An International Organization

The Early Ford V-8 Club, 2005 P.O. Box 2222 Livermore, CA 94551

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CONTENTS

Departments...

From the Oval Office ................................................. 1
From the Editor ....................................................... 2
Letters ........................................................................ 3
Reader’s Reply .......................................................... 6
In Transit .................................................................... 11
Tech Talk Don Cunningham ....................................... 15
Tech Tips Dick Flynn .................................................. 17
Red’s Engine Talk Red Hamilton ............................... 19
Regional Group News .................................................. 73
CARespondence (Tech Advisors) .............................. 89
Classified Ads ............................................................ 97

Features...

Model 54F Engine Part II by Dave Cole ....................... 21
2006 Eastern National Meet ......................................... 27
2006 Eastern National Meet Judges ............................ 34
2006 Eastern National Meet Awards ........................... 35
Batavia Or Bust A Personal Journey ............................ 39
Rare 1934 Ford With A McCulloch Blower .................. 41
From The Factory Factory Fresh Fire Trucks ............... 43
Ford Memorabilia This Truck Can Move Elephants! ....... 45
Auburn Motorfest II Fords Return to Auburn ............... 46
Henry Ford Hospital Henry Ford Creates A Hospital .... 48
Keeping the Columbia Alive! Columbia Parts And Service 55
Bob Lenz Memorial Fall Recall ...................................... 58
They’re Still Out There Barn Fresh ‘40 Tudor Sedan ....... 61
All American Ford A Fairly New 1932 Phaeton ............. 63
1935 Choir Trip, Part II Living On The Road in 1935 ....... 65
Tucker Madawick 1917-2006 Remembering a Ford Designer 70
Inland Empire RG President’s Tour ............... 83
2006 Fall Big Sky Tour ................................................ 85

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V-8 greetings from the Golden State. By the time you read this we will be in the middle of the holiday season. Where has this year gone? It’s gone way too fast!

Don’t throw away your mailing label! There are four (4) Membership Promo Cards attached. Tear them out, put them in your glovebox and give them out to people admiring your V-8. It’s a way to promote the Club and, hopefully, gain a few new members in the process.

Well the time has come for me to “pass the torch” to a new President for 2007. Election of officers by the board is currently taking place, so I do not know who will be seated in the chair. This is also my last year on the Board of Directors. I have been a board member for nine years and it was a great experience. I have met many wonderful V-8ers from across the U.S. and many from around the world at our national and regional events.

There will also be some changes to the National Board in 2007. The national election has come to a close and I want to welcome our new Directors: Jim Derrickson will represent the California/Southwest region; Bob York, the South/Central region; and Dave Collette, the Mid-Atlantic region. Ron Love will be returning to the board to represent the Northwest region.

During my nine years, I have had the opportunity to work with a great team of board members. I especially want to thank retiring board members Dave Rasmussen and Ray Papciak. Ray will continue to volunteer on the Judging Standards Committee and Dave has taken over the job of handling the club accessories.

I also want to say thank you to our dedicated staff members: Dan Wittern, our club business manager, who keeps our budget on the “straight and narrow” and Jerry Windle, our editor, who keeps the V-8 TIMES headed your way every two months. Last, but not least, I say “thank you” to every volunteer who helped with national, regional or local V-8 events. Without you this club would not exist.

It’s been a “great ride” and I hope to see many of you at future V-8 events.

Merry Christmas and Happy New Year.

Tom, Pam and “Paddy” our V-8 “pooch”.

P.S. Our new 1933-34 Restoration Manual is now available and I hope Santa leaves a copy under the tree for you.

It’s a great book.

TOM JOHNSON
President

November/December 2006
Effective October 1st, dues for the V-8 Club went up. They are $35 for a single and $38 for a joint membership. Three-year membership is $100 and $109 respectively. I mention this because I forgot to make the change in the past couple of issues and folks got confused. My apologies for any inconvenience.

Speaking of Memberships, did you see the four (4) Membership Promo Cards attached to the mailing label sheet of this issue? Get the label sheet and TEAR THEM OUT and HAND THEM OUT!

The Board has introduced a “BUY MORE AND SAVE!” policy on club accessories, including books! Now, if you buy TWO items, you can deduct 15% off the order total. Better yet, if you buy THREE or more, you can deduct 20% off the total. See the club accessory ad on page 12.

Speaking of accessories, by the time you read this, the new 1933-34 book will be in the mail and available for purchase. There will be a limited number of hardback copies available. The board has yet to set the price for it. This is one of the most impressive books the Club has published — and I've only seen a few pages! Price goes up January 1.

We begin coverage of the 2006 National Meets in this issue with coverage of the Eastern Meet in Batavia, New York.

I'm going to break tradition a little. There will be a follow-up article in the January/February issue on the Batavia Meet, along with a full report on the 2006 Western Meet in Tacoma.

Tom McCarriston, a former newspaper photographer, is the V-8 TIMES representative at the Eastern Meets when I can't personally attend. He takes the photos and provides captions for them all — something I desperately need for publication.

Tom covered the Meet in his usual professional style. However, due to family and health matters, he wasn't able to get the photos to me in time for this issue. So, not to waste these great photos, you'll see them in the January/February issue.

For this issue, we finish up the article on the 1935 Choir Trip by the Bethel College students. This time the focus is on life along the road in 1935. More great photos from the trip!

There's more than a few fire trucks scattered throughout the magazine starting with the 1942 on the cover. Hope you find them all!

If you have an occasion to move a few elephants around town, how about doing it in style, using a Ford V-8? There's one available. See page 45.

Fabled Ford Designer Tucker Madawick passed away in September. He wrote several articles on the Ford Design Department in the 30s for the V-8 TIMES. See the tribute beginning on page 70.

Take your time and enjoy this issue.

Jerry Windle, Editor
Norm & Kathy Herbst's 1953 Ford Sunliner Convertible was the hit of our daughter's wedding on May 6, 2006. The father of the bride was as proud of his car as he was of his daughter. The wedding party enjoyed posing for fun pictures around the car. Everyone came out to watch the happy couple drive off. – Kevin Hoffren

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Ford Family to be Honored

Not quite what Henry might have imagined, but the '32 is the definitive hot rod.

The PETERSEN AUTOMOTIVE MUSEUM and HOTROD & RESTORATION are pleased to announce that the Ford family will be honored with the 2007 Robert E. Petersen Lifetime Achievement Award.

Part of the ninth annual HOTROD & RESTORATION Trade Show - held March 1-3, 2007 at the Indiana Convention Center, Indianapolis, Indiana – the award presentation will take place during the "Breakfast of Champions" co-sponsored by Meguiar's, at 8:30 a.m. Friday, March 2, 2007. The award will be accepted on behalf of the Ford family by Edsel B. Ford II.

"This is the first time the award has honored an entire family instead of an individual. There couldn't be a more fitting family member to represent the Ford family than Edsel B. Ford II" states Dick Messer, director of the PETERSEN AUTOMOTIVE MUSEUM. "His grandfather, Edsel B. Ford (son of Henry Ford), oversaw the design of the 1932 Ford Coupes and Roadster, now nicknamed the 'deuce.' Those vehicles are the roots upon which the hot rod niche market has been built."

Robert E. Petersen states, "Next year marks the 75th Anniversary of Ford's breakthrough 1932 vehicles. The most popular models, the Three and Five-Window Coupes and the Roadster, have become true hot rod icons. An entire industry, all represented at the business to business level at the HOTROD & RESTORATION Trade Show, has grown from the personalization of those vehicles." Petersen continues, "There couldn't be a more appropriate time or a more appropriate place to honor the Ford family. The 1932 Ford Roadster remains the most popular body style among hot rodders and has long been recognized as America's quintessential hot rod. These vehicles formed the foundation for the hot rod movement."

Edsel B. Ford II, accepting the award on behalf of the Ford family, is the great-grandson of Henry Ford, founder of Ford Motor Company. His grandfather is Edsel B. Ford, company president from 1919 to 1943. His late father, Henry Ford II, was president of the company from 1945 to 1960 and chairman from 1960 to 1980.

Edsel B. Ford II is a member of the board of directors of Ford Motor Company. As a consultant to the company, Ford is active in company affairs and corporate dealer relations.

Launched in 2002 at the HOTROD & RESTORATION Trade Show, the inaugural "Robert E. Petersen Lifetime Achievement Award" has previously been awarded to NHRA founder Wally Parks, and automotive legends Carroll Shelby, George Barris, Vic Edelbrock and Andy Granatelli. Petersen selects the annual recipient based upon their contributions to the business and sport of hot rodding and restoration. A perpetual trophy displayed at the Petersen Automotive Museum in Los Angeles, the award is a beautifully executed bronze sculpture by automotive artist Steve Posson, aptly titled "Running At The Lakes."

Based in Fullerton, California, HOTROD & RESTORATION produces the world's largest hot
rod and restoration trade show. The company also publishes HOTROD & RESTORATION, a monthly trade magazine dedicated to promoting professionalism and growth in the hot rod and restoration industry.

Tear Them Out! Give Them Out!

QUICK!! Go get the mailing label that came with your V-8 TIMES out of the trash!

There are four (4) Membership Promo Cards attached to the mailing label. Tear the cards out. Fold them over and put them in your glovebox.

Then when someone admires your V-8 and admits they've NEVER heard of the Early Ford V-8 Club, hand them one of these cards.

The idea is to acquaint these folks with the Club. It lists the benefits of being a member and directs them to the Early Ford V-8 Club website.

This is a TEST! If the National Board feels this was a success, it's possible it will be done once or twice a year.

TEAR THEM OUT! GIVE THEM OUT!

Carburetor Correction

Hi Jerry!

I just read the September/October V-8 TIMES and am responding to a Readers Reply from Jim Fulton. He questions a carburetor measurement stated in the May/June issue.

He is correct – sort of. Jim states the 11/32-inch measurement in question is wrong. It is, but so is the 11/16-inch wrong as he suggests. I knew what this should read, so I looked at my original copy. The number should be 1-1/32 inch, not 11/32 inch.

Unfortunately, I had shown the number to be 1 1/32-inch, with no hyphen and only a space between. I assume the transfer of copy referred the number to be 11/32-inch. I should have used the hyphen, as it clarifies the number. Sorry for the confusion.

Don Cunningham, TECH TALK

Bryan Stephens Australia

It is my sad duty to inform you our esteemed friend and Early Ford colleague Bryan Stephens passed away peacefully during sleep in October.

Bryan was active in V-8 activities here in Australia and served as the Australian International Representative of the Early Ford V-8 Club for three years.

Bryan attended the 2003 Grand National with several other "Aussie's." Bryan won the pedal car given away by the Foundation. He also worked hard to develop a judging system similar to ours to be used at the National V-8 Rallys held in Australia. He was a great guy who loved old Ford V-8s and owned a 1941 Ute and a 1935 Phaeton.

His courage and determination to overcome illness was admirable. May he rest in peace knowing he had V-8 friends worldwide.

Peter Hibbert, Secretary
The Early Ford V8 Club Vic Inc. 1932-1954
RG # 151, AUSTRALIA
Dear Jerry,

I felt compelled to write you a second letter as for my first love for the 1937 Ford, page 54 of the July/August V-8 TIMES. (Above) I purchased one in 1950 just like the one pictured. It was Black with pin stripe and a V-8 60 hp engine, all original for $125!

The original owner sold it because the brakes did not work anymore. I bought my first 1934 3-Window in 1946, so I could fix them. Boy, was I wrong! I found out why they were called “60.” It took 60 miles to get to 60 and it took 60 miles to stop!

After that, I bought a 1938 for $35 and installed hydraulic brakes. Boy, do I wish I had them now. Especially the ’37. If they are UGLY, then bring on UGLY!

Dave Davis
Pahrump, Nevada

More 1944
Comments

Dear Jerry,

I just finished reading the September/October 2006 V-8 TIMES. Again, it was a very excellent issue that I enjoyed reading from cover to cover. I have just one more comment about the 1944 Ford in the July/August issue and the comments in the September/October issue.

This time I would like to use the book EDSEL FORD AND E.T. GREGORIE by V-8 member Henry Dominguez as a reference source. By looking inside the Ford Motor Company Design Department during WWII, you will see that they could not have designed and produced a 1946 Ford before 1945.

Edsel Ford died on May 26, 1943. E.T. Gregorie was fired from Ford some time in June, 1943. Gregorie had been working all the time before being fired on the new cars to be produced after WWII. These cars were to be all new and not face-lifted 1942 Fords. They did not look like the 1942 Fords in any way.

Henry Ford II was released from the Navy in early August, 1943. Henry Ford II re-hires Gregorie in April 1944. Notice the date that Gregorie came back to work for Ford. Gregorie told Dominguez that he started to draw up a rough draft of the grille for the 1946 Ford at 10 am in the morning. Gave it to the design staff and told them to make it fit the opening ASAP as the production people needed it right away. Then he went home for lunch.

The reason that the new 1946 Ford that Gregorie had been working on during WWII was not put into production was that the engineering department had not finished work on the new suspension system in 1945. So the decision was made to face-lift the 1942 Ford to be the 1946 Ford. Gregorie could not have designed the 1946 grille before April 1944.

Also, the last serial number for the 239 cu. in. engine for 1942 is 99A-539426. The first serial number for 1946 is 99A-650280. That leaves
110,854 serial numbers between 1942 and 1946. These numbers could have been used for trucks and busses Ford allowed to be built in 1944 and 1945. Plus, the prototype and pre-production cars built before July 1, 1945.

I think Rusty Davis is right that Tom Blossom's 1946 Business Coupe. It could be one of the pre-production cars built before July 1, 1945. But also notice that the serial number falls in the serial numbers between 1942 and 1946. I think if Ford had built a car in 1944, they would not go 535,436 serial numbers into the future, if you use the last serial number for 1942.

I don’t mean to take anything away from John Kohler’s car. He has a real nice and rare 1946 Ford. In all my years in the V-8 Club, I have only seen DeLuxe Tudor and business Coupes from 1946.

I also think this has made for some great, friendly discussion. If John wants to still call his car a 1944, he has the right. My brother-in-law still calls his 1941 DeSoto a 1942. By the way, his registration was also from Pennsylvania!

Yours in V-8ing,

Fred Killian
Olean, New York

More Sep/Oct Comments

Re: V-8 TIMES Jul/Aug 2006 p.60
1944 Ford?

Having read this, I feel it might have been better saved for an April 1 issue.

Strange as it may seem today, Pennsylvania titles in the 1940s and 1950s identified vehicles by the year they were first registered in Pennsylvania, regardless of the build or model date.

The title shown is for a 1939 Mercury, if we are to believe the VIN shown.

Older titles did not have a place to show prior title state so that info would not have been available when the 2002 title was issued.

The title brand “A” indicates antique registration.

V-8 TIMES
Important Renewal Information

In order not to miss an issue, remember, if your subscription expires, you must renew by

Jan/Feb...... March 1 July/Aug...... Sept 1
March/April....May 1 Sept/Oct......Nov 1
May/June...........July 1 Nov/Dec........ Jan 1

Re: V-8 TIMES Jul/Aug 2006 p.35
1941-42-43 Fire Truck-Jerald Burns

Some observations and suppositions on your fire engine. As a pumper, it is a fire engine, not a fire truck.

Your chassis was most likely a very late 1941, but built as a 1942 using 1942 sheet metal in the absence of 1941. It was a cab and chassis unit. Painted Red. Delivered to Ward-LaFrance on a bill-of-sale as was customary. Frozen at the Ward LaFrance factory by the government after civilian production/sale of vehicles was halted Feb. 14, 1942. Completed by Ward-LaFrance in Olive Drab in 1943 for the Army Air Force (AAF) and shipped to the Port of New York (P.O.N.Y.). Probably repainted Red after its military surplus auction.

Sources of additional information:
www.wardlafrance.com
John Burzichelli 856-423-8910 NJ
National Archives, Washington DC.

Andrew M. Harvey
Clarion, Pennsylvania
Editor’s Note: In recent issues you have read the plight of Alex Kondratjev, our single Russian V-8 member and his desire to restore a 1937 Ford. V-8er Dick Harris renewed his membership for three years. Subsequently, Dick received the following e-mail and photos. Due to the expense and difficulty of finding parts, the 1937 Ford has been sold to another car collector who plans to restore it. Maybe we’ll have TWO Russian members shortly. - Jerry Windle, Editor

I think he will be your new member!
My membership in Club was expire in Summer. And I will cannot be the member without Ford V-8. (That’s NOT true. Editor)

To restore the car – only the first problem. The second problem in our state – to save the car in good condition. One man, who fixed the Mercedes – 1948, told me, how he was forced to sell his retro-car because there were many attempts to steal the car.

Dick! I have one question to you. Dasha and me have now the passports for foreign trips. Can you make the call for us that we can get the visa and visit you?

May be we will can drive your old Ford? :-) 
I’m sending to you Hello from Dasha, Larisa and Maria!

Best wishes!
Your Alex.

Looks like Alex may come to visit. I’m sure Dick will put him behind the wheel of a V-8 or two! - Jerry Windle, Editor

Right-Hand – Left-Hand Drives

I enjoyed the article on the right-hand left-hand drive Fords. Many years ago I bought a steering shaft and worm for a 1939 Mercury. It was marked 99A and the shaft was right.

A few years back, I went to use it and checked the parts book for the number marked on the worm. It was marked “B,” all 1937-48 marked in the parts book were “82” or “18.” Something wrong here.

I got to comparing worms and sure enough, it is a left-hand thread. Would not this be right in a left-hand drive car - turn right, go left; turn left, go right? It is for sale just in case someone might be in the market for a right-hand drive worm.

Roger Owens – Downey, California
Hi Jerry,

I ask for Dave Cole, since he has written the story around the Four bearing Ford V-8 in the September/October V-8 TIMES. If he had an E-Mail I would have sent those pictures to him, but instead I sent them to you.

Here is a picture of a “54F” Engine, which are staying in France and this Chardin is before a President of the Vedette V-8 Club in France.

Best V8 Greetings from Ola

Hi Ola,

I got your letter today, including this quite interesting article about the 4-bearing V-8 Ford by Dave Cole.

In the meantime, I had required further information where I had been signalled there stood such an engine. Here are the photographs I have received. They do confirm what Dave Cole writes, not only for the bearings themselves, but also for the exhaust system, with valves placed another way compared to the “classical” V-8. The “54 F” mark is clearly indicated.

I will discuss it further with the owner, whom I’ll meet next week-end when all responsible of the Club gather to settle next year’s prospects and establish the Club’s policy.

He agrees to provide me with photographs of the lower part of the engine, when he has time to put the oil sump aside. Then we’ll definitely see what it looks like!

Christian

Good ol’ Ford 1941 fire truck and a donor Ford 1935 truck. They came from Ada, Oklahoma Fire Department. Old 41 is pretty much all there, engine is complete, turns over real smooth probably would run. The 1935 is a rolling chassis, good front fenders and grill, no engine, nice looking rear ends in both trucks. - eBay listing. Starting price was $1,400 for both! Buy It Now price $1,800. No takers. Did not sell.

They’re Still Out There!
2007 National Meets

Northern Virginia Regional Group Presents

Virginia Celebrates The Ford Eastern National
May 31 - June 4 Fairfax, Virginia
Registration: John & Patty Girman (703) 242-1459 E-Mail: jrgplg@aol.com

Palomar Mountain V-8s Present

V-8 Diamond Jubilee ‘07
Western National
June 11-15
Temecula, California
Contact: Norm Petrucci 2500 Bending Oak Ct., Temecula, CA 92562 (951) 600-1266 E-Mail: ndpetrucci@verizon.net

Twin Cities Regional Group Present

Great River Rendezvous
Central National
July 16-19
Winona, Minnesota
Roger Wothe - 2007 Central National Meet 133 Grove Lane Wayzata, MN 55391-1618 E-Mail Info: WLGillies@juno.com

International Meets

Australia
2008 Ford V-8 Meet
11th National Event
Bendigo Exhibition Centre
Bendigo Showgrounds
June 7-8 2008
Early Ford V-8 Club Vic Inc 1932-1954 Info: phibbert@swiftdsl.com.au

Scandinavian
2007 Ford V-8 Meet
June 29 - July 1
Stallheim, Norway
Info:olasfordv8@c2i.net
1942 Ford Fire Truck

Michael Timmermans' 1942 Ford Fire Truck was acquired from a Fire Museum.

Enclosed is a photo of my 1942 Ford Fire Truck taken in front of the Ford Plant on West River Road, St. Paul, Minnesota. (Due to close operations in 2007-2008).

I am a member of the Twin Cities Regional Group #6. I also own an unrestored 1934 Fordor Delux with 77,000 original miles.

In 2004, I was told by a fellow TCRG member about an early Ford V-8 fire truck from the Minneapolis Fire Department that might be for sale. It took me three weeks to locate the truck and when I saw it, I knew I wanted it.

An offer to purchase was completed in February, 2004 from Bill and Bonnie Daniels with the Firefighters Hall and Museum in Minneapolis. Storage in the building had been lost after some 20 years and space was limited in the museum, thus the sale of the fire truck.

The Minneapolis fire department bought the truck in 1942 and put it in service in 1943 at station #1 located in the downtown area. It was not used very much. About 1978, it was given to the Minneapolis Fire reserve and converted to a DC Generator and Light Truck. It also pulled a four-wheel trailer with an eight-million candle power searchlight beacon on occasion. It was eventually given to the Fire Museum where it had been stored for over 20 years.

When I bought the truck it had 4,900 miles on the speedometer. (Not unusual for a fire truck.) I have recently reached the 7,000 mile mark.

The truck started right up but needed one piston and a rebuild of the hydraulic brake system. The frame was cleaned and painted under the truck. The body is original and the glass is good. The truck runs really good – remember, it's only got 7,000 miles on the speedometer.

It has been such a joy to own the truck. We use it for club events, parades and car shows and always draws interest wherever it goes.

The siren is the greatest!

Michael Timmermans
Forest Lake, Minnesota

1939 Ford Standard Tudor

Gary Mantione of New York posed his family with his 1939 Ford Standard Tudor for this Christmas card.

I purchased my 1939 Ford Standard Tudor in the fall of 2003. Every year around Christmas, we receive cards with the same old family photo of the kids sitting by the fireplace with the family dog, and all of them wearing Santa hats. I've been guilty of doing the same for many years.

But this year (2003) was going to be different. I wanted to include my newly purchased Ford into the picture. One day I happened to be watching Bonnie and Clyde on TV, and that's when it came to me. A 1930s gangster scene would be perfect.
I borrowed a Santa suit, fabricated a Tommy gun from wood and shot this photo. I used it as my Christmas card in 2003.

