



# TIMES

MAGAZINE FOR EARLY FORD V-8 ENTHUSIASTS

An International Organization

Volume 43, Number 6

November/December 2006



1942 Ford Fire Truck



# V-8 TIMES

MAGAZINE FOR Ford V-8 ENTHUSIASTS

An International Organization



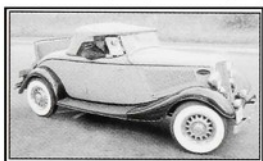
@ The Early Ford V-8 Club, 2005 P.O. Box 2222 Livermore, CA 94551

Volume 43 Number 6 November/December 2006

Contributions of material for publication in the V-8 TIMES are gratefully accepted. It will be assumed they are donated unless other arrangements are made.

## CONTENTS

### Inside



Page 41



Page 43



Page 45



Page 48



Page 65

### 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
CARrespondence (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

V-8 TIMES (ISSN 0274-5003) is published bi-monthly by the Early Ford V-8 Club of America Inc., at 4935 E. Mt. View Dr., San Diego, CA 92116-1941, which is a non-profit organization in the state of California and a National Historical Society dedicated to the restoration and preservation of Ford Motor Company vehicles from 1932 through 1953. Periodicals postage paid at San Diego, California, and at additional mailing offices. REGULAR membership is \$35 per year. Joint membership is \$38. Three-year Regular, \$100 and Joint, \$109. CANADA/MEXICO: Regular, \$38 and Joint, \$40. Three-year Regular, \$109 and Joint, \$115. OVERSEAS: Regular, \$45 and Joint, \$47. Three-year Regular, \$130 and Joint, \$136. NON-SUBSCRIBING (No V-8 TIMES) United States, \$10; three-year, \$30. ALL FOREIGN COUNTRIES (No Roster) : \$5, three-year, \$15. Subscriptions and sales outside the U.S. are to be remitted by International Money order in U.S. funds or by credit card (MC/Visa). We welcome additional contributions, technical articles, cartoons, etc. Send such material direct to: Publication and Editorial offices, % V-8 TIMES, P.O. Box 16630, San Diego, CA 92176-6630. All material loaned will be returned upon request. POSTMASTER: Send address changes to V-8 TIMES, P.O. Box 2222, Livermore, CA 94577.

# From the Oval Office

Get that V-8 fixed and tour in '06...



*Tom, Pam and Paddy are among "friends" at the LeMay Museum during the 2006 Western National Meet in Tacoma, Washington.*

**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 Derickson 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.

A handwritten signature in cursive script that reads "Tom".

TOM JOHNSON  
President

# from the Editor...



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



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

## Disclaimer

The V-8 Club does no independent testing of any of the opinions, thoughts or suggestions presented in the V-8 TIMES. A reader should consider the magazine to be a forum wherein differing solutions to a particular set of circumstances may be discussed. Ultimately, the selection of an item for an individual's vehicle must be based upon the independent study of the vehicle owner in consultation with people in the hobby and restoration experts.



Your  
"Award Winning"  
Magazine!

**Best Single Issue**  
**2000 Bronze Medallion**  
*International Automotive Media Conference*

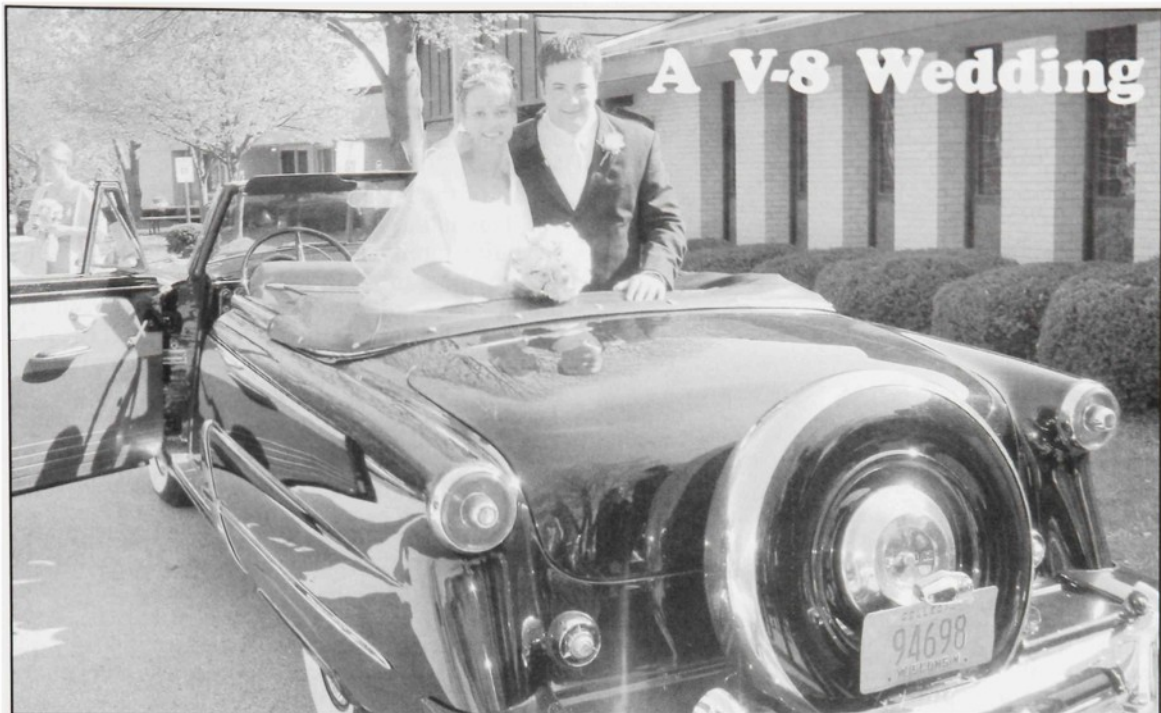
**Richard & Grace Brigham Award**  
**1999 - 2000**  
*Society of Automotive Historians*

**Best Single Issue**  
**1999 Moto Award**  
*Imperial Palace Car Collection*

**1999 Silver Medallion**  
*International Automotive Media Conference*

**Old Cars Weekly News & Marketplace**  
**Golden Quill Award**

1996 • 1997 • 1998 • 1999 • 2000  
2001 • 2002 • 2003 • 2004 • 2005 • 2006



## A V-8 Wedding

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

### Statement of Ownership



(1) Title of Publication: V-8 TIMES. (2) Date of filing: October 1, 2006. (3) Frequency of issue: Bimonthly. (4) Location of known office of publication: Jerry Windle, 4935 E. Mt. View Dr., San Diego, CA 92116-1941. (5) Location of headquarters or general business offices of the publishers: As above. (6) Names and addresses Publisher and Editor. Publisher: Early Ford V-8 Club of America, P.O. Box 2222, Livermore, CA 94551; Editor: Jerry Windle, 4935 E. Mt. View Dr., San Diego, CA 92116-1941. (7) Owner: Not applicable. (8) Known bondholders, mortgagees, and other security holders owning or holding one percent or more of total amount of bonds, mortgages or other securities: None. (9) The purpose, function, and non-profit status of this organization and the exempt status for Federal Income Tax purposes have not changed during the preceding twelve months.

Average number of copies each issue during preceding twelve months: (a) Net press run: 9600. (b) Sales through dealers and carriers, street vendors and counter sales: None. Mail subscriptions: 9312 (c) Total paid circulation: 9312. (d) Free distribution by mail, carrier or other means: samples, complimentary and other free copies: 40. (e) Total distribution: 9352. (f) Office use, left over, unaccounted, spoiled after printing: 248. (g) Total: 9600.

Single issue nearest to filing date: September/October, 2006. (a) Net press run: 9600. (b) Sales through dealers and carriers, street vendors and counter sales: None. Mail subscriptions: 9278. (c) Total paid circulation: 9278. (d) Free distribution by mail, carrier or other means: samples, complimentary and other free copies: 40. (e) Total distribution: 9328. (f) Office use, left over, unaccounted, spoiled after printing 272. (g) Total: 9600.

Periodical publication (USPS 115-230)  
(ISSN 0274-5003).

**THE ORIGINAL...**

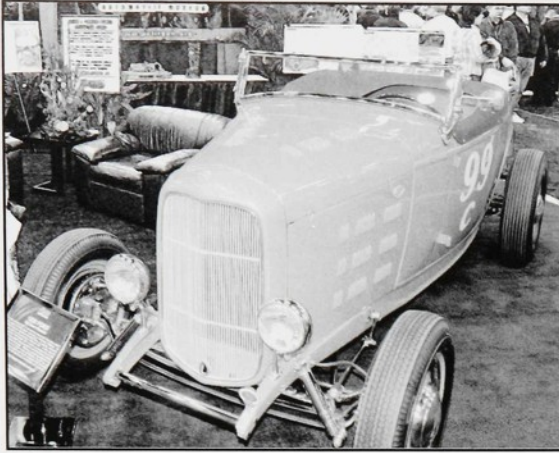
**TOP CYLINDER LUBRICATOR**

Protect and preserve your valuable engine from premature valve wear

**IMPROVE PERFORMANCE!**      - Free Brochure -

AMPCO LUBRICATORS LLC  
Phone: 860-355-5706 Fax: 860-355-8357  
Email: info@ampcolubes.com  
www.ampcolubes.com

# 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, Indi-

anapolis, 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

## V8 TIMES

MAGAZINE FOR EARLY FORD V-8 ENTHUSIASTS

### DISPLAY ADVERTISING

The V-8 TIMES offers COMMERCIAL advertisers a "one-way" avenue to owners and restorers of 1932-1953 early Ford V-8s. Black-and-white and color ads are accepted. Display ad deadlines are the 10th of even-numbered months. Electronic files are preferred.

AD SIZE	FIRST TIME	REPEAT
FULL PAGE - 6X9"	\$250	\$228
	Color \$400	\$350
3/4 PAGE-6 x 6"	\$190	\$176
1/2 PAGE-6 x 4 1/2"	\$143	\$125
	Color \$250	\$200
1/4 PAGE-2 7/8 x 4 1/2"	\$ 80	\$ 73
1/8 PAGE-2 7/8 x 2 1/4"	\$ 44	\$ 39

All ad copy should be submitted electronically.  
Color separations available at competitive rates.  
Additional costs may apply if we create ad.  
Please contact for electronic requirements.

**v8times@earthlink.net**  
**www.earlyfordv8.org**

For further information on commercial advertising, contact:  
**JERRY WINDLE**  
% V-8 TIMES  
P.O. Box 16630 • San Diego, CA 92176  
• (619) 283-8117 •  
**v8times@earthlink.net**

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

## Dues Went Up!

**\$35 Single \$38 Joint  
Check/Renew/Join**

**With your Credit Card**

**(866) 427-7583**

**Toll Free (U.S. Only)**

**registration@cornerstonereg.com**

## 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 Rallies 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

## Certified Auto Electric, Inc.

### Alternator conversions for flatheads

Serving the Professional and Do-it-yourself mechanic since 1984

225 Northfield Rd. - Bedford, Ohio 44146  
Phone 1-888-597-8278 or 1-440-439-1100

**1932 thru 1953 6-volt pos. or 12-volt neg.  
with brackets and pulleys**



**Auto, Truck, Marine, Domestic & Import.  
High performance. Vintage & Classic**

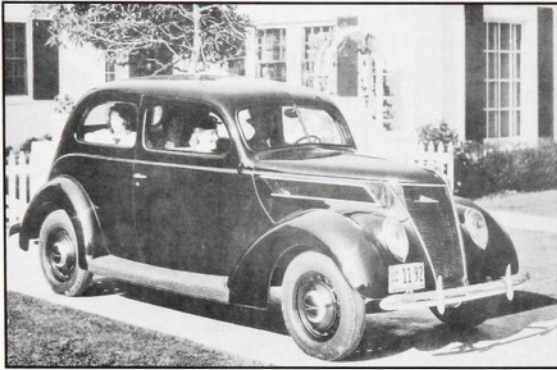
At Certified Auto Electric you get real service, real quality always.  
Look for our products on eBay

E-Mail your questions and concerns to [earlig225@sbcglobal.net](mailto:earlig225@sbcglobal.net)

VISIT OUR WEBSITE AT [www.certifiedautoelectric.com](http://www.certifiedautoelectric.com)

# Readers Reply

## Ford's "Ugly Duckling"



1937 Ford Tudor Sedan

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.

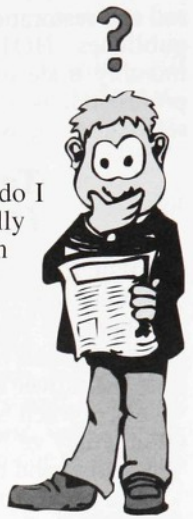
This time I would like to use the book EDSEL FORD AND E.T. GREGORIE by V-8 member Henry Dominguez as a reference source. By looking inside the Ford Motor Company Design Department during WWII, you will see that they could not have designed and produced a 1946 Ford before 1945.

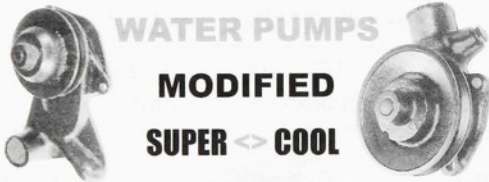
Edsel Ford died on May 26, 1943. E.T. Gregorie was fired from Ford some time in June, 1943. Gregorie had been working all the time before being fired on the new cars to be produced after WWII. These cars were to be all new and not face-lifted 1942 Fords. They did not look like the 1942 Fords in any way.

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





### WATER PUMPS

## MODIFIED

## SUPER < COOL

PUMP 50% MORE WATER-COOLER ENGINE



- > RUNS UP TO 30 DEGREES COOLER IN HOT WEATHER
- > CARS INTERIOR IS MUCH COOLER FROM COOLER ENGINE
- > LESS PROBLEMS WITH ENGINE COMPONENTS WHEN COOLER
- > SUPER TURBINE IMPELLER ON 37 TO 48 TYPE PUMPS
- > NEW IMPROVED HIGH VOLUME IMPELLER ON 32 TO 36
- > MODERN SEALS, SS SHAFT AND PRECISION FIT BUSHINGS
- > EVERY PUMP FLOW TESTED, RUN AND LEAK CHECKED

TOUR TESTED FOR SEVERAL YEARS WITH THE SAME COOLING RESULTS ON EVERY CAR THEY HAVE BEEN INSTALLED ON.

\$200.00 PER PAIR + \$12.00 S&H = \$212.00 TOTAL  
THE PUMPS YOU SEND ARE THE ONES RETURNED

SEND YOUR PUMPS AND CHECK TO

GEORGE "SKIP" HANEY  
12168 AZURE COURT  
PUNTA GORDA, FL 33955  
DAY 941-637-6698 NITE 941-505-9085  
EMAIL [slap@fordsrue.com](mailto:slap@fordsrue.com)





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

The dup (duplicate) "1" indicates a duplicate title issued (usually to replace a lost one).

Question: What is the actual original VIN stamped on the vehicle shown?

Supposition: A title for a 1939 Mercury brought into Pennsylvania 4-23-44 was used to get a Pennsylvania title at that time. How Mercury got changed to Ford is unknown. Since Mercury was a new make in 1939, perhaps the original title misidentified it. From its first titling in Pennsylvania, there were intermittent titles issued as the one shown in the article is the fourth Pennsylvania title as denoted by the "D" in the title number. The registration card for the 1944 PA plate 8574R would be needed to confirm what car it was issued to.

**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](http://www.wardlafrance.com)

John Burzichelli 856-423-8910 NJ

National Archives, Washington DC.

Andrew M. Harvey  
Clarion, Pennsylvania

[www.earlyfordv8.org](http://www.earlyfordv8.org)

## CHUCK'S TRUCKS, LLC & HOT RODS TOO!

Shop: 15 Corporate Ridge Rd. #5, Hamden, CT

### 1932-86 FORD TRUCK PARTS

NEW & USED; N.O.S.; REPRODUCTIONS  
Fenders, Runningboards, Beds, Rubber Parts  
Mechanical Parts, Wiring, Flathead Speed Parts  
Marmion-Herrington 4x4 Parts  
If it's available, you can find it here!

### AWARD WINNING RESTORATIONS

Flatheads stock to blown  
Custom machine work  
Welding & Fabrication  
Hot rods & Kit cars built  
Shop 203-288-2769 Cell 203-824-4002  
Toll Free (ORDERS ONLY PLEASE!)  
877-288-2769 HOME 203-287-9830  
[www.chuckstrucksllc.com](http://www.chuckstrucksllc.com)



Send Mail To:  
Chuck Mantiglia  
1521 Shepard Ave.  
Hamden, CT 06518  
[chuck4850@aol.com](mailto:chuck4850@aol.com)

NO CATALOGS

## Russian Member Update

*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-8'er 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*



*That's Alex behind the wheel as the '37 is pulled out of the shed.*

**Dear Jerry,**

I am sending you Alex Kondratjev's latest E-mail with attached pictures showing '37 Ford being moved from shed in Ekaterinburg, Russia to go to new owner, who we hope will become the second member of Early V-8 Ford Club of America. That is Alex at wheel, as car is being pulled from shed.

Dick Harris

**Hello, Dick!**

Thank you for your message!

I want to tell you that on Saturday, the 1937 Ford left his place at Maria's house and has departed to the next parking. I send you photos about this event.

New owner of our loving Ford the rich man. He can afford to restore this car. I told him about the Early Ford V-8 Club of America.

V-8 TIMES  
P.O. Box 16630  
San Diego, CA 92176-6630  
v8times@earthlink.net  
FAX (619) 283-0420  
(619) 283-8117 (Answering Machine)



*Heading for a new home and, hopefully, restoration.*

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

Dear Jerry,

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

# The Ford 54F Engine

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.

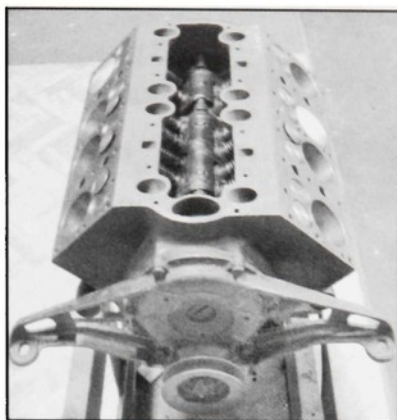
Here is a picture of a "54F" Engine, which are staying in France and this Chardin is before a President of the Vedette V-8 Club in France.

Best V8 Greetings from Ola

Hi Ola,

I got your letter today, including this quite interesting article about the 4-bearings 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 responsables 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

## They're Still Out There!



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 rearends in both trucks. - eBay listing. Starting price was \$1,400 for both!, Buy It Now price \$1,800. No takers. Did not sell.

## IMPORTANT ADDRESSES

When you have an idea, a gripe, a check, an ad to be printed, a renewal or address change, help us by communicating with the right party the first time. A letter addressed to the wrong person can only be forwarded - an unnecessary step which could delay action on your request for months!

### Club President

Tom Johnston  
2960 Woodcrest Dr.  
Napa, CA 94558  
(707) 255-1230  
trjford8@napanet.net

### Miscellaneous Compliments-Gripes Club Vice-President

Dave Graham  
1576 Maple St.  
Corona, CA 92880  
(951) 340-0770  
film@coastalofiseprep.com

### Membership Dues Address Changes Subscription Problems

Cornerstone Registration  
P.O. Box 1715  
Maple Grove, MN 55311  
(866) 427-7583 (Toll Free US Only)

### V-8 TIMES Advertising (Non-Classified)

Jerry Windle  
P.O. Box 16630  
San Diego, CA 92176  
(619) 283-8117  
v8times@earthlink.net

### V-8 TIMES Classified Ads

P.O. Box 16630  
San Diego, CA 92176-6630  
(619) 283-8117  
v8times@earthlink.net

### V-8 TIMES Contributions

Jerry Windle, Editor  
P.O. Box 16630  
San Diego, CA 92176-6630  
(619) 283-8117  
v8times@earthlink.net

### Associate Editors

Dave Cole 1119 S. Speed St.  
Santa Maria, CA 93454  
Rusty Davis 418 Borgess Ave.  
Monroe, MI 48161

Mickey Holton 5018 Meta Dr.  
Nashville, TN 37211  
John Jaeger 16809 SE Oatfield  
Milwaukie, OR 97267

**Member's Representative  
on the National Board**  
(See "Executive Directory"  
in your Club roster)

### V-8 Club Accessories V-8 TIMES Back Issues

Dave Rasmussen  
1116 Austin Way  
Napa, CA 94558  
v8accessories@g.aol.com

### Club Historian

Wayne Taylor  
P.O. Box 73  
Napa, CA 94559

### National Chief Judge

Jerry Vincentini  
9707 N 156th St.  
Bennington, NE 68007  
(402) 238-2842

### Deputy National Chief Judge

### Nomination Chairman (Want to be a Director?)

Jerry Reichel  
3650 Tuggle Rd.  
Buford, GA 30519  
(770) 945-0749  
jr51@mindspring.com

### Regional Group Certificates of Insurance

Ron Love  
3400 SW Sherwood Pl.  
Portland, OR 97239  
(503) 223-9359

# 2007 National Meets

Northern Virginia  
Regional Group Presents

## Virginia Celebrates The Ford

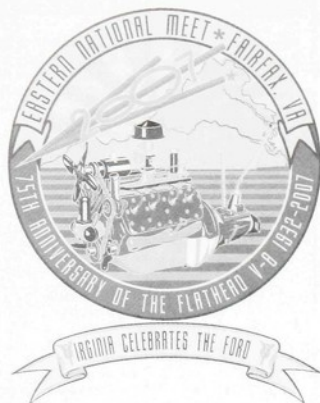
Eastern National

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

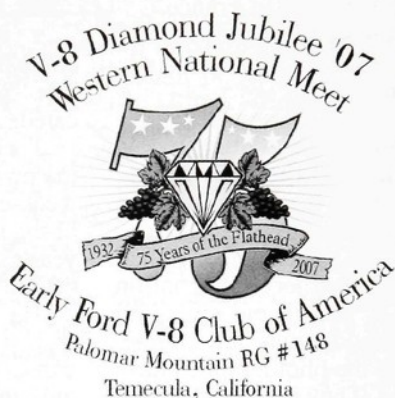
June 11-15

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

# TRANSIT...

## 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).

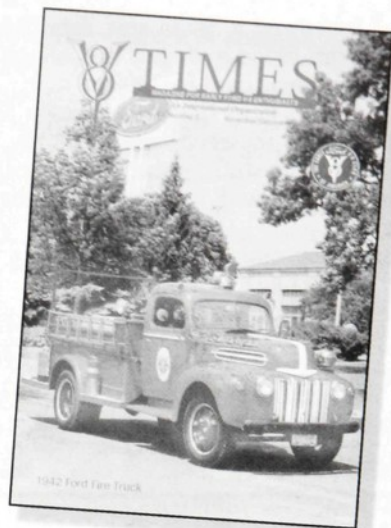
I am a member of the Twin Cities Regional Group #6. I also own an unrestored 1934 Ford Fordor DeLuxe with 77,000 original miles.

