

Nov. '39 (3) Long Beach

Jan. '40 (1) Dearborn

Feb. '40 (1) Chicago, (1) Long Beach

Mar. '40 (1) Buffalo, (1) Edgewater, (6) Memphis

Apr. '40 (1) Buffalo, (8) Memphis, (1) Somerville

May '40 (1) Norfolk (2) Somerville

June '40 (1) Kansas City, (1) Long Beach,

(1) Dearborn

July '40 (1) Chester, (1) Chicago, (1) Long Beach

Mike Kubarth
1940 Ford Advisor

1941 Questions

Dear Fred,

Still looking for parts, sad to say no Carlisle, no Rhinebeck, so the quest for 1941 Ford parts (one hit wonder) is on hold. Can't wait for swap meets and shows to kick off the season.

The China import-export is and maybe having an effect on parts. I have been waiting for Mac-Ecklers on seat fabric, this is a Cartouche product. Are there any other companies doing interior Ford products? I'm at five months A TT. Looks like I might do a similar fabric, not what came with Super Deluxe.

Second question, windshield wipers? How much is out on market as for original (vacuum) or new electric rather keep original.

Third question, when did the head change from letter "A" to 59AB. I have both in extra parts but had my engine assemble with 59AB.

Mark Frank

P.S. My seats are at a shop waiting for a kit. May well be six months.

Dear Mark,

It is nice to hear from you again. I will answer your questions in the order that you have asked them.

1. I have only used LeBaron Bonney for all of my interiors. Unfortunately they are now out of business. Even with them it could take months to get

fabric or entire interior kits. I have received samples from Mac's/Ecklers but have never bought any fabric or interior kits from them. In my HEMMING'S in the Ford 1932-1953 parts section, I can find only one listing for upholstery and that is Vintage Motor Cars, LLC. (860) 399-2311 E-Mail:

shop@vintagemotorcars.net

www.vintagemotorcarsllc.com.

They are located in Connecticut.

2. You can get original wiper arms and blades from Bob Drake, Dennis Carpenter, C&G Ford Parts, Mac's. As for a vacuum wiper motor or other wiper parts you can try Mark Kicsak. He may still be down in Florida for the winter.

3. The last year that the letter "A" head was used was 1942. The years that the 59A and 59AB heads were used was 1945/48. You cannot put "A" heads on a 1945-1948 Ford engine block, unless they are reworked to avoid valve interference.

Mark, I am sorry that it is taking so long to get your seats upholstered. If I can be of any further help then please feel free to write to me again. Stay safe please.

Yours in V-8ing,

Fred Killian
1941 Advisor

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More 1941 Questions

Dear Fred,

I have a 1941 Ford Super DeLuxe Convertible. I need to replace the front spring, or have it repaired. Could you suggest a company that makes a replacement? The original spring is wrapped.

I also need a steering wheel. I have not been able to locate a replacement.

Are the choke and throttle cables? (And if so) what does the bracket that mount them to the carb look like?

Allen McWade

Dear Allen,

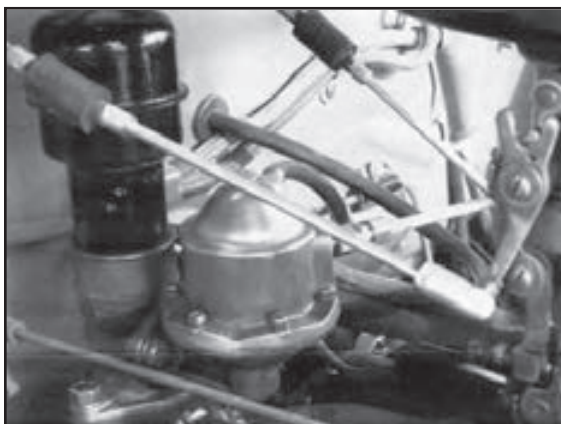
I will answer your questions in the order that you have asked them.

1. I have heard good things about Eaton Detroit Spring Inc., but I have never used them. While they can make a replacement front spring for your car, they can't put a metal spring cover on like your original had. I will enclose the information for the Eaton Detroit Spring company at the end of this letter.

You could also try Mark Kicsak he may have a good used front spring that still has the metal cover on it. I am sending you his business card.