My son Gary is the gangster. My daughter, Shannon, is the accomplice and my wife, Cindy, is Santa (just stuffing the suit). Needless to say, it was a big hit with family and friends.

Gary Mantione
New York

2007 Western Meet
V-8 Diamond Jubilee

The Palomar Mountain V-8s Regional Group wishes to remind all members that the Western National Meet for 2007 - The V-8 Diamond Jubilee '07, is just around the corner - scheduled to take place June 11-15.

Early registrations are very active, and all daily event plans are in place. Registration forms can be obtained from Registration Chairman Norm Petrucci by calling Norm at (951) 600-1266, or E-Mailing him at:
ndpetrucci@verizon.net

Also, our 24-month V-8 calendar is now being offered at half-price. Please look for the half-page ad on page 44 in this issue!

See you at the beautiful Pechanga Resort and Casino in Temecula next June!

JAY HARRIS, Chairman
V-8 Diamond Jubilee
2007 Central Meet

GREAT RIVER V-8 RENDEZVOUS

Members of the TCRG have been making great progress in planning and putting together what is looking like a wonderful Central National Meet for 2007.

The dates are July 16-20, 2007 and the location is the picturesque old river town of Winona, Minnesota. Winona is nestled between the bluffs and the Mississippi River. It is the home of Watkins products, and is the stained glass capitol of the country. It is conveniently located in the SE corner of Minnesota, and is only 30 miles from LaCrosse, Wisconsin along US 61.

This area is known as one of the most scenic in the mid-west.

We have lined up a very nice headquarters hotel. It has everything we need either on the premises, or nearby. It has banquet facilities, meeting rooms, lounges, a pool, restaurant, bar, deluxe continental breakfast daily, and nice rooms with many suites, and all for only $76 per night per room. We will virtually "own" the entire hotel for the length of the meet.

Overflow rooms are available at a nearby hotel, and there is even a WalMart nearby for those that want to utilize their mobile homes. We have also arranged trailer parking space for those staying at the host hotel.

We will have the usual Meet activities such as seminars, swap meet, Concourse, meetings, etc., of course, and we have some very interesting special events planned.

One of these is a dinner cruise aboard the riverboat Julia Belle Swain, an authentic paddle-wheeled steamboat. Space is very limited on this cruise, so be sure to register for it early!

Another special event that has just been lined up is a tour of Elmer's Auto and Toy museum. This is a place that you will NOT want to miss. Elmer has over 100 antique cars, motorcycles and scooters, over 700 pedal cars and lots, and lots, and lots of toys. This place will amaze you.

We also have arranged a lunch at the Monarch Tavern in Fountain City, Wisconsin. This historic tavern still features the original hand carved oak back bar, ornate pressed tin ceilings and 100 year old tables and chairs.

A Concourse alternative event will include a bus tour of historic stops in Winona, including the historic Watkins factory and buildings utilizing stained glass.

The Concourse will be held in a park on the shore of Lake Winona, a wonderful photo setting with Sugar Loaf straight across the lake from us.
These are just a few of the highlights planned, and of course they are subject to change. Check out our website for all the latest details at:

www.tcrgv8club.org

Dennis Carney
Your Meet Correspondent

Auburn Motorfest III
September 5-8

Come to Auburn, Indiana home of the Early Ford V-8 Foundation and Museum and enjoy four wonderful days in fellowship of Flathead Fords in the historic Indiana countryside.

Tentative plans include: DeBrand Fine Chocolates tour; Spangler Store and Museum (home of Dum Dum suckers); Fort Wayne Firefighters Museum; Lincoln Museum; Sechler’s Fine Pickles; Indianapolis Motor Speedway; Chevrolet Production Plant; Kruse Automotive and Carriage Museum; WWII Victory Museum; ACD Museum; National Automotive and Truck Museum; Downtown Auburn Show and Shine; Celebration Banquet and much, much more!

Join us in Auburn during this 75th year anniversary of our beloved Flathead Ford Engine. We promise you a fun filled, non-competitive event which lets you see Auburn, the Early Ford V-8 Foundation’s Museum site, and enjoy fellowship with your V-8 friends.

Host Hotel: Comfort Suites (260) 920-7600 $65. Other hotels in the area are available.

Contact Information: Jerry Vincentini/Connie Francis for information (402) 238-2842.

(All tours mentioned subject to scheduling, some sites maybe unavailable due to circumstances beyond our control).

The Early Ford V-8 Foundation is a non-profit 501(C)3 organization.

**Dues Are UP!**

Don’t forget.

Membership dues for the Early Ford V-8 Club were raised, effective October 1.

Dues are now $35 for a single membership and $38 for a joint membership.

The three-year membership is now $100, single and $109, joint. Are your dues current?

**1935-37 Ford Visor Vanity Mirror Kit**
$45

**1937-39 Ford Replica Bulb and Fuse Kit**
$30

**1937-51 Ford Pickup Polished Stainless Steel Cowl/Kickpanel Cardboard Retainers – Pair**
$45

**1938-41 Ford Visor Vanity Mirror Kit**
$45

**1939/40/41 Ford Antique Front/Rear Gravel Deflector Pan**
$150

**1939/40/41 Ford Smooth Street Rod Front/Rear Gravel Deflector Pan**
$150

**1940 Ford and Mercury Accessory Grille or Trunk Bumper Guard Stiffener Kit**
$60

**1941 Ford Super Deluxe Accessory Grille or Trunk Bumper Guard Stiffener Kit**
$50

**1941 Mercury Antique Gravel Deflector Pan**
$150

**1941-43 Woodie Wagon Rear Gravel Deflector Pan**
$350

**1942 Early 50s Ford Visor Vanity Mirror Kit**
$45

**1942-46 Ford Front License Plate Bar Only/or with NOS Bracket**
$115/140

**1942-46 Ford Front License Plate Chrome Bar Only/or with NOS Bracket**
$140/165

**1949-51 Ford, Mercury and Lincoln Rubber Door Seal Metal Retainers - 2 Door/4 Door**
$60/70

**1949-51 Ford Closed Car Bright Aluminum or Polished Stainless Inside Quarter Panel Upholstery Retainers – Pair**
$55/60

**1951-80 Universal Visor Vanity Mirror Kit**

$110

$35
Caster – Camber – Kingpin
Inclination – Toe In...these angles together with the front end aligned correctly, allow our classic Ford vehicles to track down the road - front and center.

What is all that geometry, anyway?

Steve can explain it better than I can. I never could be quick and accurate aligning a car front end, but Steve could do it well and he was good at “show and tell.” Steve was my mechanic friend when we both worked at a new car agency years ago. He did the alignments and also front-end repairs when needed. He was quick. He understood.

Well, here is what he told me....

Caster angle is the trailing action of the front wheels, just like your furniture caster wheel. On the transverse spring, solid axle design of the early Fords, the radius rods hold the caster correct.

With this angle, the front wheels want to track forward while driving down the road.

Camber angle is the tilting of the front wheels from the vertical. The wheels are outward at the top. When the car is rolling with passengers and their stuff, the load just about brings the wheels to vertical.

“What about Kingpin Inclination?”

The inward tilt of the kingpins really helps with steering the car forwards down the road.

“Yeah, how?”

This angle is desirable because it helps steering ability. It tends to return the wheels to the straight-ahead position after a turn. Recall how a steering wheel returns almost automatically in your hands.

I suppose you didn’t know this – the front end is actually LIFTED UP (because of the inward tilt) and allows the weight of the car to settle down and return the wheels to center again – the steering wheel again rotates all by itself in your hands.

Toe-In is the pointing inward of the front wheels. The distance of the front of the wheels is less than the distance at the rear of the wheels. It is only about 1/16-inch difference.

The wheels, when rolling, tend to track outwards, so this toe-in corrects for straight ahead wheels while driving. The crown of the road and rolling forward cause the front wheels to want to toe-out.

“Steve, what about Kingpin Inclination?”

The inward angle of the steering arms that the tie rods connect to our V-8 cars. Non-adjustable, the arms are designed and assembled at the factory in production.

Don Cunningham

Don Cunningham's TECH FACTS

Courtesy BIG VALLEY RUMBLE

Terry Davis, Editor

Big Valley Regional Group

November/December 2006 15
When it comes to saving Ford history.....
The Early Ford V-8 Foundation is there!

Since 1992, the Early Ford V-8 Foundation has been working hard to preserve all things Ford from 1932 to 1953. Its huge collection is the largest in the world, and getting larger all the time. So large, in fact, that we need to build a new home to house it all.

This is where you come in. You've enjoyed the Flathead V-8 hobby for years. You've gotten much pleasure from collecting the cars and parts. The memories will be with you forever.

It's now up to us to see to it that this outstanding collection remains intact and placed in a home where all of us can see it, touch it, study it, learn from it. Where we can show future generations why the Flathead Ford V-8 is so important and why we should keep its memory alive.

If you've been looking for a way to "Get Involved" and "Give Something Back"—Your search is over!

Members Needed

Belonging to the Early Ford V-8 Club does NOT make you a member of the Early Ford V-8 Foundation. They are separate organizations. The Club is comprised of over 9,000 members; the Foundation, much less. We think all Club members should consider joining the Foundation and help make the dream of a new home for our collection a reality.

We are well on our way to having our new home. Thanks to its members, the Foundation has purchased 2.5 acres of prime land in Auburn, Indiana. Plans have been drawn up for a world-class museum worthy of displaying our collection. You can be part of this exciting venture by joining the Foundation and learning all about this enormous and important project.

Please contact us at www.fordv8foundation.org; call 1-888-229-1042; or write Early Ford V-8 Foundation, P.O. Box 31403, Rochester, NY 14603

16 November/December 2006
Rims vs. Radials
Old Wives Tale or Fact?

"Rims can crack from the extra stress placed on them from radial tires."
Fact or fiction?

No one has ever identified or explained how a radial tire can actually cause additional stress on a rim. I believe this myth is backwards. I believe radials cause less stress on rims than the old rigid bias ply tires.

Because of the Ford-Firestone problems of 2003, the Department of Transportation has created the new FMVSS 139 (Tread Act) for the purpose of "estimating new and more stringent tire performance requirements that apply to all new tires for use on light vehicles." Here is the DOT's assessment of the differences in performance characteristics between bias and radial tires.

"A bias passenger car tire carcass is typically made up of two or four plies of cord material that run from bead to bead at an angle of approximately 35-degrees to the centerline of the tire. Alternating plies are applied at alternating angles during the manufacture so that the cord paths of alternating plies crisscross.

This type of construction provides a very strong, durable carcass for the tire.

However, it has drawbacks. Because the ply cords criss-cross and all the cords are anchored to the beads, the carcass is stiff and relatively inflexible. This type of construction prevents the different parts of the tire from acting independently of another when forces are applied to the tire. As a result, a bias construction is susceptible to impact breaks because it does not easily absorb road irregularities." This causes more rim stress.

"By comparison, a radial passenger tire carcass is typically made up of one or more plies of cord material that run from bead to bead at an angle of approximately 90 degrees to the centerline of the tire.

As a result, the cords do not criss-cross. Because the cords do not criss-cross and because the opposite ends of each cord are anchored to the beads at points that are directly opposite each other, the radial tire carcass is flexible.

The radial tire is reinforced and stabilized by a belt that runs circumferentially around the tire under the tread.

Dick Flynn will be happy to answer your mechanical questions. Please enclose a SASE for your reply.

The COMPLETE COLLECTION of Dick Flynn's TECH TIPS is available in book form. Only $32.50.

Send your questions and/or orders to:

DICK FLYNN
1207 NW 73rd Street
Seattle, WA 98117
(206) 782-0249 (Summer) (808) 946-6104 (Winter)
This construction allows the sidewalls to act independently of the belt and the tread area when forces are applied to the tire. This “independent” action is what allows the sidewalls to readily absorb road irregularities without overstressing the cords. Impact breaks caused by cord rupture do not occur in radial-ply passenger car tires.

This “independent” action also allows two important things to happen during cornering: 1. The tread of a radial tire remains fully in contact with the road over the entire tread width, and 2. The ply cords and sidewall are able to absorb the cornering forces without exerting the twisting force on the beads that are exerted by bias constructions.”

Bill Chapman, President
Diamond Back Classic Tires

Tool Safety

A slipping wrench can cause the loss of some skin or even broken bones! A mushroomed head on a chisel or punch when hit with a hammer can send metal chips or sharp slivers flying off in all directions and most of the time they head for the eye.

A badly ground screwdriver can cause you to slip and poke a hole in your hand.

You should take time and inspect each one of your tools for indications they are unsafe to use:
1. CHISELS – Keep sharp to lessen pounding effort, also if end is mushroomed, grind off ragged edges.
2. ALWAYS wear safety goggles to protect eyes when doing an operation that might cause injury to them.
3. SCREWDRIVERS – Grind ends so that they aren’t rounded and they fit the slot snugly.
4. SOCKETS/BOX WRENCHES – Are there any cracked or badly worn sockets or box wrenches or open end wrenches that have spread open and result in a sloppy fit? They should be disposed of, they are not safe!
5. HAMMERS – Are any of the hammer heads loose on the handle? If so, either reset and tighten the hammer head with a new wedge or replace the handle.
6. RATCHETS – Ratchets with broken teeth are real bad and can be repaired with kits.
7. FILES – All files need handles. Never use a file without a handle since the file could grab and the pointed end could stab your hand.

I know a fellow that was using a screwdriver to pry under a car. The car was not jacked up high enough, he was in a bad position and the screwdriver slipped and poked his eye out. We get lucky a lot of times but sooner or later the odds run out and it is too late.

When tightening nuts or bolts you should remember that it is much safer to pull on a wrench handle than it is to push. If the wrench slips when pushing you could end up gouging arms or hands.

When drilling, always hold material being drilled firmly, preferably in a vise. If you don’t the drill bit may grab and bind the part causing it to spin out of your grasp — this could cause a torn hand or even loss of fingers.

Before using electrically operated portable tools or pieces of equipment, always make sure that it is grounded. Also make sure that there are no bare wires.

When using hydraulic or any kind of jack, be sure you have jack stands or solid blocks of wood, to rest the car on if the jack fails. Do not use concrete blocks of any kind. they can break and shatter, dropping the car on you.

Do not smoke or weld or cause any spark around a storage battery! A highly flammable and invisible hydrogen gas is being generated as the battery is charged and can blow up like a stick of dynamite. I know of four people that had this happen to them. They were lucky not to be blinded or burned.

When using compressed air, do not blow at your skin; an air bubble could go through skin into blood vessel and when it reaches heart causes possible death.

There are many others. I could go on and on. If a person will just think, use common sense, and don’t take chances, it would save a lot of injuries.

Any questions, contact
Dick Flynn

Joe Smith
Flathead & Street Rod Parts

Give us a call for your flathead, street rod and antique Ford parts from '32 '48. We have 40 years of hands-on experience and inventory all major manufacturers. And as always, fast dependable service and accurate technical advice.

404-636-4025 in Atlanta, Ga.
678-482-0035 in Buford, Ga.

“We’re your Flatheadquarters.”
The fasteners we're concerned with in our old Ford engines are bolts, studs, nuts, washers and a few cotter keys.

Ford was usually ahead of other contemporary manufacturers in metallurgy. The connecting rods with their integral studs are an example. Most fasteners used in the Flathead V-8s are equivalent to a current Grade 5.

When Ford changed head fasteners from studs and nuts to bolts, many of the bolts were marked as Grade 5, some as Grade 6. The standard marking for Grade 5 is three lines radiating from the center; for Grade 6 it is four lines. Grade 5 is medium carbon steel, quenched and tempered.

Because in the stock configuration the head bolts are threading into cast iron with minimal thread engagement, Grade 5 or 6 is reasonably adequate, in my opinion. If you can achieve more thread engagement, higher grades could have some benefit.

From an engineering standpoint, studs and nuts are much better than bolts, especially for cylinder heads. One obvious improvement is that the wear is on easily replaced parts instead of the block. Another advantage for our engines is that the threads in the block can be sealed against coolant leakage and that seal does not need to be disturbed to retorque or remove the heads. It is usually easier to obtain full thread engagement in the block with studs, as compared to bolts, and you can see the coarse threaded ends during that installation.

<table>
<thead>
<tr>
<th></th>
<th>Yield Strength</th>
<th>Tensile Strength</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade 5</td>
<td>90,000 psi</td>
<td>120,000 psi</td>
</tr>
<tr>
<td>Grade 8</td>
<td>120,000 psi</td>
<td>150,000 psi</td>
</tr>
<tr>
<td>8740 alloy</td>
<td>160,000 psi</td>
<td>190,000 psi</td>
</tr>
</tbody>
</table>

(Courtesy of ARP catalog)

Why do we torque fasteners?

If you use the correct torque, the fasteners will not usually vibrate loose, and you won't break them either. In the case of cylinder heads, the correct clamping force on the head gaskets is of critical importance.

The torque value is usually stated in foot-pounds or sometimes inch-pounds. One foot-pound is the torque exerted by one pound of force at a distance of one foot from the centerline of the fastener.

Ten pounds of force at six inches is five foot-pounds.

The inexpensive "bending beam" style torque wrench is quite accurate. If there is not damage to the beam and/or the pointer, and the pointer returns to zero on the scale, it is probably safe to use. The "clicker" torque wrenches are easier to use because you do not have to be in a position to see the pointer and scale during use. They have the disadvantage of not holding calibration as well, especially if they are treated roughly and dropped. There are some "clickers" on the market brand new that are not very close to correct. If you use a "clicker," have it calibrated annually.

Here are a few pointers from Smokey Yunick, Racing Hall of Fame mechanic, as reported in the ARP catalog.

There are many "little things" to consider.

1. When using a locking chemical for studs, bolts or even nuts, consider if you really need it.

You may write me: Red Hamilton,
22950 Bednar Lane, Fort Bragg, CA 95437
or you may e-mail (redswing@mcn.org)

You can now view Red's columns online at:
www.reds-headers.com

November/December 2006 19
2. If you are using a locking chemical, don’t force nuts off or studs out without a proper first step, like heat or a release chemical.

3. If you can’t easily screw a nut and bolt together by hand they shouldn’t be used.

4. Consider the importance in regards to how many exposed threads are left when fastener is set. Turns out this has a bearing on necessary torque and ultimate strength of the fastener.

5. Gradually try to understand and learn the difference in the various steels used in fasteners.

6. Turns out, the best way to consider a fastener is as a spring of correct elasticity for that specific job. Yup, a fastener works best when stretched a specific amount.

7. You have got to start studying fasteners just like you do pistons, cranks, rods, etc. There’s a lot to learn if you know what to look for.

8. The more you understand all the design limitations of fasteners, the better the engine durability will be.

9. If you can’t stretch the bolt enough, it can still fatigue, lose torque, or get loose.

10. Use a stretch gauge whenever possible. This is the only foolproof method of getting the correct clamping force.

11. Get access to a master gauge to check your torque wrenches. You’d be surprised at how many torque wrenches read incorrect.

12. Don’t forget that you’ll get different torque readings when using different lubricants.

13. Use ARP’s moly lube whenever possible.

Smokey Yunick passed away in 2002, but his wisdom lives on and some of it can be enjoyed in Smokey’s book, “BEST DAMN GARAGE IN TOWN.”

Red invites your questions and ideas for future columns on Flathead engines.

Contact Red at:
redswing@mcn.org or (707) 964-3230

Order now for Christmas delivery!

This pictorial history covers the evolution of the Ford dealership from 1903 to 1954. But most of the book covers the fabulous Early Ford V8 Era...a whopping 244 pages of Ford Flatheads! See your favorite Ford, Mercury, Lincoln and Ford tractor in the showroom, on the sales lot, and in the service department. This unique book is sure to be a treasured edition to your collection.

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Thank You V-8ers

Red Hamilton has sold Red’s Headers to Jim Davis of Palm Desert, California. It is now Red’s Headers And Speed Equipment. Jim and his wife Nancy are working with Red and Marilyn, learning the business.

The product line will have some additions and our historic level of customer service will be maintained.

Red and Marilyn thank everyone in the Early Ford V-8 family and hope that you will all welcome Jim and Nancy Davis of Red’s Headers.

Perhaps after the first of the year, Red will start building some engines and sell a few used parts under the new name of Red’s Old Car Parts.

Red and Marilyn

20 November/December 2006
On July 24, 1935, the Ford Motor Company began production of the strangest V-8 engine they ever built. Although it looked much like any other Ford V-8 engine on the outside, it had one distinguishing feature inside that set it apart from all other Ford V-8’s, and made it different from any V-8 built by any other manufacturer, too. It had four main bearings to support the crankshaft!

Engines of the V-8 configuration had been in production in the United States since 1915, and in the following twenty years, anywhere between two and 19 auto makers had offered such engines in their cars each year. Almost all of them had crankshafts with the conventional three main bearings, with the four front pistons connected to two crank throws between the front and the center main bearing, and the rear four connected to two throws between the center and the rear main bearing. Half a dozen makes had built V-8’s with only two mains, one at each end of the crankshaft, and two makes, Lincoln and La Fayette, had built the sturdiest V-8 layout possible, with the crankshaft held in five main bearings. In that design, each throw of the crankshaft has two pistons connected to it, and has a main bearing on each side of it. In those twenty years, 1915 to 1935, at least 34 manufacturers had produced V-8’s, all of which had 2-, 3-, or 5-main bearing crankshafts, but none had 4.

In the last seventy years, 1936 to the present, at least nineteen auto makers have built V-8’s, all of which had three main bearings until 1949, when Cadillac and Oldsmobile introduced much improved V-8’s with five mains, and after 1953, all the V-8’s produced in the U.S. had five mains. Again, nobody made one with four mains.

Even in the latter months of 1935 and the first half of 1936, when the Ford Motor Company had the V-8 with four main bearings in production, American motorists knew nothing about it. The Ford V-8’s in the dealers’ showrooms were all of the conventional three-main-bearing layout, just as they had been since the 221-cubic-inch V-8 was introduced in 1932. But the odd-ball V-8 with four mains wasn’t made for Americans; it was developed to be used in smaller cars that were to be produced in England and in France, mainly. Although it was designed in Dearborn and over six thousand of these engines were built there between the summer of 1935 and the spring of 1936, almost all of them had been shipped to Dagenham, England, or to Strasbourg, France, for use in production there.

At 136 cubic inches, this V-8 had less than two-thirds the displacement of the famous Ford...
V-8's that Americans drove, and it produced about 70% as much power. Calculated the British way, the engine developed 22 taxable horsepower. The French had another system, and they said the engine made 13 C.V., or cheval vapore. In the United States, the engine was regarded as putting out 60 brake horsepower, and the later derivative of this four-main-bearing V-8, when redesigned with only three mains and used in American production beginning with the 1937 models, was usually called the Ford V-8-60.