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



## Genuine Accessories of the EARLY FORD V-8 CLUB

Order ONLINE: [www.earlyfordv8.org](http://www.earlyfordv8.org)

Make checks payable to:  
Ford V-8 Club of America  
%Dave Rasmussen  
1116 Austin Way  
Napa, CA 94558  
707•226•5256  
v8accessories@gmail.com

All prices include shipping  
except for V-8 TIMES. See below

**NOW! BUY MORE AND SAVE!**

**Buy 2 Items - Take 15% Off Order Total!**

**Buy 3 Or More - Take 20% Off Order Total!**

OFFICIAL CLUB AUTO PLAQUE, 3" Diameter, Blue enamel background.....	\$ 10.95
CLOTH JACKET EMBLEM, 3" Diameter, Washable.....	3.25
NAME BADGE, 2" Diameter, Ford Emblem Blue.....	3.25
LADY'S CHARM or MEN'S KEY FOB, 5/8" Diameter.....	3.95
TIE TACKS, 5/8" Diameter (Porcelain & Chrome).....	4.50
MEMBERSHIP PIN, 10, 15, 20, 25, 30, 35 Year.....	10.00
OFFICIAL CLUB KEY FOB.....	5.50
OFFICIAL CLUB WINDSHIELD DECAL.....	1.00
OFFICIAL CLUB WINDSHIELD "Cling" DECAL.....	2.00
V-8 TIMES Binder Accessory.....	25.00
JUDGING LIKE HENRY MADE 'EM. Concourse Judging DVD.....	10.00
LICENSE PLATE ACCESSORY (Ford in Your Future).....	9.00

Discounts available for RGs that buy lots of 20 or more.

### Early Ford V-8 Club Books

1932 FORD BOOK (Softbound).....	19.95
1933-34 FORD BOOK (Softbound - Price Good Thru 1/1/2007).....	59.95
1935-36 FORD BOOK (Softbound).....	29.95
1938-39 FORD BOOK (Softbound).....	34.95
1938-39 FORD BOOK (Hardbound).....	49.95
1940 FORD BOOK.....	29.95
1941-48 FORD BOOK (Softbound).....	34.95
1941-48 FORD BOOK (Hardbound).....	49.95
1949-51 FORD BOOK (Softbound).....	29.95
V-8 ALBUM (Softbound).....	49.95



**VISA/MASTERCARD**  
Gladly Accepted  
Online - Mail  
[www.earlyfordv8.org](http://www.earlyfordv8.org)

V-8 TIMES BACK ISSUES, as available except 42 & 43 (2005-2006).....\$3 + 20% of total  
BACK ISSUES, Vols. 42 & 43 (2005 & 2006 not included in set) \$5 + 20% of total,

Vols. 12-2 thru 37-6 (None prior to 12-2) \$3 each (20 or more \$1.50 each + 20% of total)  
Issues **NOT** in stock: 12-1,2,3,4,6; 13-All; 14-4,6; 16-2; 17-All; 18-All; 19-All; 20-1,4,5,6; 21-2,3,4,5,6;  
22-6; 23-1,3,4,5,6; 24-2,3,4,5,6; 25-3,5,6; 26-All; 27-1,2,4, 5,6; 28-All; 29-All; 30-All;  
31-1,2,3,4,6; 32-5,6; 33-All; 34-1,2,3,4; 35-1,2,3,6; 36-1,2,6; 37-1,6; 38-3,5,6; 39-2,3,5,6;  
**GET 60+ ISSUES FOR \$75 (1 each issue in stock) + \$15 Shipping & Handling**

Subscriptions and sales from outside the U.S. are to be remitted by International Money Orders in U.S. funds or by credit card.  
Allow 6 weeks for delivery - Discounts available to Regional Groups (write for price list).

Effective December 1, 2006

(California residents add 8 1/4% sales tax)

## 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-wheel 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.

### COLUMBIA TWO SPEED PARTS, INC

#### COLUMBIA OVERDRIVE

Axle Parts & Controls  
for Ford, Mercury and Lincoln



Dan Krehbiel

John Connelly

38805 E. Benton Rd.

Temecula, CA 92592

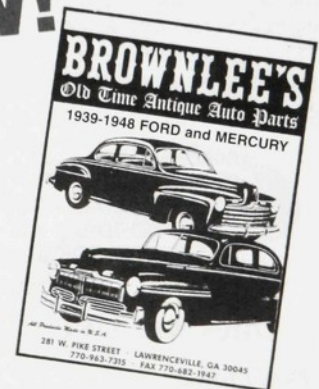
dancolumbia@verizon.net

(951) 302-5922

## BROWNLEE'S

Old Time Antique Auto Parts

# NEW!



1939-1948  
FORD &  
MERCURY  
Catalog  
\$4.00

N.O.S. & Reproduction Parts

## BROWNLEE'S

Old Time Antique Auto Parts

281 W. Pike Street Lawrenceville, GA 30045

(770) 963-7315 FAX (770) 682-1947

## WHEEL TRIM RINGS

SPECIAL FOR ALL :

1940-48 FORD & MERCS ONLY

Special while they last!

Only \$22 each  
or 4 for \$76!

Normally sell  
for \$60 ea.

Heavy gauge double chrome over brass (with the ridges). The best looking and best made trim ring ever made for Fords / Mercs. Never need polishing. Far more durable and long lasting than the stainless steel rings.



800 828 2061 Toll Free  
973 642 2404 NJ & Intl.  
973 642 6161  
www.hirschauto.com

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](http://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?

**BURTON**  
Antique Auto Parts

2445 Neff Road  
Dayton, OH 45414

Call toll free:  
877.277.6753  
or visit us at:  
[www.burtonantiqueautoparts.com](http://www.burtonantiqueautoparts.com)

Specializing in hard-to-find Genuine N.O.S. Ford parts and manufacturing rare reproduced parts - 1932 and up

All products made to Ford specifications.

Prices do not include shipping and handling

1935-37 Ford Visor Vanity Mirror Kit	\$45
1937-39 Ford Replica Bulb and Fuse Kit	\$30
1937-51 Ford Car & 1937-56 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
1941-48 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 Ford Stainless Bullets for Grille-pair	\$110
1951-80 Universal Visor Vanity Mirror Kit	\$35

1964-73 Mustang  
1928-69 Ford Car  
1960-70 Falcon  
1962-71 Fairlane/Torino  
1928-79 Ford Truck  
1955-66 Thunderbird  
Street Rod



1521 Dogwood Dr.  
Conyers, Georgia 30012  
(770) 761-6800  
Fax (770) 761-5777  
[www.melvinsclassicfordparts.com](http://www.melvinsclassicfordparts.com)



# V-8 TIMES

miss an issue?

[www.earlyfordv8.org](http://www.earlyfordv8.org)



Check page 12 for Back Issues of the V-8 TIMES still available from the Accessory Chairperson

## Binder

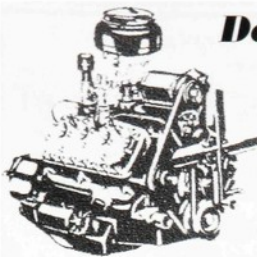
Holds 12 issues  
Two-years

Only \$25 ppd

Mail Orders:  
**Dave Rasmussen**  
1116 Austin Way  
Napa, CA 94558







# TECH FACTS

## Front and Center

**C**aster -  
Camber -  
Kingpin  
Inclination - Toe  
In...these angles  
together with the  
front end aligned  
correctly, allow our  
classic Ford vehi-  
cles 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.

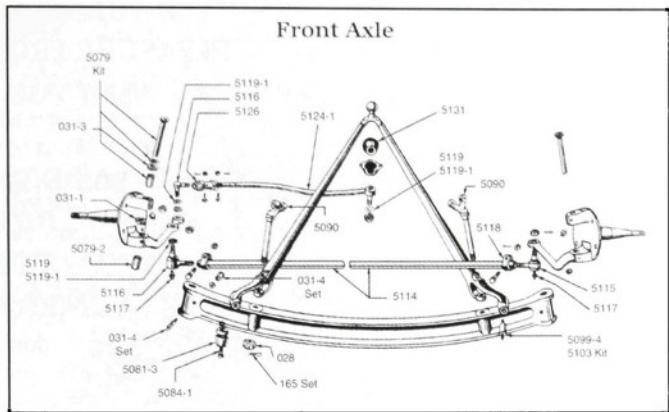
"Steve, what about Kingpin Inclination?"

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 steer-



ing 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 differ-  
ence.

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.

Toe-out?

Wait a minute! There is a Toe-Out alignment also?

No. Yes. Is Steve kidding me?

We just discussed Toe-In. But, this Toe-Out is different.

Toe-Out is the angle during turns. It refers to the difference in angles between the two front wheels and the car frame (a reference) upon extreme turning, right or left turn.

The inner wheel is always turned inward more sharply than the outer wheel simply because it travels a shorter arc. The outer wheel travels a longer arc. The difference is about three degrees.

An example is, say the outer wheel travels a 20-degree arc, so the inner wheel travels about a 23-degree arc - sharper!

"Steve, what does it?"

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**

# **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](http://WWW.FORDV8FOUNDATION.ORG); CALL 1-888-229-1042; OR WRITE EARLY FORD V-8 FOUNDATION, PO Box 31403, ROCHESTER, NY 14603**

Dick Flynn's

# Tech Tips

## Radial Tires on Old Wheels Warning

Many of my technical tips come from V-8 members that call or send questions for answers. This is good, as I know who to contact for answers. Also, it keeps my mind working. I read five Hot Rod magazines a month to keep up with any tech tip that can be used on our old cars.

I received a letter from a V-8 Member in Florida. He was going to order radial tires from Diamond Back Classic Tire Co. for his 1950 Convertible. Before he did, he read in OLD CARS WEEKLY a question that was sent in. The question was in regards to a 1956 Mercury that had bias ply tires? He had new radials mounted and balanced. The front hub caps would come off while driving especially the left front on right turns. He asked, "Should I replace the wheel rims with a heavier type?"

Answer - Try losing (your) life with this problem. Rims for bias-ply tires, radial-ply tires, even disc brake rims are made out of different alloys. Rims for bias-ply tires cannot use radials and bias and simple radial-ply rims cannot be used for disc brakes.

The forces exerted by bias-versus radial ply tires (as well as disc brakes) are different and need rims made specific to each application. When using radial tires on bias-ply rims, the rims overflex. This means metal fatigue breakage (most usually rim bead separation and deadly accidents).

So far I haven't heard of any failure by any car owner in the V-8 Club.

Please if any V-8 Car owner has had wheel failure or hub caps flying off because of radial tires, please send me a note or call me. Dick Flynn, 1207 N. W. 73rd St., Seattle, WA 98117 - (206) 782-0249 (April thru Sept.), (Oct.-Mar.) at 425 Ena Rd., Apt. 1008C, Honolulu, HI 96815 - 808-946-6104.

I called Stockton Wheel to talk to a pro on wheels. Rob Jacobson told me the same story about using the old weak wheels. Stockton makes wheels for any car. They are HIGH TECH. They make wheels for all 40s, 50s, and 60s cars to replace the original weak wheels. Stockton Wheel can be reached at (800) 395-9433. Talk to Rob Jacobson. It is well worth the cost to make the cars handle and stop safer.

Dick Flynn

## 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 "establishing 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

FLATHEADS | 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."*



# Red's Engine Talk

## for the Flathead V-8 Engine

By Red Hamilton



### Fasteners and Torque

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

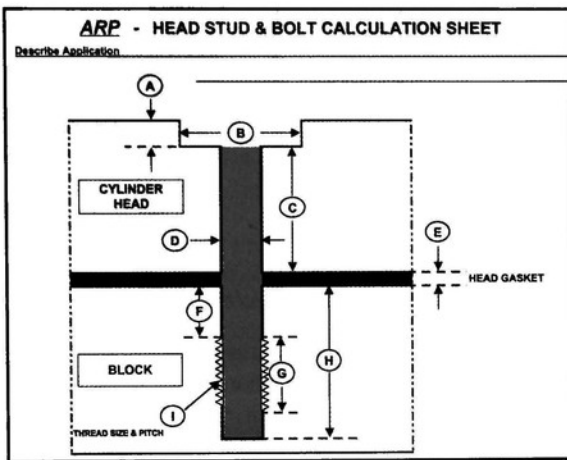
Ford was usually ahead of other contemporary manufacturers in metallurgy. The connecting rods with their integral studs are an example. Most fasteners used in the Flathead V-8s are equivalent to a current Grade 5.

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.

	Yield Strength	Tensile Strength
Grade 5	90,000 psi	120,000 psi
Grade 8	120,000 psi	150,000 psi
8740 alloy (Courtesy of ARP catalog)	160,000 psi	190,000 psi



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](http://www.reds-headers.com)

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

## 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.

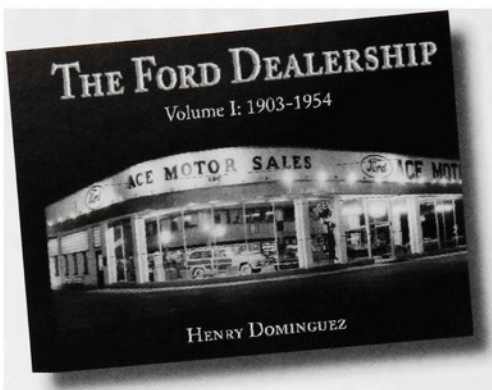
The product line will have some additions and our historic level of customer service will be maintained.

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

A new book by noted Ford historian  
Henry Dominguez....



Over 400 full-page, never-before-seen  
photographs!  
Hard cover, printed on glossy paper.

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.

Only

**\$49.95**

(Postage paid, media mail rate only,  
other rates extra)



What readers have said:

"...fantastic..!"

"...absorbing..."

"...couldn't wait to turn  
each page..."

"...delighted with it."



Check • MasterCard • Visa

Mail check or mail or email credit card information to:

Henry Dominguez  
148 Pointe of View Circle  
Farmington, UT 84025

website: [theforddealership.com](http://theforddealership.com)  
email: [dealerbook@AOL.com](mailto:dealerbook@AOL.com)

# MODEL 54F

## THE FORD V-8 with FOUR MAIN BEARINGS

### Part Two

**O**N 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

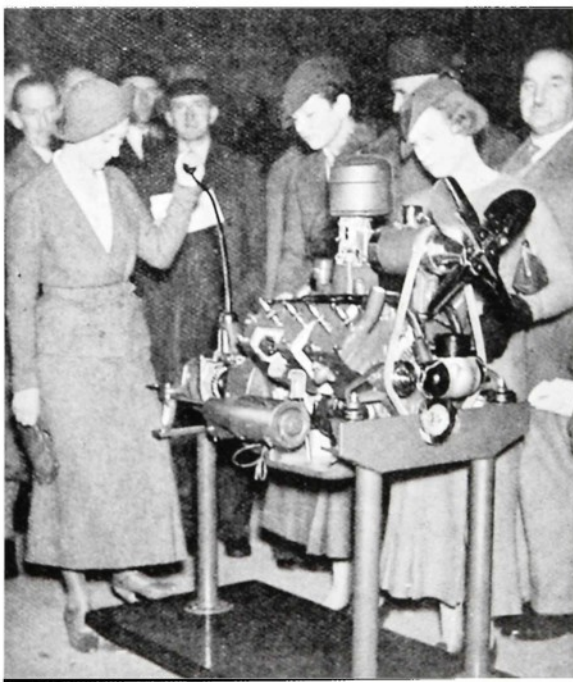
**by Dave Cole** 34 manufacturers had produced V-8's, all of which had 2-, 3-, or 5-main bearing crankshafts, but none had 4.

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, too. 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



■ This photograph from the November, 1935, Ford Times, published by the Ford Motor Company, Ltd., of England, is so far the only one known that pictures the early Ford V-8-60 with a four-main-bearing crankshaft. The photo was taken at the Ford Motor Exhibition at Royal Albert Hall, Kensington, London, between the 17th and 26th of October, 1935, and the engine is obviously a "cut-away" display piece, with pieces cut out so spectators could see the inner workings of the engine. This makes it difficult for us to see the external details, but you should be able to discern the water outlets at the front of the cylinder heads, the 15 head bolts and the exhaust manifold, here cut to pieces, but bolted to just two exhaust ports.

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 vapeur*. 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.

**W**e 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:

<b>ENGINE BLOCK PART NO.</b>	<b>ORIGINAL DATE DRAWN</b>	<b>NUMBER OF MAIN BEARINGS</b>
54F-6015	Dec. 10, 1934	4
54 -6015-AR	Mar. 18, 1935	4
54 -6015	July 2, 1935	4
54 -6015-C	Oct. 25, 1935	4
54 -6015-B	May 12, 1936	4
52 -6015	Sep. 23, 1935	3
52 -6015-AR	Sep. 23, 1935	3
52 -6015-B	May 8, 1936	3
52 -6015-BR	May 8, 1936	3
52 -6015-C	July 16, 1936	3
52 -6015-D	Nov. 16, 1937*	3
52 -6015-E	June 19, 1940	3

\*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, as 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.

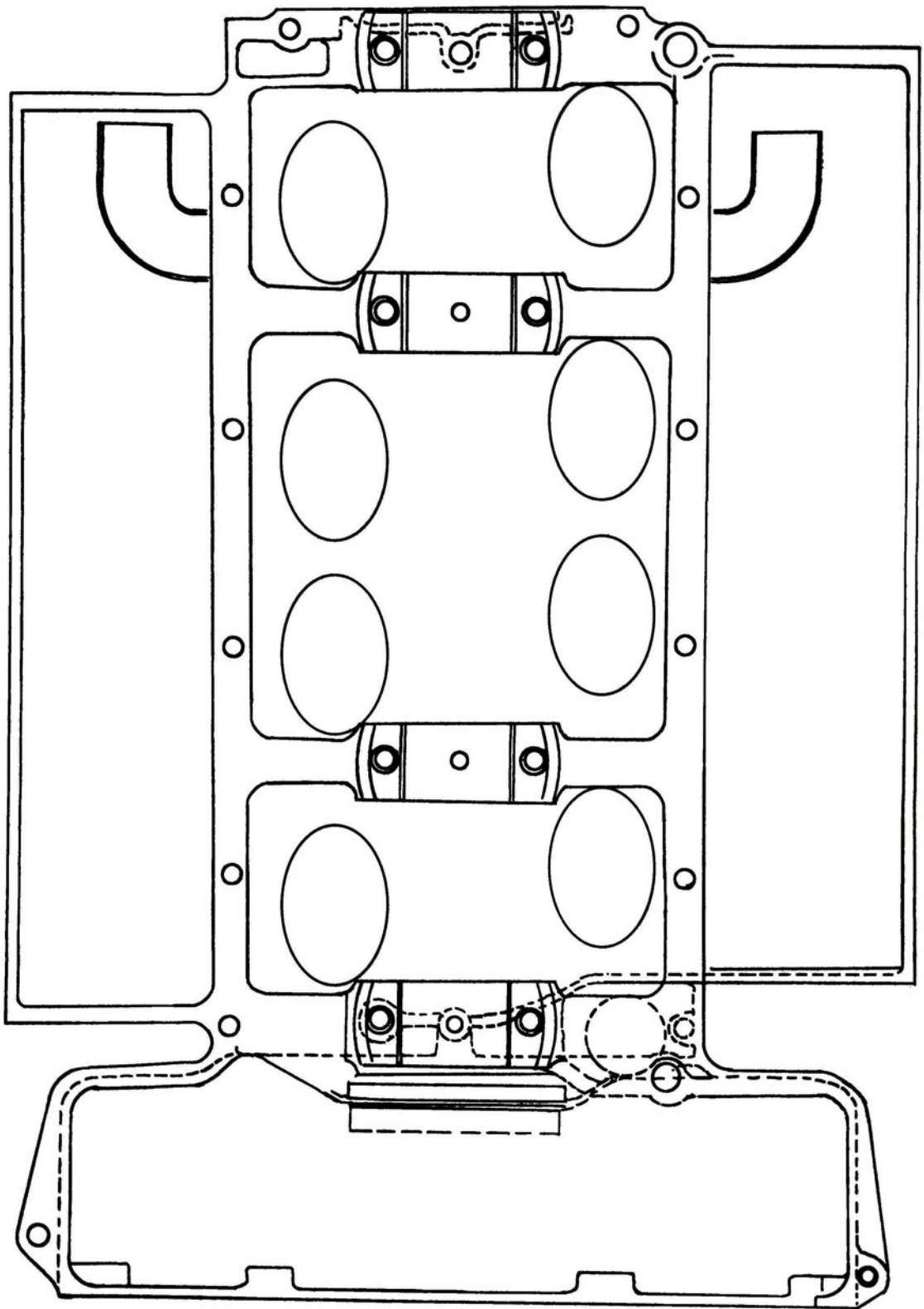
Obviously, the engines with the 54- (or 54F-) prefix are the V-8-60's with four main bearings, and those with the 52- prefix are the V-8-60's we are familiar with, built with three main bearings. Here we can see that the four-main-bearing engine went

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.