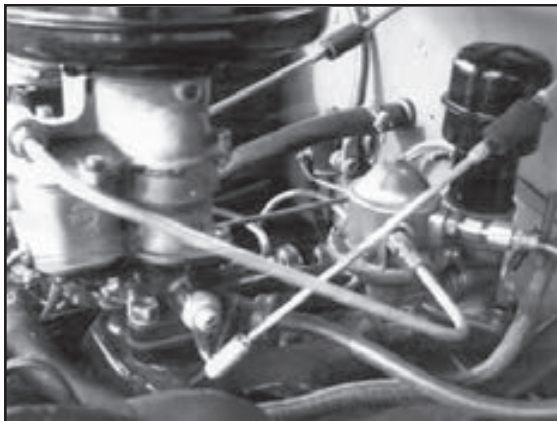
2. Again you could try Mark Kicsak for a used steering wheel. Also, Koch's Steering Wheel Restoration may also have a restored steering wheel in stock. Koch's restored my 1942 Ford Super DeLuxe steering wheel in the 1990s and it still looks good. I will also enclose their information at the end of this letter.

3. I am sending you photo copies of the choke and hand throttle rods where they attach to the carburetor. They are rods not cables.



*Upper rod is choke rod and end on carburetor.
Lower rod is foot throttle rod and end on carburetor.*

**Check Out The
Club Restoration Books
SEE PAGE 12**



Hand throttle rod and end on carburetor

They have the same type of attachment ends as the foot gas pedal rod uses at the carburetor. It is a ball and socket type connection. There is a ball on the end of the carburetor lever and the socket on the end of the rod slips onto the ball on the carburetor lever.

I wish you good luck in the restoration of your 1941 Ford Super DeLuxe Convertible. If I can be of any further help please feel free to write to me again.

Yours In V-8ing,

Fred Killian
1941 Advisor



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Will a 1949/50 Trunk Mat Fit a 1951?

Dear Glenn,

Would a rubber trunk mat for a 1950 Ford work in my sister's Blue 1951 Tudor Custom providing it is the same body style?

If so, I know I would have to notch out around the trunk latch on the floor area.

Unfortunately, no one has the mat for the 1951 Ford. Thanks for your help.

Robert Gearhart,
Kingston, OH

Dear Robert,

I am going to say, "yes", even though one popular catalog I have shows 1949-50 but not '51. The 1944-52 FORD BODY PARTS CATALOG, printed in June 1956, shows part # 1A-7045456-A, "1951 Mat (Luggage Compartment Floor)", replacing part #8A-7045456-D, the 1949-50 mat.

This mat works for Tudor, Fordor and Convertible in 1949-50 and Tudor and Fordor in 1951. (In 1951 the Convertible and Victoria used a woven mat.)

Glenn Davis
1949/51 Advisor

1952 Questions

Dear Ray,

I have had my 1952 Ford (First Car) since November 1971.

I did a complete frame off restoration in 1995.

QUESTIONS;

1. My horn keeps blowing and if I hit the horn, it may temporarily shut off. It will then start up again.

I replaced the horn button and wire to no avail.

Do you think that there is an issue with the horn contact wire inside of the steering column?

How is it replaced? Do I disconnect and pull the old one out, then fish the new contact wire down the center of the steering shaft?

What are the detailed instructions to replace?

2. When I bring my driver side window all the way down, sometimes it is hard to bring it up.

How do I adjust the window so that it does not bind?

3. The coil on the front hood latch binds and sometimes I cannot open the hood. It looks warped. I did replace the coil and it warped again.

4. If the car sits for a long time, I have to continuously pump the gas pedal until the car starts. (Approx. 25 seconds before it starts)

I assume that gas stays in the carburetor bowl, or at least in the fuel pump. I do see gas in the glass filter on the fuel pump.

Wayne S. Rachlen

Dear Wayne,

I am glad to see you are using the V-8 TIMES CARespondence shop talk to help get your answers for your questions on your 1952 Ford.

1. On the horn blowing, you have to find out if the problem is in the steering wheel / internal wiring or after the wire leaves the bottom of the steering column. Disconnect the horn wire where it comes out of the bottom of the steering column at the rubber connector.



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Take a spare piece of wire that you have a ground applied to one end. Use the other end and touch the wire that leaves the steering column. If the horn works Ok that way the trouble is in the wire in the column or horn button. If it does not blow every time you touch the ground wire and stop when you remove it the trouble is in the relay, horns or connecting wire.