We went through all this in considerably more detail in the first part of this article, which appeared in the September–October V-8 Times. Toward the end of that article, a chart of 1932 to 1945 Ford engine types was described. It had been prepared by the staff at the Benson Ford Research Center, which is the correct name of what we used to call the Ford Archives, and it purports to list the basic description of both production and experimental Ford engines built during the years implied in its title. Actually, it seems to go no further than 1940, as there is no mention of the Mercury V-8, the 4-cylinder truck engine of 1941-42, or the Ford Six that was brought out in mid-1941, but it does offer a lot of information on the various configurations of the Ford V-8-60. There was no room in which to present that data in the first part of this article, so let's look at it here, rearranged so as to put the 4-main-bearing engines in chronological order, and then those with 3 mains:

<table>
<thead>
<tr>
<th>ENGINE BLOCK</th>
<th>ORIGINAL DATE DRAWN</th>
<th>NUMBER OF MAIN BEARINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>54F-6015</td>
<td>Dec. 10, 1934</td>
<td>4</td>
</tr>
<tr>
<td>54 -6015-AR</td>
<td>Mar. 18, 1935</td>
<td>4</td>
</tr>
<tr>
<td>54 -6015</td>
<td>July 2, 1935</td>
<td>3</td>
</tr>
<tr>
<td>54 -6015-C</td>
<td>Oct. 25, 1935</td>
<td>4</td>
</tr>
<tr>
<td>54 -6015-B</td>
<td>May 12, 1936</td>
<td>4</td>
</tr>
<tr>
<td>52 -6015</td>
<td>Sep. 23, 1935</td>
<td>3</td>
</tr>
<tr>
<td>52 -6015-AR</td>
<td>Sep. 23, 1935</td>
<td>3</td>
</tr>
<tr>
<td>52 -6015-B</td>
<td>May 8, 1936</td>
<td>3</td>
</tr>
<tr>
<td>52 -6015-BR</td>
<td>May 8, 1936</td>
<td>3</td>
</tr>
<tr>
<td>52 -6015-C</td>
<td>July 16, 1936</td>
<td>3</td>
</tr>
<tr>
<td>52 -6015-D</td>
<td>Nov. 16, 1937*</td>
<td>3</td>
</tr>
<tr>
<td>52 -6015-E</td>
<td>June 19, 1940</td>
<td>3</td>
</tr>
</tbody>
</table>

*As prepared, the chart gives a date of Nov. 16, 1931, for the 52-6015-D engine block. This is most likely a typographical error, so the suffix letters were normally issued in alphabetical order, so that Nov. 16, 1937, would make sense here. There was no 52-6015 engine block yet in 1931, so a later modification implied by the -D suffix would not be possible.

Obviously, the engines with the 54- (or 54F-) prefix are the V-8-60's with four main bearings, and those with the 52- prefix are the V-8-60's we are familiar with, built with three main bearings. Here we can see that the four-main-bearing engine went through four revisions in its short life, which helps to explain why the specifications for the engine, as given in the chart on page 25 of the September–October issue, kept changing, and we can also see that work on the more conventional 52- engine was started long before the last two revisions of the 54-engine were made. There is no plausible explanation as to why the 54-6015-B and -C engines were not designed in chronological order. The one with the -B suffix should have been designed before the -C, but the chart says otherwise. There is also nothing to explain why only the first design of the Model 54 engine has the “F” appended to it, indicating it was designed for foreign use. Were not all of those early engines designed for the French and British Ford plants? Why then don’t all the 54- designs carry the “F” to indicate that?

At any rate, now that we know that there was a Model 54 engine, and that it was the first design for a Ford V-8 with a bore of 2.6 inches and a stroke of 3.3, which is to say, the V-8-60, we can understand why Ford V-8-60 engine numbers, or serial numbers (which are the same thing on Fords) all begin with 54-, whereas engine part numbers in the parts books all start with 52-. This is consistent with Ford practice at the time. Once a series of engine numbers was begun, it continued as long as the basic configuration of the engine, and its bore and stroke, remained the same. So it was with the 221-cubic-inch V-8. The engine numbers that began in 1932 with 18-1 continued to the end of 1942 production, when the last Ford V-8 to be built before production ended at the outset of World War II bore the number, 18-6925898. The 1942 cylinder block was a lot different from the '32 block, but the bore, stroke, and basic layout were the same, so the 18- series continued for almost eleven years. The V-8-60 followed the same practice, but until you learn that there really was a Model 54 engine at the beginning of production on that engine, it just looks wrong. Many reference books show 54-6602 as the first Ford V-8-60 engine number, but that series actually began with 54-1. It’s just that 54-6602 is the lowest number in the 54- series that was on an engine made for use in the United States. Number 6602 was issued May 4, 1936, and that engine was used in a drive-away car built for Mr. Martin (probably Peter E., one of Ford’s production bosses), according to factory records. But many engines with higher numbers were shipped overseas, too.

You will notice in the chart above that the engine blocks all have 6015 as the basic part number. You will not find that number in a Ford parts book, though, as 6015 refers to just the bare cylinder block, and Ford did not sell them that way. The block was always sold as part of an assembly of parts, and a look at the 1937 Chassis Parts List, for example, illustrates this. The first items listed all have 6000 as the basic part number, which is described in each case as “Engine, transmission and clutch assembly.”
In this sketch, made by tracing the most salient parts of the factory blueprint of the 54F-6015 cylinder block, you're looking at the bottom of the block itself, and the journals for the four main bearings are pretty obvious. The two curved parts just outboard from the two front cylinder bores are the water inlets—pieces of tubing that turn 90° to duct the coolant from the bottom of the radiator into the water jackets in the engine.
Next are the 6005 listings, all of them said to be “Engine assemblies, less transmission and clutch.” After them come the 6010 entries, which are just cylinder blocks, with the studs, plugs and what-not, and after them, the 6012’s, which are rebuilt short blocks. If 6015’s were listed, they would come next, but bare blocks were not offered to customers, so they are not in the book. As a general rule, the lower the part number, the more stuff you got bolted onto the engine block!

Judging by the fact that four revisions were made to the original design for the V-8-60 with four main bearings, it is obvious that Ford’s engine designers really tried to get it right, but in the end, they abandoned that concept and redesigned the little V-8 like the larger one, with three main bearings. Since it was the only such V-8 engine ever attempted, one might easily wonder why Ford bothered with such an off-beat concept at all. If there is any explanation for it buried in the musty records at the Benson Ford Research Center or anywhere else, it has never come to light, but at least we can speculate on the reasons behind the four-main-bearing V-8.

Ford in Dearborn developed the little V-8 for use in Europe, initially, with the idea that Ford factories in England and in France would build their own engines once the basic design had been perfected. At the time the design work on the small V-8 began, late in 1934, Ford had been mass producing the 221-cubic-inch V-8 engines for nearly three years and had finally perfected the techniques required to pour such a complicated casting as a one-piece V-8 cylinder block quickly, efficiently and reliably. It had been very difficult. Perhaps Ford wanted to spare the foundries in England and France from having similar difficulties, and thus tried to make the small V-8 in a simpler fashion. The design with four main bearings would have simplified the coring of the exhaust passages through the block, as by running those cores between the first and second cylinders, and between the third and fourth cylinders on each side, there would be only two such sand cores on each side of the engine instead of the three that were necessary with the three-main-bearing design. Also, the welded-on water jacket plate forming the outside of the block, if it had been successful, would have simplified the casting of those blocks. This feature apparently was used on all the four-main-bearing engine designs and on this earliest of the more conventional three-main-bearing engines, too, but eventually was abandoned, as the welded plates tended to leak, and may not have offered as much structural rigidity to the cylinder block as did casting the block all in one piece.

It is also possible that some unacceptable vibrations in the little V-8 were caused by having an unequal number of cylinders between adjacent main bearings. V-8’s with three or five mains always have the same number of cylinders on each side of each main bearing, and inline engines are designed that way, too. There must be a reason.

Whatever the problems were, they were enough to kill the notion of building the small V-8 with four main bearings, and production on the Model 54 engines ceased in March, 1936, about eight months after it began. The list of 60 horsepower V-8 engine numbers in The Early Ford V-8 as Henry Built It, by Francis and DeAngelis, shows that 6,601 of these early V-8-60’s were built. As noted above, production of the new design with three main bearings began May 4, 1936, with Serial Number 54-6602.

One would think that at least a few of the early V-8-60’s with four main bearings would survive out of over six thousand built seventy years ago, but we know of none in Europe, where most of them were used in production. Oddly enough, though, two or more must be around somewhere in the United States! I saw them 33 years ago, I think, but I didn’t know what I was looking at in 1973.

In August of that year, the Early Ford V-8 Club of America put on its first Grand National Meet in Dearborn, Michigan, and I attended with Charles Seims, another Californian. After the meet we
toured Greenfield Village behind the Henry Ford Museum, and one of the things on our list of sights to see was the old sugar mill, or Sorghum Mill, as it was called in the guide book. Rumor had it that if you peered through the big windows of that mill, you could see a great number of experimental Ford engines of various kinds, simply being stored there for want of a better place. The mill was easy to find, just a few steps beyond the Gate Lodge Entrance, so we looked through the glass and there they were, scattered all over the floor in there. Plenty of light streamed through the windows, so Charlie took some photos, and at least one of them shows what certainly must be a Ford V-8-60 with four main bearings. For one thing, it had fifteen studs and nuts to hold the cylinder heads on, just as we saw in the sketch made from the engineering drawing in the first part of this article. Also, the exhaust manifold was a simple Y-pipe, connected to just two exhaust ports, another hallmark of the four-main-bearing V-8. This may have been one of the later versions of the engine, as the water outlets at the fronts of the cylinder heads are designed to accept a bolted-on manifold, whereas the earlier engine had cylindrical water outlets molded into the cylinder heads.

Not long after our visit to the sorghum mill in Greenfield Village, the November-December, 1973, Special Interest Autos magazine landed in subscribers’ mailboxes, and in it was an article about those same engines in the old sugar mill. It was accompanied by many photos and a list of the engines, of which there were 49 with records, specifications and special features noted, and a dozen more that could be identified but had no records. The article said the engines had been acquired by the Ford Museum on permanent loan from the Ford Motor Company in 1955, and had been stored in other locations before being stashed in the old mill in the Village.

Each of the 49 engines described in the list had its number painted right on the cylinder block or the bell housing or somewhere easily seen, and the numbers show up in some of the photos in SIA. One of them, Number 14, was described as an L-head V-8 of 136-cubic-inch displacement, with a bore of 2½ inches and a stroke of 3½/₆ inches. That's pretty close to the 2.6 and 3.3 inch figures given for the V-8-60, and indeed this engine is said to be a “60-hp V-8 with planetary transmission.” The engine in SIA’s photo appears to be one of the four-main types, as the heads have 15 studs and the exhaust manifold connects just two ports.

Another engine in the list, Number 33, is described as an L-head V-8 with just 126 cubic inches, with about the proper stroke for a V-8-60, 3½/₆ inches, but a tenth of an inch shy of the correct bore, with only 2½ inches. Nonetheless, it is said to be water-cooled and to have four main bearings. Two other engines, Numbers 35 and 36, have about the right specs for a V-8-60, but no information is given in the description about the main bearings.

Apparently the Ford Museum never figured out what to do with all those experimental and prototype engines, and simply sold them off in an auction several years later. Since it is very unlikely that anyone would buy such engines with the intent to break them up and junk them, somebody somewhere in this great country of ours must have those strange little V-8’s with four main bearings. Indeed, some of the engines from the sugar mill collection were displayed at the Western National Meet in Tacoma just last August, but it seems that no V-8-60’s with four mains were among them. Still, there’s hope that they will turn up, and maybe someday we can see and study the real thing—the only V-8 engines that Ford, or anybody else, ever built with four main bearings on the crankshaft.
All Early Ford V-8 Club Members Are invited

Nick Alexander Restoration
Seventh Annual Swap Meet, Car Corral and B-B-Q
Saturday • February 3, 2007 • 8 AM - 3 PM

Bring all those quality cars and parts from your last restoration – the car you were going to restore and never got around to or your Dearborn Award Winner. The success of this event depends on you! Bring quality parts to sell or lots of $$$ to buy same.

We open at 7 AM for vendors set up and 8 AM for buyers. Lunch is served at noon and we’re done by 3 PM.

Please RSVP to: naibmw@aol.com to reserve a swap space or to sell your car.

Please, no pre-teen children.

Nick Alexander

There will be a $15 admission fee with 100% of the proceeds donated to the Family Life Center at St. Francis Hospital in Lynwood to purchase equipment for the Neonatal ward.

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Los Angeles, CA 90031
In January of 2005, the Western New York Regional Group #3 was granted hosting of the 2006 Eastern National Meet. Bob and Judy Malley, members since 1967, were chosen as co-chairpersons. They decided that it was about time the ladies of the V-8 club be recognized for their support of the men who love those Ford V-8s.

The decision was made to acknowledge them for their patience, understanding and companionship. So the theme “Sweethearts and V-8s Mix in 2006” set the stage so that the entire event centered around our female companions.

The Malleys, committee heads and other members met each month at the Holiday Inn in Batavia for 18 months, planning the event. And what a wonderful crew we had.

So with our 1948 COE Ford tractor trailer loaded with tents, cases of shirts, hats, trophies, snacks, a skid of bottled water, signs, traffic cones, and registration packets, we headed for Batavia for the 2006 Eastern National Meet.

Sunday - On Sunday, July 12 members of the WNYRG #3 set to the task of transforming the Batavia Holiday Inn into a veritable Ford enclave.

Like circus roustabouts, the “Welcome” sign was installed, tents were raised, the hotel lobby turned into a Ford showroom, the Concourse laid out, the Chinese Auction prizes set up, the Hospitality room was set up with snacks, cookies, baked goods, and Pepsi products in anticipation of the many members arriving the next day. Milly and Frank Scheidt set up the Registration room and had everything in order so that Monday morning registration proceeded with swift order.

Monday - Monday morning, the members started arriving. The Batavia Holiday Inn is an ideal venue to hold a car show. The parking lot holds over 600 cars, and is large enough to hold...
the Concourse and flea market on the same field. For those who were staying at other nearby hotels, a “Sweetheart Shuttle” was provided to make the rounds to take people back and forth to the host hotel. The flea market opened with brisk activity, the car clean up area opened and operational check, under Arel Brown's supervision, began the day.

With the capable guidance of our banquet chairperson, Barbara Comunale, we had our first gathering of the clan with a chicken Bar-B-Que. A resounding success, the delicious meal was followed with a “rhythm and blues” band called the Coupe de Villes, that provided a great background as members renewed old friendships or made new friends.

Tuesday - On Tuesday, more members arrived, the flea market was in high gear, and many participants that arrived on Monday were out touring the beautiful countryside of Western New York. Mac’s Ford Parts from nearby Lockport, held a seminar about their upholstery line to an overflow crowd.

Since the theme of the National Meet was dedicated to the women of the club, a quilt seminar was provided by an internationally famous quilter, Zylpha Siudara. This 88 year old woman gave a lighthearted discourse on the finer points of her craft and to the delight of her audience, passed her quilts out to them to touch and examine the craftsmanship of each of these magnificent artifacts. We also managed to squeeze in the National President’s meeting, an Early Ford V-8 Foundation membership meeting and a Judges/Owners meeting to thoroughly round out the afternoon.

The evening meal was our “Welcome” get together. The club decided to have a “Picnic” style meal with sandwiches, many types of salads and veggie plates and a spectacular chocolate fondue dessert table. After the meal, the Dady Brothers, an Irish troubadour team, entertained us all, as they did 25 years earlier, when we last hosted a National Meet.

Wednesday - Wednesday morning, the heavens opened up and we experienced a torrential rainfall. This was the “Day of Judgment” and any chairman’s greatest fear had become a reality. At the Judge’s breakfast, it was announced judging would be delayed until 10 am to see if the rain
would desist. At 10 am, National Chief Judge Jerry Vincentini and Meet Concourse Coordinators, Lee Shanks and Russ Smith, surveyed the field and concurred that in the best interest of the event, judging would be postponed until the next day. Those who had planned to leave on Thursday were allowed to bring their cars under the portico of the hotel and have them judged. The rain persisted until late afternoon, with a total of almost two inches falling.

Wednesday was also the day of the two major tours of the meet. Since the meet was dedicated to the women of the club, Pat and Fred Salsburg, tour coordinators, provided a ladies luncheon at the historic Roycroft Inn in East Aurora, which was the center of the birth of the “Mission and Arts and Crafts” movement in the US. Each woman received a gold heart pin as she boarded the bus. A tour of the Inn was given and an outstanding lunch was provided with a fashion show by Shoe Bag, a local woman’s store in town.

During the day, Cliff Moebius coordinated a very nice memorabilia display to the delight of the participants. That evening a tour to Niagara Falls and its gambling casino took 150 people to this famous area.

**Thursday -** Thursday morning broke with the sun shining brightly and the cars started arriving on the Concourse. The judges set to the task of examining the beautiful array of Ford V-8s. What a sight to see, 211 immaculate V-8s all lined up by model year!

Since we had postponed judging by a day, the tabulation of the judging sheets put tremendous pressure on the tabulation team as they raced before the awards banquet, and on the trophy Chairperson, Jerry Markham as he worked to make sure we had the correct number of each trophy needed. They are to be commended for accomplishing such a daunting task.

During the meet, tickets were sold for the three major raffle prizes. Tom Stewart of Flathead Sales, donated a winner’s choice of either a 21- or a 24-stud rebuilt engine, Milly Scheidt donated one of her quilts that depicted a V-8 vehicle from 1932-1953, and the meticulously detailed 1:24 scale Ford Showroom model made by Ann Marie Ramsburg.
National President Tom Johnston holds President's Meeting.

Ellen Albanese and Alice Schwendler in the Sweetheart Shuttle.

Mac's Antique Auto holds seminar on auto upholstery.

Fenders, anyone?

The Chinese Raffle Room.

How sweet it is! Swap meet as seen from an early Ford V-8!

Louie Buccini (c) and Bob Malley (r) sing with the Coupe De Villes
Gerry Markham and Mark Moriarty had a flathead-powered industrial display on the Concourse, including the Schramm Trailer-Mounted Air Compressor (r).

Pat McFarlane and his wife, Margaret at the Barbecue.

What’s a meet without a “parking lot” repair? Ray Beebe replaces a broken axle on his 1953 Ford Convertible. He had a spare in the trunk. He WAS prepared!

A “Different” view of our beloved V-8s.

“Ford Trucks” neon for sale in Swap Meet area.

Ford Test Set owned by Louie Buccini on display at the Meet hotel.

Swap Meet
Thursday’s banquet was a sight to behold. The Holiday Inn set up a spectacular event that was breathtaking. With white tablecloths, Ford blue napkins, Blue 1941 Ford Pickup Trucks filled with Blue and Yellow flowers as centerpieces and a chocolate heart with the V-8 logo at each place made a beautiful setting for the event. With National President Tom Johnston and his lovely wife Pam as guests of honor, a delicious meal was presented to the members.

After the dinner, Tom presented the President’s choice award to Pat Rooney of Ohio for his 1937 Ford Cabriolet. He also acknowledged four people for their contributions to the Ford V-8 Club. They were:

1. Steve O’Grady and Marion Heusinkveld. Steve is the 19 year old who restored a 1952 F-1 Pickup with the help of Marion, 76 years young, as his mentor.
2. Jordan Keesling, 12-year old grandson of Ron and Shirley Stauffer, who was a Youth judge.
3. Layard Campbell, an 88-year old gentleman who drove his 1941 Convertible from Connecticut.
4. Cindy and Dave Coburn who restored the 1932 Cabriolet that was bought brand new by Cindy’s great grandmother.

Other special trophies awarded were: Longest Distance to Bobby York, 1940 Coupe; and Jimmy Gibson, 1953 Mercury Monterey. Both drove to the meet from the Dallas, Texas area.

The Hard Luck Trophy went to Al Gaal from New Jersey who had severe engine problems driving to the meet. The Sweetheart Trophy went to Ted Ristau for his 1946 Ford Coupe. This trophy was chosen by the ladies in attendance and some suspect that most ladies voted for Ted rather than his car. Guess all those hugs he was giving out paid off.

Under the guidance of Trophy Chairman Jerry Markham, Lee Shanks and Russ Smith presented the trophies with Jerry Vincentini and Tom Johnston congratulating each winner.

Mark Moriarty, President of the Western New York Regional Group, presented a watch and a bouquet of flowers to Bob and Judy Malley in appreciation for the dedication of 1-1/2 years spent coordinating this National Meet.

Friday - Friday saw the exodus of the hundreds of V-8ers assuring us that they had a great time.

It was only through the cooperation and dedication of the Western New York Regional Group members and members of other regional groups that this was all possible. Thanks to all.

Bob and Judy Malley
Members of the Piedmont Carolina Regional Group #52 attended the Eastern National Meet in Batavia, New York, and presented the second Bill Widenhouse Memorial Award. The award was first presented in 2005 at Hiawassee, Georgia, to Bob York.

Bill Widenhouse loved 1940 Fords and he loved to see them on the road. His family requested that our Regional Group present a memorial award for five years to a person that owns and drives a 1940 Ford and best represents the standards set by Bill Widenhouse.

This year’s award was presented to Sam Castle of Winnsboro, South Carolina. Sam owns a 1940 Ford and has driven it over 38,000 miles since restoration.

He drove from his home in South Carolina to Batavia, New York, for the Eastern National Meet, a distance of some 799 miles.

We also want to share something that happened at the Batavia Meet that highlights the importance of close friendships and connections made through our antique cars.

Last year’s award recipient Bob York was having problems with his 1940 Ford after driving all the way from Texas. For two days Bob had been trying to solve the starter problem he was having. The battery had been checked and seemed to be working fine. Sam Castle heard about Bob’s problem and checked the battery with a load on it and found the battery was bad!

Sam has an instrument he used to check the battery during the cranking process. When turning the starter, the battery was actually too weak. Sam saved the day (and the week) for Bob York and his 1940 Ford. Bob had left his test meter at home.

I judged 1940 Fords with Sam Castle and CT Edminston, President of the Piedmont RG #52 and Sam Castle of Winnsboro, South Carolina in front of Sam’s 1940 Ford Coupe. Sam won the Second Bill Widenhouse Memorial Award. He drove his 1940 Ford Coupe 799 miles to the 2006 Eastern National Meet in Batavia, New York.