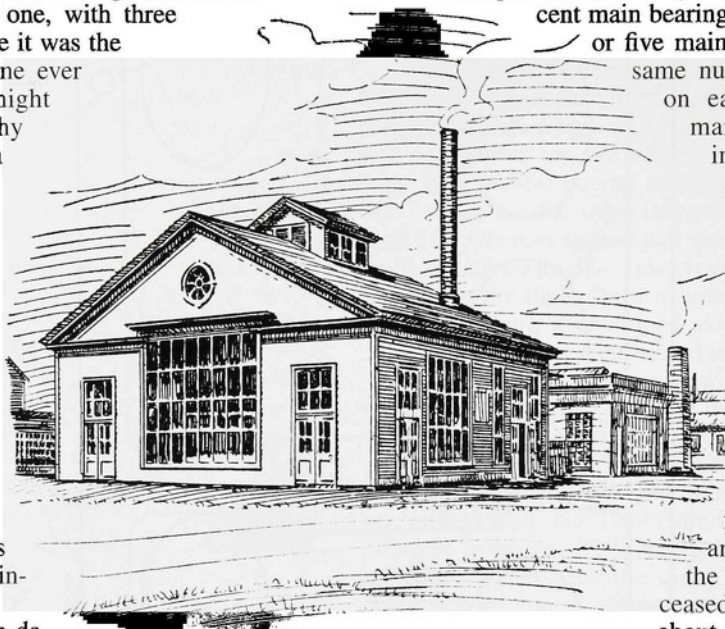
Next are the 6005 listings, all of them said to be "Engine assemblies, less transmission and clutch." After them come the 6010 entries, which are just cylinder blocks, with the studs, plugs and what-not, and after them, the 6012's, which are rebuilt short blocks. If 6015's were listed, they would come 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.



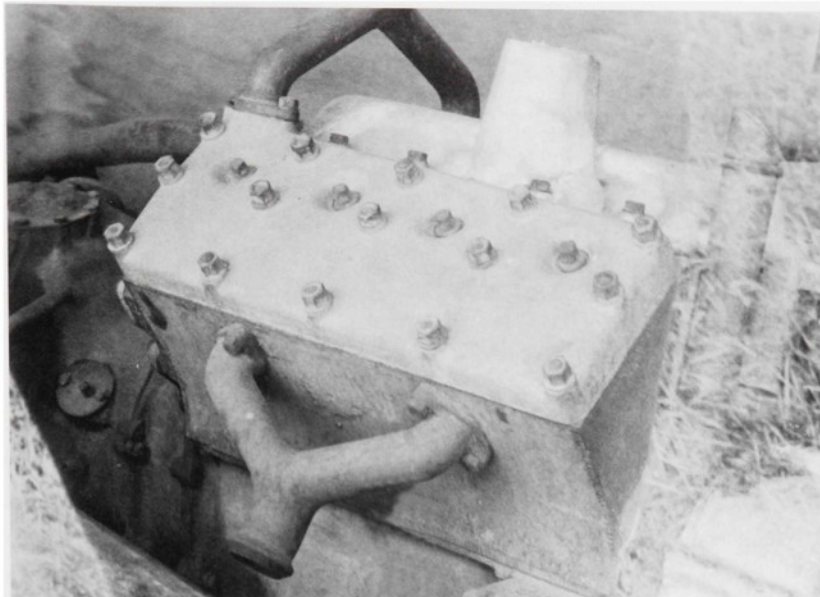
■ **The Sorghum Mill, as pictured in the 1945 Greenfield Village Guide Book. In 1973, anyone who was interested in old Ford prototype and experimental engines could see about four dozen of them scattered about inside the mill, just by looking through those big windows.**

**W**hatever 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



■ Charles Seims shot this picture of a Model 54 V-8 through the window at the Sorghum Mill in Greenfield Village in August, 1973. The Y-shaped exhaust manifold and the 15 cylinder head studs and nuts show up clearly here. In the original photo, one can see the welding that held the side of the block onto the basic casting, all the way around, but it may not be possible to see it in the halftone reproduction here. Reflections of the grass outside the mill in the glass window make it hard to see some of the details.

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  $2\frac{5}{8}$  inches and a stroke of  $3\frac{3}{4}$ . 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,  $3\frac{13}{64}$  inches, but a tenth of an inch shy of the correct bore, with only  $2\frac{1}{2}$  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. ♪

# ALEXANDER

**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**



Nick Alexander Restoration

**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](mailto: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.**

**6000 S. Alameda Street**  
*(Cross street is Randolph)*  
**Los Angeles, CA 90031**

# 2006 Eastern National Meet



*Meet Chairman Bob Malley's 1948 Ford Cab-Over performed many duties during the Meet. It hauled supplies to the Meet and served as a nice display on the lawn of the Batavia Holiday Inn.*

## **Article by Bob Malley Photos by Bob Snyder**

**I**n 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



*Meet Chairman Bob Malley in cart with volunteers Marty Reilly and Gerry Markham.*

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



*Meet sign in front of the Batavia Holiday Inn.*



*Club photographer Bob Snyder in playful mood. He took most of the photos printed here.*

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



*Betty Reilly and Georgia Buccini selling tickets for quilt made by Milly Scheidt.*



*Betty Coon, Gladys Smith, and Eileen Holden working the Chinese Raffle room.*

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



*Due to the rain delay of the Concourse, some cars were judged under the portico of the hotel for members who were scheduled to leave that day. Here Chief Judge Jerry Vincentini prepares to judge Ray Moore's 1950 Ford Convertible.*



*Slick streets mean one thing - RAIN! Ken Heoxum prepares his 1950 Station Wagon in rain before heading heading for judging under the hotel portico.*



*Clear skies on Thursday meant the Concourse was on! Alla Brown is seen here with her dad's (National Director Arel Brown) 1935 Phaeton.*



*Dick Cannioto had both of his Rouge Cars judged for the first time - 1950 Ford Pickup and 1951 Mercury.*

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.

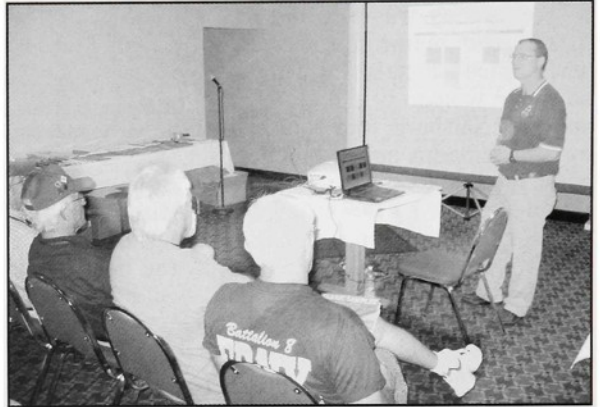
During the meet, tickets were sold for the three major raffle prizes. Tom Stewart of Flathead Sales, donated a winner's choice of either a 21- or a 24-stud rebuilt engine, Milly Scheidt donated one of her quilts that depicted a V-8 vehicle from 1932-1953, and the meticulously detailed 1:24 scale Ford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



*National President Tom Johnston holds President's Meeting.*



*Ellen Albanese and Alice Schwendler in the Sweetheart Shuttle.*



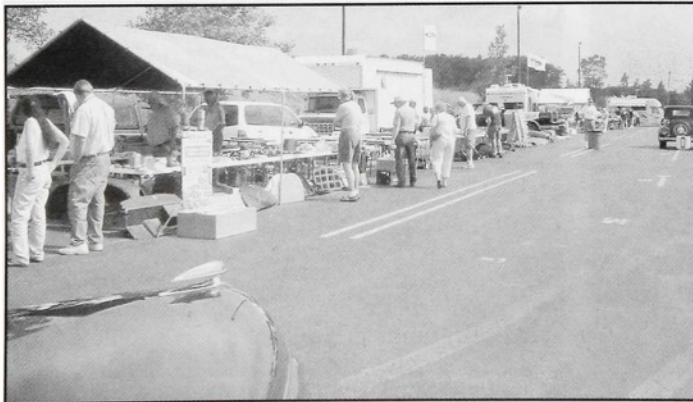
*Mac's Antique Auto holds seminar on auto upholstery.*



*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*



# 2006 Eastern Meet Photo Album



*Pat McFarlane and his wife, Margaret at the Barbecue.*



*Gerry Markham and Mark Moriarty had a flathead-powered industrial display on the Concourse, including the Schramm Trailer-Mounted Air Compressor (r).*



*A "Different" view of our beloved V-8s.*



*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!*



*"Ford Trucks" neon for sale in Swap Meet area.*



*Ford Test Set owned by Louie Bucci 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



*More goodies at the swap meet.*



*Even Curly was there!*

# WoodArt

Wood Art has been manufacturing interior wood parts for the 1932 through 1948 Ford for over 25 years. Our products are precision milled and shaped from quality hard maple. We take great care to reproduce all parts to fit as original.

## WOOD ART

1125 Mallard Court  
Manteca, CA 95337  
(209) 239-1530

ecoughlin@peoplepc.com  
<http://www.fordwoodart.com>

## Second Bill Widenhouse Memorial Award Presented at Batavia

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



*C.T. 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



### WALLACE W. WADE SPECIALTY TIRES

*Antique & Classic Tires  
For Cars & Trucks  
Several Brands*

**We are the only major tire dealer that stocks all major and minor brands of antique and classic tires for cars, buggies, carts, trucks, pickups, military vehicles and other things that require tires!**


530 Regal Row Dallas, TX 75427  
(214) 688-0091 FAX (214) 634-8465 (800) 6566-TYRE  
[www.wallacewade.com](http://www.wallacewade.com) [wallacewade@earthlink.net](mailto:wallacewade@earthlink.net)

### DC-DC CONVERTER VTC125-6-12



- Reliably power 12V accessories from any 6V vehicle (regardless of polarity)
- Aerospace quality with guaranteed dependability
- 10 amps with a simple hookup
- Made in Canada



 ANALYTIC SYSTEMS  
[www.analyticssystem.com](http://www.analyticssystem.com)  
[info@analyticssystem.com](mailto:info@analyticssystem.com)  
tel: 604-543-7378



# 2006 Eastern National Judges

**N**ational 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 Committee thank everyone that volunteered to help with the judging 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 Little, 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 Cracchiola, Bob Crager, Brian Donohoe, Carl Dries, Hank Dubois, C. T. Edminston, 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 Singletery, Richard Slegel, Dale Smith, David Smith, Jim Snyder, Joseph Sordillo, Tim Spencer, Ron Stauffer, Eric Sumner, Larry Tanner, Bill Taylor, Martin Troutman, Joseph Vetter, Kas Von-Matt, David Westrate, Dale Whited, and Gerald Yerger.

The Novice Judges were: Peter Adams, Jim Borbas, Michael Caplan, Fred Cardell, Brandon deWaal, Roland Fiester, Himmel Keith, Ronald



*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*

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 Jordan 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](mailto:jksny@charter.net).

## GRAIN-IT TECHNOLOGIES

*Factory Original Woodgraining*

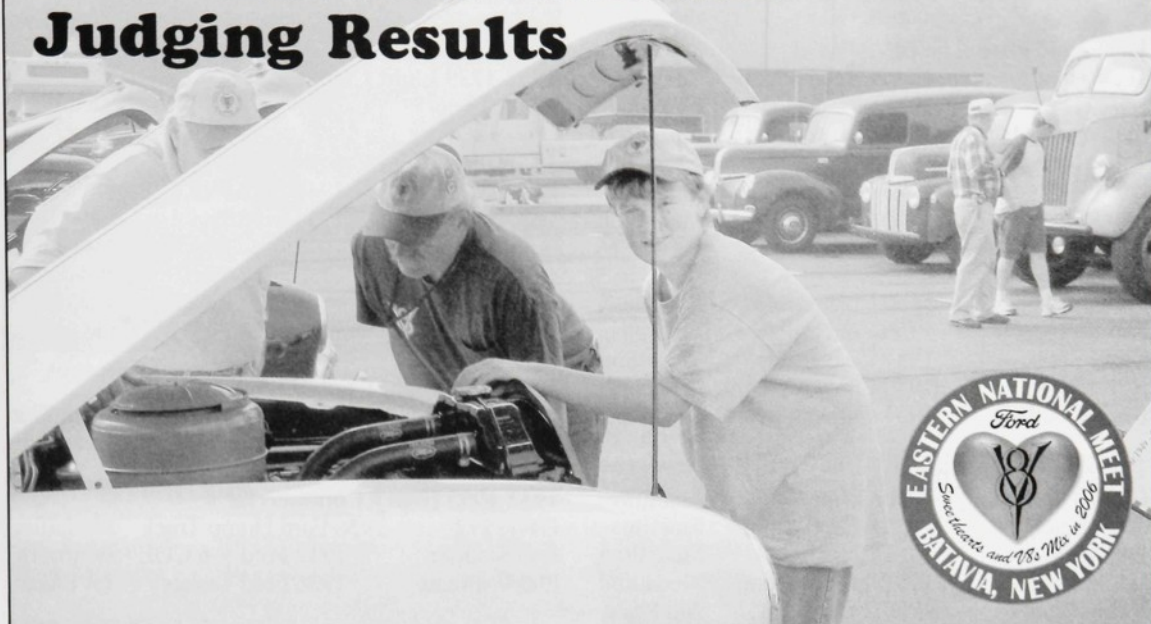
Concourse Quality  
Restoration

Professional  
Tools

Do-It Yourself  
Kits

528 Avenue C, S.E. • Winter Haven, FL 33880  
863-299-4494 • [www.woodgraining.com](http://www.woodgraining.com)

# 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 Fenner	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 Fahnestock	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

**1946-1948 Ford Open**

William Royer	1946 Convertible	Emeritus
Larry West	1948 Convertible	1st Place

**1946-1948 Ford Closed**

Ted Ristau	1946 Coupe Sedan	Emeritus
Rusty Davis	1946 2 Dr Sedan	Emeritus
Stanley Gardner	1947 Coupe	Emeritus
Salvatore Seda	1948 2 Dr Sedan	Emeritus
Himmel Keith	1946 Coupe Sedan	Medallion
Frank Mundy	1946 Coupe	Medallion

**1949-1951 Ford Open**

Walter Kramer	1950 Convertible	Emeritus
Jack Robinson	1950 Convertible	Emeritus
Chris Koch	1951 Convertible	Medallion
Ray Moore	1950 Convertible	Dearborn
Robert Ludwig	1951 Convertible	2nd Place

**1949-1951 Ford Closed**

Charles Bailey	1950 Coupe	Emeritus
Jerry Reichel	1951 4 Dr Custom	Emeritus
Don Gibson	1951 Crestliner	Medallion
Foster Buchtel	1951 4 Dr Custom	Medallion
Bob Cramer	1950 2 Dr Sedan	2nd Place
Jim Bates	1950 Custom	3rd Place

**1952-1953 Ford Open**

Ray Beebe	1953 Convertible	Emeritus
Craig Gorris	1953 Convertible	Medallion
Dick Heaton	1953 Convertible	1st Place

**1952-1953 Ford Closed**

Larry Seifreit	1952 Hardtop	Medallion
Ray Fischer	1952 4 Dr Sedan	2nd Place
Carl Dries	1952 Victoria	2nd Place

**1939-1948 Mercury Open**

Kas Von-Matt	1940 Convertible	Emeritus
Waymon Brownlee	1947 Convertible	Emeritus
Mike Lund	1942 Convertible	Medallion

**1939-1948 Mercury Closed**

Allen LaChausse	1948 Coupe	Emeritus
-----------------	------------	----------

**1949-1953 Mercury Open**

Ken Canankamp	1952 Convertible	Dearborn
Richard Child	1949 Convertible	1st Place

**1949-1953 Mercury Closed**

Walt Terry	1953 Monterey	Dearborn
Frank Oleksik	1953 2 Dr Sedan	Dearborn
Leo Cummings	1950 Monterey	1st Place
Ronald Layton	1950 4 Dr Sedan	1st Place
Jimmy Gibson	1953 Monterey	1st Place

**1932-1940 Ford Station Wagons**

Brian Donohoe	1933 Station Wagon	Emeritus
David Westrate	1939 Station Wagon	Emeritus

**1941-1948 Ford Station Wagons**

Norman Boisvert	1941 Station Wagon	Dearborn
-----------------	--------------------	----------

Angelo Calcagni	1946 Station Wagon	Dearborn
-----------------	--------------------	----------

**1949-1953 Ford Station Wagons**

Kenneth Hoexum	1950 Station Wagon	Medallion
----------------	--------------------	-----------

**1932-1939 Light Commercial**

Roger Lang	1932 Ford Pick Up	Dearborn
------------	-------------------	----------

**1940-1947 Light Commercial**

David Weed	1940 Ford Pick Up	Emeritus
Ted Wilburn	1941 Ford Pick Up	Emeritus
Gerald Luppen	1942 Ford Pick Up	Emeritus
Jerrel Myrick	1946 Ford Sdn Dlvry	Emeritus
Lois Marx	1941 Ford Pick Up	Medallion
Jim Goddard	1947 Ford Pick Up	Dearborn

**1948-1953 Light Commercial**

Steve O'Grady	1951 Ford Pick Up	Medallion
Bob Cece	1951 Ford Panel	Dearborn

**1932-1953 Heavy Commercial**

David Fry	1936 Ford Dump Truck	Medallion
Ron Stauffer	1952 Ford F-6 COE	Dearborn
Phil Williams	1936 Ford Tanker	1st Place

**Special Interest**

Tom McCarristan	1950 Ford 8N Tractor	Emeritus
Coram Fire District	1942 Ford Fire Truck	Medallion

**ROUGE**

John Rigney	1932 Ford 5W Cpe	Medallion
Arel Brown	1933 Ford 2 Dr Sdn	Medallion
William Matzel	1934 Ford 2 Dr Sdn	Medallion
Robert Rowe	1936 Ford 2 Dr Sdn	Medallion
Barbara Comunale	1937 Ford 4 Dr Sdn	Medallion
Karl Lenaburg	1937 Ford 4 Dr Sdn	Medallion
Jerry Dickson	1937 Ford Coupe	Medallion
Wayne Chandler	1938 Ford 2 Dr Sdn	Medallion
Joseph Vetter	1938 Ford 4 Dr Sdn	Medallion
Ted Kiffer	1938 Ford 4 Dr Sdn	Medallion
Frank Scheidt	1940 Ford 2 Dr Sdn	Medallion
Fred Cardell	1940 Ford 2 Dr Sdn	Medallion
Herman Roth	1940 Ford 4 Dr Sdn	Medallion
Lynn Peters	1940 Ford 4 Dr Sdn	Medallion
Dan Killecut	1941 Ford Coupe	Medallion
Brandon De Waal	1941 Ford 2 Dr Sdn	Rouge
Cecil Polan	1950 Ford 2 Dr Sdn	Medallion
Russell Smith	1951 Ford 2 Dr Sdn	Medallion
Dan Pudelek	1953 Ford Hardtop	Medallion
Dick Deyling	1953 Ford Coupe	Medallion
David Pruyne	1949 Ford 4Dr Sdn	Rouge
Robert Cross	1953 Ford Victoria	Rouge
Jeep Iacobucci	1947 Mercury Cpe	Medallion
Dick Cannioto	1951 Merc 4Dr Sdn	Rouge
Dan Killecut	1953 Merc Hardtop	Rouge
Dick Cannioto	1950 Ford PickUp	Rouge

[www.earlyfordv8.org](http://www.earlyfordv8.org)



1940 Fords "All in a row." - Photo by Bob Snyder

## 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 Borton	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

### 1932-1953 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

## TOURING A

### 1932-1934 Ford Closed

Martin Troutman	1933 4 Dr Sedan	1st Place
Ted Koudys	1932 Victoria	2nd Place

### 1935-1936 Ford Open

Bill O'Donnell	1936 Roadster	1st Place
----------------	---------------	-----------

### 1935-1936 Ford Closed

Don Braun	1936 Coupe	1st Place
Dan McBride	1936 2 Dr Sedan	2nd Place

### 1937-1940 Ford Open

Pat Rooney	1937 Cabriolet	1st Place
------------	----------------	-----------



## 2006 Eastern National Meet Souvenirs!

Gear Shift Knobs - \$10.00

Meet Pins - \$5.00

DVD of Meet Photos - \$15.00

CD of Meet Photos - \$10.00

Please add \$1.00 per item for shipping

Send check payable to:  
2006 Eastern National Meet  
PO Box 30152  
Rochester, NY 14603-0152

### 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



### Servicing Bulletins for 1949 - 1951 Fords

Twelve Booklets covering everything from Carburetors to Ignition, Starters to Generators, Steering to Troubleshooting, and Lots More!

*Beautifully reproduced from original Ford booklets.*



Just \$56.00 Postpaid!  
(Foreign orders add \$10)

Proceeds to benefit the Early Ford V-8 Foundation's Museum Building Fund.