If you want to remove the steering column wire, hook a thin wire to the bottom of existing wire and pull it from the top of steering column after you remove horn ring. To remove horn ring disconnect battery, then push down on center of horn button and rotate Counter Clockwise about 1/4 turn.

2. To adjust the track that the window runs in: remove garnish molding, door and window cranks and upholstery panel. The screws that hold and adjust the window track are the ones that are in the slotted holes. They are located close to the sides of the glass. There is a stop near the center of the bottom of the glass. That stop limits how far the glass travels down. The top of the glass should not go below the top of the fuzzy weather seal.

3. The problem that you are having with the hood latch may be caused by having it adjusted too tight. Try lowering the center stem down. Make sure it is entering the center of the hole.

If that doesn't work try removing the whole latch assembly and make sure the hood goes all the way in place with no binding or interference. Start with the latch being loose and gradually tighten it.

4. On the gas draining out of the carb, if it will go a couple weeks and starts ok that is common. If it won't sit a week and start without cranking a lot you probably should do something about it. That is a short time for it to leak dry.

The problem is most likely the power valve in the bottom of the float chamber. It is leaking the gas out of the float chamber and into the intake manifold. Sometimes the new ones they supply still leak, but maybe not so bad.

Hope I helped you some,

Ray Beebe
1952/53 Ford advisor

Leaking Head Studs

Dear Joe,

A friend of mine, Larry Jones, told me about you, I would like your advice. I am having trouble with coolant leaking out on the head studs. I have an 8BA with Navarro heads and ARP studs. What would you recommend to seal the studs in the block?

Steve Laugtug

Dear Steve,

As you know, the head retainer bolts or stud threads are wet in service and require thread sealant to prevent weeping. About 50% of the time any coolant weeping seals on its own in subsequent engine operation.

Many engine builders add a sodium-silicate cooling system sealer to the coolant as a matter of course and as further insurance to help prevent any weeping. There are pros and cons to this practice.

In any case, if the weeping persists, you can remove the stud and re-seal the threads with a good thread sealant like Permatex #14A. ARP and others also make good thread sealers.

With the stud out you can also apply sealant around the stud shaft and the through hole in the head. Use the Permatex 14A, silicone or other non-hardening sealant for this seal area to facilitate later head removal.

If it is not practical to remove a single stud you can often remove just the nut and washer, then blow/dry out the clearance area between the stud and the hole in the head and inject sealer as above or a low strength anaerobic type in the clearance space and on both sides and the ID of the washer and any exposed threads of the stud before re-installing the washer and retainer nut.


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Joe Abbin
Flathead Engine Advisor

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Cracked Block Usable?

Dear Joe,

First off I want to say thanks for your website and all the very useful information on it, that makes building flatheads so much fun.

I attached a picture of my block that has a repaired crack from decades ago. If it's worth fixing, I will have it fixed with a lock n' stitch approach. As I'm well aware, that a block with no cracks is by all means preferable.

I would like to ask you, what you think about the crack and if it can still make a reliable engine in the 180-200hp range? The crack used to run straight up from the bolthole and then stops. It does not stretch to the valve seat.

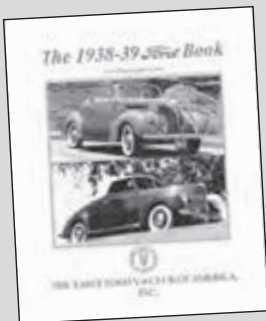
Philipp Buchmann

Dear Philipp,

In my opinion, no further repair is required and the block is usable as-is if there are no additional flaws beyond those in your picture. Nevertheless I recommend a thorough Magnaflux block inspection after cleaning and before rebuilding.

Flatheads Forever,
Joe Abbin,
Flathead Engine Advisor

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1941 Questions

Dear Fred,

Can you help me by commenting on some questions about my '41 Ford?

I've had it about 10 years. It was one of five that the seller came across in a barn in Arkansas and the only one of the five that he kept. He ended up selling it because he was not driving it very often. My intent is that any issues addressed are done with the goal of maintaining originality.

1. My 1941 has had one repaint and the color is Florentine Blue. The wheels are not striped and I ask what is the correct color for the stripes?