Bob York in Batavia, New York, and they are two fine people. I feel that Bill Widenhouse would have been proud of both of our selections. Bill Widenhouse knew both of these recipients from previous shows.

We had 13 members of the Piedmont Carolina Regional Group attending the Meet in Batavia. We enjoyed the many events planned by the host Club as well as a few side trips. The tea and quilt afternoon and the visit to the casino and the Niagara Falls were great. A few of us were able to visit the Jello Museum and the “Grand Canyon of the East” at Letchworth State Park. Thank you Bob Malley and your great team from Regional Group #93 for all that you did to make this another great Eastern National Meet.

C. T. Edminston
Charlotte, North Carolina

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November/December 2006
National Chief Judge
Jerry Vincentini,
National Deputy
Chief Judge Cliff Green,
Meet Concourse Coordinators Lee
Shanks and Russell Smith,
Judging Standards Committee
Chairman John Griscom,
and the Judging Standards Com-
mittee thank everyone that vol-
unteered to help with the judg-
ing at the 2006 Eastern
National Meet held at Batavia,
New York. From Novice Judges to Deputy
Judges, your help is very much appreciated.

The Deputy Judges were: Charles Bailey, Arel
Brown, Waymon Brownlee, Rusty Davis, Craig
Gorris, Vernon Lehto, Larry Lethby, Fletchel Lit-
tle, Pat McFarlane, Mark Moriarty, Bruce Nelson,
David Rehor, Jerry Reichel, Ted Ristau, Don
Rogers, Bill Selley, Bob Vaccaro, Ted Wilburn,
and Bob York.

The Judges were as follows: Jim Bates, Ron
Billo, Dick Blunden, Foster Buchtel, Layard
Campbell, Ken Canankamp, Sam Castles, Wayne
Chandler, Dave Collette, Tony Comunale, Jim
Cracehiola, Bob Crager, Brian Donohoe, Carl
Dries, Hank Dubois, C. T. Edmiston, Lynn
Ewing, Don Fales, Pat Fenner, Dale Fisher, Dave
Fry, Al Gaal, Bob Galik, Kent Galow, John
Griscom, Steve Groves, Charlie Gunn, Wayne
Handy, Dick Heaton, Bob Helms, Jeep Iacobucci,
Donald Ingersoll, Fred Killian, Bob King, John
Knecht, Ted Kourdys, Justin LaChausse, Fred
Lindquist, Bill Matzel, Ed Mayfield, Thomas
McCarriston, Cliff Moebius, Gene Napoliello,
Bob Padovano, Cecil Polan, Donald Ramsburg,
Don Robbins, Pat Rooney, Herman Roth, Bill
Royer, Paul Sargent, Ken Schofield, Salvatore
Seda, Bill Simons, Don Singletonery, Richard
Slegel, Dale Smith, David Smith, Jim Snyder,
Joseph Sordillo, Tim Spencer, Ron Stauffer, Eric
Sumner, Larry Tanner, Bill Taylor, Martin Trout-
man, Joseph Vetter, Kas Von-Matt, David West-
strate, Dale Whited, and Gerald Yerger.

The Novice Judges were: Peter Adams, Jim
Borbas, Michael Caplan, Fred Cardell, Brandon
deWaal, Roland Fiester, Himmel Keith, Ronald
Mihalek, Bill Miller, Robert Snyder, and Herb
Zettlemoyer.

Working the Tabulation Room were: Deputy
Milly Scheidt, Pam Johnston, Bill O’Donnell,
Josie O’Donnell, and Frank Scheidt.

Youth Judges were: Justin Brownlee and Jor-
dan Keesling.

Hopefully I haven’t missed anyone, but if I
have, please contact me so I can keep the Judges
database current:

Jim Snyder, Secretary, Judging Standards
Committee, 14620 Eastbourne St., Waverly, NE
68462 or phone 402-786-2427.

My E-Mail address is jksny@charter.net.

Ron Stauffer’s 1952 F6 COE get the once-over by the
Commercial Class Judges on the Concourse. The rusty
box behind the cab is a London Call Box (Phone Booth).
Ron spotted the collection of Dave Salway and just
had to have it. - Photo by Shirley Stauffer

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2006 Eastern National Judging Results

Twelve year-old Jordan Keesling of Indiana – one of the “young” judges, works under the hood of this 1950 Ford.

DEARBORN AWARDS

1932 Ford Open
Patrick Penner 1932 Roadster Emeritus
David Berkeley 1932 Cabriolet Emeritus
Grant Oakes 1932 Roadster Medallion
Cindy Coburn 1932 Cabriolet Dearborn

1933-1934 Ford Open
Al Zimmermann 1934 Cabriolet Emeritus
Terry Irish 1934 Phaeton Dearborn
James Dorsey 1934 Phaeton 1st Place

1933-1934 Ford Closed
Don Sweigart 1934 3W Coupe Dearborn
Tony Comunale 1933 4 Dr Sedan 1st Place
Mike Caplan 1933 Coupe 2nd Place
Richard Blakesley 1933 4 Dr Sedan 3rd Place

1935 Ford Open
Arel Brown 1935 Phaeton 2nd Place

1935 Ford Closed
David Collette 1935 5W Coupe Emeritus
Tammy Morton 1935 2 Dr Sedan Medallion

1936 Ford Open
Bill Crone 1936 Cabriolet Dearborn

1936 Ford Closed
Le Roy Gearhart 1936 4 Dr Sedan Emeritus
Jay Rounds 1936 3W Coupe Medallion

1937-1938 Ford Closed
Lee Shanks 1937 2 Dr Sedan Emeritus
John Newton 1937 5W Coupe Emeritus
Bob King 1937 4 Dr Sedan Emeritus

1939 Ford Open
Bob Vaccaro 1939 Conv Cpe Emeritus
Jack Walker 1939 Conv Medallion
Alan Mattei 1939 Conv Sdn 2nd Place

1939 Ford Closed
Robert Snyder 1939 2 Dr Sedan Emeritus

1940 Ford Open
Ron Stauffer 1940 Convertible 1st Place
R J Schultz 1940 Convertible 2nd Place

1940 Ford Closed
Don Fales 1940 Coupe Emeritus
Le Roy Glauner 1940 Coupe Emeritus
William Horton 1940 Coupe Emeritus
Dick Blunden 1940 Business Cpe Medallion
Dannie Fahnstock 1940 Coupe Medallion
Bill Holland 1940 Coupe 2nd Place
Ron Billo 1940 2 Dr Sedan 3rd Place

1941-1942 Ford Open
Vernon Letho 1941 Convertible Emeritus
Layard Campbell 1941 Conv Coupe Emeritus
Fred Hosack 1941 Convertible 3rd Place

1941-1942 Ford Closed
John Brown 1941 Sedan Coupe Emeritus
Fred Killian 1942 Coupe Medallion
David Duda 1941 2 Dr Sedan 2nd Place

November/December 2006 35
<table>
<thead>
<tr>
<th>Model Year</th>
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<th>Model</th>
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| www.earlyfordv8.org

36 November/December 2006
TOURING AWARDS

1932-1934 Ford Open
David Smith 1932 Roadster 1st Place
Paul Sargent 1934 Cabriolet 2nd Place
Mark Moriarty 1932 Roadster 3rd Place

1932-1934 Ford Closed
Jim Brown 1934 2 Dr Sedan 1st Place
Charlie Gunn 1934 2 Dr Sedan 2nd Place
Pat McFarlane 1932 4 Dr Sedan 3rd Place

1935-1936 Ford Open
Richard Nalavany 1936 Convertible 1st Place
Richard Thorpe 1936 Cabriolet 2nd Place

1937-1940 Ford Closed
Joe Kozmic 1937 Ford Coupe 1st Place
Frank Vicente 1940 Coupe 2nd Place
James Parsons 1938 Coupe 3rd Place

1941-1948 Ford Open
John Woodruff 1946 Convertible 1st Place
Don Robbins 1941 Convertible 2nd Place

1941-1948 Ford Closed
Melvin Andreas 1948 Coupe 1st Place
Jeff Burton 1947 4 Dr Sedan 2nd Place
Neal Garland 1941 2 Dr Sedan 3rd Place

1949-1953 Ford Open
Ken Bounds 1950 Convertible 1st Place
Ken Schofield 1951 Convertible 2nd Place
Jerry Vincentini 1951 Convertible 3rd Place

1949-1953 Ford Closed
Joseph Williams 1951 2 Dr Sedan 1st Place
Larry Tanner 1951 Coupe 2nd Place
Gerald Yerger 1950 4 Dr Sedan 3rd Place

1932-1934 Station Wagons
Don Ingersoll 1953 Ranch Wagon 1st Place

1939-1948 Mercury
Andrew Harvey 1940 Mercury Coupe 1st Place

1949-1953 Mercury
Bill Webber 1953 Merc 4 Dr Sdn 1st Place
Rodger Reynolds 1949 Merc Sport Sdn 2nd Place
Gary Wilmer 1950 Merc Sport Sdn 3rd Place

1932-1953 Ford Commercial
Leonard Krebs 1942 COE 1st Place
David Cook 1941 4 Cyl Pick Up 2nd Place
Ed Hainke 1941 Panel 3rd Place

1932-1953 Station Wagons
Leonard Krebs 1942 COE 1st Place

1939-1948 Mercury
Andrew Harvey 1940 Mercury Coupe 1st Place

1949-1953 Mercury
Bill Webber 1953 Merc 4 Dr Sdn 1st Place
Rodger Reynolds 1949 Merc Sport Sdn 2nd Place
Gary Wilmer 1950 Merc Sport Sdn 3rd Place

1932-1953 Ford Commercial
Leonard Krebs 1942 COE 1st Place
David Cook 1941 4 Cyl Pick Up 2nd Place
Ed Hainke 1941 Panel 3rd Place

1932-1953 Station Wagons
Don Ingersoll 1953 Ranch Wagon 1st Place

1939-1948 Mercury
Andrew Harvey 1940 Mercury Coupe 1st Place

1949-1953 Mercury
Bill Webber 1953 Merc 4 Dr Sdn 1st Place
Rodger Reynolds 1949 Merc Sport Sdn 2nd Place
Gary Wilmer 1950 Merc Sport Sdn 3rd Place

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1941-1948 Ford Closed
David Stonebraker 1948 Coupe 1st Place

1949-1953 Ford Closed
Bob Padovano 1951 2 Dr Sedan 1st Place
Joe Zamborn 1951 Crestliner 2nd Place
Rick Slegel 1950 Coupe 3rd Place

1932-1953 Ford Commercial
Joe Novak 1940 Pick Up 1st Place
Bill Carley 1951 Pick Up 2nd Place

1932-1953 Ford Station Wagon
Al Gaal 1946 Station Wagon 1st Place

1939-1948 Mercury
John Hogg 1939 Merc Convertible 1st Place

1949-1953 Mercury
Robert Johnson 1950 Merc Coupe 1st Place

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38 November/December 2006
Text and Photos by Brenda Cross

Those clouds that make the horizons go on forever out west were the kind that made our return trip to our homestead all the more interesting. Of course when they darkened and rain conquered, the clouds were disliked instantly!

We ventured from the homestead headed for the 2006 Eastern National Meet early in the day (July 9) in our air-conditioned vehicle to meet the incredibly stalwart group from Connecticut. They were in those cars that our Club has made popular. There were two 1939s, one 1951 and one 1934. We eventually had more to add to this great fleet of vehicles - 1946 and 1941. Ted Ristau and Layard Campbell and George Strong as driver.

The diner where the first group had breakfast was a treat and then the following location had ice cream. There were many who found their tummies were too full to consume this dessert.

I think this is about where we found the 1946 and 1941 and they went quite a distance with us.

We stayed in an inn known as the Inn of the Finger Lakes in Auburn, New York Sunday night. It was there that we first saw Ginger and Craig Cribbins and Al and Sylvia Mackowski who also came modern, but drove the BIG highways and went at speeds the antique autos could not even dream about.

Of course we pulled up the rear and the stops for gas were mandatory and expensive! Eventually, using all back roads, we arrived at our location in Batavia, New York, and found the others who were admiring and enjoying antique vehicles.

Always know that this party is more than aware of the supreme work needed to produce one of these events and the thought that this one would not be of the highest order was soon squelched especially at the first night’s activity. The buffet with its surreal amount of food and the excellent music was enjoyed by those fortunate to stay.

Arel Brown and his lovely wife had zillions back after this event to enjoy snacks and alcohol (beer and wine), and it was obvious that many were there with smiles and many were from everywhere, so it was a grand time for all.

The Operational Inspection was manned early and all participated. For a week that was to be filled with rain, we were pleasantly surprised with a bounty of sun that seemed to encompass everything. This was Tuesday, July 11, 2006.

The ladies had an extra tidbit that they did not expect. The tea and quilt show was something that the few who attended will ever forget. The amazing humor and work-womanship of the speaker made us feel blessed to be where we were.

I hope if God is good enough to me to allow me to last till I am 88, I will be half the woman the speaker was!
The lines formed early for supper that night and the music started on time. This time we were allowed to enjoy the lyrics of two incredible Irish gentlemen while munching on sandwiches and so much more. It was a wonderful night for all.

Rain!!!

Cars covered in front of the hotel during rain spells.

Rain greeted all of us the next day (July 12, 2006) but it did not dampen the spirits of any. The judges still held a great breakfast and the women still left for East Aurora to view the Roycroft Inn. The women bustled about and, as always, could be heard everywhere until the lunch came and then their heads were bowed enjoying a sumptuous affair. We had been lectured and informed by a former school teacher about the Inn and shopped across the way at the little shops that encompassed the area. Soon the buses were loaded again and off we went to another area to shop.

Vidlers is a very unique shop with so many items that remind one of the past and things that "used to be." The prices are more than affordable so many found gifts and other items that made their trip worthwhile. Ice cream or candy was at Fowler's and many ran across the street (due to the rain) to enjoy the amenities of this wonderful establishment. We could view peanut brittle being made while slurping a chocolate milk shake and the candy was obviously purchased and quickly enjoyed!

There were many other shops but many found the need to re-enter the store of Vidlers and see what they had forgotten before boarding the bus back.

Some found that the casino beckoned and they went gambling the night away while others found friends and just enjoyed a dinner together.

Because of the rain, it was found that the judging was re-oriented for Thursday, July 13, 2006 but some (like us) found they could not participate so they ventured home.

I am overwhelmed by so much and that is difficult when one gets as old as I am, but please know that this was a Meet that was enjoyed by so many and the thought that those like Bob Malley who put their fleet of trucks for all to view and others just worked their collective tails off to make this a wonderful Meet. They should be congratulated for it as it was a Meet enjoyed by so many.

I bow in humble thanks and say hooray to all! - Brenda Cross
Every car has an origin. Built by Ford of Canada in Windsor, Ontario in pieces or "knocked down," this very appealing car was one of many shipped overseas to British Commonwealth countries as part of the labor arrangement with their assembly plants.

In this case, South Africa was the destination and the car was made right-hand drive. In 1934, the chassis was built to accept left or right hand exhaust too!

No history of the South African years are known, but the car became part of an extensive 50-60 car collection exported to the Eastern United States.

A collection of exotic and European cars alone, it's a bit of a mystery why a common Ford was included. But maybe, just maybe, it was one thing alone. This car was supercharged. From 1933-1939, McCulloch Corporation of Milwaukee, Wisconsin made these excellent units.

Boosting power from 85 hp to 124 hp was an outstanding achievement, but no mention of the cost involved is available, and the average person probably couldn't even afford one.

Found at the collection's liquidation auction by Rob Meyers of Chatham's R/M Auction Co., the car was noticed by Al Webster about three years ago on a delivery run.

Not to come home empty-handed, a deal was quickly negotiated and the prize trailered home. The car also sported some very scarce Clark split rim wheels with lock rings also made by Ford of Canada. The car was equipped with a set of 670 x 16 inch General tires, a size not usually found anymore.

For many years, Al has stored a NOS set of Goodyear 670 x 16 Double Eagle wide whites he found in Woodstock, Ontario, at an old establish-
ment. These tires really compliment the car and are also very scarce. Next to be replaced was the front seat with one that Al once more had salted away—just-in-case.

Finally, an old original interior from a hot-rodded Roadster was exhumed and now an authentic interior is once more.

Shown at the recent V-8 Eastern National Meet at Batavia, New York, where rain postponed judging day, Al had to hurry home early for an important Auburn-Cord-Duesenberg meet on the heels of the V-8 meet. As Gord Hazlett often states “pity!”

It would have been an interesting outcome, as the car drew a great deal of attention.

Vern Kipp, Editor
V-8 NEWS Southern Ontario Regional Group

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Some friends and I were talking about old cars. (Trucks, of course - I'm a truck fan.)

One of my friends mentioned there was an old “circus” truck parked by his brother’s house - been there for years!

CIRCUS TRUCK! That got my interest going full bore.

My ears went “automatic alert.” I found out where he lived, called and went to take a look. I was surprised.

The THING is big. It is approximately 10-feet tall, 26-feet long with tandem rear wheels. It is a 1937 Ford truck. There are two ramp doors for loading horses or elephants. (Well, an elephant might fit in there!) The floor is wood, maybe for the animals. Can’t imagine driving around with an elephant or two in the back end.

The body is aluminum, no damage, weathered but complete as you can see from the enclosed photos. Maybe some of our truck members can fill us in on unique vehicle or similar ones.

Oh yea, it is for sale! Might be something you can’t live without!

1937 FORD “Circus or County Fair” Truck. Tandem wheels, has not been run in 15+ years. Metal roof, NO leaks. It’s all there, ready to go.

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Need to haul some elephants around town in a rare V-8? Then this just might be the truck for you. Sounds interesting! – Jerry Windle, Editor
Concours d’Elegance
“IN THE MEADOWS”

Photos by Shirley Stauffer

Members of the Early Ford V-8 Foundation assisted with the Second Annual Kruse Concours d’Elegance “IN THE MEADOWS” held at the World War II Victory Museum show grounds in Auburn, Indiana.

The Labor Day weekend is known as the time of the Dean V. Kruse auction which takes place in Auburn and draws 300,000 car enthusiasts and 5,000 classic cars annually for a car corral and swap meet as well as the auction.

For the last two years, Dean Kruse has called on local members of the Early Ford V-8 Foundation to help with a Concours d’Elegance.

Why?

The Early Ford V-8 Foundation Museum will be his closest neighbor and many of car owners in the Concours were also Ford owners before they owned Duesenbergs, Cords, Auburns and other exotic makes of automobiles.

The Concours d’Elegance is growing and attracting high interest. Mr. Kruse provides a special area in the Concours for the 1932-1953 Fords and members of the V-8 Foundation provide assistance with registration, parking and other needs.

This year, V-8 Foundation member Mike Pitcher and his son won the V-8 class with the beautiful 1949 Ford they had restored themselves.

Foundation trustees providing assistance were Ron Stauffer from Indiana, Bill Tindall from Ohio and Ray Beebe from New York. Sylvia Tindall, Pat and Candy Fen-
ner and Lynn Ewing from Ohio RG 141 along with David Stonebraker and Donald Brown from Indiana RG 69 also assisted with parking and setup.

Shirley Stauffer and Mary Ann Ewing from RG 141 worked in registration.

This was seen as a way to increase visibility of the Early Ford V-8 Foundation and its museum which is located just yards away from the Concours grounds.

This event was held to benefit Turnstone and the Kruse Foundation Museums in Auburn, Indiana. There are three more major museums in progress to be constructed in Auburn, Indiana.

The keyword here is “three major museums.” One of these is the Early Ford V-8 Foundation’s Museum. Early Ford V-8 Foundation and Club members from the area volunteered to assist in setting up the show grounds and in other jobs as required. This to show support for the Early Ford V-8 Foundation.

As the Concourse grows, revenue from the show will be equally divided from the museums in the Kruse Museum complex, including the Foundations. This is a great way for the Foundation to support the Kruse Museum Complex and eventually benefit from this venue.

Next year’s Concours d’Elegance will be held on Sept 2, 2007 and is Celebrating 1957’s best autos. The Concours will be held just a few days before the Foundation’s Motorfest III beginning on September 5, 2007. For more details visit: www.fordv8foundation.org
Henry Ford Hospital, early 1950s.

Henry Ford Hospital Postcards

1922

1919

1955

November/December 2006
Henry Ford was not known for his charitable contributions in the common understanding of the term. That is, he was not known to write checks to the multitude of charitable organizations who were in a constant solicitation mode to fund their operations.

That is not to say he was an uncharitable person. Many of Ford's charitable acts were spontaneous as attested to by the stories of people in need being given extensive medical care, jobs, lodging and even cars.

As reported in a series of articles in The Detroit News following his death in 1947 by James Swienhart, "Charity," to him meant "to help people to a position in which they can help themselves." It went on, "If you give a man a benefit of any kind which, if he could obtain by his own effort, you don't help him; actually you hurt him. You decrease his initiative."

On other occasions, Henry Ford saw unfilled needs in the community that he felt should be addressed and one of his most dynamic and beneficial projects was the establishment, for public use, of the Henry Ford Hospital in Detroit, Michigan in 1916.

First Venture Into Medical Assistance

Henry Ford's first involvement with medical facilities came with the opening of his Highland Park plant in 1909 when his employment jumped from 500 men in the old Piquette plant to nearly 1,700 to churn out the massive volume of Model T automobiles demanded by the public.

This massive increase in employees and the new production equipment resulted in many of the workers being exposed on a daily basis to dangerous situations in the course of normal manufacturing operations.

In 1909, he established a Medical Department in the plant consisting of a well-equipped hospital and a series of first-aid stations around the plant. With employment growing rapidly - 13,000 by 1913 and 33,000 by 1916 the medical facilities evolved into a 20-room hospital which included a modern operating room, laboratory, x-ray installation, dental office and pharmacy, staffed by over 100 physicians and first aid men.

An added task placed on the medical facilities was that, in accordance with Ford's "Help the other fellow" ideology, few men were rejected for a job due to their physical condition - blind, deaf or missing limbs. Medical exams were given after a man was hired, not before.

At one time there were over 900 of these handicapped men employed at the Highland Park plant and suitable work, at normal wages, had been found for all. Hospitals became standard in Ford plants around the world. A 50th Anniversary Ford Facts Book (1953) showed the Hospital at the Rouge plant alone was staffed by 12 doctors, 32 nurses and 121 other attendants.