Order by calling: 1-888-229-1042; OnLine at: [www.fordv8foundation.org](http://www.fordv8foundation.org)

or send your check to:  
Early Ford V-8 Foundation • PO Box 31403  
Rochester, NY 14603-4103

vent window rubber

molded rubber parts

door handles

light lenses

interior parts



door & trunk weather stripping

windshield seals

interior parts

emblems

mirrors

## Restoration parts for your Ford

[www.dennis-carpenter.com](http://www.dennis-carpenter.com)



8A-18402-A 1949-51 car outside mirror with mounting bracket and mounting pad. \$40.00ea



0A-8200-S 1950 Ford car grille assembly. Includes left and right upper grille moldings, grille bars, upper eyebrow molding, center ring & spinner ornament, left & right park light housings. \$1,000.00ea



48-18403 1935-40 Ford car outside mirror. Chrome arm, stainless steel mirror head. Fits LH or RH. Also fits 1935-52 pickup \$35.00ea



Parts Assistance: 704-786-8139

Email: [info@dennis-carpenter.com](mailto:info@dennis-carpenter.com)

4140 Concord Parkway So., Concord, NC 28027

# FREE Catalogs

ORDER PARTS or CATALOGS

## 1-800-476-9653

1932-48 Ford Car  
1949-51 Ford / Merc  
1952-56 Ford / Merc  
1957-59 Ford / Edsel / Merc  
1955-66 T Bird  
1960-64 Ford Car  
1965-72 Full Size / Galaxie  
1960-66 Falcon / Comet  
1962-79 Fairlane / Ranchero



# Batavia or Bust!



## Text and Photos by Brenda Cross

*Peter Adams' 1951 Ford on the highway to Batavia, New York and the 2006 Eastern National Meet.*

**T**hose 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!



*Along the road - the guys check out Charlie Gunn's 1934 for a minor problem.*

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 had 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.



*Ron Muroc takes on gas.*

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.

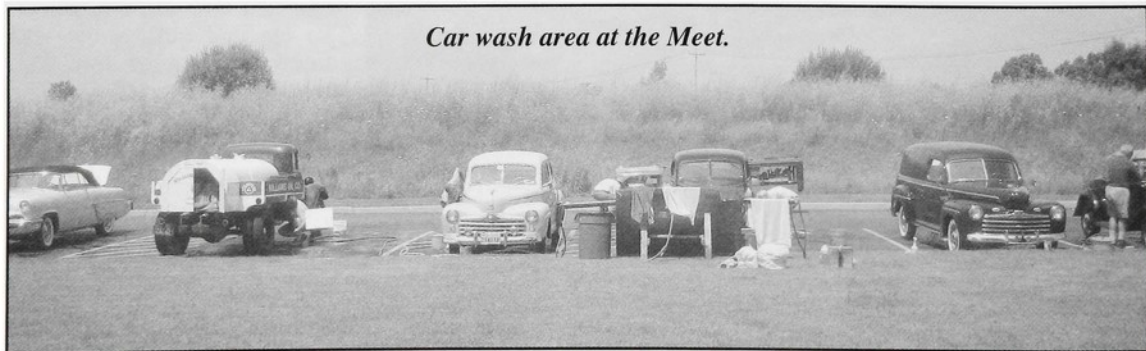
I am overwhelmed by so much and that is difficult when one gets as old as I am, but please know that this was a Meet that was enjoyed by so many and the thought that those like Bob Malley who put their fleet of trucks for all to view and others just worked their collective tails off to make this a wonderful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



*The author's favorite, was this 1932 Cabriolet owned by Bob Coburn.*

*Car wash area at the Meet.*



# A Rare One To Be Sure...



## 1934 Ford Right-Hand Drive Roadster

Photos by  
Frank Scheidt

**E**very 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.

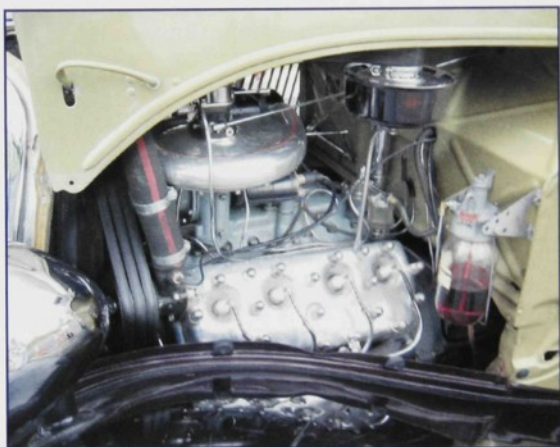
A collection of exotic and European cars alone, it's a bit of a mystery why a common Ford was included. But maybe, just maybe, it was one thing alone. This car was supercharged. From 1933-1939, McCulloch Corporation of Milwaukee, Wisconsin made these excellent units.

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-



*This 1934 Right-Hand Drive Roadster with McCulloch Supercharger drew a lot of admiring looks at the 2006 Eastern Meet in Batavia, New York. The blower can be seen nestling atop the flathead. (above) A large “Super-Charger” emblem reveals what’s under the hood. (below)*



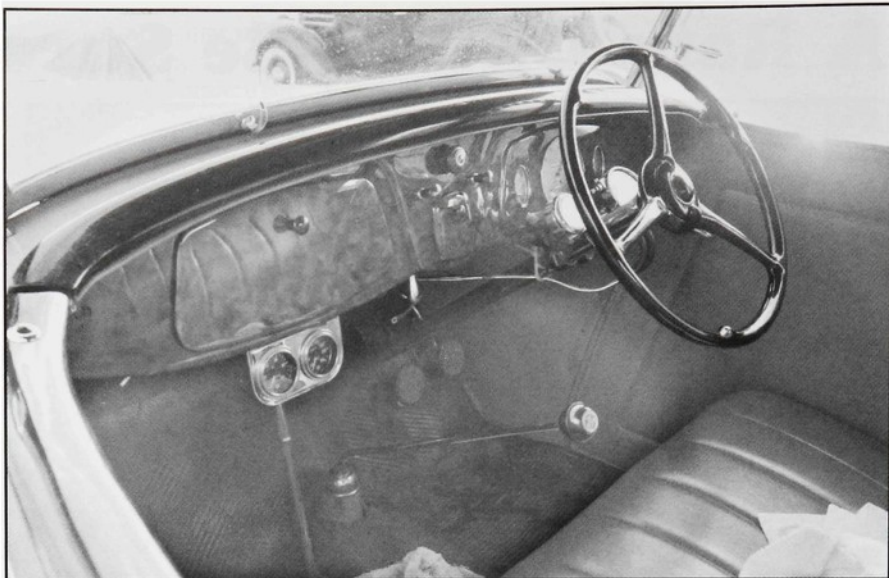
ment. These tires really compliment the car and are also very scarce. Next to be replaced was the front seat with one that Al once more had salted away— just-in-case.

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.



*Right-hand drive interior.*

Vern Kipp, Editor

V-8 NEWS Southern Ontario Regional Group

## NEW FORD PARTS

\*1936 Ford Spyder Hubcaps.....\$155 Each

\*1937 Ford Spyder Hubcaps.....\$155 Each

\*1938/39 Ford Spyder Hubcaps...\$155 Each

*Add \$2.00 per ring for shipping*

\* 15" Stainless Wheel Trim Rings . \$30 Each

\* 15" Chrome Wheel Trim Rings ...\$60 Each

\* 16" Stainless Wheel Trim Rings . \$30 Each

\* 16" Chrome Wheel Trim Rings ...\$60 Each

\* 16" Wheel Trim Rings With Ridges for 1940-46  
Chrome or Nickel.. \$40.00 Each

\* 17" Chrome Wheel Trim Rings...\$60 Each

**FORD V-8 VERY HIGH TEMPERATURE, HI-GLOSS ENGINE ENAMEL**-Spray or brush application, will never burn off. Made from the finest aircraft engine paint components:

**Dark Green:** for all V-8 Truck Engines to 1940 & for all V-8 Car Engines to 1941.

**Dark Blue:** for all V-8 Truck Engines 1941 to 48 and for all V-8 Car Engines 1942-48.

**Bronze:** for all 1949-51 flathead V-8's; most 51-53 V-8's.

**Orange:** for some 1951-53 V-8's.

**Black:** for accessories, etc.

Quart Cans \$33 each + \$9 shipping

Aerosol Cans \$14 each + \$7 shipping

**SUPER BLACK CHASSIS PAINT**- Not affected by road salt- the finest of its kind.

**Aerosols \$14.00**  
\$7 Shipping

**Quarts \$29.00**  
\$9 Shipping

**Gallons \$78.00**  
\$12 Shipping

**ALCOHOL RESISTANT GAS TANK SEALER: QT. \$25.00 + \$9 SHIPPING**

**CONVERTIBLE TOPS** - Custom made from Haartz Stayfast or Vinyl

**Car Covers** - Custom made - choice of several high quality fabrics.

Prices subject to change without notice



**BILL HIRSCH AUTOMOTIVE**

396 LITTLETON AVE. \* NEWARK, NJ 07103

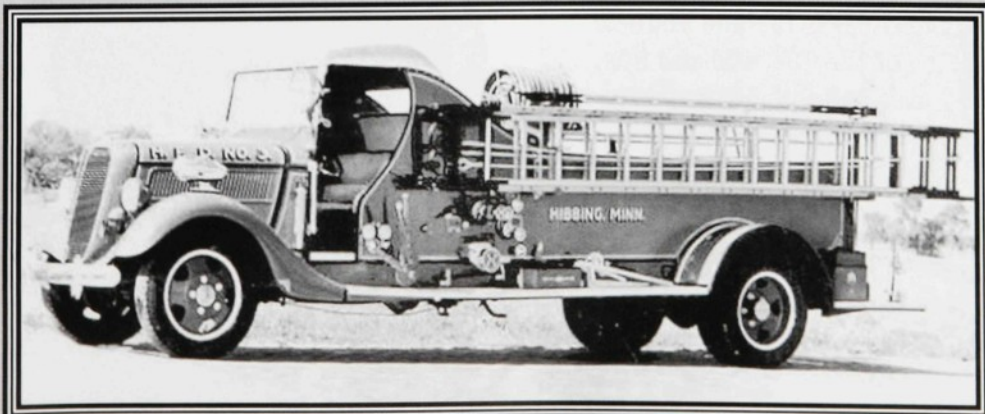
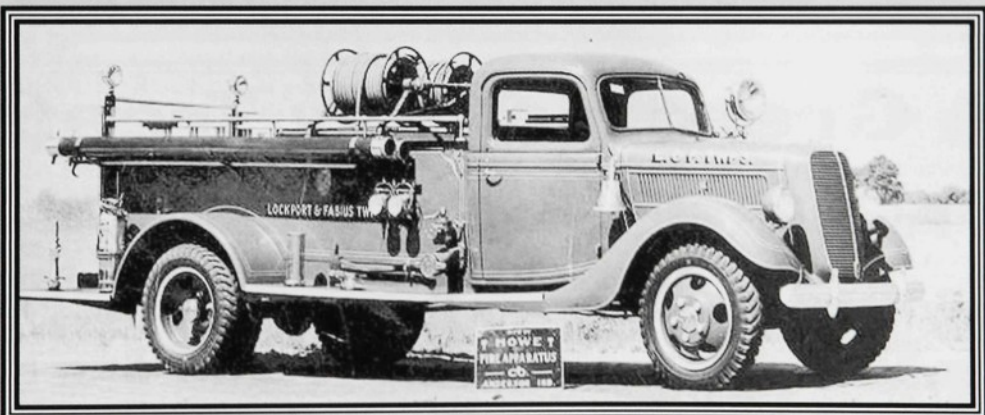
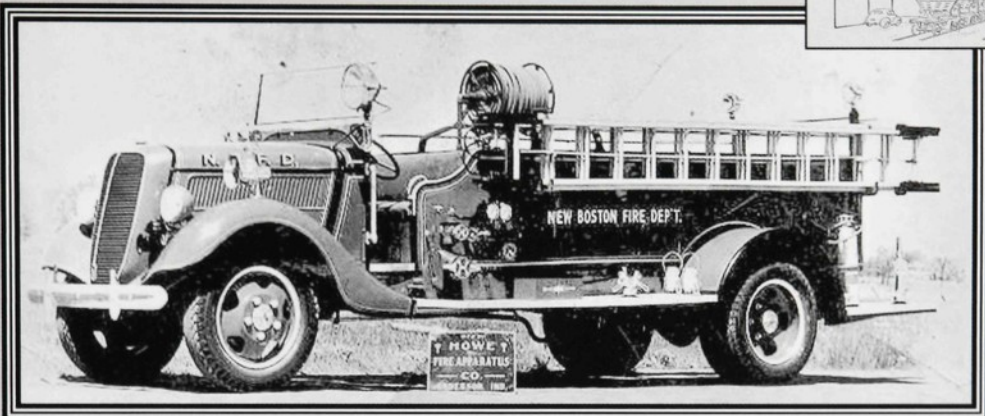
800 828 2061 \* FAX 973 642 6161

[www.hirschauto.com](http://www.hirschauto.com)

# From the Factory

featuring original factory photographs  
from the files of the V-8 TIMES

## 1937 Ford Howe Pumper Fire Trucks





"Lauries Last Chance - Route 66"  
13.3 inches by 18 inches • \$90



"1940 Ford at Main Street Drug"  
11.2 inches by 15 inches • \$60

## Early V-8 Art by Wayne Huffaker

Full color art prints suitable for framing. Twelve different scenes featuring early V-8s at service stations, diners, etc. Many more scenes of mixed make cars from the 1930s to 1950s. Prints are in vivid color, limited edition, signed and numbered on heavy, acid-free paper.

Print prices include insured shipping within continental U.S. by Priority U.S. Mail.  
Make check or money order payable to:

WAYNE HUFFAKER • 925 South Mason Road • PMB 168 • Katy, Texas 77450  
281•579•8516

Also see my art at: [www.sliceofhistory.com](http://www.sliceofhistory.com)

# A Great Holiday Treat!

## Perfect Gift!

**Early Ford V-8's of the Palomar Mountain RG #148.**

**Presented in full color, commemorative issue calendar. Calendar pages include historic photos of the 30s, 40s and 50s. Pictures suitable for framing.**

**Order yours today for the holiday season. \$10.50 postage included.**

**Make your check/money order payable to:  
Palomar Mountain V-8's  
P.O. Box 891236  
Temecula, CA 92589-1236**



***This offer is exclusive to the V-8 TIMES***

---

---

# Ford

## Memorabilia

### 1937 "Circus" Truck



*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*

**S**ome 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.

Was I 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. Send \$5 for a pack of pictures and info sheets. PHIL MICHMERHUIZEN, 8900 S. Clearwater St., Zeeland, MI 49464





*V-8 Foundation Trustee Ron Stauffer's 1951 Ford at the Ford area.*



*Lynn Ewing (r) from Ohio with his 1934 Tudor Sedan being interviewed by ESPN2.*



*Winner of the V-8 class in the Auburn Concours d'Elegance "In the Meadows" was Mike Pitcher and his son from Ft. Wayne, Indiana restored the 1949 Ford Tudor.*

# Concourse d'Elegance "In The Meadow"

**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](http://www.fordv8foundation.org)



*Early Ford V-8 Foundation members Pat and Candy Fenner, with their award winning 32 Ford Model B Deluxe Roadster. They won the Gordon Beuhrig award for Best Design and also the Gordon Beuhrig award for Elegant Convertible, beating out the Deussenbergs, Auburns and Packards along with the other Fords.*



*RG #141 members that helped set up the course and check in the cars. Ron and Shirley Stauffer, Pat and Candy Fenner, Lynn and Mary Ann Ewing, Bill and Sylvia Tindall. Foundation members Jim Brown and David Stonebraker from Northern Indiana RG # 69 also helped.*



*Foundation trustee Ray Beebe (r) from New York with his 1953 Ford Convertible being interviewed by ESPN.*

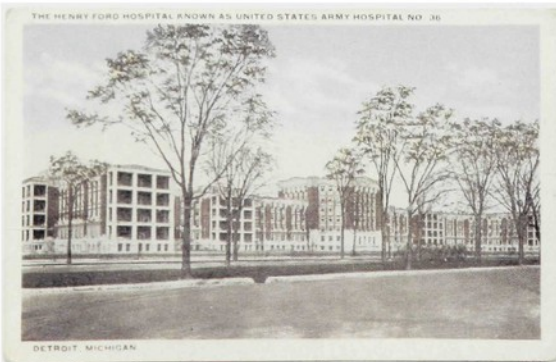


*Henry Ford Hospital, early 1950s.*



# Henry Ford Hospital Postcards

1922



1919



1955

# Henry Ford's Hospitals – The Early Years



*During World War One the hospital was leased to the Government for \$1.00 a year and became U S Army General Hospital No 36.*

## By Timothy O'Callaghan

**H**enry 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.

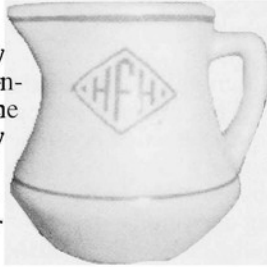
Progress on the planning, and especially funding of the project, dragged on for years and in desperation the group began negotiating to turn the project and assets over to the City of Detroit.

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.



Collectible Henry Ford Hospital cream pitcher – rare Ford china.

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.



1917 Certificate

## 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-



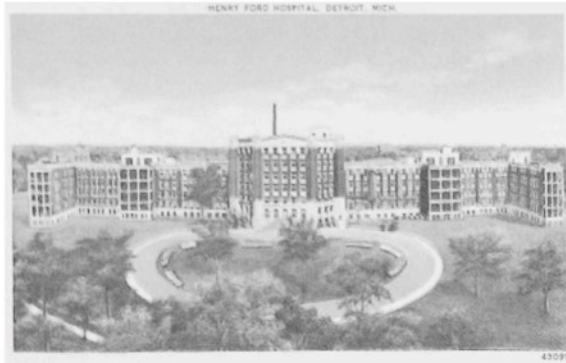
1918 U S Army Hospital No. 36

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.



*Henry Ford Hospital, 1922*

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.



*1925 Clara Ford Home for Nurses*

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.

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.



*Clara Ford and Nurses From the Henry Ford School of Nursing and Hygiene, 1942.*

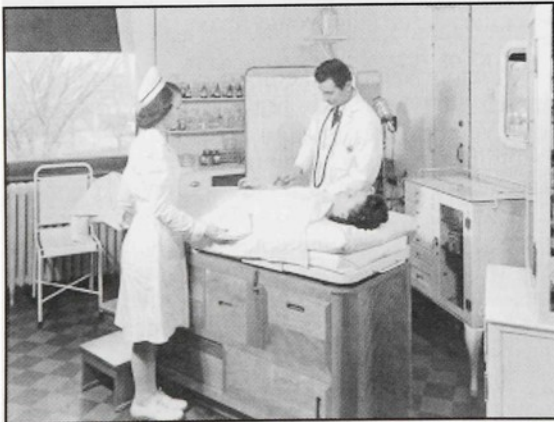
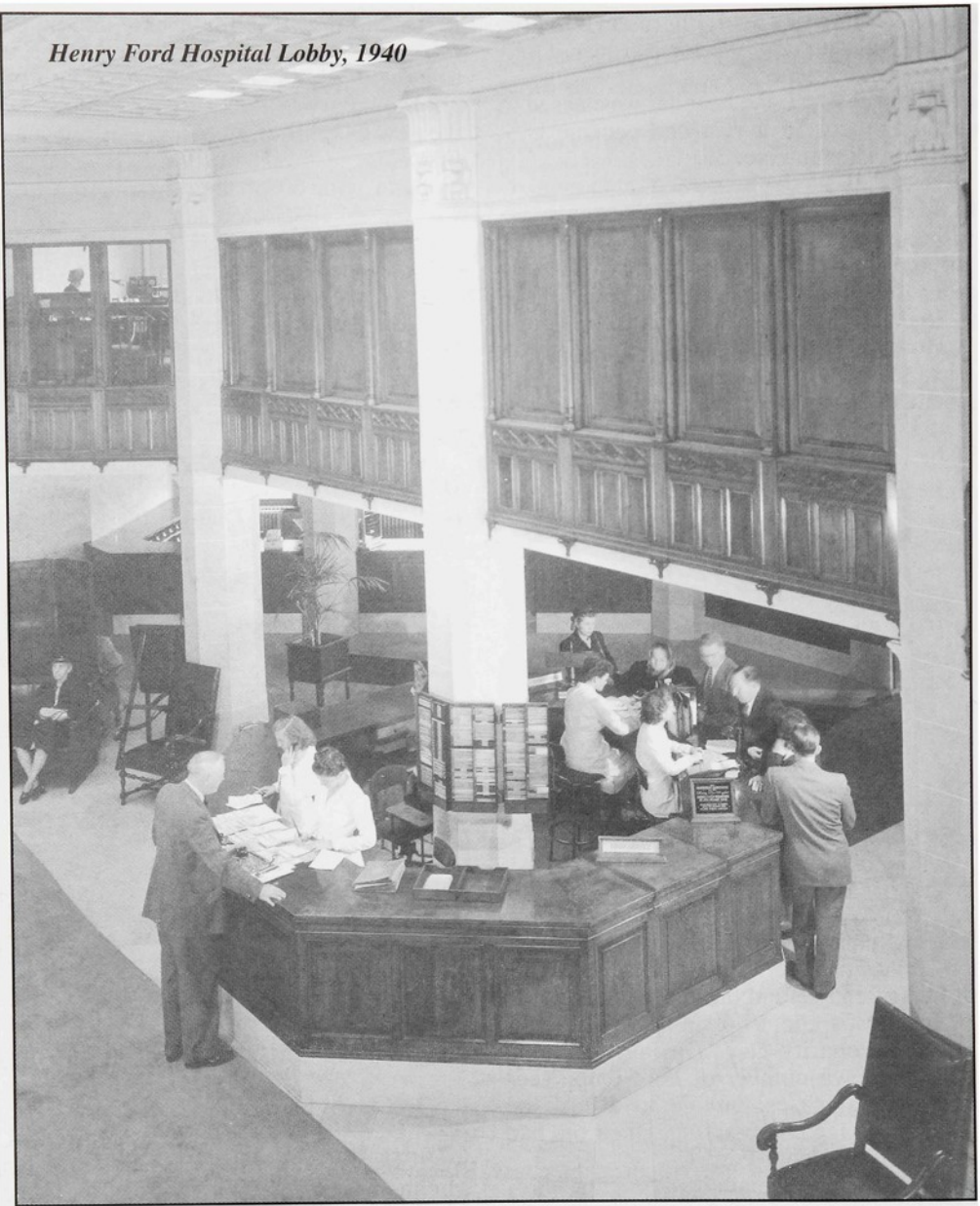
## **Veterans Hospital, Allen Park, Michigan**

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.