2. The wood graining on the driver's door and dash need refinishing. Of course, I would redo all the wood grained surfaces. Can you refer me to instructions, applicators and the Black paint (or is it ink?) that I would need to accomplish this? I can get the base color from the interior side of the glove compartment door.

3. Finally, when I took possession of the car, it had six "caps" in place on top of the spark plugs. I would like two more and have not run across a source. The "caps" are shaped like a ladies sewing thimble, are Brown in color and an inch tall. Can you point me toward a possible source for these items?

Considering the serial number of the car, I guesstimate that it was assembled in the closing days of the 1941 production run. There is a metal plate fastened to the interior bottom of the glove compartment containing the serial number. The car has not been a victim of rust so I suspect that it may

USB Thumb Drive



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have been assembled at Dallas as we do not require chemicals to deal with ice on our roads.

Thank you for your consideration and sharing your expertise.

Ed Bell

Dear Ed,

I will answer your questions in the order that you have asked them.

1. The three stripes on the wheels should be painted Silver Gray for a car painted Florentine Blue. But only the Super Deluxe models had the three stripes painted on the wheels. The stripes are spaced or located as follows:

With the hubcap on the wheel, measure in 5/8-inch from the hubcap edge toward the outer edge of the wheel center. The first 1/16-inch stripe is located there. Moving outward leave a 1/8-inch space then put on the wide middle stripe of 1/8-inch. Leave another 1/8-inch space and locate the third stripe of 1/16-inch.

2. These were actually an accessory first made available in 1941. They were made of Brown Bakelite. They were designed to keep moisture from shorting out the spark plugs. They were placed over the ends of the plug wire near the spark plugs. They are quite scarce now.

The part number is: #11A-12425 Cap-Spark Plug. There was a set of 8 for sale on eBay many years ago. You could try placing a wanted ad in the V-8 TIMES.

3. The wood graining used on 1941 Ford passenger cars was Kelobra grain on the Super DeLuxe models and Ebony grain on the DeLuxe and Special models. Wood graining is done with a metal plate mounted on a round drum.

With the paint rolled onto the metal plate and then the paint rolled onto whatever you want wood grained The November 2004 issue of HEMMINGS CLASSIC CAR had an article on how to do wood graining. It had contact information at the end as follows:

Classic Auto Services
236 Meadow Road
New Boston, New Hampshire 03070
(603) 487-3500
www.classicautoservice.com

Your car could be a late production vehicle as Florentine Blue was a spring color that came out on April 24, 1941.

If I can be of any further help, then please feel free to write to me again.

Yours in V-8ing,

Fred Killian
1941 Advisor

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1936 FORD FIVE-WINDOW COUPE: Rebuilt transmission. New Columbia rear, L.B. engine. LeBaron Bonney upholstery. Radio. Nice. \$34,500. **TOM McLAUGHLIN** (714) 998-4528 (CA)



1936 FORD PHAETON: Tan with great Dark Brown interior, new/rebuilt 1937 engine, radiator, clutch, steering box, distributor. Recent top. Southern car, no rust or damage. Fender skirts available for extra. \$33,000. Consider part trade for 1937/38 Humpback. **ERROL BARBER** (903) 714-0700 (TX)



1936 FORD SEDAN DELIVERY: Single rear door, Maroon color, AACA National Winner 1977. Looks as good new. Everything restored to original. Drives great. When's the last time you saw one for sale? \$49,500. **RICK SPURR** (585) 509-1586 E-Mail: ricks585@hotmail.com (NY)



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1939 DELUXE FORDOR SEDAN: 85 hp "Barn Find". Loaded car - banjo wheel, radio, clock, correct H2O heater, and bumperets. No Body crash, but all fenders are dented, and trunk floor rust. Correct 91-99 carb, splash shields there. Engine spins. Great start as a complete car. \$5,500 DALE NEWCOMB (503) 505-1342 (OR)



1940 FORD TUDOR SEDAN: Black. A very well maintained original car that starts, runs and drives flawlessly. Shows very well. Multiple accessories. 60,000 miles. \$25,750. RON CROOKS, 10062 Beaver Valley Rd. Belvidere, IL 61008 (779) 552-8420 (IL)



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Classified ads are limited to cars, parts and services for 1932-1953 Ford Motor company products. The Early Ford V-8 Club does NOT require membership in the club to advertise.