Detroit General Hospital

Detroit in 1909, population 450,000, had only 25 hospitals with a total of only 1,700 beds. No hospitals had been built in the city in the past 20...
years, yet in the last 10 years, the city had nearly doubled in size. It was at this time that a group of doctors and community leaders in Detroit, including Henry Ford, organized to build a 1000-bed Detroit General Hospital in the city.

Progress on the planning, and especially funding of the project, dragged on for years and in desperation the group began negotiating to turn the project and assets over to the City of Detroit.

In a letter dated June 2, 1914 Henry Ford wrote the organization that in return for the assets and complete control of how the Hospital would be built, staffed and run, he would repay all monies donated and assume all outstanding debts and contracts for the Detroit General Hospital organization.

The offer was quickly accepted and Ford, paying $600,000 to the original donors, proceeded to build the hospital himself. Ford garnered the appropriate headlines: The Detroit News FORD TO FINISH BIG HOSPITAL.

Henry Ford Hospital

Henry Ford distrusted experts feeling they were locked in to preconceived ideas. New men, he felt, came up with new ideas and as a result he assigned the responsibility for the construction and staffing of the hospital to Ernest Liebold, his general secretary. Liebold was a man of great talent and, although he had never built a hospital, in the final analysis he planned and oversaw the development of a very fine facility.

On August 18, 1915 the Henry Ford Hospital was incorporated, with Henry Ford as President and Liebold as Secretary-Treasurer. When the initial phase of the hospital opened in the fall of 1915, it consisted of seven buildings connected by tunnels with the largest building containing 48 beds and plans were already underway to expand the facility to 486 private rooms.

Ford directed his medical staff to determine the size of the patient rooms by building a sample room charging them “You know what has to be in each room. You put up a room and try it out, and then keep building - until you have exactly the right arrangement.” There were no choice or preferred rooms as all were deliberately built the same.

Influenced by the Mayo Clinic, the hospital was operated as a “closed hospital,” that is it operated with salaried doctors and charged patients low fixed fees without regard to their income. This was a radical idea for the times, which caused a protest in the medical community in Detroit and general criticism around the country. In all phases of this venture, Henry Ford sought the best and the hospital opened with a nucleus of doctors from the Mayo Clinic and John Hopkins University.

Ford’s famous $5 a day plan had recently been implemented and had drawn men from all over the United States to apply for jobs. All could not be hired and among them were many alcoholics and men addicted to drugs which had recently been made illegal.

While the hospital was still under construction, Ford recognized some responsibility for these derelicts and had a ward at the hospital established to provide care and hopefully cures for many of them. About 100 men were admitted in the next 80 days, and in spite of a staff that had been provided to care for them 24-hours a day, apparently only one man was considered cured.

Training School of Ford Emergency Hospital

The new hospital also provided very extensive emergency medical training for staff at the Hospital and probably the Ford plants. The pictured 1917 certificate attests to “satisfactory proficiency in Anatomy, Physiology, First Aid in Injury and Disease, Nursing and Bandaging, Material Med-
ica (sic), Therapeutics and Pharmacy, Instruments, Surgical Nursing, Minor Surgery, Ophthalmology and Hygiene."

During World War I, the hospital was leased to the Government for $1 a year and became U.S. Army General Hospital No. 36.

In 1918 and 1919, the hospital treated approximately 2,000 sick or wounded men from overseas. Although the Army praised it as one of the finest of the Army Hospitals, it was left in deplorable condition when the Army vacated it in August, 1919.

The Hospital was still under construction when the great influenza epidemic rampaged across the country. Ford turned the facility over to the city making 300 beds available for flu patients with the first patients being admitted in December 1921.

In 1923, Michigan veterans, too poor to afford their non-service disabilities, were admitted to the hospital free of charge and during the depression years of the 1930s about $40,000 a month was being spent on charity care. During this same period, an unknown number of Ford employees and other special cases, unable to afford the expenses of prolonged illness, found their bill had been written off by Henry Ford.

Starting out with two main departments, internal medicine and surgery, the hospital gradually expanded to many specialized fields.

In 1972, the staff had grown to 300 physicians and by 1996 over 1,000 physicians were employed with 1,200 more affiliated through their private practice.

In addition to clinical practice and medical research, another major endeavor became the training of physicians, surgeons and nurses.

In January 1925, 90 young women, housed in the new Clara B. Ford Nursing Home became the first class in the Henry Ford Hospital School of Nursing with 60 of them graduating in 1927. It was one of first schools to be accredited by the National League for Nursing. By 1985, over 4,000 women had earned nursing degrees.

Ford spent over $16,000,000 on land, buildings and equipment for the Hospital by the time of his death in 1947. The hospital became self-sufficient in 1939, and generous gifts by members of the Ford family over the succeeding years enabled major expansions.

Veterans Hospital, Allen Park, Michigan

One last charitable act concerning medical facilities for the Detroit area occurred in 1937, when Henry Ford gave 300 acres in Allen Park, Michigan to the US Government for a veterans hospital with the stipulation that if the VA hospital ever closed the land would revert to the Ford family.

In 1996, when the John Dingell Veterans Hospital in Detroit was replaced by the John Dingell Veterans Hospital in Detroit. With the old building relegated to minimal use by few veterans, the property was finally returned to Ford in 2003. Ford was given $14,000,000 to restore the property to its original condition as stipulated in the original deed, but the government imposed one stipulation: a flagpole and plaque was to be erected to mark the one time presence of the VA hospital in caring for veterans.

This short history of the Henry Ford Hospital, now part of the Henry Ford Health System, leaves much of the story untold especially as to new pro-
Henry Ford Hospital Lobby, 1940

Doctor and nurse examine patient, 1945

Henry Ford Hospital Ophthalmology, 1939
cedures, policies, medical treatments and discoveries that have been made over the years by the dedicated staff.

The Henry Ford Health System is one of the largest in Michigan and today is among the leaders in many medical specialties. It is without doubt Henry Ford's most significant and lasting of all his social and charitable endeavors.

(For further reading see: HENRY FORD HOSPITAL, THE FIRST 75 YEARS, 1997, Patricia Painter)

About the Author:

Tim O'Callaghan, a 40 year retired Ford employee, has written two books on Ford aviation (www.hfha.org/fordtrimotor.htm) and over a dozen articles on Ford memorabilia, many of which have appeared in this publication. Tim is always willing to answer readers questions through mail P O Box 512, Northville, MI 48167 or E-Mail: timothy5@comcast.net
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at (858) 909-2150
by Margaret Connelly

It's pretty common in this hobby to find yourself getting involved with local car clubs and national meets right along with your husband. But recently, my husband and his friend and local Columbia guru, Dan Krehbiel, decided to keep the Columbia legacy going beyond their current involvement.

Dan Krehbiel has been the V-8 TIMES Advisor for the Columbia overdrive two-speed axle parts and controls for quite some time. In fact, Dan has been rebuilding and selling the Columbias for years now. I think Dan knows everybody, and everybody knows Dan.

Recently, Dan and my husband, John Connelly, made an agreement with Jim Durall and Jim Webber in Tennessee to buy D & W Enterprises' inventory. So, in September, Dan and John drove off into the rising eastern sun, headed out on Interstate 40 toward Tennessee with their truck and trailer to load up D & W's inventory and bring it all back to Temecula, California.

When they returned home a week later, Dan's garage became inventory central. Dan, his wife, Bonnie, along with John and I, counted, sorted and organized all of the parts and components to make and repair the Columbia Two Speed Axle system. I never thought I'd learn so much about these old classic cars and their parts!

It was my pleasure to assist in setting things up, and with 30 years experience as a secretary, I happily typed up the inventory and helped with the price lists and other paperwork.

The business has been incorporated under the name "Columbia Two Speed Parts, Inc." and you can find their ad in this V-8 TIMES. (See page 13)

John Connelly has been a machinist in Southern California for over 40 years. He retired in 1999 after selling his two machine shops in Orange County. Recently, he has been assisting many of our local southern California club members with various projects related to restoring their cars.
He has a machine lathe and mill in his hobby garage and had been machining parts for Dan for some time before they decided to go into this business together. We are neighbors, living about eight miles apart in the beautiful Temecula Wine Country.

I have been amazed at how many parts and components go into making these great overdrives work. While I have appreciated our ability to cruise on the highways at higher speeds with our Columbia in our '47 DeLuxe, I now really appreciate all that goes into building one of these rear axles. And, I've learned it all by helping with inventory and typing lists! (Well, actually I had also seen the two other Columbias in our garage that are getting ready to go into our other cars but had never paid close attention to them.)

So those of you who don't know can understand a little better, I've included just one of the many drawings illustrating this overdrive. I know Dan and John will do a great job with this new venture. They both have a lot of experience that has already been a complement to the other's abilities.

Dan will handle the customer relations end of the business and is obviously an expert on repairing and installing the Columbia two-speed rear axles. John is a master machinist and very busy working with investment casting mold companies, metal stampers, and other vendors to keep these parts in stock.

I have ended up learning a new language: planetary pinions and shafts, sun gears, synchro clutches, vacuum cylinder piston leathers, spider crosses and clevis pins. And I've learned that to manufacture some of these items you need milling and drilling fixtures, chasing dies, punch dies, bending fixtures and forming dies. Who would have guessed

As I've also learned, the investment casting mold for the B-3 Valve Assembly requires specialty machining after it is cast.

After the finish machine work is completed, almost 30 other parts are added. Some are components made up of sub-assemblies which have to be manufactured.

There are Arm Assemblies, Cable Anchor Assemblies, levers, copper tubing, dowels, expansion plugs, copper washer gaskets, internal retaining rings, poppets, external retaining rings, springs, seals, ball bearings, brass valve stems, and on and on. As I said before, who knew this could be so complicated?

If you want to talk to the Columbia expert, call Dan Krehbiel - he's the man.
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The Golden Gate Regional Group #1 Fall Recall was held at the Wiedemann Ranch on September 16, 2006. The Wiedemann Ranch was home to Bob Lenz and his family in the 60's and was used as a central meeting place for the V-8 Club for many tours, picnics and meetings.

This was the 12th Recall which started in 1984. Its purpose was to recall members from the past as well as the present. This event for Golden Gate has been very successful and is always looked forward to by the many members in Northern California. This year the Recall was also to honor the memory of Bob Lenz.

The morning was warm and sunny as the 180 plus members and guests arrived. The hills were alive with the sound of V-8s.

The array of cars and trucks included almost every year, model and color. Club members including charter, active and new, as well as guests, got acquainted.

The stories and memories were flying around the ranch and if you stopped to listen they usually started out with “Do you remember the time that...” and then ended with smiles and laughter.
This gathering was truly a recall. Tire kicking, picture taking and a small raffle kept everyone busy and happy.

As we all know, the best V-8 functions always include great food and this Fall Recall was no exception. A barbeque lunch was catered to the crowd and it was absolutely the best.

The serious part of the day came after lunch when we all gathered together, at the pool area of the ranch, to remember Bob Lenz. Family members and friends shared stories with all of us. Bob's ashes were scattered by Bob's wife, Wilma, his three children, other family members and friends under three beautiful redwood trees.

The V-8 club has lost one of its founders and we here at Golden Gate have lost a great friend.

Article by John Swanberg
Photos by Bob Dupont
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Submitted by Gary Walcher

This is a 1940 Ford Tudor Sedan I purchased for $100 to replace my 1928 Model A. I used it for my last two years at the University of Missouri at Columbia, Missouri. Upon graduation I entered the Navy and took the ’40 to Flight School in Florida and Texas. I married in January 1959 and replaced it with a 1959 Ford.
I gave the '40 to my brother who drove it to work daily until 1962. It has since been stored in the family barn in Central Missouri. It shared the same stall as the 1920 Model A until about three years ago. The Model A is now being restored by my brother and someday the '40 may see daylight.

The roof blew off the barn last winter (2000) and the '40 got a good bath! The roof has been repaired. Reference to "my brother" is now the owner of both the 1940 Ford and the 1920 Model A.

Dennis Segelhorst
Beaufort, Missouri

EDITOR’S NOTE: These photos were submitted in 2001 by Gary Walcher of El Cajon, California. Dennis is a good friend and Gary reports as of 2006, the '40 is still in the barn awaiting restoration.
Gary and Patti Olson of Shine, Washington found this early photo of Patti's mom on the running board of a 1932 Phaeton. No mention of the young man beside her, however.

The Phaeton was nearly new at the time and Gary mentioned it was involved in an accident some years later.

I hope it was saved!

Photo submitted by Coy Thomas
Port Angeles, Washington

Editor's Note: Just a reminder. Don't forget, starting in January, the V-8 TIMES will be honoring the 1932 Ford and flathead V-8 engine on their 75th Anniversary.
Announcing the 1933-34 Ford Book

The Early Ford V-8 Club is proud to announce publication of the long-awaited 1933-34 Ford Book.

The most ambitious effort ever, the book is 460 pages with seven chapters, 21 Appendices, crammed with factory photos, memorabilia, many illustrations in color, etc. This is more than a “garage book.”

The 1933-34 Ford Book is being offered at a special Pre-Publication price of only $59.95 including postage. After January 1, 2007, the price will increase.

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On the Road in the Great Depression...
Part II

By Von Hardesty
Photos Courtesy Bethel College Mennonite Library and Archive.

A Gray Ford bus, followed by two dust-covered sedans, rolled onto the campus of Bethel College (Kansas) on August 24, 1935 signaling the triumphant return of the 27 member A Cappella Choir from its “Summer Good Will Tour.”

Six weeks had passed since the college ensemble had set off on a 9,400 mile trek to Canada and the West Coast. Now safely home, choir members regaled parents and the college community with exciting accounts of their long journey – one that included stops in South Dakota, Saskatchewan, Glacier National Park, Washington State, San Francisco, Los Angeles, San Diego, the Grand Canyon, Denver, Salt Lake City, among other places.

At the epicenter of this extraordinary choir tour was the college’s new 1935 Ford bus, purchased the previous April from Brooker Motors in nearby Newton, Kansas. Throughout the long tour, the intrepid bus performed in an exemplary fashion, negotiating mud-filled roads in rural Canada, braving the steep and narrow artery through Logan Pass in the Glacier National Park, speeding down the paved and increasingly crowd-ed Pacific Coast Highway of California, and making a successful passage across the parched American Southwest – then caught in the third year of a severe drought.

For the students, the Ford bus became their home on the road, a latter-day motorized conestoga wagon, the signature image of the long-remembered 1935 choir tour.

Traveling by auto or bus in those days was never easy, swift, or comfortable. There were no interstate highways or GPS, no instantaneous communications via mobile phones or the Internet, no air conditioning for vehicles, and few franchised restaurants and motels. Daytime temperatures could (and did) reach 100 degrees during that hot summer. Having the college nurse along for the tour, as events unfolded, proved to be a prudent move.

How Bethel College acquired its 1935 Ford bus can only be partially reconstructed, being little more than a footnote in the history of the college. Willis Rich may well have been the decisive factor in the purchase and design of the new bus, in large part because the acquisition of the vehicle...
Bethel College choir tour 1935 – Glacier National Park
A part of the road which has just been cleared of its winter snow, opening roads for the tourists.
Some of our boys travelled atop the bus, but “not another time,” they said.

was linked to his own ambitious program of public outreach.

In Kreider’s words, Rich, a man “with a hundred ideas and eternally positive and exuberant,” had brought a new entrepreneurial spirit to the campus.

In fact, it was Rich who coined the motto “Bethel College—where good friends meet at the crossroads of a nation,” and had it painted in bold letters on the new Ford bus.

The college archive has preserved one random business office file on the bus and its operations. In April, 1935 Brooker Motors billed the college $651 for the new bus. Another $50 was paid for the “bus body,” which may have been built at Brooker Motors or purchased from one of the independent coach work companies.

Whatever its origins, the bus body, new or used, had been fitted to a 1935 Ford truck “Drive-away Chassis” (157-inch wheel base model with dual rear wheels). The design of the streamlined coach body was spacious, incorporating five rows of seats divided by a central aisle, adjustable windows with shades, a sliding entrance door, and a luggage rack on top.

The Bethel College variant, however, incorporated one additional design feature that Rich himself may have ordered in anticipation of the choir tour: a rear extension with two compartments was fitted to the Ford truck chassis. This highly utilitarian add-on allowed for additional storage of luggage in the top compartment and a fold-out shelf in the lower compartment for the preparation of meals.

It is not clear if this final modification in design had been completed at Brooker Motors or perhaps built by skilled carpenters at the college. When the college’s Ford bus took to the road in July, it had been adapted for the specific task of transporting the Bethel College choir across thousands of miles of North America.

Ford trucks and commercial vehicles were highly popular in the Depression era, outselling all competitors. Powered by the fabled Ford V-8 engine, Ford-design trucks/buses provided low-end torque and optimal cruising speed on long trips.

By 1935, there were some new engineering and design features to contend with chronic overheating problems associated with the V-8 engine: an enlarged radiator core, a six blade fan, and heavy-duty water pump impellers. No doubt mastermind Rich and his associates felt very confident with the enhanced performance and mechanical reliability of their new bus.

Once underway on the choir tour, there were only a few recorded instances where the bus had to stop “to cool off” during that hot summer of 1935.
Traveling and Living
On The Road

There were occasional stops at tourist camps, then a popular and inexpensive form of tourism. Each member of the choir brought a bed roll and there were occasions when they were needed. When there were no invitations to stay at someone's home, choir members would sleep in pews at a church or on tables in a school library. When the choir reached Zion National Park in mid-August, they slept outside under the stars.

For meals on the road, Willis Rich purchased cold meats, cheese, bread, and canned food at a local grocery; the improvised "kitchen" on the Ford bus was then put into full use. Student morale remained high in the face of all privations on the road.

What is amazing is the entire tour cost each student somewhere between $50-$100.

On those long drives in the Ford bus, according to Esther Schrag, there was a constant struggle against boredom. Typically, the students played cards, rook or bridge, sang, slept, or engaged in on-going bull sessions. Heat was oppressive. And, as a result, the choir welcomed any chance to swim or go hiking.

Having the college nurse Gaeddert along gave a sense of comfort to the choir in case of any medical emergency.

One accident did occur when the choir reached the Pacific Ocean in California. While camping out one night, choir member Henry Voth fell and injured his back.

Given his painful injury, the tour leaders, on the advice of nurse Gaeddert, arranged for Voth to return home by train. He later recovered fully.

The only other personal crisis was the decision of the bus driver, Mose Stucky, to leave the tour early because of a family health emergency at home.

Both Ruth Woods and Esther Schrag remembered their chaperones on the tour as thoughtful and attentive leaders. For all, there was a shared sense of commitment and sacrifice on this memorable tour.

One exciting break for the choir, a real chance to become tourists, came in the second week of August, 1935 when the choir visited Santa Catalina Island. The Bethel College caravan had driven down old Route 101 to San Diego, where they had taken a ferry to Catalina.

The 1930s, in many ways, was a golden age for Catalina. The Casino on the island hosted some of the best "big bands" of the era. And Catalina was a magnet for Hollywood celebrities, mariachi bands, tourists from the mainland, and the Chicago Cubs who came to the island each year for spring training. The choir members had a brief, if memorable, visit to the island.

Surviving photographs from the tour capture random scenes, mostly taken of choir members at a national park or next to a church. More often than not, the college's Ford bus is part of the background scene.

What the choir routinely encountered on the road - gas stations, restaurants, and tourist camps - rarely prompted cameras to click or to spark close observation.

It was all too familiar, just a fixed part of everyday reality on American highways. To assess this ignored theme, there is an unlikely source to consult, the observations/photos of Ilya Ilf and Evgeny Petrov, two Russian journalists who made a cross country trip of the USA in 1935.
Ilf and Petrov arrived in New York City in 1935 on the ocean liner Normandie. They hurriedly purchased a 1935 Ford Sedan and then set off on a 10-month tour of the country. It is interesting that these journalists drove down many of the highways taken by the Bethel College choir tour. Later they published their travel log in a book titled Odnoetazhnaya America (One-Storied America).

These Russian visitors did not linger in New York City with its skyscrapers, for them a signature image of the United States, but deliberately sought out the “real” American society hidden from view.

By following American highways into the interior, they aimed to chronicle everyday life in those parts of the country where skyscrapers did not dominate the skyline—that realm they dubbed “single-story America.”

Ilf and Petrov, in their words, planned “to drive around the entire country in an automobile, to traverse it from the Atlantic Ocean to the Pacific and to return along a different route...we would be sure to find America.” Their 1935 Ford performed well on this extraordinary trip. For certain, as journalists from the Soviet Union they expressed criticism of America’s capitalist economic order. However, they were duly impressed with American society in general and, in particular, its unrivaled highways. “At first we were enraptured by these magnificent roads, then we got used to them and then we got angry, if sometimes due to a repair of a route, we happened to make a small detour on some bit of old, pock-marked road.”

They were also impressed with the numbers of privately owned cars, three-lane highways, the traffic jams in and around large cities, and the fact that along the main highways “autobuses travel
day and night according to fixed schedules.” As with the Bethel College choir that year, the Russians drove through national parks in the West, reached San Diego on the Pacific Coast Highway, stayed in tourist camps, and took in the awe-inspiring vistas of the American western landscape at each turn in the road.

What the Bethel choir members no doubt viewed as mundane and commonplace on the road, for example (American gas stations), Ilf and Petrov looked upon as an unique American institution.

For their 1935 Ford, there were frequent stops for gasoline and they paid around 15-20 cents per gallon. Regular oil changes were another expense. And the traveling Russians lamented the fact that oil changes routinely cost $1.50, for them a significant draw on their limited budget.

The ritual of customer service at a typical gas station amazed them: “The gentleman in the striped service cap and leather bowtie does not let the traveler go. The famous American service begins. The man from the gas station opens the car’s hood, checks the oil and water. Then he checks the air pressure on the tires. He wipes the windscreen of the car with a cloth. If the glass is very dirty, he wipes it with a special powder. And then, everything is in order. The traveler asks what is the best way to get to a nearby town. In response to this, he receives a first-class map of the state. On the reverse side of the map are the names of hotels and tourist homes. And all this is a free bonus for purchasing gasoline.”

For the Russian journalists and the Bethel College choir, travel on America’s highways in 1935 never lacked surprise and fascination, notwithstanding the heat and occasional lack of amenities.

When the interstate highways emerged in the 1950s, this older pattern of travel would slowly disappear.

Our thanks to Von Hardesty and the Bethel College Mennonite Library and Archive for this look at life on the road in 1935.

Jerry Windle, Editor.
Tucker Madawick
Universal Designer
1917-2006

In 2001, I was contacted by Auto Historian James Farrell. He had interviewed fabled Ford Designer Tucker Madawick and asked if I was interested in publishing the interview.