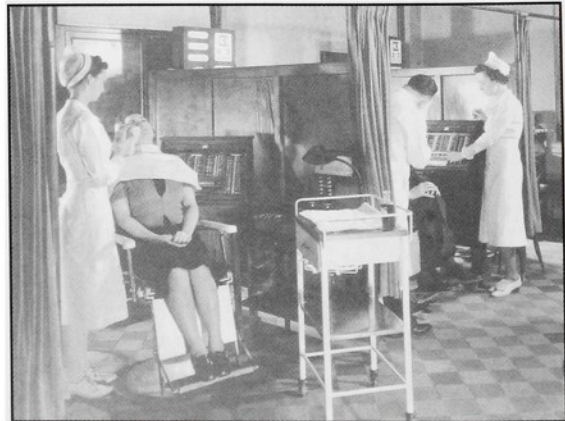
A major Veterans facility was built and utilized until 1996 when it was replaced by the John Dingell Veterans Hospital in Detroit. With the old building relegated to minimal use by few veterans, the property was finally returned to Ford in 2003. Ford was given \$14,000,000 to restore the property to 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](http://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](mailto:timothy5@comcast.net)

*Henry Ford Hospital with new 17-story addition, 1955.*



## '32 Running Boards! —for Ford cars & pickups

## Stainless Steel FOREVER Tank™ —for '38-'40 Ford Cars & '38-'41 Pickups



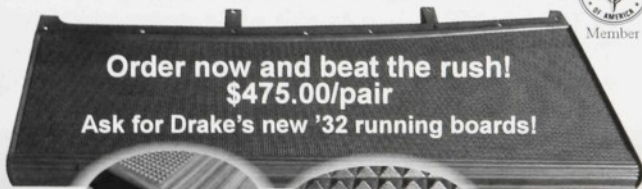
**NEW!**  
from  
**Bob Drake**

Extra  
Capacity  
15.5 gallons!

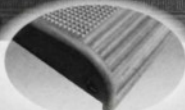
Order  
now!  
\$495.00  
Ask for the  
FOREVER Tank™

Includes  
fuel pickup  
for carb or  
fuel injection!  
(pump not included)

Universal fuel sender flange for  
many aftermarket gauges!



Order now and beat the rush!  
\$475.00/pair  
Ask for Drake's new '32 running boards!



Correct pyramid  
tread pattern

All rib details are  
dimensionally correct  
to match the original.



**Hot Winter Sale**  
**FREE CATALOG!**

Or view it online. Find thousands of products.

V8 11/12-06

Call 800-221-FORD (3673) • [www.bobdrake.com](http://www.bobdrake.com)

# **AutoColorLibrary.com**

**Where the COLORS of YESTERDAY  
Come Alive TODAY!**

**Original type toners in today's  
PPG Ditzler Automotive Finishes.**

**Over 20,000 color references & standards.  
We DO NOT use Offset Colors.**

**Our Library contains FORD information  
from 1896 to the current models.**

**NEW: Our Library now also contains the  
Roy Nacewicz Collection of rare  
interior and exterior colors as well as  
many original standards that Ford  
owners have shared with us.**

**NEW: POR-15® is a high-tech, high performance  
rust-preventive coating designed for application directly  
on rusted or seasoned metal surfaces and is  
available now on our TCPGlobal family of web sites.**

## **National Early FORD V8 references - '32 to '53**

**AutoColorLibrary is a member of the TCPGlobal Family of sites.  
With over 30 years in the auto paint and body shop supply business,  
TCPGlobal now offers 15 separate web sites to fill the needs  
of an ever-growing demand for automotive online shopping.  
We have supplied products to businesses  
and individuals on all 7 continents!**

**We have now completed the move into our new  
37,000 sq. ft. facility with Color Library, Color Lab and SuperStore!  
Expanded floor space will open the door for expanded  
possibilities and opportunities to serve you better!  
We are looking forward to being of service to you and  
providing the color you need to get the job done RIGHT!**

**Visit us online at  
[www.AutoColorLibrary.com](http://www.AutoColorLibrary.com)  
or call Jim "Jimmy Chips" Wells  
at (858) 909-2150**

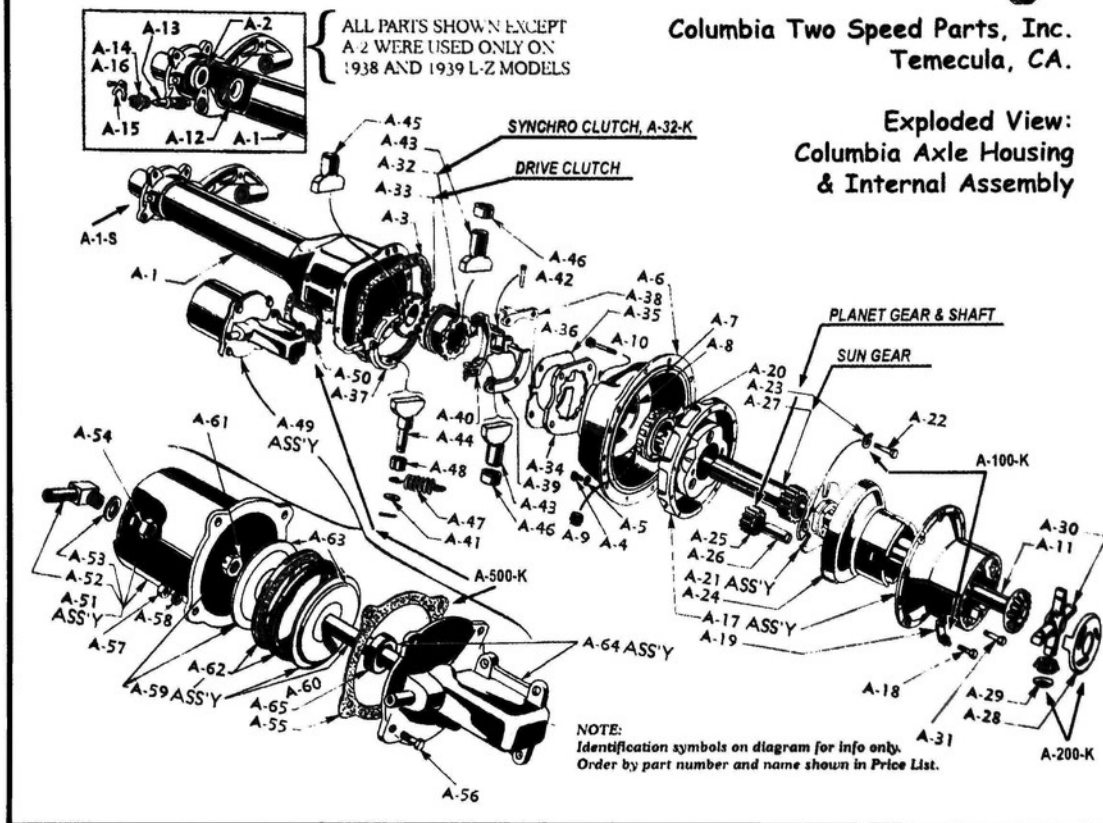


# Keeping the Columbia Alive



Columbia Two Speed Parts, Inc.  
Temecula, CA.

Exploded View:  
Columbia Axle Housing  
& Internal Assembly



## 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)

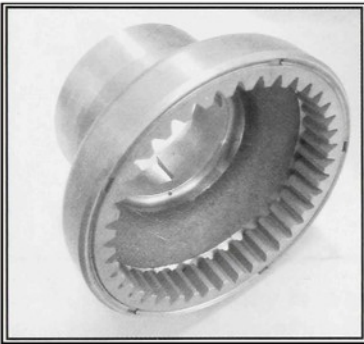
John Connelly has been a machinist in Southern California for over 40 years. He retired in 1999 after selling his two machine shops in Orange County. Recently, he has been assisting many of our local southern California club members with various projects related to restoring their cars.



*Dan Krehbiel, V-8 TIMES Columbia Advisor (l) and John Connolly, holding A-24 housing.*

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

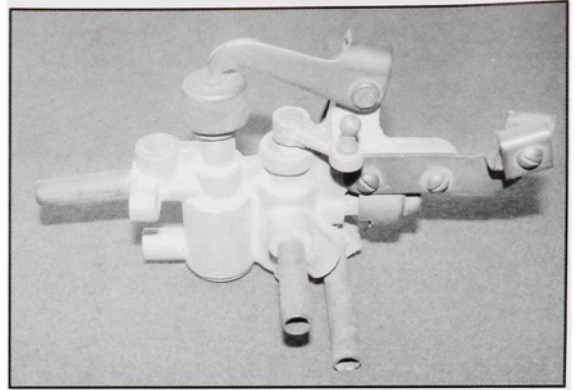


*A-24 Differential Case and Internal Gear Assembly, 39 teeth banded. Dan Krehbiel had these manufactured special. These were not part of the D & W inventory.*

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.)



*John machining Columbia axle housing.*



*B-3 valve assembly requires specialty machining after casting. Completed B-3 valve assembly, for 1939-40 Ford and Mercury.*

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.



*Margaret Connolly, Author and Secretary.*

**Great Christmas Gift!**

**75<sup>th</sup>**

**Anniversary  
of the  
1932 Ford**

**Commemorative  
Ring From  
Mastercraft**



**"Custom-Designed by Car Guys for Car Guys"**

**Be the first to wear your pride 24/7!  
Each ring is individually sized to you and  
cast in a variety of precious metals.**

**Other Classic Ford Designs Available**



<b>Solid 14K Gold</b>	<b>\$ 595</b>
<b>Solid 10K Gold</b>	<b>\$ 435</b>
<b>Solid Sterling Silver</b>	<b>\$ 175</b>

**Personal Check • Visa/MC • Money Order**

**Save \$100s Buy Direct. Contact us at:**

**Mastercraft**

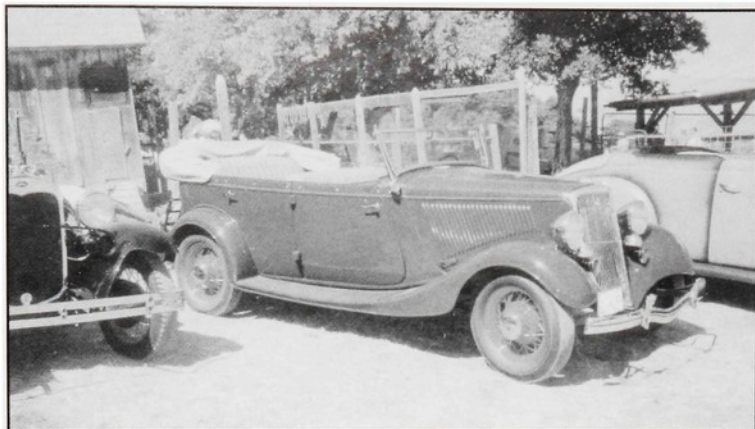
2425 W. Industrial Blvd  
Long Lake, MN 55356

Phone 952•476•0151 • FAX 952•249•0215

E-Mail: [mastercraftaward@qwest.net](mailto:mastercraftaward@qwest.net)

# 12th Fall Bob Memorial

**Article by  
John Swanberg  
Photos by  
Bob Dupont**



*J.W. and Barbara Silvera, 1934 Ford Phaeton*



*1936 Ford Phaeton showing pride for its country.*



*Betty and Larry  
Phelan (V-8 Club  
Co-Founder)*

**T**he 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.



*Jim Riffenburg, 1938 Lincoln Fordor Convertible Sedan*

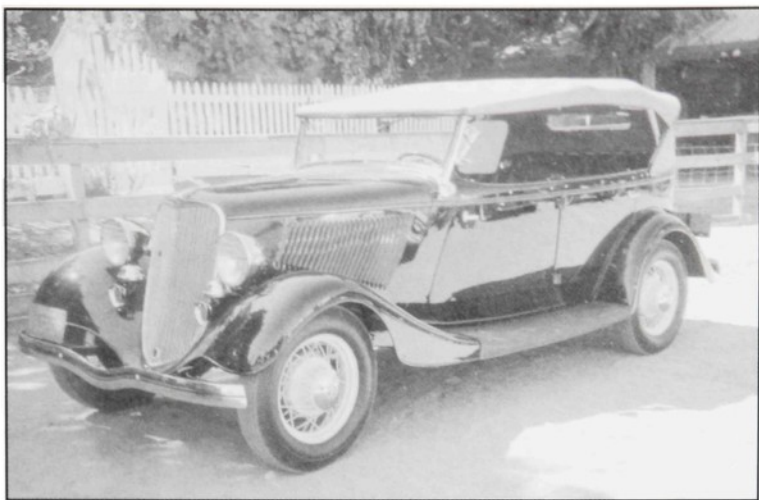


*Lorin Sorensen, Past National  
President, with Tom Johnston,  
current National President*

# Biennial Recall Lenz 2006



*1939 Mercury Convertible  
(Owner unknown)*



*Nick Cassaro's 1934 Ford Phaeton*

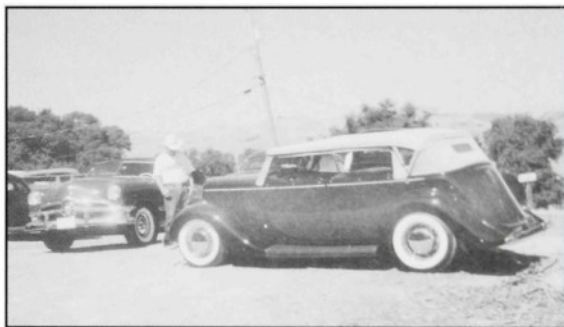
This gathering was truly a recall. Tire kicking, picture taking and a small raffle kept everyone busy and happy.

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



*Dick Falk, 1935 Custom Phaeton.*



*President's Meeting – (l-r) Lorin Sorensen, past National President, Tom Johnston, current National President and Scott Kohler, past National President.*



*Golden Gate Charter Members (L-R) Colen Kreger, Michael Donovan, Lorin Sorensen, Edy Sorensen, Diane Coreen, Hal Bancroft, Bonnie Bancroft.*

# Classic Car Posters



1949-51

DAN **CRAGG**  
**ILLUSTRATION**

Send check or money order OR order by phone

Dan Cragg Illustration  
3231 Regent Ave. N.  
Golden Valley, MN. 55422  
763-588-7342

Other years available 1934, 1936, 1940 & 1946-48



1932

Prints of  
Hand Painted  
Illustrations  
Size @ 26" x 36"

\$30.00 each  
Two or more \$25.00

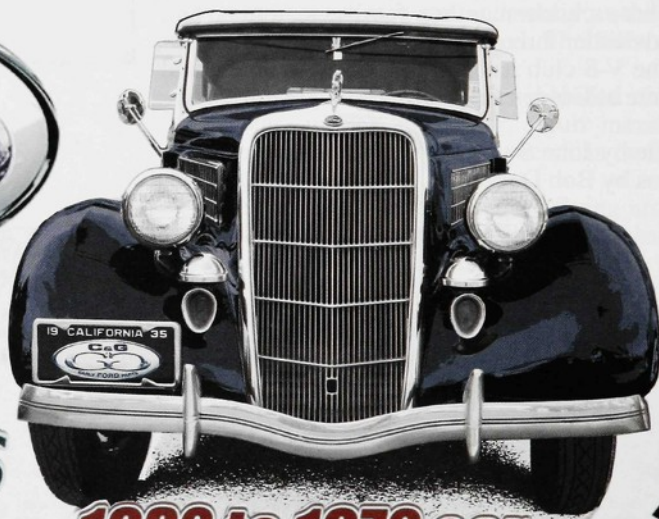
Shipping & Handling \$5.00



1937



OVER 20,000  
EARLY  
FORD PARTS  
IN STOCK



1932 to 1972 car

1932 to 1979 PU

[www.cgfordparts.com](http://www.cgfordparts.com)



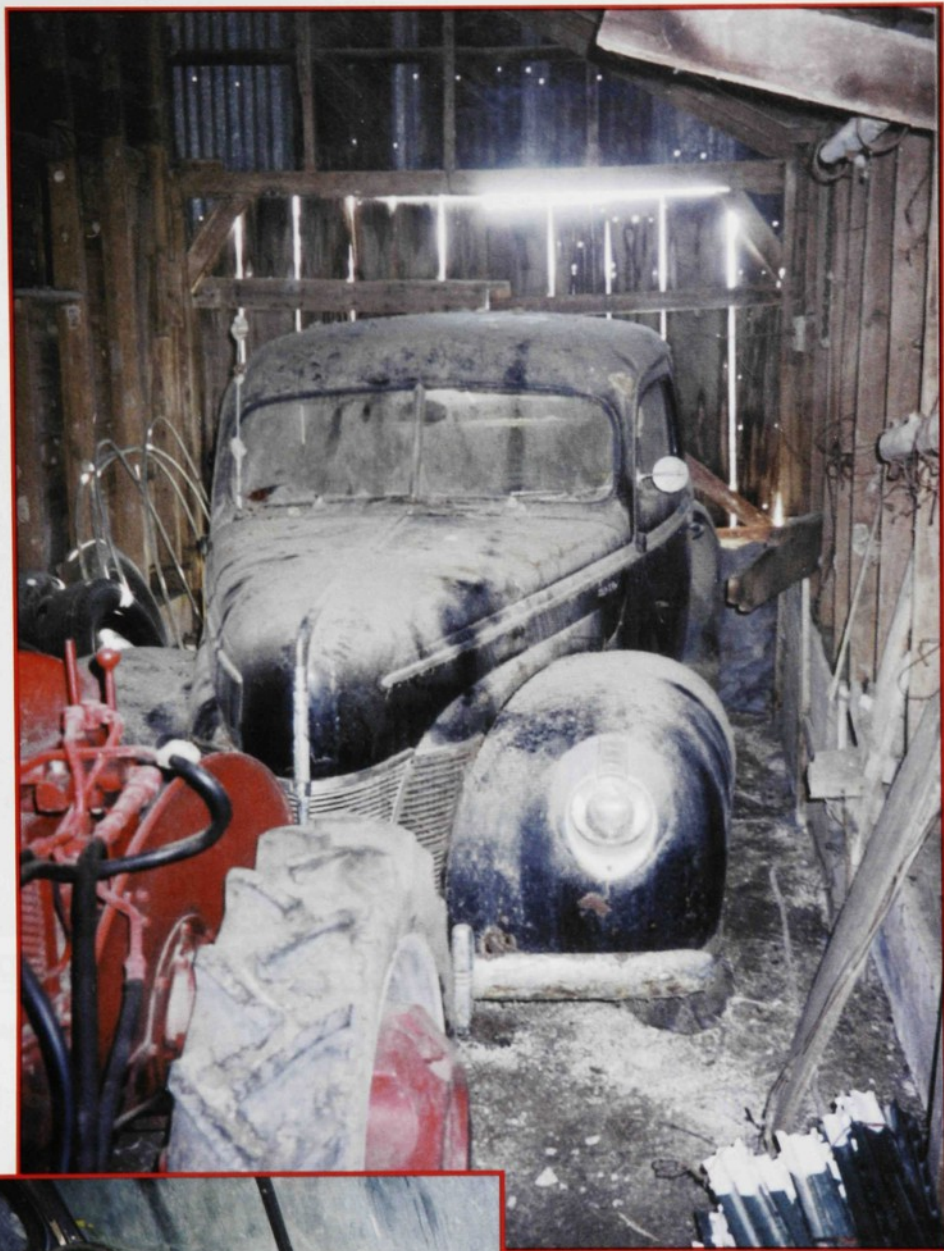
Toll-free  
877-445-2400  
or 760-740-2400



FREE CATALOG w/order

1941 COMMERCIAL ST., DEPT V8T, ESCONDIDO, CA. 92029-1233

# they're still out there!



**Submitted by Gary Walcher**

**T**his 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 1940 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.