Sellers/Buyers may or may NOT be current members in the Early Ford V-8 Club.



1953 FORD COURIER SEDAN DELIVERY: Fernmist Green exterior, custom Black and Fernmist Green interior, Touring A Class car, no known rust issues. Excellent mechanicals, rebuilt V-8 engine, overdrive, radial tires, seat belts. Excellent driver. \$19,000 CHUCK LATTY (831) 224-0721 (CA)

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1936 1-1/2 TON FORD FIRE TRUCK: Parting out, excellent sheet metal, very low mileage, mechanical parts, pump and fire equipment. 1937 Ford Pickup cab, needs to be block sanded. FRÉD LANDIS (214) 803-5895 (TX)

1939 FORD FORDOR CONVERTIBLE SEDAN: Beautiful Mandarin Maroon paint, new Palomino color upholstery, great chrome. NEW; top, tank, Firestones, running board covers, windshields. Rebuilt engine. Woodgrained dashboard and door garnish mouldings. Restoration 90% done. Owned 40 years. Health dale. \$32,776 BOB COWHERD (315) 655-3864 (NY)

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CARS WANTED

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WANTED: 1933 & 1934 Coupe, Roadster, Cabriolet, Victoria, Wagon – all models considered. Always looking nationally to buy '33s and '34s in excellent condition, to unfinished projects. Please call me to talk about your car. JOHN DILLON, SR., 602 Lobos Ave., Pacific Grove, CA 93950 (831) 375-7363 E-Mail: fullscalemodels@yahoo.com (CA)

WANTED: 1933 Phaeton info, VIN #18-390532, this was a full tendered Hot Rod that appeared in auto shows and magazines around 1958-1981, it was too good to be cut up and destroyed, painted metallic red, modified flat head engine, last know location was in CT in 1961, most likely restored to original in 1970s-1990s, period photos info or any info. GERALD LETTIEN (860) 655-8682 E-Mail: glettieri@cox.net (CT)

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WANTED: 1951 Ford Custom dash sign located in the middle of the dash. RON LOVE (503) 223-9359 (West coast time) (OR)

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newsletter. Just \$15 a year. Make check payable to NAFTA, 6620 East Outer Rd., Norwood, MO 65717. More info: E-Mail: franks40ford@outlook.com (NY)

V-8 TIMES: Complete years, 1973-79, 1981 1982, 1984; individual issues and extras 1972/82 and 1984. \$18/yr. Individual issues \$5. CHARLES PALMER, 980 Ulysses Street, Golden, CO 80401 (303) 279-4627 E-Mail: chasj34@comcast.net (OR)

FORD SALES & SERVICE DVDs: Ford Filmstrips with audio narration professionally transferred to DVDs. \$12 ea. ppd. Too many titles to list. For a complete list of available DVDs and instructions on how to order E-Mail me at: franks40ford@outlook.com (NY)

V-8 TIMES: Complete set of Ford V-8 TIMES Magazines, over 100 issues, complete for sale. California. Pick up only. I'm in Riverside, CA. \$1000. Firm. CHRIS BAAS (909) 614-3118 (CA)

BOOKS: THE BIRTH AND DECLINE OF FORD, 500 pages of the exciting history of the V-8 era, autographed by Henry Ford II, \$100; AUTOMOBILE QUARTERLY, vol. 1 through vol. 41-1, 16 copies, \$650; many Ford books by Lorin Sorenson; 14-DVDs, Silverado Productions, \$150; 1949/50 FORD RADIO PLAYS, \$150. CASEY HAYES (303) 288-5869 (CO)

WANTED: Ford V-8 compacts. Some were called V-8 vanities. There is a

www.efv8.org



50th Anniversary compact. Several with V-8 and some with the V-8 "Scot-tie" dog. Please call LINDA KIM-BRELL (972) 679-8558 E-Mail: kimbrell.linda@yahoo.com (TX)

WANTED: Operators and maintenance manual for Schramm Model 105 Air Compressor using TWO Ford V-8 Engines (MP-105-FE-C). Any info on controls or photos would be helpful. GERRY MARKHAM or BRUCE WARREN (570) 724-2039 E-Mail: Bruce24@epix.net or dmarkham@rochester.rr.com (NY)