I published James’ interview of Tucker in the May/June 2001 V-8 TIMES. Tucker was delighted with the results and continued to supply not only historical photos, but articles about the Ford Design Department in the late 30s and early 40s. These were published in 2001-2002 V-8 TIMES.

These were his personal recollections of what it was like to work in the Ford Design Department during a very exciting time. It was the realization of his life’s dream come true.

His memory was sharp and he recalled working with Ford Designer giants like E.T. Gregorie, John Naajjar and Ed Martin.

When Tucker eventually retired, he moved to Florida where he enjoyed fishing and living the good life. He moved to Indiana a few years ago.

In September, Tucker passed away at the age of 99. We were fortunate that he was willing to share his recollections and experiences with the Ford Motor Company with the readers of the V-8 TIMES.

Thank you, Tucker.- Jerry Windle, Editor

Tucker Madawick
1917-2006

Born in New York City suburbs, industrial designer and automotive designer Madawick attended Brooklyn Technical High School, studied at the Art Students League and was in the first class of industrial design at Pratt Institute from 1935 to 1938. He joined Ford in 1939, and was a participant in the New York World’s Fair. He was involved with pre-war Fords, Mercurys, Lincoln-Zephyrs and Continentals. From 1943 to 1946, he joined Ford’s aircraft team and worked at Ford’s B-24 bomber facility at Willow Run, Michigan, and later as production coordinator for Convair on the
Gregorie's design group at work. Johnny Najjar (lower left) working on proposed 1/4 scale clay model. Full size clay buck under construction (center left) next step will be the addition of full wood-slat frames, etc. Full-size front seat, using clay to indicate contours (upper center right) and new seat profile. New truck (upper left) where clay will be applied for subtle change to front-end. - Tucker Madawick

super B-36 global bomber in their Fort Worth, Texas facility.

In 1946, he joined the Lippincott & Margulies design firm headed by J. Gordon Lippincott. He was soon involved with the design of the ill-fated Tucker 48 car introduced by Preston Tucker as the "Car of Tomorrow," along with a team that included Hal Bergstrom, Philip S. Egan, Budd Steinhilber and independent Read Viemeister. Tucker joined Raymond Loewy Associates in 1947 and was selected to establish Loewy's new London office, participating in accounts with Electrolux of Sweden, Austin of England, Unilever, Gestetner, Lyon's Tea House, the Rootes Group and Allied Iron-founders.

He returned to New York in 1950, where he was sent to South Bend, IN, headquarters of Studebaker, and joined the Loewy team working on the 1953 Starliner, winner of numerous international design awards and establishing Studebaker as a styling leader.

In 1959, he joined RCA as Manager of Radio, Phonograph, Tape and Television Design. Madawick assembled a multi-disciplinary Advanced Design Panel which included Paul Rudolph, Dean of the School of Architecture at Yale University, along with distinguished representatives of interior design, decorating, and market research.

From this effort Madawick developed a highly futuristic series of potential electronic product designs that reinforced the corporation's new direction in technology and lifestyles.

In 1961 RCA unveiled its highly futuristic "Sets of the Seventies" advanced style concepts by its Advanced Design Center under Madawick that included pocket-size color TV receivers, a slimmer TV, "Hear-See" TV tape cartridges, lap-top viewing and a large screen set that received pictures from a satellite. These prototype products eventually appeared (some 30 years later!) in retail stores.

Madawick became Vice-President of the RCA Advanced Design Center in 1968 and Divisional VP of Consumer Electronic Products from 1971 until his retirement in 1980.

Long supportive of the design community, Madawick became President and Fellow in 1964 of the Industrial Designers Institute (IDI) and later,
President and Fellow of its successor, the Industrial Designers Society of America (IDSA).

Madawick’s main focus was still automobiles. He visited and lectured at many college campuses on Classic automobiles and their designers. Madawick lives in Franklin, Indiana, but winters in Florida.

As past Commodore of the Landings Yacht Club in Fort Myers, he continued to sail the Florida Gulf Coast with his wife, Patricia.

He later moved to Indiana full-time and kept active in the auto community, speaking to members of the Indiana Regional Group on several occasions.

A Personal Recollection

Tucker was the personification of the automotive designer of that period: dapper, mustached, outgoing and legendary. I recall at Studebaker, just bring up Tucker’s name and the stories and laughter began. In Raymond Loewy’s book, Never Leave Well Enough Alone, he refers to amusing incidents involving his designers, without naming names, and in at least one, I clearly see Tucker as the instigator.

One story: Raymond Loewy’s South Bend office was noted for having attractive secretaries (I can verify that). A new secretary was being hired and although the staff hadn’t met her, the rumor was that she was very attractive, and the single guys were looking forward to meeting her.

As it happened, she started work the day that Tucker was hired. He was single, took one look, started dating her and she became his lifetime wife, Pat - before any other single guys got out of the starting gate.

As the legendary STYLISTS of the 30s and 40s disappear, the computer-geek designers have taken over and the beat goes on.

Bob Marcks  Scottsdale, Arizona
We have been busy in Sunny Southern California and we are having fun too! An annual event that we all look forward to is the La Verne 4th of July Parade. This parade brings back the great old hometown feelings as the parade winds its way through neighborhoods of quaint wood-frame homes built during Southern California’s citrus orchard era. People line the streets. They cheer, wave banners and yell out “Happy 4th of July”! Our members drove our old cars and had a great time.

The 13th Annual “Shine It, Show It & Cruise It” event was held in San Dimas on July 30th. John and Ethel Parker brought their 1940 Ford Customized Sedan Delivery. The judges were impressed as the Parkers walked away with First Place in the 1932-1942 Modified Category. The color is a sensational Tangelo with Pearl and Gold in the paint. The interior is leather and suede.

And for our Grand Finale this summer, we had our annual mountain picnic at Bob and Darlene Hall’s home in Skyforest. Vintage and modern cars snaked up the mountain road. No one over-heated!!!

Their home is nestled among pine trees in the San Bernardino Mountains. We ate and talked. We ate and relaxed. We actually took a few short walks and then ate some more! Hamburgers, hot dogs, salads and chips were enjoyed by all. Life in Southern California’s mountains is tough!

Our club is busy planning for our Annual Club Car Show at Memorial Park in Upland, California. We are hoping to top our record-setting attendance from last year. We’ll let you know how it turned out. Safe motoring to all!

Mary Winslow
On August 20, 2006 members and guests gathered at the North End Diner in Johnston for a celebration of our Regional Group’s 10th Anniversary. It was a nice day to drive the V-8s and we put them on display in the parking lot for all to see.

We started the celebration by having lunch in the Diner and all ate well. After pleasant visiting among the members, we went back out to the cars for our official meeting chaired by President Rich Grieve. Steve Kroeger gave a short presentation on the forming of the Regional Group and mentioned besides all the neat early Fords and tours we have made, our friendships and time together have been the most important part of the group.

After the business part of the meeting was completed, President Grieve presented 10-year anniversary pins to the charter members that were present and have been with the group since it was chartered in August of 1996. Those presented pins were Keith Crum, Jim Stanley, Steve & Judy Kroeger and Al & Mary Halfpap.

Following the meeting, we spent time visiting and showed the cars to many people who stopped to look and admire them in the parking lot. After our lunch had settled, it was time for dessert. Becky Stanley had a wonderful 10th Anniversary cake made which was certainly a hit with all the members and rounded out a wonderful afternoon.

We would like to thank our guests for attending which are Early Ford Club members: Tom Fey, 1940 Ford Tudor Sedan; Jack and Maralee Sarasio, 1934 Ford 5-Window Coupe; Bob and Ruth Sutton, 1935 Ford Pickup; and Dick and Janice Ford, 1941 Ford Super Deluxe Coupe.

A special thanks to Dick and Janice for joining the Central Iowa group as members at our anniversary. Regular members attending the anniversary party were: Chuck and Becky Stanley, 1947 Ford Fordor Sedan; Bob and Margaret McDunn, 1936 Ford Fordor Sedan; Jim and Kathy Stanley, 1950 Ford Tudor Sedan; Keith Crum, 1941 Ford Pickup; Steve and Judy Kroeger, 1947 Ford Fordor Sedan; Al and Mary Halfpap, 1948 Ford Convertible; Rich and Verna Grieve who would have driven their ‘35 Ford Coupe, but had a break down at our last tour;

V-8s on display at the 10th Anniversary Celebration.
Leland Smith and Dick and Susan Breed drove modern iron.
Last but not least, for those members who were unable to attend the anniversary, you were really missed, but we ate your cake anyway!

Steve Kroeger
Central Iowa

Club cars captured a lot of attention.

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Our club got together at the American Legion Post at Poughkeepsie, New York in August for the Annual Bake. It was a great success. The weather was good and the food was even better. We had almost all of our members attend and the pleasure of our Northeast Regional Director Arel Brown who was invited and attended.

We had door prizes and gifts too – but most of all some beautiful early Ford V-8s!!

For the first time we saw Ted Concklin’s gorgeous 1934 Five-Window Coupe! Also for the first time seen was Steve Hutman’s flathead powered 1932 Roadster which is a throwback Roadster to the 40s and early 50s and a work of art on wheels! Also President Helmut Bihns gorgeous 1940 Ford Pickup was there too.

We all love our early V-8s and have a great group of people. We look forward to our next event the annual Christmas party, but unfortunately can not attend with our V-8s due to the time of the year.

Pat Doran, Vice-President

Hudson Valley V-8ers at their Annual Bake (Above and below)

Dearborn Regional Group

Once again we participated in the annual Hog Roast which the Jackson Regional Group hosts every year. Although our turnout was not as good as we would have liked, those who attended enjoyed the event very much. There were over 100 cars attending.

One of our members, Loren Moore, is a retired firefighter from Dearborn. He offered to make arrangements for our club to have a tour of one of the city’s fire stations in September. We saw the inside workings of the station and witnessed a couple of calls. Our guide demonstrated the water cannon and showed us all of equipment on one of the pumper trucks.

Cooler weather came early to Michigan this year and may have deterred some of our club members from participating in the annual color tour with the Jackson Regional Group.

Dearborn RG #67

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Those who did attend drove over some very beautiful roads and saw the vibrant changing colors of our trees. Everyone ended up at Cabella’s, a very large hunting, fishing, and camping store. It is Michigan’s answer to Maine’s LLBean store.

Rosemary Beggs

November/December 2006 75
Northwest Indiana Regional Group

Don and Bonnie Hurr's 1946 Ford Business Coupe with a small distributor problem.

The weather is beginning to cool and our club activities are beginning to wind down. It has been a busy season with our driveouts and visits to car shows and swap meets, but it is kind of sad to see the cars being put away for the winter. We do have a weekender coming up in October, but after that it's back to modern heat and defrosters.

We have visited steam shows and the Stonebrakers hosted a road rally in August. Our one day outing to LaSalle, Illinois was pleasant and uneventful except for one tiny hole in a '46 Ford distributor cap. Fords just don't run well with water seeping into the distributors!

In July, Dave Stonebraker and Cliff Guernsey attended the Auburn Motorfest II for four days. They visited the Lima Ford engine plant, but had to cut their tour short when Cliff's car developed wheel bearing trouble. Their search for a new bearing was unsuccessful and the car had to be trailered home.

One of the highlights of the summer was our annual picnic and bake sale in September at Bob and Dorothy Follmar's museum garage. After a sumptuous meal, it was time for the auctioning of the cakes and pies and craft items the ladies had donated. The bidding was ferocious and our brave auctioneer, Dave Stonebraker had his hands full trying to sort out the tightening fast bids. After the sale everyone went away satisfied and happy and the club made some money.

We would like to welcome Randal and Marilyn Stewart of Dyer, Indiana as new members. The Stewarts have a 1935 Ford Sedan and a 1935 Ford Pickup. — Dorris Campbell

Twin Cities Regional Group

Host and Hostess Paul and Jeanne Oman with their 1950 Ford Convertible.

In the old days we did not take a highway to make good time, we took a highway to have a good time. That was the plan we had for in August. Club members Paul and Joanne Oman, of Chippewa Falls, Wisconsin invited our club to partake in their annual Indian Head car show.

We met in Hudson, Wisconsin. There was: Cliff and Mary Helling, '34 Ford; Duane and Jean Shuck, '53 Ford; Tom and Connie Halfpenny, '53 Merc; Ron and Liz Long, '56 Ford; Kent and Cathy Tabako, '55 Ford; Dave Dahlin and friend Ellen, '40 Ford; Ron and Dianne Goette, '41 Lincoln; Dan and Arlene Welch, '46 Ford; Tim Anderson, '47 Ford; Gary and Sandy Rosenberger, '51 Merc; and Don and Katie Pautz, '36 Ford met us in Hammond Wisconsin. Driving modern were; Bill and Mary Gilles, Bill Blood, Gary Weyrauch and friend Marilyn. John and Beth Titus with new baby met us in Chippewa Falls.

Ron Goette was kind enough to make a dry run to Chippewa Falls on his motorcycle a few weeks earlier so he led the caravan. We headed east on old Highway 12, a nice two lane highway that took us through the country side.

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There was a stop in Knapp, Wisconsin a short 40 minutes from Hudson for a much needed break. Bottled water was passed out to all the thirsty travelers. What a dumb thing to give to senior citizens on a road trip. On the next trip we are going to pass out crackers so as to absorb fluids.

We arrived in downtown Chippewa Falls, which is a nice clean old river town, about 11:30 am. The tour then took us to Paul and Joanne Oman’s home. They built a huge, four car garage replicating a 1950s diner with neon lights, table and chairs, booths and stools. Paul and Joanne along with some of their friends were preparing lunch for all of us. They were dressed in poodle skirts and blouses, bobby socks and saddle shoes. Some had class rings on a chain around their neck. We dined on California burgers, fries, and root beer floats. The food was excellent and we were served at our tables. Thank you Paul and Joanne, that was a very nice touch.

After lunch we toured Paul’s collection of cars and memorabilia. He has some very nice cars, all in different stages of rebuilding, Lincoln, Mercury, Fords, and a Chevy. Some of the group then went to the Leinenkugel Brewery for a tour, and the rest went to the hotel.

Saturday evening the locals and the Twin Cities Regional Group, all gathered at the fair grounds to go on a cruise. I heard there were 82 cars in the group this year. The tour takes us through the countryside over the Chippewa River and around Lake Wissota.

At one point the tour goes through a campground and all the campers lined up and cheered on the cars. I heard some talk that this year we were going to drive through a nudist colony. That explains the large turn out of cars.

Joanne Oman always leads the tour and Paul Oman is in the last car. Joanne would be leading the group in a 1955 Chevy Nomad. I heard one old Ford guy say it would be a cold day in Sheboygan, if a Chevy leads all of these beautiful Fords, so I think he let the air out of Joanne's tire. Paul then had to lead the group in his 1950 Ford Convertible.

It was a fun tour with a turn around so we could see all the different cars coming and going. There was a change of plans and we went through a campground instead of a nudist colony. The campers were a lively bunch all lined up along the road. As I passed by in my Merc, I could hear one gal singing, “I’m going to buy me a Mercury and cruise it up and down the road.” At the end of the run we ended at a drive-in restaurant for treats. A nice evening and a great tour was had by all.

Sunday morning, after breakfast we were off to the fair grounds for the Indian Head Car Show. This was a nice place for a car show and swap meet with some large trees for shade and a large area for parking and close to the swappers.

We spent the day looking at the show cars and the swapper’s goods. At 3 pm, they give away prize money to keep the cars from leaving early. Don and Katie Pautz, and Dave Dahlen each won $30 in the drawing. After the drawing, we packed up and headed out of town on Highway 29. A nice drive back through Spring Valley and some very pretty scenery.

Our tour ended up in Hudson, Wisconsin where we stopped for dinner at Pier Five Hundred on the St. Croix River. We watched the full moon rise over the water as the sun set. It was an end to a perfect day.

Thanks again to Paul and Joanne Oman for hosting our touring weekend.

Gary Rosenberger
Twin Cities Regional Group
In September, the Indiana Regional Group #56 went to Don Bowne’s Body Shop in Cambridge City, Indiana. This guy was really interesting and had some really nice cars.

For a detailed background on Don, we asked Jim Edison to fill us in:

I met Don Bowne at the Hoosier Auto Show held at the Indy 500 Track infield in September of 1972. Since then we’ve become very close friends and I’ve learned a lot more about him and his wonderful wife, Shelba in those 34 years.

After graduating high school, Don learned his trade as a paint and body shop man at the local Ford Dealer in Richmond, Indiana and became so expert at doing excellent paint and body work on “every day driver” cars and antique cars, he soon became very much in demand by clients far and near. Eventually, Don left the Ford Body Shop and established the Bowne Body Shop in Cambridge City, adjacent to his home situated on several acres of beautiful Indiana farmland.

His own personal work was so fine that Cadillac, Mercedes-Benz, BMW and other high-end dealerships throughout Indiana and Ohio routinely brought their new cars, damaged in transit, to Don Bowne for discreet repairs so buyers of the “NEW” cars never suspected there had ever been any damage sustained by their “NEW” car.

Don came from a “Genuine Ford Family” and grew up riding in, and later driving and repairing, his Dad’s perfect condition Model A Ford, which served as his apprentice program under the excellent training from his Dad. He taught Don how to properly maintain and service a car so that it would be dependable on the road and how to carefully and correctly repair a car from any mechanical problem up to paint and body work.

Due to this type of maintenance and care, obviously the Bowne “family Fords” lasted for many years. Finally, one day, the elder Bowne came home driving a beautiful 1940 Ford Standard Tudor, which captured the heart of Don and became his favorite.

To this day, Don still owns a 1940 Ford just like his Dad owned. This 1940 Ford has all original paint and upholstery plus runs like a clock with a Columbia Over-Drive!

The first antique car Don restored was his own Model A Coupe which he showed at a Model A Club Meet and won a prize. This signaled the beginning of Don’s interest in antique cars and restorations. Since then, Don has owned or restored literally hundreds of top quality, national prize-winning Ford Motor Co. products from Model T’s and A’s to Ford tractors to Early Ford V-8 cars & trucks.

The cars that Don has in his collection are so much in demand by fellow Ford collectors (“promise me first bid if you ever sell it”) because of the “Bowne Reputation” for quality and honesty in all dealings. Don has retired from the paint and body business and has closed the Bowne Body Shop, which gives he and Shelba time to enjoy life and...
touring with the Model A Club and the Central Indiana Old Car Club, plus properly maintain the many choice cars in his collection. Don, as usual, attended the Hershey AACA Meet for his 40th+ time in October, but did set up as a parts vendor for the first time in those many years.

Fordially yours,
Jim Edison
Indiana Regional Group

The members of the Suwanee River Early Ford V-8 Club would like to share with you our “Salute to the lady who loved the man who loves the Early Ford V-8.”

On March 16, 2006 a procession of fourteen beautiful old cars led Kay Fales to her final resting place in Chiefland, Florida. Kay and Don Fales were married for 51 years. Don is a co-founder of our club, and Kay was a friend to everyone she met.

Kay was a mother, grandmother, an accomplished quilter, an avid supporter of the “old” Ford cars, and a beautiful person who found comfort and support in her faith.

This year as we prepare to attend the Western New York Regional Group #3s Sweethearts and V-8s Mix in 2006, we want to note that Don and Kay attended a National Meet (on occasion even two) every year since 1988 except for 1999 when their granddaughter graduated from high school.

We will notice that Kay is not with us, but we will bring her in our hearts and, in her memory, we will “Salute” all the ladies who love the men who love the wonderful Early Ford V-8.

Submitted by: Andrea Robertson, Editor
“Twisted Krank” Newsletter
Suwanee River Regional Group

My apologies to Don Fales and the Suwanee River Regional Group for the delay in publishing this article. - Jerry Windle, Editor

Don’t Belong to a Regional Group?
Visit One and Find Out What You’re Missing.
Georgia Regional Group

Our Georgia Regional Group is completing another active V-8 Fall season.

Our September meeting was held at Gary and Nila Benton’s new, spacious garage in Grayson, Georgia. The food was delicious, and the fellowship was great. We were gratified to see one of our long time members Means Davis rejoin our group. Means told our group that he continues in a meticulous restoration of his 1936 Roadster and that he has recently purchased a very nice 1937 Pick-up from another V-8 member.

In October, our meeting was hosted by Tom and Tevie Fraser, of Fraser Dante’s Classic Cars in Roswell, Georgia. We enjoyed fabulous food and camaraderie, admiring the Fraser’s large collection of beautiful classic automobiles including several very nice early V-8’s.

Our Saturday Night Socials continue on the first Saturday at the Blue Ribbon Grill in Tucker, where often in excess of thirty of our G.R.G. members and spouses attend. On the second Saturday evenings, we enjoy participating in the Tucker Main Street Car Show.
Birthplace of Speed
Regional Group

G.R.G. Members Wayne and Joy Hicks’ neat 1939 Standard Coupe with original Accessory "windwings" always attracts admirers at Cruise-ins and Car Shows. Antique Automobile Cruise-In., which has continued to attract an increasing number of old car aficionados.

Our future plans include an invitational tour of Bostwick in Northeast Georgia to attend the annual Fall Festival, where our G.R.G. Ford and Mercury Flatheads will be featured in their Fall Festival Parade.

Happy V-8ing!
Burns C. Cox, Correspondent
Georgia Regional Group #24

The G.R.G. Past Presidents Emeritus Meeting at the Cox Garage is visited by V-8 ladies bringing fresh coffee and donuts! (l-r) Fred Lindquist, Harold Thompson, Katie Lindquist, Jerry Reichel, Janice Cox, Lamar Hart, and Waymon Brownlee.

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Those attending the September meeting at Joe Gimpel, Sr.’s shop included members from the Birthplace of Speed RG, Suwanee River RG and the Crankin’ As.

The Daytona Beach January club meeting began with a wonderful seafood luncheon in Flagler Beach attended by 32 members, spouses, and guests. We caravanned to member’s Chris and Cathleen Koch’s outstanding classic car and memorabilia collection in Marineland. Many members drove their early Fords, some from as far away as the Orlando area.

The February club meeting at Joe Gimpel’s shop began with coffee and doughnuts. After the business meeting, the Club caravanned to Crane Cams for a plant tour where they manufacture precision automotive, aircraft, and motorcycle engine components to high industry standards. The Club topped the day off with a trip to the Daytona Beach Olive Garden.

In March, the Club was entertained by President Andy King with a show-n-tell about early days of whaling from New England towns in the mid to late 1800s. A highlight was the showing of a silent film taken aboard one of the last whaling voyages aboard a sailing vessel.