*Looks like it's all there. Just needs some TLC and it will be great to see her back on the road again!*

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

# FORD Window Seals!

For 1932—1948 cars & pickups



**Premium grade rubber molded to exact factory specs**

## Door Vent Window Seals

'40-'48 Closed & Open Cars \$65

## Rear Window Seals

'32-'36 Coupe & Sedan \$15  
'37-'48 Ford & Mercury \$30  
'32-'39 Pickup \$15  
'40-'47 Pickup \$25  
'40-'48 Sedan Delivery \$36  
'38-'47 Panel Delivery \$30

## Closed Car Windshield Seals

'32-'36 \$25  
'37-'39 \$40  
'39-'40 Mercury \$80  
'40-'48 \$60

## Open Car Windshield Seals

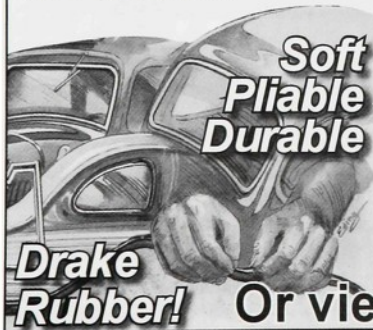
'32 Cabriolet, Sport Coupe \$45  
'32-'36 Roadster & Phaeton \$25  
'33-'34 Cabriolet \$75  
'35-'36 Cabriolet, Conv. Sedan \$75  
'37-'40 Convertible \$80  
'39-'40 Mercury \$60  
'41-'48 Ford/Mercury Conv. \$60

## Station Wagon Windshield Seals

'32 Station Wagon \$45  
'33-'36 Station Wagon \$75  
'37-'40 Station Wagon \$80

## Pickup & Commercial Windshield Seals

'32-'34 \$15  
'35-'36 \$25  
'37-'39 \$40  
'40-'47 \$60



**Soft  
Pliable  
Durable**

**Drake  
Rubber!**

**FREE  
CATALOG!  
CALL NOW**

Or view it online. Find thousands of products.



V-8 11-12/06

Call 800-221-FORD (3673) • [www.bobdrake.com](http://www.bobdrake.com)



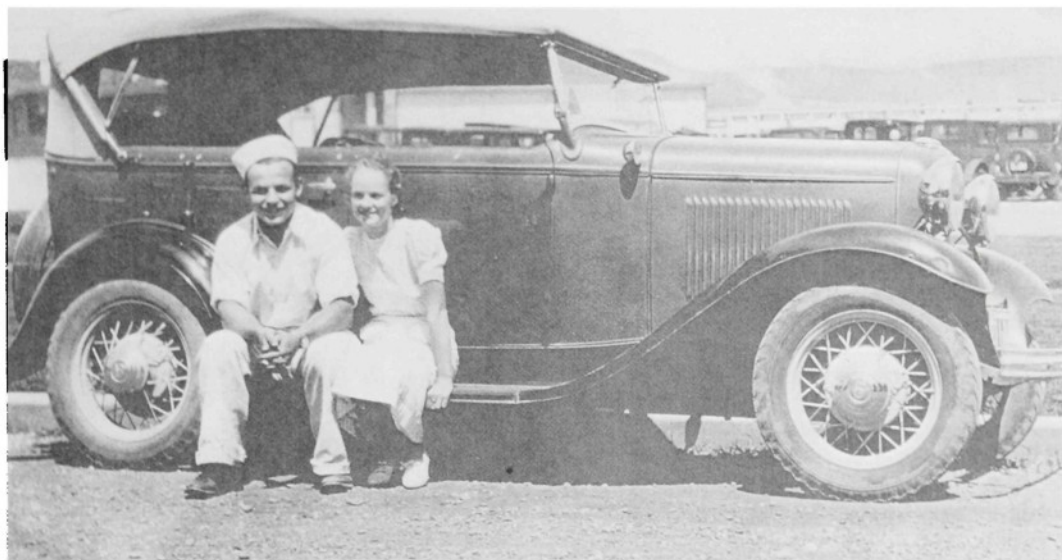


# The All American Ford

A Photographic Scrapbook of the V-8 Era



## 1932 Ford Phaeton



**G**ary 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

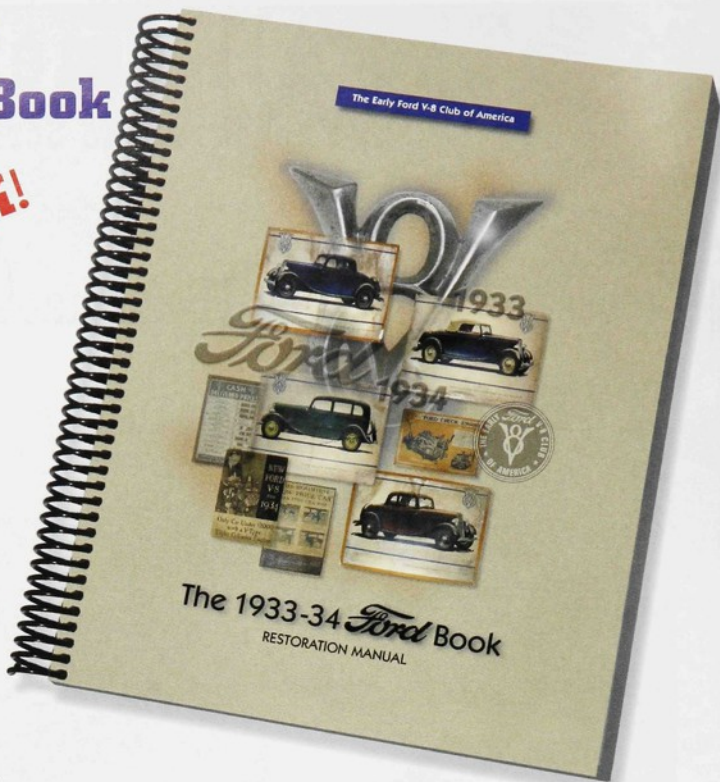


The Early Ford V-8 Club is proud to announce publication of the long-awaited 1933-34 Ford Book.

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.

Order yours today for Christmas delivery.



**Special Pre-Publication Price  
Only \$59.95 ppd  
Price Increase January 1, 2007**

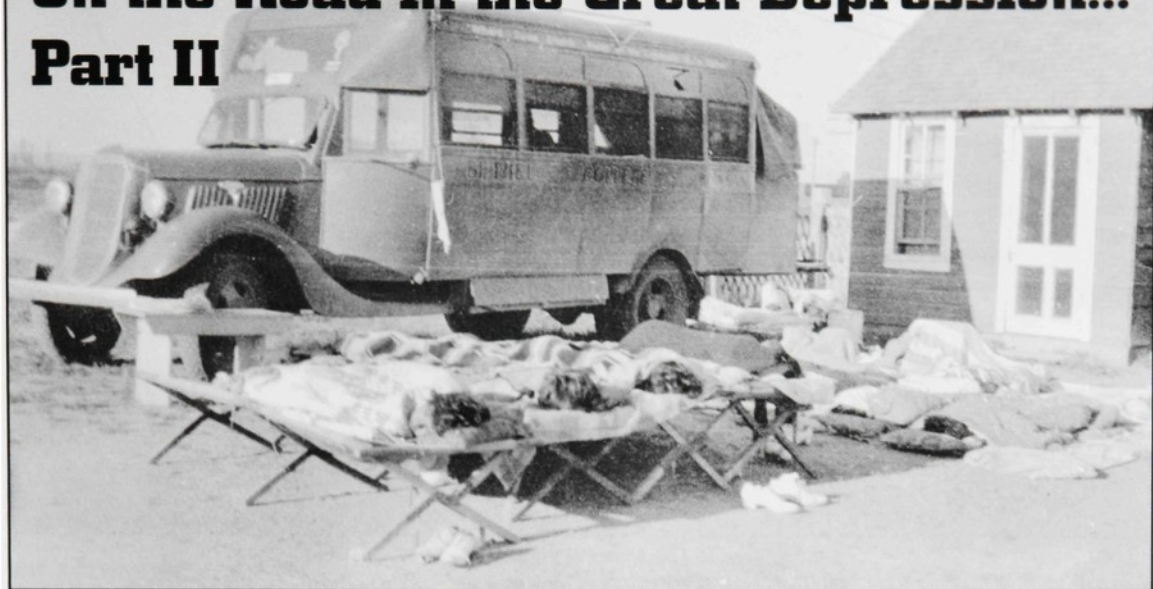


**Order From:  
DAVE RASMUSSEN  
1116 Austin Wat  
Napa, CA 94558**

**Available OnLine: [www.earlyfordv8.org](http://www.earlyfordv8.org)**

# On the Road in the Great Depression...

## Part II



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

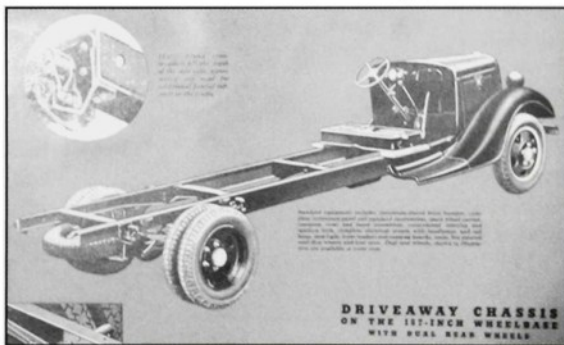
*"Somewhere in the Western United States. When no facilities were available, more often than not in 1935, members of the Bethel College Choir "camped" out alongside their trusty 1935 Ford Bus on their tour.*

**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.



*Ford Driveaway Chassis*

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

**FOUR IMPORTANT FACTORS  
IN PROFITABLE BUS OPERATIONS**

- 1. FASTER TRIPS**  
This operation report later indicates with the Ford V-8, enabling them to make more trips and reach as many more in the same amount of time. *Spending up on a Ford V-8 is a profitable investment for longer service of operation, increased revenue and increased interest in the profit.*
- 2. LOWER COSTS**  
Lower than any operating Ford V-8 represents along with other types report clearly reduction in the cost of operation and maintenance. Ford cost of one of these Ford V-8 units is usually LESS than a single ton of other equipment. Thus, bus operators have discovered they can save money there also by using Ford V-8's, thereby increasing NET profits.
- 3. CAPACITY LOADS**  
On most operations, the buses are in use for longer to make more trips. For the cost of operating, the bus is generally 50% more efficient in its load-handling. *There has been a very wide margin of the economy on changing to Ford V-8 units, making capacity trips and to the way also increasing their NET profits.*
- 4. RIDER APPEAL**  
The great looks and comfort of the Ford V-8 units... their smooth, even handling... their lower maintenance and general popular appeal are attracting added patronage and thus increasing gross revenue and NET profits. There are also good business reasons for selecting the Ford V-8.

**FORD V-8 CHASSIS FOR BUS BODIES**

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.



*The "Man Behind the Wheel," Mose Stucky and his charge – the 1935 Ford bus, at Cucamonga, California.*

*Bethel College choir tour – 1935  
"On the notorious 90-mile stretch after leaving Herbert, Saskatchewan, Canada. The Bus engine has to cool off a little. Them there clouds don't look so good to us. We need no more rain for the rest of this day."  
July 1935*

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.



*Bethel College choir tour 1935: Sleeping on the ground. Apparently two conflicting locations have been given for this photo: Arizona or Britle [sic] Lake, Manitoba. Copy in Sarah (Lohrentz) Gaeddert file, with caption "Ann Andrews succeeded in getting her roll of bedding into the sack – will Dorothy get hers in? Sometimes the boys had to apply 'man power' to help the girls. Birtle Lake, Manitoba. And were there ever Mosquitoes!! No. 7"*



*Bethel College choir tour 1935: Sleeping on the ground. Another copy in Sarah (Lohrentz) Gaeddert file, with caption, "Boys sleeping out on the greens near the large Agricultural Building where gave the Sunday evening concert. Mosquitoes just about did away with Henry Voth." – July 14-15, 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 *Odnootazhnaya America* (One-Storeyed 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



*Bethel College choir tour 1935: Noon dinner without water at Canadian border. Another copy in Sarah (Lohrentz) Gaeddert file, with caption "Night camp where Terrence left us to meet his father at Denver, to make arrangements to get Henry V. from Northbend, Oregon. Out on the prairie.*



*Bethel College choir pitching camp in Detroit Lakes, Minnesota. - 1935*

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."



*Dorothy Claassen, Ruth Regier and Ann Voth - the "sleeping beauties" in the Ford V-8. It was more comfortable than the bus.*

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.*



*Special compartment at rear of bus was kitchen and serving area for meals along the roadside.*

# Tucker Madawick:

universal designer



## Tucker Madawick Universal Designer 1917-2006

*In 2001, I was contacted by Auto Historian James Farrell. He had interviewed famed 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 Naajar 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*

*Tucker Madawick's first job for Ford was working at the 1939 World's Fair Exhibit sketching colored pastel drawings along with Henry Ford II. Afterwards, he joined Ford's Design Department during the late 30s and early 40s designing Fords, Mercurys, Lincolns and even a 27-Passenger Bus before moving to Willow Run working on B-24s because he had an interest in aviation.*

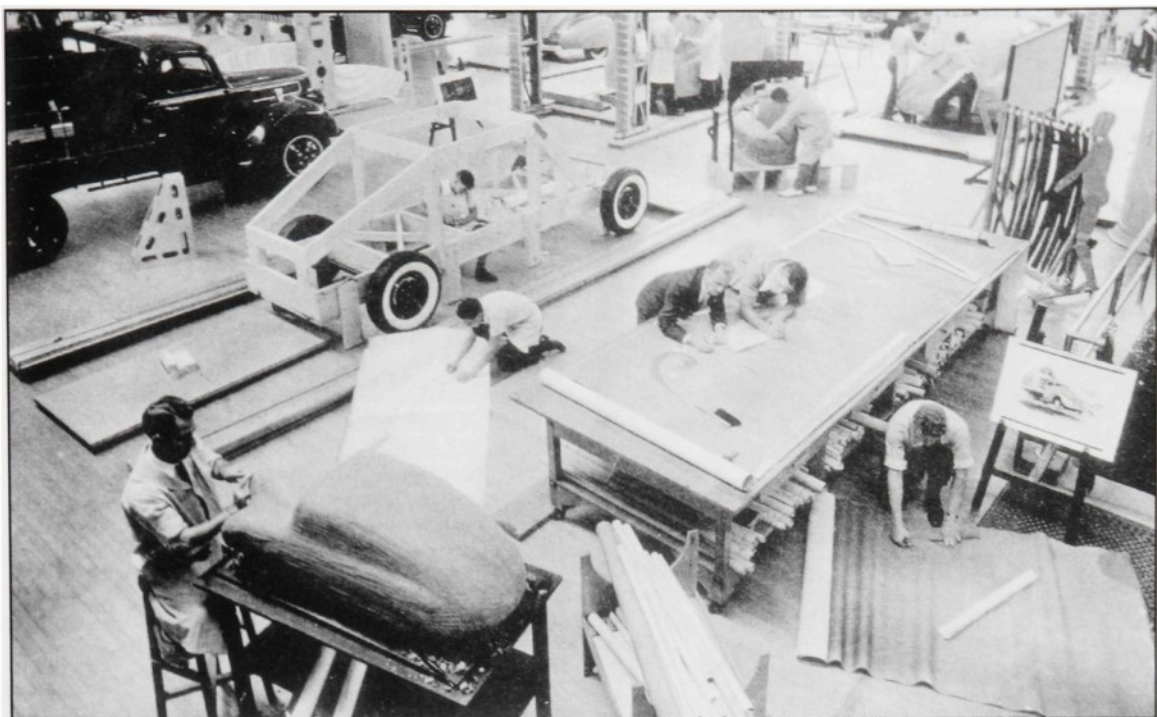
*his recollections and experiences with the Ford Motor Company with the readers of the V-8 TIMES.*

*Thank you, Tucker.- Jerry Windle, Editor*

## Tucker Madawick 1917-2006

**B**orn 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.

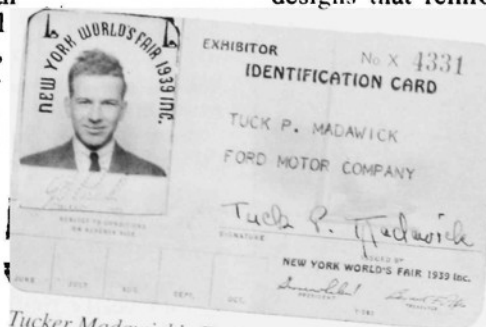
From this effort Madawick developed a highly futuristic series of potential electronic product designs that reinforced the corporation's new direction in technology and lifestyles.

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,



*Tucker Madawick's Ford Exhibit ID Badge from the 1939 New York World's Fair.*



*Tucker Madawick and his new '41 Ford Convertible with all accessories including a spotlight. Tucker Madawick*

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



*Retired in Florida, Tucker's passion was sailing and fishing.*



*Tucker Madawick (right) waves his hat in front of the Ford Building at the 1939 World's Fair with Tom Traynor (left) his moderator, a graduate of Fordham University.*



*Bob Gregorie's design department in 1939. His Continental which was Edsel Ford's second prototype, has been repainted a Sahara Tan. Bob also added new hubcaps and was exploring new hubcaps as you may note in photograph. Young Tucker Madawick is seated in his 1935 Touring chariot. The Phaetons which used side curtains in place of glass were indeed fast but in heavy rain you needed a bilge pump, which wasn't provided. - (Note handwritten inscription at bottom of photo, "To Tuck. No. '2' Cont. Bob Gregorie.")*

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.

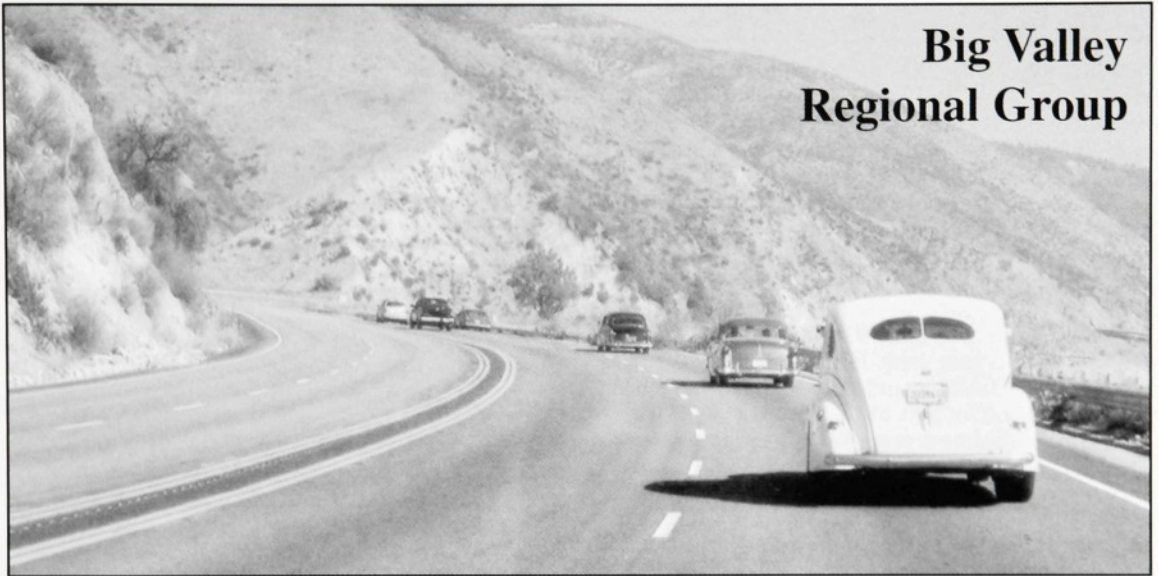
As the legendary STYLISTS of the 30s and 40s disappear, the computer-geek designers have taken over and the beat goes on.

Bob Marcks Scottsdale, Arizona



# Regional Group News

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



## Big Valley Regional Group

*Cruising in the San Bernardino mountains.*

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.



*John and Ethel Parker with their 1940 Ford Customized Sedan Delivery.*

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

### ★Regional Group Addresses★

#### Certificate of Insurance For Regional Group Events

★ RON LOVE  
3400 SW Sherwood Place  
Portland, OR 97239

#### Regional Group Charter Requests

★ JERRY REICHEL  
3650 Tuggle Rd.  
Buford, GA 30519

#### Newsletter Competition

★ JOHN KEATING  
235 Centennial St.  
Frostburg, MD 21532

#### Hosting A National Meet

★ DAVE RASMUSSEN  
1116 Austin Way  
Napa, CA 94558

#### Regional Group Handbook

★ JERRY REICHEL  
3650 Tuggle Rd.  
Buford, GA 30519

#### Promo Membership Packs

★ RON LOVE  
3400 S.W. Sherwood Pl.  
Portland, OR 97239

★CONTACT FOR DETAILS



## Central Iowa Regional Group

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 it 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



*Outdoor Meeting in August celebrating the 10th Anniversary of the Central Iowa Regional Group.*



*Club cars captured a lot of attention.*



- ◆ No job too small
- ◆ Half or whole hides
- ◆ Exotic colors, grains, finishes

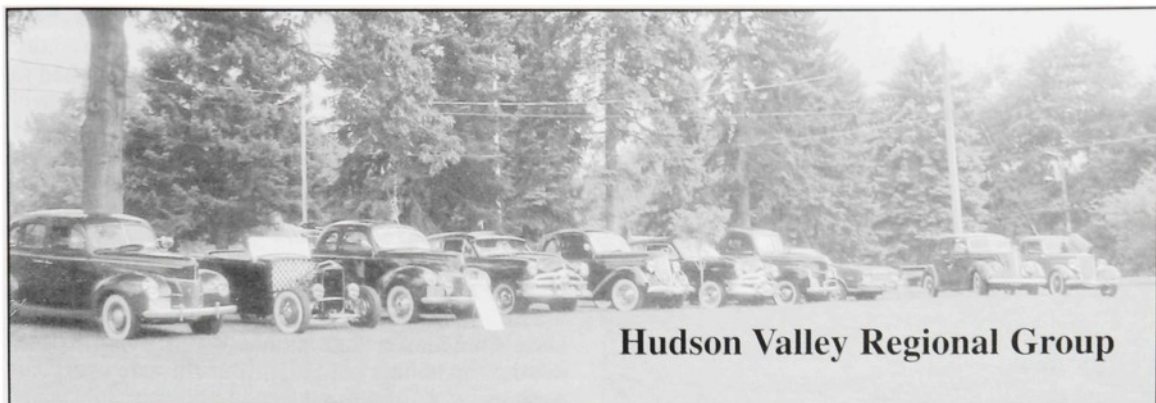
## The Custom Leather Finishing Company

*Contact us to discuss your needs*

Visit [www.customleatherfinishing.com](http://www.customleatherfinishing.com)

Phone 757-870-3928 Fax 866-842-3200

E-mail [info@customleatherfinishing.com](mailto:info@customleatherfinishing.com)



## Hudson Valley Regional Group

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.