**On the Road Again!
Fourth Annual
DRIVE YOUR V-8 DAY
June 20, 2021**

**2021 TOURING &
SOCIAL CALENDAR**

April 16-18, 2021 - 48th Annual Texas Tour sponsored by Big Country Regional Group #122. "SHARE THE FUN---IN ABILENE 2021" Abilene Texas. Come and enjoy Abilene TX, "Where The West Begins" and enjoy your Flathead Ford or Mercury or Lincoln. We have events planned for early arrivals on Thursday. Friday will be a day of tours of Tige' Boats and view the building of pleasure boats and a tour of an Auto and Baseball museum in Cross Plains, Texas. On Friday night the welcome party with live entertainment for your pleasure. Saturday will be filled with a driving tour on back roads to Sweetwater TX. home of the WASP Museum. Here we will have a BBQ lunch and voting for the People's choice awards. Banquet and Awards presentation on Saturday night. Host location is at the MGM ELEGANTE SUITES 4250 Ridgemont Drive, Abilene TX (325) 698 1234 For informa-

**Got An Event
To List in
the Calendar?
Send It In NOW!
Never Too
Early To List
Allow 4-6 Months
Prior To Your Event
For Publishing!**

tion about the Tour: Contact ANN HOWARD (325) 692-6180 or (325) 669-6244 E-Mail: charlesann.howard@gmail.com or KEN LEWIS (325) 698-2328 or (325) 668-9697 Due to COVID-19 we will make a decision the first week of January to cancel the Annual Texas Tour. Please contact ANN HOWARD or KEN LEWIS before sending in registrations. (TX)

May 14-17 - Australia Ford V-8 National Meet - Toowoomba, Australia 2021. Sponsored by the Queensland Regional Group #157. The 2020 Early Ford V-8 Nationals was the responsibility of the Queensland Early Ford V-8 Club. Unfortunately, it had to be postponed on account of the Corona-19 Virus. The event comprises of a display day, a tour, a morning tea and lunch as well as a presentation dinner, plus visits to interesting places. The destination for the 17th Nationals is Toowoomba, with the theme being "up on the Downs". You can join us by downloading an entry form from our website by visiting <http://www.earlyfordv8qld.org> or by phoning 0434 809 088

June 20 - Fourth Annual Drive Your V-8 Day. Just do it!



Recipes From the Kitchens of V-8ers

Presenting Recipes from
"FAVORITE RECIPES GATHERED
BY V-8 MEMBERS FROM AROUND
THE WORLD"

CHRISTMAS FRUITCAKE (WITH MOONSHINE)

1 Cup Water
1 Cup Brown Sugar
1 tsp. Salt
4 Large Eggs
1 tsp. Baking Powder
8 Oz. Mixed Nuts
1 Cup Butter
1 Cup Dried Fruit
Juice of 1 Lemon
1 Jug of Moonshine



METHOD:

Sample the Moonshine to check for quality.
Take a large bowl.
Sample the Moonshine to ensure it is of the highest quality.
Get out a measuring cup.
Pour one cup of Moonshine and drink. Repeat.
Turn on the electric mixer, beat one cup of butter in a large fluffy bowl.
Add one tsp. sugar and beat again.
Make sure the Moonshine is still okay. Cry another tup.
Turn on the mixer. Break two eggs and add to the bowl, chuck in the dried fruit.
Mix on the turner. If dried fruit gets stuck in the beaters, pry it loose with a drowscriver.
Sample the Moonshine to check for tonsiscency.
Next sift two cups of salt, or something. Who cares? Check the Moonshine.
Now sift the lemon juice and strain your nuts. Add one table. Spoon? Of sugar or something. Whatever you can find. Grease the oven.
Turn the cake tin to 350 degrees. Don't forget to beat off the turner.
Throw the bowl out the window, check the Moonshine again and go to bed.
Don't forget to wake up with a major hangover the next morning and search the house for the fruitcake you so painstakingly baked the night before!!!

Piedmont Regional Group #52
Author Unknown



Happy Holidays!





1936 Ford and Santa!



1936 Santa - I found this picture in the V-8 TIMES files. Unfortunately there was no information with it but it's obvious this was a "photo shoot" for a 1936 Ford and appropriate for this time of year. Santa is included!

Jerry Windle, V-8 TIMES Editor

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FORD TIMES

November/December 2020



1950 Ford Custom Deluxe Fordor Sedan