In April, several members and spouses toured in their early V-8s to the annual Live Oak Car and Carriage Show in Ocala. We had our picnic lunches, and enjoyed all the antique cars and the carriage show. Secretary Bill MacCalla won an award with his 1936 Ford Phaeton. A stop at the Blackwater Inn for dinner capped off a great day.

In April, we had our picnic at the River Breeze Park in Oak Hill adjacent to the Halifax River. At our regular meeting date two of our charter members gave presentations about their work experiences. Ed Nunn told us about his 35 years at Shell Oil and included photos and original prints of their early product distribution vehicles. Joe Gimpel, Sr. told of the history of the Gimpel Corp. in the Philadelphia area. Joe spoke about their products including very large steam valves for the U.S. Navy that would go from full open to full closed in a remarkable one-tenth of a second.

In May, the Club had breakfast at a Sunshine Mall restaurant followed by a visit to the Living Legends of Auto Racing inside the same mall. Member Glenn McGlone gave us a tour of the museum and did a show-n-tell on the early Fish Carburetor.
Vice-President Jeff Jackson filled in for Andy King June through August. Jeff displayed a 1961 M1 - 51 (Mutt) Jeep in June and also showed movies of a military vehicles show. In July, the Club met at the Spruce Creek Fly-In’s Downwind C66 followed by a visit to Bill Ahearn’s hangar for a look at his 1941 Ryan airplane, a Model A Ford, and an antique motorcycle. August found our members eating breakfast at the Daytona Golf Club followed by a trip to the Flagler City Airport to watch “Airport Action.”

In September, our club was joined by several members and their wives from the Suwannee River Early Ford Club and the local Crankin’ As Model A Ford Club. Past President and Charter member Joe Gimpel, Sr. gratuitously entertained all, conducting a tour of his shop and gave a fine narration/history of his many restored early Ford V-8s which were displayed for the occasion. The restorations by Joe in his own shop are a fine example of what this Club is all about.

October and November will be interesting meetings with presentations and we will wrap up our year with new officers and our Annual Christmas Party in Deland at The Main Street Grille.

Andy King
Birthplace of Speed
Regional Group
The Inland Empire Regional Group of Veradale (Spokane), Washington went on our third tour of the season in June. Annually, the Group President hosts a “President’s Tour” to some interesting location. This year that location was Box Canyon Dam, located close to lone, Washington in the North Eastern part of the state.

Members were informed at our May meeting of the destination, planned activities, requirement to bring a sack lunch, and that the total distance would be 206 miles, so start with a full tank of fuel! This would be a long day, so dress cool and comfortable.

We assembled at Liberty Lake. Everyone signed the tour participation list, and were given a strip map showing a detailed routing of the day’s planned route, with a listing of chronological events scheduled for the day.

Including our Idaho members that would join up with us about 43 miles later, we began the tour with 35 club members, 17 flathead Fords/Mercurys, two guests, and one modern, beautiful hot rod. We traveled northeast across the state line into Idaho, through the town of Rathdrum and north to Spirit Lake. Here we had our first rest break and joined up with our Idaho members and our guests. Stops were planned at locations with large parking facilities to prevent congestion and traffic hazards.

With our full contingent of members and cars, we again fired up those old Fords and provided the citizens of Spirit Lake the enjoyment of hearing the “Flathead Rumble” as we parade through town.

Our tour procedures dictate we not create a hazard nor restrict normal traffic flow. We spaced ourselves about 500 feet apart to allow plenty of passing room. We also practice courtesy by pulling as far to the right when needed to assist faster moving vehicles to pass earlier. Our touring speed is normally 45 mph for the lead vehicle. This allows a respectable speed for two-lane traffic secondary roads, and with 18 vehicles, the trail vehicle should be able to keep up and not exceed 55 mph.

As we pass through the dual cities of Old Town, Idaho and Newport, Washington, we expect heavy traffic and delays as they were celebrating Rodeo Days this weekend. We luck out and pass through before the festivities and congestion begin. We continue north along the west bank of the Pend Oreille River through the village of Usk and on to the previous site of Tiger Crossing. This area of Washington State is absolutely beautiful, with limitless natural scenery to enjoy.

A small trail through the woods took V-8ers to a fantastic overlook of the Box Canyon Dam and the river.

We circled the wagons at the Crossroads Restaurant.
Our second rest stop was at Tiger. In the early 1800s, a fellow named Tiger built a ferry at this point to allow a means of crossing the river, about 800 feet wide at this point. He also established a trading post and for many years exchanged goods for animal pelts with the Native Americans. In later years this became a supply center for the miners and trappers, and still later for the lumber workers of the area. The old trading post is still in business, along with a small museum. Lots of history here!

We pushed on to our destination just north of the town of Lone. Prior to the dam, we took a small trail through the woods to a fantastic overlook of the dam and the river. We can see the inlets to the four turbines, and learn that each turbine produces 24,000 horsepower. That’s equal to 282 of our old flathead engines operating at full power!

The dam site has a beautiful park (Campbell Park) and free campsite. We located nine picnic tables relatively close together, and in the shade, as it was hot now. The Box Canyon Dam staff arranged for guided tours for our group. We selected 10 members for the first tour, while the remainder chowed down with their sack lunches.

Mindy, our tour guide did an excellent job of showing us the entire workings of a power dam, to include the internal turbines, generators, and the control room. The tour was interesting and educational, and the ladies enjoyed the tour also.

We hurriedly assembled the second dam tour group while the first group had lunch. Campbell Park has a nice small stream with a waterfall, and many of the ladies enjoyed the cooling waters and the serenity of nature, while waiting for the second dam tour to complete.

As the afternoon was passing fast, and there still was a way to go, we loaded up our chairs and coolers and got back onto the highway heading south. Just past the town of lone, we crossed the Pend Oreille River and returned down the east side into the Kalispell Indian Reservation to the Manresa Grotto, a prayer site used by the Native Americans.

This is a series of natural caves cut deeply into the hillside, but as the pathway is quite steep and narrow, not many of our members took the climb.

We continued on south to the town of Usk, Washington and again cross the river to the west side. We circled the wagons at the Crossroads Restaurant, where the owner prepared a great dinner for us at a very reasonable price. The dinner was hosted by the Regional Group, and we enjoyed the opportunity to discuss the day’s activities and the fellowship provided by our old cars.

All realized just how fortunate we are to live in a place with thousands of miles of beautiful back roads just waiting for them old Fords.

Our organized tour ends here as most of the members are anxious to return home directly, and it has been a long hot day.

Until our next tour, may God bless, and remember to DRIVE THEM OLD FORDS!

Mindy, our tour guide did an excellent job of showing us the entire workings of a power dam, to include the internal turbines, generators, and the control room. The tour was interesting and educational, and the ladies enjoyed the tour also.

We hurriedly assembled the second dam tour group while the first group had lunch. Campbell Park has a nice small stream with a waterfall, and many of the ladies enjoyed the cooling waters and the serenity of nature, while waiting for the second dam tour to complete.

As the afternoon was passing fast, and there still was a way to go, we loaded up our chairs and coolers and got back onto the highway heading south. Just past the town of lone, we crossed the Pend Oreille River and returned down the east side into the Kalispell Indian Reservation to the Manresa Grotto, a prayer site used by the Native Americans.

This is a series of natural caves cut deeply into the hillside, but as the pathway is quite steep and narrow, not many of our members took the climb.

We continued on south to the town of Usk, Washington and again cross the river to the west side. We circled the wagons at the Crossroads Restaurant, where the owner prepared a great dinner for us at a very reasonable price. The dinner was hosted by the Regional Group, and we enjoyed the opportunity to discuss the day’s activities and the fellowship provided by our old cars.

All realized just how fortunate we are to live in a place with thousands of miles of beautiful back roads just waiting for them old Fords.

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Until our next tour, may God bless, and remember to DRIVE THEM OLD FORDS!
The Fall tour of Montana’s Big Sky Ford V-8 Club took place between September 29–October 1. Making up the group from Billings were: Jerry and Bobbie Koch, ’35 Ford Tudor; Larry and Joyce Liptac, “Ol’ Grey” their ’39 Ford Coupe; Roger and June Thomsen, ’47 Mercury Coupe; Bob Milne, ’47 Ford Coupe; Al and Ruby Jenkins, ’40 Tudor, the “Shady Blue Lady.” New members Bob and Kayrene Kraft hit the road for the first time in an impeccably just restored ’46 Pickup, and Gary Pederson who drove his ’47 Ford Coupe. Bob and Linda Fedric drove their modern as Bob is still working on his ’40 Coupe.

In Columbus, we were joined by Dan and Sharen DeCoster in their ’39 Ford Tudor. As usual with the Southeastern Montana bunch, we tend to take separate tours along the way. At Bozeman, the entire group decided to tour the local antique stores after having lunch.

After this excursion our leader, none other than the fearless Roger Thomsen, led us onto the back roads leading through the towns of Amsterdam and Churchill. This is a part of Montana that to me, was as yet undiscovered, and what a beautiful area it is!

Right from the first, we all noticed how neat and orderly the farms seemed to be. There was no trash anywhere, nor old cars or discarded farm implements in gullies. All the outlying buildings were laid out in an orderly fashion, fences lined up as if they were put in by a surveying crew, and the houses all featured fresh paint, flower arrangements and shrubs just right to enhance the appearance of each home.

It appeared that the main industry of this rural enclave was either raising seed potatoes or maintaining large herds of Holstein cows for a dairy industry.

We learned the seed potatoes from this area are devoid of virus because of a colder climate and so are in great demand from other areas, such as Idaho. Unlike most of Montana, which is either mountainous or flat prairie topography, this area was of rolling low hills, more like what you find in Iowa, with the roads curving up one grade and down another.

When we hit Churchill, I noticed a 35-foot windmill constructed in front of a grocery store, and then we all knew why everything was so neat, clean and orderly. This was a Dutch community and they were proud of it! After we motored through, we made a note to return and take a picture of one of our cars gracing the windmill. We soon hit Interstate 90 and in short order arrived at Three Forks, Montana and our headquarters, the Sacajawea Hotel.

There awaiting us were Darryl and Andree Tuggle with their longtime friend, Ruth Bauerle, who came in a ’50 Ford Fordor, from Hamilton, Montana. Also present were: Rollie and Loretta Morrell, ’39 Ford Coupe, from Missoula; Perry and Helen Infield, from Helena, who drove the late Del Barnekoff’s ’39

Life-size statue of Sacajawea in mini-park across from the Hotel.
Ford Tudor for Peg Barnekoff; Harold and Betty Olson, original ‘37 Ford Fordor; and newlyweds John and Susan Kultgren, of Power, Montana who drove “choke cherry,” their ‘41 Ford Fordor.

It was great to meet our other V-8ers from around the State, and although about all that was available from the hotel bar was beer, we had our “happy hour” and had a great time visiting and catching up on the latest events.

The recent Tacoma meet was one great memory. We all thought it was great that the Infields had driven Peggy Barnekoff to the meet, as Peg’s eyes are not all that good. She and Del had always attended nearly every meeting since our group was formed. “Barney” was also very good at planning a number of our tours. Stepping in to fill his shoes, this tour was arranged by both Rollie Morrell and Darryl Tuggle.

That evening we adjourned to the dining room for a buffet supper and a business meeting. This included election of officers for the coming year: Bob Milne, President; Dan DeCoster, Vice President; and Bobbie Koch, Secretary-Treasurer. At the close of the meeting, we were told to be out with our cars in front of the Hotel for a photo op, and line them up according to the year of manufacture early Saturday morning.

In the morning Darryl and Rollie made certain the cars were all lined up, and pictures taken. It was then we noticed just across the street from the Hotel was a mini-park dedicated to Sacajawea complete with a bigger than life statue. It was well kept up, set amongst large pine trees and with a wall denoting Sacajawea Park with a well tended flower bed below it.

Promptly at 9 am, 14 cars headed out, destination Gates of the Mountain on the Missouri. While we were parking our cars, my “cousin” Jerry Jenkins and wife JoAnne, from Lewistown, drove up in their ’52 Ford Pickup to join us.

V-8ers board the Pirogue for a tour of the Gates of the Mountain.

After lunch it was time to board our tour boat, the “Pirogue.” Our pilot and tour guide kept a running spiel on everything of interest in and around the canyon.

The Gates of the Mountain is so named because as you travel upstream, it appears as though the way is blocked by two sheer cliffs. As you approach, the mountains on either side seem to fold away like two gigantic gates and grant you passage.

Our guide also pointed out different rock formations and the era in which they were formed. He also told of a species of mountain goat that is extinct, having been the victim of hunters who supplied miners in the Helena area with meat. Peregrine falcon nests were shown to us as well as nests of eagles. The tragedy of the Mann forest fire was explained in detail as we neared that site.

The most interesting story concerned the plight of the original owners of the Hilger ranch. Where we traveled is very much the same as when traversed by Lewis and Clark, but because of the dams on the Missouri, is now much deeper in the channel. The distance across is still the same as the cliffs rise almost vertically from either side, but back to the story.
The two Hilger boys were digging a new well for the ranch, with one manning the windlass and the other actually doing the digging. The one on top looked out and saw a wall of water over 25 feet rushing towards them with pelicans trying to get airborne ahead of it. It was the result of Holter dam collapsing upstream.

The boy on top yelled at his brother to get on the platform immediately and be reeled up. He complied, but his brother in his haste, practically crashed him into the winch. He was about to complain, when he looked out to see the wall of water hurrying to them. They managed to run up to the ranch house and get everyone running up the canyon when the huge wave hit the log house and carried it out like in a gigantic whirlpool. The path of the house was almost like a perfect circle, and when it was within 20 feet of its original location, the wave subsided and dropped it on one of the fence posts which came right up through the living room floor and anchored it.

After the flood was over, the house was leveled, and the post was sawn off even with the floor to create a great conversation piece when visitors dropped in. We all owe a great deal of thanks to the Hilger family, as early on they created a conservancy to ensure that their land could never be subdivided or changed in any way, and as future generations took over, the land holdings increased, and those lands were incorporated into the conservancy. This simply means that your children and grandchildren will be able to enjoy this area as we do now. It was a wonderful tour, and the weather was absolutely perfect.

On the road again, and 90 miles back to the Sacajawea Hotel in Three Forks, the usually beautiful Montana skies were really not all that clear. We have become used to that due to the many large forest fires that we have endured in our State this year, but this murky look to the sky was caused by our farmers cultivating their fields after the wheat harvest. The wind was blowing, and we were having our hands full keeping our Fords in our own lane.

Once back at the hotel, we were joined by Calvin and Nancy Beauregard who live in Gallatin Gateway. They arrived in their very neat 1939 Fordor Convertible Sedan. It’s always nice to visit with Cal. He is a retired Ford factory man who was in the Lincoln division making up special cars for Presidents and other important dignitaries. He and Nancy had driven up to attend our banquet Saturday evening. As the banquet was to start at 7 pm, we had a lot of time to visit.

One group utilized all of the rocking chairs on the porch, and another group retired to the bar area, and somehow managed to provide gin and tonics to all who gathered there.

The tour was most delightful and educational. The only mechanical troubles experienced by our group were carburetor problems on the ‘50 Ford of Darryl Tuggle on the way back to Three Forks, a vapor lock problem of the ‘41 Fordor of John Kultgren. Jerry Koch’s ‘35 Ford went through a quart of oil every 100 miles or so, and Dan DeCoster’s ‘39 was burning a quart of 50 weight every 150 miles. Both engines of these cars will be overhauled this winter.

All too soon the tour was over and our goodbyes said to our great friends. The south eastern Montana bunch decided to reroute ourselves back through the Amsterdam and Churchill area in order to get a shot of one of our Fords next to the windmill that we had spotted on Friday.

Gary Pederson spotted one about two blocks away from the main thoroughfare, and while it was not the one originally seen, and as it was in a prettier setting, we parked the Koch ‘35 sedan by it and took snapshots.

The trip back home was uneventful, and finally we were greeted by light Blue skies and fleecy white clouds we’re so used to. One thing that did puzzle us all was that while our trees are turning into the wonderful fall colors, it appeared that even on some trees, they just did not get the picture. On a single tree, there would be the golden Yellow that we normally expect, but another branch would be a very light Green, and then the rest of the tree would be dark Green. I suppose that with the unusual dry summer that we have experienced, and then the sudden rainfall that came recently, they are just terribly confused!

It’s kind of like the Ford V-8 Club having to decide if the 4-cylinder units of years 1932-34 or the later six-cylinder cars, be recognized as being in the V-8 Club.
Until next time.

Al Jenkins

PS: On behalf of members of Chapter # 153, Big Sky V-8, we wish to thank all of the members of the Puget Sound Regional Group # 48 for all of the hard work in setting up the Western National Meet in Tacoma.

We also wish to thank you for all the awards, prizes, and table settings we won. Of the nine cars from Montana, six ended up with trophies, and from this scribe, I personally wish to thank whoever drew out the stub for the V-8 engine coffee table, and a very special thanks to Mrs. Harold LeMay for picking out my stub on the Ford V-8 raffle engine. – Al Jenkins

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1932 Phaeton

Dear Dave,

I have received your letter regarding questions I had about my 1932 Ford Phaeton. I appreciate it very much.

It was good to learn about the rear seat latch and bracket. I have the bracket B-192964, I believe. It is attached to either a 1932 or 1933-34 Sedan rear seat back wood piece I had in my spares. I would like a little more information such as pictures or measurements of the wood piece you have. I could possibly make this piece.

I do not have any of the original body wood as the previous owner sent the body to a metal stripping place. And they apparently removed the wood before dipping the body. When the body was returned, the wood was not. It was lost. I will need a complete wood kit. Who has one and how good is it, if you know.

Regarding the body # and prefix, I read your response with interest. I also have a Tudor Sedan which has a H- and number (I don’t recall exact #s now as they are covered up by a plate right now.) I know this is a local car all of its life and I had assumed it was built in Houston.

I also have a 3-W but of course, it has a Murray body # plate.

I have a few more questions:

1. How about top upholstery stuff. Suggestions on where to go?
2. I have one, but need a better LH door, driver’s side, if you can help, the one I have was severely damaged at one time.
3. I also need a LH driver’s door, for my 3W Coupe.
4. My chassis VIN # is 18-104334. What air cleaner is correct? I have the “helmet” type with round, smooth top.
5. I also need the RH lower splash pan. I have two which came with the car, but they must fit a later car. I can not make sense of the fitting. A picture would be nice if you have one.

I would like to see your cars and the way they are put together. That would answer a lot of my questions about such things as nuts and bolts and etc.

Carl Isaacks
Ingleside, Texas

Dear Carl,

This is in response to your follow-up letter regarding your 1932 Phaeton.

You’re right, the male seat back latch part (B-192964) was used on a wide range of Ford models in the 1930’s, including Phaetons through 1936, the ’32 and ’33 Victorias, the ’32 and ’35-36 Convert-
ible Sedans (slant back models), and all 1935-36 slant-back Tudor and Fordor Sedans. The female 1932 part is a little more scarce as this spring clip was of a different design in many later model applications. It was used in multiple numbers on station wagon floors to serve as a catch for the tapered seat legs on removable second and third-row seats.

I have no suggestions for the top upholstery. If you have local V-8ers, I’d check to see where they had their tops done. This is why attending a National V-8 Meet can be helpful with your restoration. You can talk with owners of cars like yours and “pick their brain” for restoration assistance.

With regard to a wood source for your Phaeton, I am afraid I am unaware of any source producing these wooden pieces at this time. I checked what I have for my cars and I have some extras of the small block on which the above spring clip mounts, the inserts in the “B” pillars to which the front seat side and back upholstery are tacked (four required for a DeLuxe Phaeton and two required for a Standard Phaeton), and the inner portion of the rear belt rail against which the upper rear seat back rests.

I do not, unfortunately, have any extras of the three curved pieces that make up the outer belt rail on the rear of the body. What I have are perfect reproductions made in Mahogany (to minimize splitting from tacks) which is superior to oak, ash, or maple as used originally. (All of these pieces are covered with upholstery material in a finished car.) Please let me know if you are interested in these extras that I have.

I can’t think of anyone who might have an extra 3-Window door, except perhaps for Gene Hetland in Minnesota (he’s in the Club Directory). I see them from time to time on eBay, but usually rough and always very expensive. You might consider using a Brookville Roadster door skin to restore your rear Phaeton door. We did this and it worked out fine. Either style of V-8 air cleaner would be correct for your car as Ford used two different suppliers who furnished their own designs.

There’s an accurate drawing of the late style of engine splash pans on page 48 of THE EARLY FORD V-8 by George DeAngelis and Ed Francis. I’m enclosing a Xerox copy of the page in case you do not have this excellent reference book.

If you prefer the earlier style, please let me know and I will try to take a photo of one that I have. Your car’s engine number puts it right about in the middle of the 1932 model year in terms of production numbers and it would be hard to argue which of the two styles is more “correct”.

1932-1938 Splash Pans

1932,

1933-34,

1935-36,

1937-38
Please let me know if you have any additional questions.

Dave Rehor
1932 Advisor.

1939 VIN Numbers

Dear Alan,

I'm told you can interpret VIN numbers. We have what we think is a 1939 DeLuxe Station Wagon with an 85 hp engine. The Vin is 815059326. This number was on the frame on the left side near the cross member. A man told me he thought the frame number indicated the car was originally a Standard, or had a V-8 60.

Any help you can give us would be appreciated.

Bob Mosier
Inglewood, California

Dear Bob,

In answer to your serial number question on your 1939 DeLuxe Station Wagon:

The VIN number you gave of 815059326 doesn't make sense unless you switched the first two numbers. In that case, it would make sense and the numbers would be 81-5059326. All 85 hp engines started with the numbers “18” with a star before and after the number.

All DeLuxe vehicles came with 85 hp engines with few exceptions. The engine you have, number 5059326 was built between April 3 and April 28, 1939.

All engines were built in Dearborn, a tag was attached with the engine number The engines were shipped to various branch assembly plants.

This took three weeks to two months, depending on the branch plant demand and distance. When that engine was installed in the chassis, the tag was removed and the number stamped in THREE places: on the left side of the frame rail near the steering gear support; the center of the frame and above the rear axle.

After the chassis was assembled, then came the body drop. Your vehicle rolled off the line somewhere between the first of May and the end of June. Good luck with your project.

Alan Darr
1939-40 Advisor

1939 60 hp Fuel Rob Bushing Removal

Gary,

I have a 1938 Ford Standard with a 60 HP engine.

I would like to know how to remove fuel pump push rod bushing out of engine block without getting shavings or chips in the oil or pan.

I have a new bushing!

I have been driving this car for 40 years.