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  
Dearborn RG #67

## WIRING HARNESS

Ford and Mercury Cars and Trucks  
1909 to 1964

Original Wiring Color Ends

Top Quality \* Diagrams \* Reasonable Prices

E-Mail: tyreeswires@peoplepc.com

2693 Crewsville Road  
Bumpass, VA 23024

Call Tyree Harris  
Phone (804) 556-5200

[www.earlyfordv8.org](http://www.earlyfordv8.org)

## 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.

### THE K.R. WILSON REAR HUB PULLER FOR FORDS



1. A thread protecting cap is placed onto the axle shaft.

2. The two halves of the puller are placed around and into the hub pulling groove.

**ABV-156**  
DELUXE MODEL  
SHOWN



3. The steel retaining collar is slid over the puller halves and the torque screw tightened down.

4. A sharp rap with a hammer frees the hub from the axle shaft.

• K. R. Wilson made tools for Ford service Departments from the Model T...into the mid fifties

• Pulls Ford hubs from 1928 thru 1948

• No more stripped axle threads and ruined axles.

<b>DELUXE MODEL</b>	<b>\$130</b>
<b>DELUXE WOODEN CASE</b>	<b>\$ 15</b>
<b>Shipping (UPS)</b>	<b>\$ 15</b>

#### WINFIELD TOOL WORKS

437 West Broadway • Port Jefferson, NY 11777

(631) 928-3316

FOREIGN ORDERS: Remit by bank draft on US bank in US dollars.  
Please add \$30 for shipping.

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, french 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 I 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 1950s 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 head-



*Twin Cities Regional Group President and First Lady Duane and Jean Shuck enjoying the food in the 1950s diner.*

ed 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

Quality Reprints

## K.R. WILSON CATALOGS FORD SERVICE TOOLS

Model T                      1936

**MODEL "T" FORD - Cars & Trucks**  
44 Pages \$20 + \$4 S&H

**MODEL "A" FORD - Cars & Trucks**  
100 Pages \$30 + \$4 S&H

**EARLY FORD V-8 - Cars & Trucks**  
104 Pages \$30 + \$4 S&H

**LATE V-8 FORD, MERCURY &  
LINCOLN-ZEPHYR**  
128 Pages \$30 + \$4 S&H

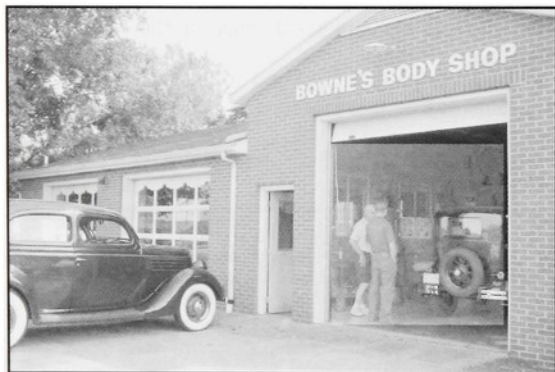
**FULL SET OF ALL FOUR**  
\$100 ppd

**WINFIELD TOOL WORKS**  
437 West Broadway • Port Jefferson, NY 11777  
(631) 928-3316

## Indianapolis Regional Group



*Indiana Regional Group V-8s on the September Tour to Don Bowne's Body Shop.*



*Don Bowne's Body Shop in Cambridge City, Indiana.*

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





*Jim Edison, RG #56 editor, host Don Bowne and Greg Eaton (r), RG #56 President and also Early Ford V-8 Foundation Trustee.*

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



*Great Looking Fords.*

## DOUBLE WHITEWALLS

The latest word in authentic tires for early Ford V-8 cars. Firestones made by Firestone, not imitations. Regular whitewalls. Black also available.

**Free Catalog.**

2850 Temple Ave.  
Long Beach, CA 90806  
**800-952-4333**  
2141 West Main  
Springfield OH 45504  
**800-735-0166**

34 Ford owned  
by Stan Lucas



*Don and Kay Fales at the Constable Mansion in Upstate New York, July 8, 2002 with their 1940 Ford Coupe.*

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  
"The 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



Georgia V-8ers enjoy the October Main Street Tucker Car Show. (l-r) Gary and Nila Benton, Mary Ann Padevano and friend Linda, Cheryl and National Director Jerry Reichel, Janice Cox, and Bill Swilley.

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.



President Lamar Hart opens the September Meeting at the Benton's Garage in Grayson, Georgia, as G.R.G. Secretary David Jumper (r) prepares to read the minutes of the past meeting to the group.



A happy group of G.R.G. V-8ers enjoy the October Saturday Social at the Blue Ribbon Grill in Tucker, Georgia. The attendees include (l-r) Jerry Reichel, Joe Smith, Wayne Hicks, Ann Butler, Bob Butler, Roy Hatcher, Joy Hicks, Jean Smith, Cheryl Reichel, and Janice Cox.

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



National V-8 Director and G.R.G. Past President Jerry Reichel (c) discusses early V-8's with Gary Benton (l) at the G.R.G. September Saturday Social while Cheryl Reichel (r) listens.

## THE FLATHEAD SHOP

REBUILD • RACE • MARINE

Will Medeiros

Machining \* Custom Setup

Full Service \* Crack Repair

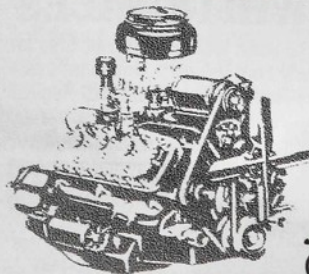
San Jose, CA

(408) 499-4949 (408) 227-9671

willmed@earthlink.net

## Flatheads Rebuilt

Stock  
or  
Race



Jim Trundle  
(209) 339-0687

P.O. Box 579  
Acampo, CA 95220

flatheadjim@hotmail.com



*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.

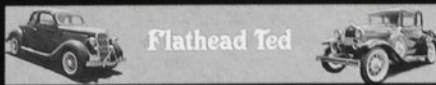
Our future plans include an invitational tour of Bostwick in Northeast Georgia to attend the annual Fall Festival, where our G.R.G. Ford and Mercury Flatheads will be featured in their Fall Festival Parade.

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.*



Flathead Ted

**Brake Floater Kits**  
For Model A to a 1934 V-8.  
Improves brakes as good as hydraulics.

Brake energizer, improves brakes,  
Floats all shoes 100% top and bottom.  
Comes with complete fitting instructions,  
Simple to fit.

Fits on backing plate at top adjuster and bottom anchor pin. Rear fits on top adjuster.

Total of 14 components and instructions.

If you are thinking of converting to hydraulics on your Model A or Rat Rod This is the product for you! More affordable than hydraulics, and it gives equal braking power. Tested on a Hoffman braking machine at 195. Quality product. Hardened components. As well as e-mail information back-up service for questions and help needed. 100% Satisfaction guaranteed!

Price: \$110 USD per set plus p&p  
E-Mail: tedspain@gmail.com



## Birthplace of Speed Regional Group



*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 Car-buretor.

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



*Re-Engineered for years of easy open & close*

1939-1948  
**FORD & MERCURY TRUNK LID SUPPORT ARMS**  
Made to *exact* factory specs  
**Only \$95.00 per pair**

91A-7744200/1 Ford '39 Coupes, '40 Coupes & Convertibles  
**NEW!** 99A-7044200/1 '39-'40 Mercury Sedans & '41-'48 Ford & Mercury Sedans  
11A-7744200/1 '41-'48 Ford Coupes & Convertibles

**Find THOUSANDS of PARTS!**  
Call for a **FREE CATALOG**  
*Or view it online!*



**Bob Drake Reproductions Inc.**  
Call 800-221-FORD (3673)  
[www.bobdrake.com](http://www.bobdrake.com)

V8 11/12-06

## NOW ON BEAUTIFUL DVD! \$24

*From the original film!*

### THE FORD FILM SERIES VIDEOS

BY LORIN SORENSEN

- #1 **YOKOHAMA MODEL A.** Story of American-style assembly at Ford's Japan plant in 1931. Great close-ups of operations! 50-minutes. Sound B/W
- #2 **THE NEW 1932 FORD V-8.** How Henry Ford created his sensational V-8. Assembly lines, shows, and all passenger body styles. 64 minutes. Sound, B/W
- #3 **FORD AT THE 1934-35 FAIRS.** See the Ford exhibits at Chicago and San Diego and how parts like wire wheels were made. 48-minutes. Sound, B/W
- #4 **THE NEW 1935-36 FORDS.** Super footage of assembly and showrooms. Many body styles. Henry and Edsel discuss V-8 sales. 54-minutes. Sound, B/W
- #5 **THE NEW 1937-39 FORDS.** The Ford Rouge plant, making and selling the 1937-39 Ford V-8s. Includes the 1937 dealer show! 60-minutes. Sound, B/W & Color
- #6 **IT'S FORD FOR '40!** All Ford passenger models, scenes from New York World's Fair. Assembly lines in color! 50-minutes. Sound, B/W & Color
- #7 **THE '49 FORD IN YOUR FUTURE!** Henry Ford II and his company-saving '49 Ford. Includes assembly lines and shows! 48-minutes. Sound, B/W & Color
- #8 **THE NEW 1950-51 FORDS.** Ford films: Triumph of the Track, Ford Overdrive, and Care of the Convertible tell the story. 60-minutes. Sound, B/W & Color
- #9 **THE NEW 1953-54 FORDS.** Company's 50th Anniversary, and selling the new cars on TV. Tours of Rotunda and Rouge plant. 60-minutes. Sound, B/W & Color
- #10 **THE NEW 1955-56 FORDS.** The original factory films and TV commercials. Includes classic Daytona race action in full color! 60-minutes. Sound, B/W & Color
- #11 **FORD CLASSICS OF THE FIFTIES.** Tennessee Ernie and others sell the new Fords on TV in this great edit of company film clips. 60-minutes. Sound, B/W and Color
- #12 **FORD CLASSICS OF THE FIFTIES.** The '56 Cont., MK II, '57 Ford Retractable, and '58 Edsel star in the original introductory films. 60-minutes. Sound, B/W & Color
- #13 **THE NEW 1955-56 THUNDERBIRDS.** Lots of TV commercials. Bing Crosby with the classy '56! Great film of 1956-57 Daytona races. 60-minutes. Sound, B/W & Color
- #14 **THE NEW 1964-67 MUSTANG.** Memorable Mustang TV commercials from the first. Includes fastback and GT intros. 60-minutes. Sound, Color
- #15 **FAST FORDS OF THE SIXTIES.** Lots of race action at top stock car tracks! Intro clips of many new Ford-Merc muscle cars of this era. 60-minutes. Sound, Color
- #19 **FORD WINS THE 1965-67 LEMANS.** Ford's amazing GT40 whips Ferrari two years in a row! The cars, drivers, pit scenes, nightlife and action! 64-minutes. Sound, Color
- #21 **FORD & THE AMERICAN DREAM.** Henry Ford car story from Model Ts, As, to V-8s. Includes Ford-Lincoln-Mercs to the 70s. All the best film! 50-minutes. Sound, B/W & Color

**\$24 each.** Plus \$3.50 shipping per order.

Send check or send info/charge your Visa/Amex to:

LORIN SORENSEN PRODUCTIONS

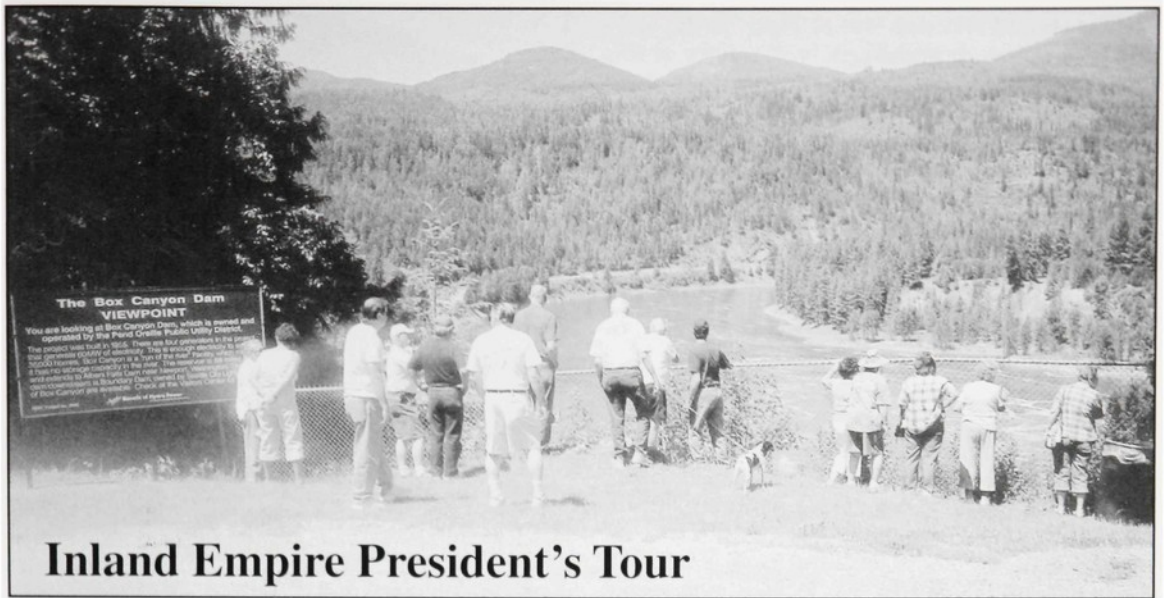
2906 Hartley Dr.

Santa Rosa, CA 95405.

Or order online at:

[www.vintagefords.com](http://www.vintagefords.com)

**More available!**



## Inland Empire President's Tour

**T**he 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 "Flat-head Rumble" as we parade

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

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.



*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.

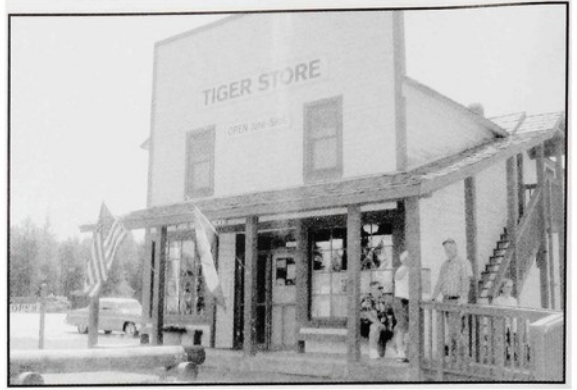


*V-8ers "chowed down" in Campbell Park while waiting for the Box Canyon Dam Tour.*

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.



*The old Tiger trading post is still in business, along with a small museum.*

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.



*Tiger Trading Post goodies.*

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!**

Mack Cain, President  
Inland Empire Regional Group



*V-8ers saw the entire workings of a power dam, including the internal turbines, generators, and the control room.*

# 2006 Fall Big Sky Tour



*Big Sky V-8ers in front of the Sacajawea Hotel in Three Forks, Montana for a photo op early in the morning.*

**by Al Jenkins**

**T**he 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: Rolie 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.

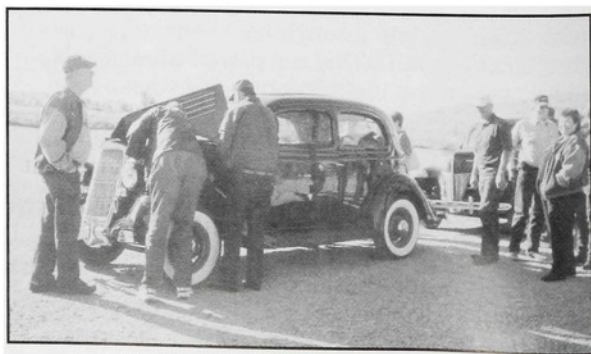
The Gates of the Mountain is so named because as you travel upstream, it appears as though the way is blocked by two sheer cliffs. As you approach, the mountains on either side seem to fold away like two gigantic gates and grant you passage.

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.



*Darryl Tuggle with a carburetor problem on his Ford.*



*Jerry Kohl's 1935 Ford - why does it use a quart of oil every 100 miles?*



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.

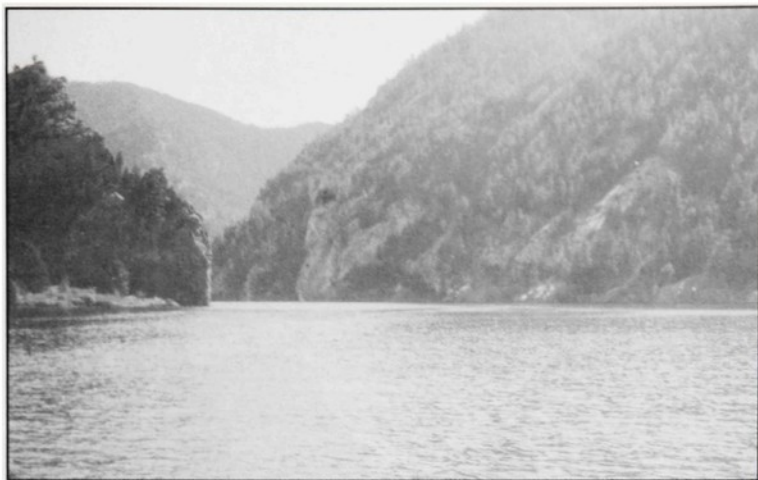
They managed to run up to the ranch house and get everyone running on up the canyon when the huge wave hit the log house and carried it out like in a gigantic whirlpool. The path of the house was almost like a perfect circle, and when it was within 20-feet of its original location, the wave subsided 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 Galatin Gateway. They arrived in their very neat 1939 Ford 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



*Gates of the Mountain - the sheer cliffs appear to "open" as you near the center of the river.*

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 Ford 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 good-byes 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



*Jerry and Bobbie Koch's 1935 Ford Tudor at the windmill in Churchill, Montana.*

[www.earlyfordv8.org](http://www.earlyfordv8.org)

## It's All About The **UPHOLSTERY** For Your Early V8 Ford and Mercury

### V8 Ford Upholstery Kits Are Our Specialty!

Check out our premium quality CARTOUCHE™ upholstery items for your vintage 1932-1951 Ford or Mercury. Top quality US made kits are ready to install and are available in authentic or non-authentic fabric choices. Each kit includes instructions and all the materials necessary to complete your installation.

### Look great inside vintage Fords for over 10 years.

With thousands of our hand crafted kits already installed by our customers on their cars and trucks around the world, you can be assured CARTOUCHE™ upholstery will give your vintage Ford a brand new look and feel.



1932-1951 interior products for Fords, Pickups, & Mercurys made to original specs by using modern pattern cutting technology.

- Complete interior upholstery kits
- Authentic material available
- Rumble upholstery and trunk panels
- Top kits, pads and boots
- Carpets and Rubber mats
- Headliners & accessories
- Superior quality seat springs, exact copies of the originals
- Side curtains, supplies, fasteners and tools

**Just Say "KAR-TOOSH"**

[www.cartoucheupholstery.com](http://www.cartoucheupholstery.com)

Distributed by:

### **MAC'S ANTIQUE AUTO PARTS**

Offering CARTOUCHE™ Brand  
Premium Upholstery



Fast shipping

A full line of upholstery products  
and supplies

Friendly professional service

Large selection of authentic and  
non-authentic fabric choices

Satisfaction guaranteed

Technical service available

No deposit required

Easy payment with MasterCard,  
Visa, Discover or check

**Contact us today for your FREE  
sample card & literature package!**

**1-877-470-1586**



# CAR *espondence* SHOP TALK

## ADVISORY PANEL



Early  
Ford V-8  
Club  
of America

V-8 Tools

LIN STACEY  
35W699 Park Lane  
St. Charles, IL 60175  
LinStacey@sbcglobal.net

Special Interest

GORDON CHAMBERLIN  
1235 Vista Superba  
Glendale, CA 91205

Columbia

DAN KREHBIEL  
38805 E. Benton Road  
Temecula, CA 92592

1932 DAVID G. REHOR 16153 Garfield Ave. Allen Park, MI 48101	1933 MIKE LAURENO 3 Musket Trail Simsbury, CT 06070	1934 BILL TAYLOR 15427 11th S. W. Seattle, WA 98166 bill@tequip.com	1935 DANNY DRISKELL 5175 Regent Dr. Nashville, TN 37220 M-F (615) 834-3570 6-9 pm CST	1936 JOE LONGOBARDI 5822 Kaufman Ave. Temple City, CA 91780
1937 JOHN GRISCOM 2600 Possum Hollow Coopersburg, PA 18036	1938 GARY J. MALLAST 1430 Kingsley Mt. Clemens, MI 48043 gmallast@compuserve.com	1939-1940 ALAN DARR P.O. Box 91 Longview, WA 98632	1941-1942 VACANT	1946-1947-1948 JOHN McDONALD 7935 SE Market St. Portland, OR 97215
1949-1951 CECIL GOFF 361 Seminole Woods Blvd. Geneva, FL 32732 cgoff@bellsouth.net	1952-1953 JEFFREY A. WALTON 9410 James Court Pomfret, MD 20675-9752	1939-1941 Mercury DAN KREHBIEL 38805 E. Benton Road Temecula, CA 92592	1942-1948 Mercury RUSTY DAVIS 418 Borgess Ave. Monroe, MI 48161	1949-1951 Mercury RON WESTWOOD 8805 Lakeridge Dr. Princeton, TX 75407 4951merc@dfwair.net
1952-1953 Mercury DOUG SHULL 7069 Convent Road Sylvania, OH 43560	1932-1940 Station Wagon MIKE NICKELS 5774 Supply Road Traverse City, MI 49684	Paint LAUREN MATLEY 18807 N 134th Ave. Sun City West, AZ 8537 fixold@hotmail.com	1941-1951 Station Wagon MIKE NICKELS 5774 Supply Road Traverse City, MI 49864	Heavy Commercial JAMES K. WAGNER 1669 Nantucket Road Plymouth, MI 48170

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

## 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-19264) 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.

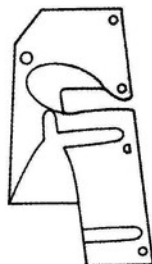
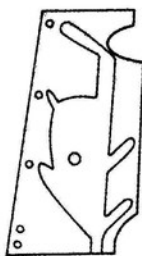
I do not, unfortunately, have any extras of the three curved pieces that make up the outer belt rail on the rear of the body. What I have are perfect reproductions made in Mahogany (to minimize splitting from tacks) which is superior to oak, ash, or maple as used originally. (All of these pieces are 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.