I bought your book 2 years ago. Sure needed it for 38 years before.

Thank you,

Don Dagnon
Loves Park, Illinois

Dear Roy, (Roy Nacewicz)

I hope you or Mr. Rich Willim can help with a question. First, I got this letter (snail mail) from Don

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Dagnon of Loves Park, Illinois asking know how to remove fuel pump push rod bushing out of engine block without getting shavings or ships in the oil or pan.

Any ideas? When the machine shop did the one on the 85 hp for my '39 it was at the same time they replaced the camshaft bearings. The engine was all apart so they just drove it down into the crankcase. I keep thinking there has to be some sort of toggle or cam and fingers you could insert down the hole, expand, and pull it up.

I invented two or three in my mind contemplating this letter. But don't know where to buy one. Maybe Production Tool? This can't be the first time in history someone wanted to pull a bushing from a blocked or blind hole. But I couldn't find a picture of any such tool in the old Henry Ford Trade School Shop Theory book. Other than that, try to collapse it in on itself with a chisel.

Failing that, if it isn't worn through all the way to the block, he could just knurl the old one.

I have another case of: “Gee I took my car all apart and I don’t remember how it goes back together.” Pat Rooney of Solon, Ohio has a '37 Cabriolet and doesn't know how the wood under the top well goes back together. He had some new pieces made. Can you think of anyone who could help him? Would be nice to have some pictures of that area.

Gary J. Mallast
1938 Advisor

Discuss on phone with Doug Shull
See drawing of tool he sent (Below)
Dear Red
Red's Headers
Fort Bragg, California

Dear Red,

I hope you can help with a question. I got this letter from Don Dagnon, Loves Park, Illinois asking how to remove fuel pump push rod bushing without removing his engine.

Any ideas? This can't be the first time in history someone wanted to pull a bushing from a blocked or blind hole. But I couldn't find a picture of any such tool in the old Henry Ford Trade School Shop Theory book. Other than that, try to collapse it in on itself with a chisel.

Failing that, if it isn't worn through all the way to the block, he could just knurl the old one. And if THAT doesn't work, I guess remove the engine, remove the camshaft and drive it into the rear camshaft bearing bore. May have to remove rear camshaft bearing.

Gary J. Mallast
1938 Advisor

Hi Gary,

I don't know any more than you do about the Don Dagnon question. I have never done them except during rebuild. If it were my problem, I would probably have the bottom of the pushrod plated with brass, then hand fit.

Red

Dear Don,

Please accept my apologies for taking a while to get back to you.

I mentally invented two or three different tools to try to do what you want, but have no way to make them. I consulted with Roy Nacewicz (and through him Rich Willim), Doug Shull, and Red Hamilton on your problem. I also contacted Production Tool Company, a firm near here which deals in industrial tools, to see if they had anything which could pull a bushing from a blind hole. They said they didn't and referred me to another firm that specializes in bearings and THEY said they had no such tool.

So, it looks like the only solution is to remove the engine, remove the camshaft, remove the rear camshaft bearing, and using a bushing driver, drive it down into the rear bearing bore. Doug Shull made a nice drawing of a driver for the fuel pump bushing which is enclosed.

As you may have gathered, you have an unusual problem since the loading on that bushing isn't that great. The bushing usually lasts as long as the rest of the engine and is usually replaced during overhaul.

I wish I could have been more helpful. Best wishes.

Gary J. Mallast
1938 Advisor

1947-48 Wiper Motor

Dear John:

I have a late 1948 Super Deluxe and need to get the windshield wipers going again. The car is very much original including a 6-volt electrical system. I would like if at all possible to retain the original vacuum wipers.

Currently the car has a cheap looking electric wiper motor (which does not work) with the rest of the wiper assembly appearing to be intact. This also means that I have no wiper core that can be rebuilt. Incidentally, there is no remote control or control assembly on the dash, just a knob. Also the electric motors that are offered today appear to have the restriction "can not use with stock radio." I have a stock radio that I want to retain.

I called Ficken Wiper Service and he said he had an excellent motor, correct for a late 1947 or
1948. However, it requires what he called a “cable on/off control”, which is supposed to be very hard to obtain. Of course a wiper motor is no good without a control.

The catalogues that I have do not appear to offer this type of control. He said the motor he had was very much superior to the motors and controls used on '46s and early '47s.

What to do?? In looking at the attached from the Ford, Lincoln and Mercury Service Manual - 1946 through 1948 Cars and Trucks two types of motors and controls are shown. Do both these apply to Ford cars? Could the bottom one, more like a cylinder, be what Ficken is talking about or perhaps even belong to Mercury or Lincoln?

I would very much appreciate your expert opinion. Right now I am relying on Rain-X and the weatherman. What do I need and where can I get it? I would like to use the correct vacuum wiper and control.

David Morford
Beaver, Pennsylvania

Dear David:

Enclosed is a photo of the late 1947 and all 1948 Ford Unitized wiper assembly. The windshield wiper pivots and the mounting brackets are a one-piece assembly.

Trico made these parts as original equipment for Ford, they also made a retro-fit kit to install this assembly on '46 and early '47 Fords. The only requirement to install on the earlier years was to drill the wiper pivot holes to a larger diameter.

The wiper motor control is a manual cable, which is far superior to the vacuum hose control of the earlier models. Trico's part number for the control is 81184-J.

John McDonald
1946-48 Ford Advisor

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Dear Jim,

Could you clarify some details regarding a 1951 Ford F-100 Pickup truck. It is our understanding that you are the one to ask. In my research I get conflicting information to some of the following points:

**Regarding Paint**
1. Is the chassis to be painted flat black or semi-gloss?
2. Is the radiator to be painted flat black or gloss?
3. The truck is being painted Vermilion red and black, what color should the grill be?
4. Should the sunvisor brackets be painted, what color?

**Regarding Tires**
1. Were the tires 600x16 or 550x15?
2. Did they use Firestone 4 1/2 inch whitewalls?

**Other Inquiries**
1. What does the heater switch look like and where is it mounted in the cab?
2. The holes are in the door post for an interior light switches, did they have interior lights? If so what did they look like?
3. Did the running boards have a step plate to avoid or eliminate scuffing?
4. Could you tell us the difference between the Standard and DeLuxe Pick-up trucks?

Terry Nicholson
Cascade Regional Group

Dear Terry,

Responding to your request for clarification of details regarding a 1951 Ford F-100 (sic) Pickup truck. If the truck you are interested in is a 1951 model 1/2-ton then it is an F-1 rather than an F-100 since the three-digit nomenclature was not used until 1953.

**Regarding Paint**
1. To the best of my knowledge Ford painted its truck and, at that time passenger car, chassis with a low-cost black semi-gloss enamel known within the company as Chassis Black (M-3713). It is an air dry formulation that was given a low-temperature (compared with the process used for body enamel) bake on the final assembly line.
2. I'm not exactly sure about this. The radiator tanks were finished in a semi-gloss that looked almost like the Chassis Black discussed above. Since it was applied by the radiator supplier, however, it might not have been an exact match of the chassis paint in terms of gloss. Although this is yet to have been confirmed, I have been advised that the radiator cores (fins and tubes) were painted a flat Black for heat emissivity. That this could have been done is consistent with theories I learned while studying heat transfer some 40 years ago, but I don’t know for sure.
3. This depends on two things: 1) When the truck was built and 2) whether or not the vehicle has a Five Star (Standard) or Five Star Extra (DeLuxe) trim. If the original factory finish on the hood nose vent, “V-8” emblem if applicable, and headlamp bezels is argent (Silver paint) the grille should be painted Ivory (believe Ford code M2J-137). (This is typical of trucks built after March, 1951 regardless of trim level.) If the truck is an early model that has a chrome-plated nose vent, “V-8” emblem and headlamp bezels, trim level is important. Standard model grilles were painted body color (Vermilion or perhaps in this case black to go with specially painted fenders); Five Star Extra grilles were finished with a glossy Argent that can be duplicated with Ditzler (PPG) formula DDL 8568.
4. Regarding sun visor brackets I do not know, but they are bolt-on pieces and very likely identically finished regardless of the color used inside the cab. Your best bet would be to scrape off the paint that’s on them and see what’s underneath. It’s quite possible that they were painted Black.

**Regarding Tires:**
1. The standard tire size for the 1951 F-1 was 6.00-16 4-ply. Ford never used the 5.50-15 size on
any of its trucks or domestic passenger cars. 6.00-16 6-ply and 6.50-16 6-ply were factory options at the time and 15-inch Commercials (7.50-15) were sometimes purchased in the aftermarket, but seldom seen on Fords even back in '51.

2. White sidewall tires were not a factory option on Ford nor anybody else's pickups back then. Such embellishments were a product of the Sixties. The year 1951 was a particularly bad year for whitewalls industry-wide since their manufacture ended in late 1950. This was done so that the materials used in making the white rubber (particularly zinc) could be diverted to the Korean War defense effort. Whitewalls did not return until the spring of 1952 and then only in limited numbers. Had they been available, the contemporary Firestone would have been an acceptable aftermarket choice.

Other Inquires:
1. Judging from illustrations in the accessories folder, both the fan switch (single rotary knob) for the recirculating heater-defroster and the four push-pull knobs for the Magic Air system were mounted below the radio speaker grille on the lower rim of the instrument panel. Sorry I can't be more specific.

2. The Five Star Extra cab included dome light switches, but did not incorporate any special light assemblies. They merely switched on the existing light when the door was opened.

3. Did the running boards have a step plate to avoid or eliminate scuffing? No.

4. Difference between the Standard and DeLuxe pick-up trucks. As noted above, the Five Star Extra (DeLuxe) incorporated dome light switches and, on early production, an Argent-finished grille. Other features included: grained Red seat trim with plain Gray accent; foam seat pad; headlining with 1 1/2-inch glass wool insulation; sound deadener on doors, floor and back-of-cab; bright-finished inside handle escutcheons; dual sun visors, arm rests, outside door locks and horns; cigar lighter glove box lamp; door trim panels; bright windshield molding, vent window frames and vent window division bars; and an extra molding on each hood side that looped around the bar reading "FORD F-1." See enclosure from FORD TRUCKS SINCE 1905.

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**1950 FORD CONVERTIBLE.** Body-off restoration to original with overdrive. $30,000. Learn more by E-Mail or phone. DON HOMAN, 10695 Morgan Territory Rd., Livermore, CA 94551 (925) 443-9440

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**1934 FORD DELUXE 3-WINDOW.** All steel, Maroon, Black fenders, older restoration, late flathead, 12V, duals, WWSW, upgraded steering and front suspension. Really drives nice! BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918

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**1934 FORD DELUXE ROADSTER.** 85 horsepower, 16-inch wheels, North Dakota car, restored 20 years ago, garaged. $13,800 EILEEN EHLEHT, 6504 S.E. 2nd Pl., Renton, WA 98059 (425) 271-4170

**WANTED: Information on this trunk to help me with the restoration. It was featured on page 79 of the V-8 AFFAIR. If you know anyone that has one of these trunks or can help, I would appreciate your calling or contacting me. REAGAN STONE, 3227 Ocean Dr., Corpus Christi, TX 78404 (361) 887-7177 (TX)**

1932 FORD DELUXE ROADSTER. Henry all steel, correct body-off restoration. Dark Green, Black fenders, L/B leather, 25 louver hood, steel spare cover, WWSW, beauty rings.

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All steel restoration, Red, correct interior, built 59A, 12V, skirts, flippers caps, mild lowering, WWSW radials. Great 50s look. Drives 100%! BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: www.jmacsautos.com (MN)

**1940 FORD TUDOR.**
Mandarin Maroon body on restoration (1996), rebuilt flathead, generator, coil, waterpumps, radiator, radio and wipers, WWSW radials, 45,000 miles, wood-grain trim, Third Place Dearborn (2006), $19,000 RON BILLO, 127 N. Transithill Dr., Depew, NY 14043 (NY)

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Body-off restoration of a 59,000 mile Coupe. Opera seats, Maroon, new correct engine, inner/outer rings, WWSW. Dual OSRVM. Runs and drives 100%! BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: www.jmacsautos.com (MN)

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**1948 FORD SUPER DELUXE COUPE.**
Low mile, killer Black paint, Grey interior and trunk, digital in stock dash, fresh chrome dressed tri-car flathead, AM/FM sound, 12V, duals, WWSW, rings, mild lowering. As nice on the bottom as on top. BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: www.jmacsautos.com (MN)

**1950 FORD F-1.**
810 miles on all steel, cab-off restoration; V-8, 4-speed, original radio converted to FM. Perfect paint, 21,250 original miles. Looks and runs like new. REDUCED. Best offer over $20,000. Can E-Mail or send pictures. MICHAEL MURPHY, 13 Prescient Ave., Beaufort, SC 29907 (843) 986-0233 E-Mail: prestree@islc.net (SC)

**1950 FORD DELUXE COUPE.**
Mild custom, Maroon, Creame and Maroon leather, nosed, decked, French head/tail, '54 Pontiac grille, '51 Merc skirts, warmed flathead, overdrive. "Oh me, I'm lost in the 50s!" BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: www.jmacsautos.com (MN)

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Low mile, killer Black paint, Grey interior and trunk, digital in stock dash, fresh chrome dressed tri-car flathead, AM/FM sound, 12V, duals, WWSW, rings, mild lowering. As nice on the bottom as on top. BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: www.jmacsautos.com (MN)

**WANTED: 1932 thru 1940 Ford Roadster, Cabriolet, 3-Window Coupes.**
Original, restored, well taken care of condition. Make my dream come true, Where is this one car I will cherish? JIM JORDAN, 15120 42nd St. S., Afton, MN 55001 (651) 436-6374 E-Mail: jamesjoanjordan@msn.com (MN)

**WANTED: 1935/36 Ford Roadster in original, restored, well taken care of condition. Make my dream come true, Where is this one car I will cherish? JIM JORDAN, 15120 42nd St. S., Afton, MN 55001 (651) 436-6374 E-Mail: jamesjoanjordan@msn.com (MN)

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**WANTED: 1951 Ford Convertible for restoration. I want a complete car with little or no rust or damage. To be restored to original condition. MON-ROE McKILL, 110 Stone, Tullahoma, TN 37388 (931) 455-7072 E-Mail: mmmckill@bellsouth.net (TN)

**WANTED: 1948 or 1950 Ford Station Wagon in restored or original Condition. Prefer well maintained, unmoled wagon. RICHARD CLEMENT, 4976 Almondwood Way, San Diego, CA 92130 (858) 794-4976 E-Mail: rcellent921@aol.com (CA)

**WANTED: 1949 or early 1950 Ford Woody.** Serious collector looking for an excellent, original or restored car. JIM JORDAN, 15120 42nd St. S., Afton, MN 55001 (651) 436-6374 E-Mail: jamesjoanjordan@msn.com (MN)

**WANTED: 1948 or 1950 Ford Station Wagon in restored or original Condition. Prefer well maintained, unmoled wagon. RICHARD CLEMENT, 4976 Almondwood Way, San Diego, CA 92130 (858) 794-4976 E-Mail: rcellent921@aol.com (CA)

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1935 FORD ENGINE. Rebuilt engine with new poured bearings and all new sleeves, pistons, valves, Stellite valve seats, adjustable lifters, oil pump and rod bearings. The block was pressure tested and resurfaced, the heads were resurfaced and the engine was balanced. This work was done in 2003 and the engine went into a 1935 Roadster that was used for antique car tours in Texas. After approximately 1,500 miles, it was replaced with an 8BA engine and was properly stored to be used as an extra engine. All of the work with the exception of the machining and the babbitt was done by Boscoe Cole, a well known Texas engine rebuilder. He can be reached at 956-689-3172 for questions. I can deliver this engine anywhere in Texas for expenses. It is being sold without starter, generator/fan, or carburetor. If the buyer does not have access to these items, I can find them (unrestored) for him. $3,000 REAGAN STONE, 3227 Ocean Dr., Corpus Christi, TX 78404 (361) 877-7177 (TX)

1932 FORD: 1932 Ford used pair of spindles, $200 plus shipping. TED CONAWAY, 1219 Pecan Dr., Marble Falls, TX 78654 (830) 693-5324 (TX)

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1940-41 FORD PICKUP: Parted out 1940-41 Ford Pickup. Some parts available include both L and R doors; upper and lower seats; master cyl. assembly complete w/pedals; steering column w/tube; gear box switch; emergency brake assembly; transmission member; radiator X-brace rod; horns/bracket/relay; gas tank neck; instrument cluster; windshield wiper motor assembly complete; headlight
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FORD PARTS: 1937 Ford headlight lenses, Ford script, pair $20; 1949-50 Ford script fog lights, $125; Model T jack, Ford script, $35; Walker jack Ford script No. 10216, $35; 1949-51 Ford Box and column with rare built-in brakes, master and all lines; steering column base plate (toe board);dome light switch; rumble lid, working, $150; amp gauge, $40; radius rods, $250; headlight, taillight, $70; pass side exhaust manifold, $70; 1933 headlight, $125; 1934 speedometer, working, $150; amp gauge, $40; 1933-34 original Ford Hubcaps (4), need some work. Very good speedo and gauge cluster from a 26K, 60 hp car. Pictures by E-Mail. RAY CLARK, 24 Deer Ridge Rd., Killington, CT 06419 (860) 304-0678 E-Mail: fm83@Comcast.net (CT)

FORD PARTS: spoke wheel, $50; pass side exhaust manifold, $70; 1933 headlight, $125; 1934 speedometer, working, $150; amp gauge, $40; radius rods, $250; headlight, taillight stands, $20. JOE VIVIANO, 15706 63rd St., Mullica Hill, NJ 08062 (609) 628-9110 (NJ)

1932-49 FORD PARTS: '32 Vicky windshield pillar mouldings, $250 pr.; 1933-34 above door valances, $175 pr.; 1936-39 Convertible door latches, $350 pr., passenger, $150; '38 Standard grille stainless, 4 pieces, $200; NOS 1939-40 Coupe trunk hinges, $200 pr. BARRY EDWARDS, 4200 State Hwy. 23, W. Hills, CA 91304 (818) 887-9118 (CA)

1932-49 FORD PARTS: NOS 21A-9431 exhaust manifold, LH, $100; mint, used RH 21A-9430, $50; both fit 1942-48 Ford/Mercury; RH manifold #789430, 1937-41, good condition, $35. All plus shipping. GERALD TOBIN, 1718 Baltimore Rd., Lancaster, OH 43130 (740) 654-3931 E-Mail: gtobin@sbcglobal.net (OH)

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PARTS WANTED

WANTED: Useable seats and interior for 1934 Ford Fordin. DAVE BROWN, 811 Superior St. S.E., Minneapolis, MN 55414 (612) 804-5758 E-Mail: dembrownz@aol.com (MN)

WANTED: Parts for 1941 Ford Convertible. Dash with instrument panel; five 1941 wheels, motor parts, driver's side window, heater. RALPH FROILAND, 960 Utica Ave., Ventu­ra, CA 93004 (CA)

WANTED: 1953 Ford Convertible top screw jacks. BILL SMITFig, 21931 Londechis St., W. Hills, CA 91304 (818) 887-9118 (CA)

WANTED: 1933 spare tire cover, hood and grille. JIM FARKAS, W359 N 7-000 Brown St., Oconomowoc, WI 53066 (414) 507-5321 (WI)

WANTED: 1936 Ford grille shell, NOS or excellent used, suitable for chrome plating. CRAIG LUTON, 11 Sleeping Giant Ln., Clancy, Montana 59634 (406) 933-8128 (NC) E-Mail: craig@luton-family.com (IL)

WANTED: 1937 Ford sunvisor. 5W, $20. JOE VIVIANO, 15706 63rd St., Mullica Hill, NJ 08062 (609) 628-9110 (NJ)

WANTED: 1937 Ford convertible hood and grille. JIM FARKAS, W359 N 7-000 Brown St., Oconomowoc, WI 53066 (414) 507-5321 (WI)

WANTED: 1933-34 original Ford frame, roller. Call RICH HOUSE, 3112 Eaglewood Pl., St. Charles, MO 63303 (636) 926-2789 (MO)

WANTED: For 1932 Standard Coupe: front seat tracks; throttle linkage (V-8); Choke linkage (V-8); transmission floor inspection cover; steering column base plate (toe board);dome light switch; rumble lid handle and key. All parts must be original Ford. WALTER GEISTLER, 31824 Joy Rd., Livonia, MI 48150 (734) 422-6181 E-Mail: walg69@msn.com (MN)

WANTED: For 1932 Standard Coupe: front seat tracks; throttle linkage (V-8); Choke linkage (V-8); transmission floor inspection cover; steering column base plate (toe board);dome light switch; rumble lid handle and key. All parts must be original Ford. WALTER GEISTLER, 31824 Joy Rd., Livonia, MI 48150 (734) 422-6181 E-Mail: walg69@msn.com (MN)

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WANTED: back issues collection of Early Ford V-8 TIMES. BOB JUCHNEWICH, 3855 Esther Ln., Hermitage, PA 16148 (724) 981-2794 (PA)


May 25-27 Spring Fling - The Regional Spring Fling for the midwest region will be held in the Kansas City area, specifically Merriam, Kansas. Our motel and central meeting place is the Quality Inn of Merriam, where we have secured rooms for the days of May 25-27, 2007, Friday through Sunday. The Friday evening get-together will be held at Antioch Park, one mile from the motel. Saturday will be a day for several tours. Car games will be held Sunday morning at the Merriam Farmer’s Market and the awards ceremony and buffet will be held at the nationally acclaimed New Dinner Theatre and will include the play “Busybody,” starring Jamie Farr. The play is a stylized comedy-noir set in the 1940s. For information contact: BARRY BARNES, 4725 Green Hills Road, Riverside, MO 64150-1402 (816) 587-4775 (MO)

2007 National Meets

Eastern National
May 31 - June 4
Fairfax, Virginia

Western National
June 11-15
Temecula, California

Central National
July 16-19
Winona, Minnesota

Auburn Motorfest III
Early Ford V-8 Foundation
September 5-8
Auburn, Indiana

Important Contacts

To better serve the Membership, some changes have been made. Starting immediately, members may check their membership status, join/renew online or by phone using their VISA/MC Credit Card. For future contact with the National Club, please use the following:

Mailing Address:
EARLY FORD V-8 CLUB
P.O. Box 2222
Livermore, CA 94551

Membership Inquiries:
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1950 Ford Station Wagon in Ken-L Ration Dog Food advertising promotional campaign photograph. Circa 1950. Can we consider the guy at the right with the microphone a “Barker?” 
I know - I know but I just couldn’t resist it. - Jerry Windle, Editor.

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