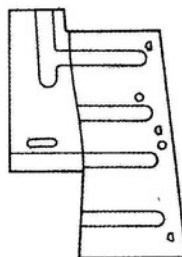
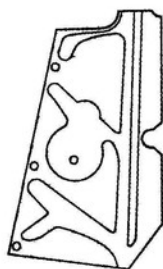
There's an accurate drawing of the late style of engine splash pans on page 48 of THE EARLY FORD V-8 by George DeAngelis and Ed Francis. I'm enclosing a Xerox copy of the page in case you do not have this excellent reference book.

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".

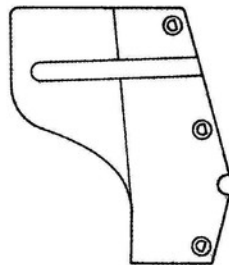
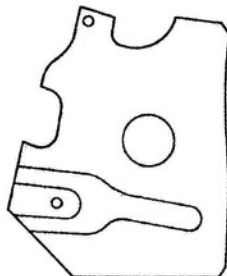
## 1932-1938 Splash Pans



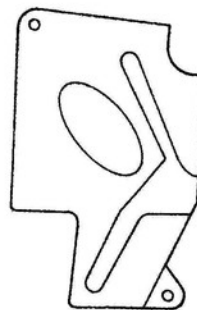
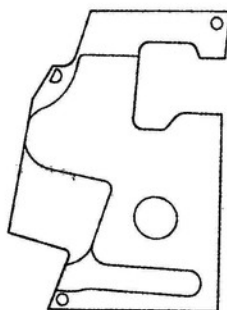
1932,



1933-34,



1935-36,



1937-38

**steel fenders** 1909 - 48  
front & rear FORD parts

**1932-34 V-8 model A**

1909-48 FORD parts catalog  
see our website or call  
937-652-2145

Gaslight Auto Parts [www.gaslightauto.com](http://www.gaslightauto.com)

1445 S. Rt. Hwy 68 • P.O. Box 291 • Urbana, Ohio 43078

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 year 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



**1932-1956 Ford Parts**

**Quality Reproduction  
and NOS Parts**

Catalogs \$3  
Please state year of Ford.  
1932-48 Cars & Pickups  
1949-53 Cars, 1948-56 Pickups

4322 Curtice Road Mason, MI 48854

**Most orders shipped same day**

*Rebuilding service: engines, starters,  
generators, distributors and babbit  
for As and V-8s.*


*Starters are remanufactured  
using all new parts including:  
HIGH TORQUE FIELD COILS.*

**PHONE: (517) 676-4416  
FAX: (517) 676-3485**

### **FRYER'S**

#### **Early Ford Water Pumps**

Guaranteed  
Cost Effective Reliability  
*The Finest in Show & Go Quality*



---

**New & Restored 1932 - 1953 Water Pumps**

<b>1932-1956 PUMPS NEW CASTINGS PUMPS HAVE PRE-LUBED, SEALED BEARINGS AND CERAMIC WATER SEALS</b>	<b>SPECIAL NEED MODIFICATIONS WELCOME</b>  <b>* NEW 1936 FORD* FRONT ENGINE MOUNTS</b>	<b>1937-1948 PUMPS MODIFIED WITH PRE-LUBED, SEALED BEARINGS AND CERAMIC WATER SEALS</b>
---	--	---

Hard to find Pumps? Call me. I may have it...

**Daryl Fryer (626) 335-7501**  
801 W. Bagnall, Glendora, CA 91740

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

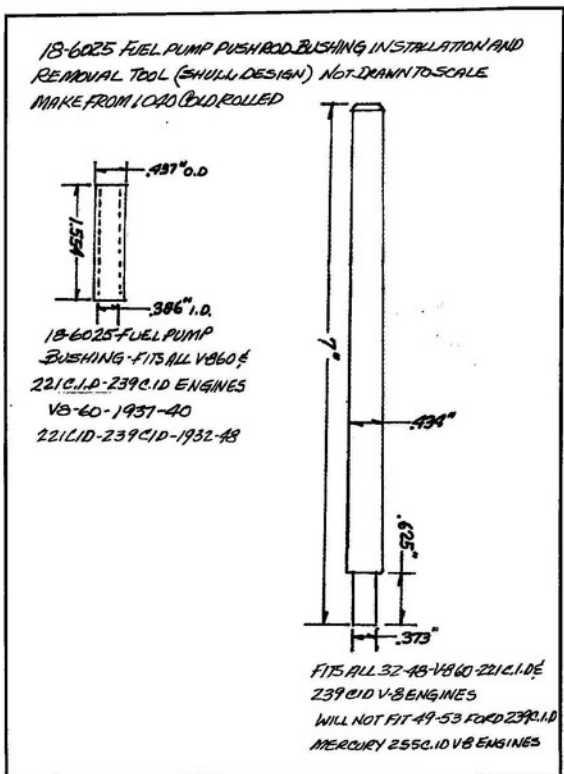
I invented two or three in my mind contemplating this letter. But don't know where to buy one. Maybe Production Tool? This can't be the first time in history someone wanted to pull a bushing from a blocked or blind hole. But I couldn't find a picture of any such tool in the old Henry Ford Trade School 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

Discussed on phone with Doug Shull  
See drawing of tool he sent (Below)



**Bob Drake Reproductions Inc.**

*Bob Drake*  
Reproductions Inc.

**Find the best parts**

for early Ford cars, trucks, and **Hot Rods!**

'32-'66 pickups  
'32-'59 cars

Find THOUSANDS of parts!

FREE Hot Winter **SALE** Catalog!

Call now or view online!

Call 800-221-FORD (3673)  
[www.bobdrake.com](http://www.bobdrake.com)

Early Ford Restoration & Hot Rod Parts

V8 11/12-06

**COILS REBUILT**

Remanufactured with modern technology  
Better than new. No more heat problems  
Starts and runs on 100+ fahrenheit days  
Points last four years - use standard Ford resistor  
Made to run on 6 volts - Can be made for 12 volts  
Call for details - Guaranteed for three years  
Your coil rebuilt and returned in 3-4 days

Send coil and check for \$83 (\$75 + \$8 S&H)

**George "Skip" Haney**  
12168 Azure Court Punta Gorda, FL 33955  
941-637-6698 Day 941-505-9085 Night  
E-mail: [skip@fordsrus.com](mailto:skip@fordsrus.com)

Dual Lincoln coils \$150 plus \$8 shipping  
Some coils have hair line cracks - These will be repaired.

**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.

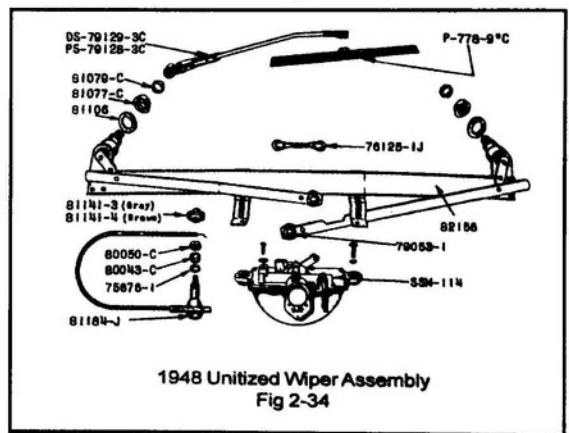
So, it looks like the only solution is to remove the engine, remove the camshaft, remove the rear camshaft bearing, and using a bushing driver, drive it down into the rear bearing bore. Doug Shull made a nice drawing of a driver for the fuel pump bushing which is enclosed.

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:

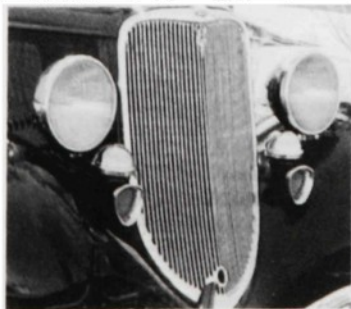
I have a late 1948 Super Deluxe and need to get the windshield wipers going again. The car is very much original including a 6-volt electrical system.

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

# Investment Quality



**We provide for your Classic Ford:  
Concours Quality Chrome Plating  
Brilliant Metal Polishing  
Superior Die Cast Restoration  
Flawless Stainless Steel  
Aluminum Trim Restoration  
Master Metal Craftsman Quality**

**"We Don't Do Average"**

**The Finishing Touch, Inc.**  
5580 Northwest Highway  
Chicago, Illinois 60630  
(800) 403-4545 (773) 774-7349  
[www.thefinishingtouchinc.com](http://www.thefinishingtouchinc.com)

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

## Auto Glass



(360) 883-4884



[www.sandersreproglass.com](http://www.sandersreproglass.com)

*Quality ♦ Craftsmanship ♦ Old fashioned service*

- \* Licensed FoMoCo date & logo scripting
- \* Authentic inlaid black edging
- \* Professional, machine finished edges
- \* Laminated & tempered safety glass
- \* Fast, friendly service
- \* Rush orders welcomed

**Sanders Reproduction Glass**

Vancouver, WA U.S.A.



# LeBaron Bonney Co



### *LeBaron Bonney Co*

...Over 45 years of experience specializing in award winning, first quality interiors, tops and accessories for Ford Early V8's and Model A's (1928-1954). Contact us today for a Free literature package on your model and a Free copy of our latest Parts & Accessories Catalog. *It's all in the details...*

**\*Upholstery Kits \* Carpets  
\*Panel Sets \*Headliners  
\*Original Type Fabrics  
\*Top Assemblies \*Accessories**

1-800-221-5408 [www.lebaronbonney.com](http://www.lebaronbonney.com)

P O Box 6., 6 Chestnut St., Amesbury, Mass 01913



# 1951 Ford F-100

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-1 37). (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

V-8 Forum @  
[www.earlyfordv8.org](http://www.earlyfordv8.org)



**FLATHEAD**  
thru - 1953  
60/85-100 series

STANDS/CRADLES  
ENGINE STAND ADAPTERS  
LIFTING PLATES/CUSTOMIZABLE

For a complete list of available items/pricing/shipping costs and questions E-Mail me at:  
[stumpysfabworks@wholenet.net](mailto:stumpysfabworks@wholenet.net)

**1935 FORD  
SPRING/EASTER COLORS**

SERIES 1	SERIES 2
Washington Blue/Tacoma Cream	Verona Maroon/Flamingo Red
Palm Beach Gray/Cinabar Red	Biarritz Blue Med./Biarritz Cream
Gunmetal Light Met./Apple Grn	Montella Brown/Venetian Yellow
Rusk Brown Met./Venetian Yellow	Regent Maroon/Lafayette Red
Slate Green/Silver	Frosty Green Met./Ski Green
	Paisley Blue/Silver

**COLOR-ITE**  
REFINISHING CO.  
"Classic Finishes"  
EST. 1976

868 Carrington Rd  
Bethany, CT 06524  
(203) 393-0240 Fax (203) 393-0873  
[colorite@snet.net](mailto:colorite@snet.net) [www.color-ite.com](http://www.color-ite.com)



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.

James Wagner  
V-8 Heavy Commercial Advisor

**Flathead Ford Coils  
With Non-Metallic Cases**

Coil testing and Moisture removal service  
Using highly successful scientific methods.

You might think that the average six drops of water the typical antique Ford coil contains would be all that detrimental to the voltage output.

THINK again! Six drops of contained moisture lowers the average voltage output by 8,263 volts!

**SERVICE CHARGES:**

\$3 for each 1,000 volts of increased output.  
\$5 for "hot" testing each good ignition coil.  
Lincoln coils are billed as two separate coils.  
Shipping cost is not included in above prices.

*Please call before shipping.  
Package coils carefully to avoid damage*

**JOHN SHELOR**  
105 Pershing Ave.  
Radford, VA 341414  
(540) 639-2065

**WANT TO BUY**  
**OLD DEALER SIGNS**  
Neon • Porcelain





• CLOCKS *Top Dollar Paid!*  
• TIN SIGNS  
• ALL DEALER MAKES

PAY CASH

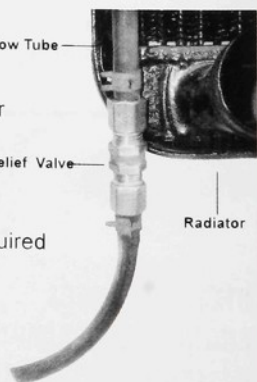
**800-829-8265** 

email: ralphwhite@aol.com

**PRESSURIZE YOUR  
RADIATOR**

This 3 pound valve converts your existing system into a pressure system

- \* Easy To Install
- \* Keeps Water in Radiator
- \* Runs Cooler
- \* Tight Radiator Cap Required



\$25.00 Plus \$3.00 S&H  
no shipping charge when shipped with pumps or coil

George "Skip" Haney  
12168 Azure Court  
Punta Gorda, FL 33955

Day 1-941-637-6698  
Night 1-941-505-9085

SKIP@FORDSRUS.COM

# The Classifieds

Send your classified ads to CLASSIFIED, P.O. Box 16630, San Diego, CA 92176-6630. (Ad rates are \$.30 per word and payment, preferably by check, must accompany all ads). An exception will be made when your ad is accompanied by your certificate for one free 35-word ad that can be

found with your membership card in your Membership Roster. (Please remit \$.30 per word for all words over 40). All notices for The Touring & Social Events Calendar are also free. However, in order to qualify, all activities and events must be sponsored or co-sponsored by the Early Ford V-8 Club or its Regional Groups. Be sure to mention the hosting Regional Group(s) in the notice.

All words in your ad will be counted, including addresses and telephone numbers. Each abbreviation and part number will be counted as one word. Ads should relate in some way to Ford Motor Co. products 1932-1953 vintage, with the exception of services or products which are applicable to all cars. We reserve the right to refuse any advertising that does not conform to the rules listed here. In such cases, advertisers will not be notified or their money or certificates returned, unless specifically requested by that advertiser, along with a self-addressed, stamped envelope.

We reserve the right to reject further advertising by sellers repeatedly accused or suspected for fraudulent or devious merchandising. No ads repeated except by separate submission. If your ad does not appear in this issue, you probably missed the deadline. Watch for it in the next issue. Please type or neatly print your ad so it can be understood by our typesetters. Avoid abbreviations to eliminate misinterpretations. **Deadline for the January/February issue is December 20.**

## V-8 photo ads

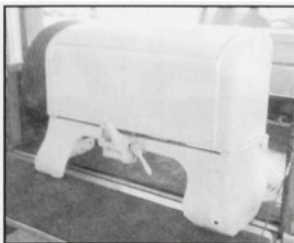
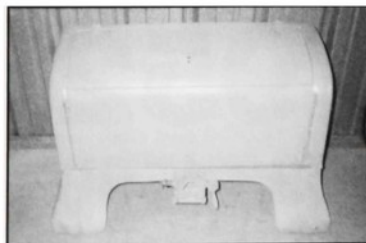
V-8 photoads include a photo of your car for only \$25. Please send a good photo of your car with your ad. Ads are \$.30 per word or use your free 35-word ad included with your V-8 Club membership. Send to PHOTOAD, P.O. Box 16630, San Diego, CA 92176-6630.



**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 (CA)



**1950 MERCURY FORDOR SPORT SEDAN.** A well-maintained, 54,000 mile automobile. Absolutely never any rust or Bondo, engine rebuild in 1994 (have receipt), correct LeBaron Bonney interior about same time. A beautiful, nice running and driving automobile. Same owner since 1990. Asking \$21,500. STEVE WALLACE, P.O. Box 490, W. Barnstable, MA 02668 (508) 362-5139 (MA)



**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)**

### CARS FOR SALE

**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.

Supercar! BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: [www.jmacsautos.com](http://www.jmacsautos.com) (MN)

**1934 FORD VICTORIA.** Apart. JIM FARKAS, W359 N 7400 Brown St., Oconomowoc, WI 53066 (414) 507-5321 (WI)

**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 website: [www.jmacsautos.com](http://www.jmacsautos.com) (MN)

**1935 FORD TUDOR SEDAN.** V-8, restorable, 95% complete. \$2,000, worth double. No title, no seats. DICK, Micala, MN (320) 630-5498 (MN)

**1935 FORD DELUXE 3-WINDOW.** All steel, correct body-off restoration, Tan, Red wheels and stripe, super L/B interior, correct working radio, running board stainless, WWSW. Beauty rings. Drives 100%. "Want a good one?" BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: [www.jmacsautos.com](http://www.jmacsautos.com) (MN)

**1936 FORD TUDOR SEDAN.** Black, V-8. flathead, 3-speed manual, 85 horsepower, 16-inch wheels, North Dakota car, restored 20 years ago, garaged. \$13,800 EILEEN EHLERT, 6304 S.E. 2nd Pl., Renton, WA 98059 (425) 271-4170 (WA)

**1936 FORD DELUXE ROADSTER.** All steel, restored, red, L/B leather, Tan top, correct flathead with Mallory, dual 97s, chrome headers and duals, radio, heater, WWSW, Spyderys, banjo wheel. Super rare Pines Trim, and "Oh, yea," got a Columbia too! Super nice! BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: [www.jmacsautos.com](http://www.jmacsautos.com) (MN)

**1936 FORD DELUXE ROADSTER.** All steel, correct body-off restoration, Black, dual carbs, exhaust, luggage rack, grille guard, dog, fogs, radio, WWSW, Spyderys, banjo wheel And a Columbia too! BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: [www.jmacsautos.com](http://www.jmacsautos.com) (MN)

# PARTS FOR EARLY V8's

Get The MOST COMPLETE

1932-1948 Early V8

Parts Catalog Available

Just Mention Code: ESH22



**GET A  
CATALOG  
FREE\***

MAC's is your  
one-stop source  
for quality parts  
& accessories for  
1909-70's Fords  
& Mercurys.

Call **TOLL FREE** - 7 days/24 hours

# 877-579-7952

Outside the US: **(716) 433-1500**

*\*(Outside the US, \$5.00  
each to cover postage)*

# MAC's

1051 Lincoln Ave. • Lockport, NY 14094  
(716) 433-1500 • Fax: (716) 433-1172

Dealer Inquiries Invited



**1936 FORD DELUXE 3/W COUPE.** All steel, correct body-off restoration, Washington Blue, nice woodgrain, correct interior, radio, glovebox clock, WWSW, rings, Spydors, dog, rumble seat. Very nice! BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: www.jmacsautos.com (MN)

**1937 FORD COUPE.** Correct body-off restoration. Tan, white walls, radio, L/B interior, V-8 60 hp. \$26,500 DALE WATSON, 40 Jewett St., Skowhegan, ME 04976 (207) 474-2178 (ME)

**1939 FORD DELUXE COUPE.** All steel restoration, Red, correct interior, built 59A, 12V, skirts, flipper 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, water pumps, 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)

**1940 STANDARD OPERA COUPE.** 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)

**1940 DELUXE OPERA COUPE.** All steel, body-off, Blue/Terq. Color, correct L/B interior with jump seats, WWSW, inner/outer beauty rings, wing tips, grille guard, radio, heater, spotlight, fogs, dual OSRVM. Looks-Runs-Drives 100%! BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: www.jmacsautos.com (MN)

**1940 DELUXE OPERA COUPE.** All steel, correct body-off restoration, Maroon, 59A flatmotor, 12V, radio, heater, WWSW radials, inner/outer beauty rings, fog lights. This is a killer nice car! BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: www.jmacsautos.com (MN)

**1941 CONTINENTAL CABRIOLET.** Plympton Grey, Black top with Red piping, Red leather interior. Less than 300 miles since restoration. Per-

fect car! JIM FARRELL, P.O. Box 96, Roseburg, OR 97470 (541) 672-3366 or (541) 673-4039 (OR)

**1948 FORD SUPER DELUXE SEDAN COUPE.** Dark Blue exterior; LeBaron Bonney interior; original car. Great for touring. 12-volt Optima; AM/FM conversion; 16-inch WW radials; air conditioning; 3rd brake light; seat belts. Florida location. \$29,500 OBO. RONALD LABELLE, 2 Bernice St., Worcester, MA 01603 (356) 788-7912 or Cell (508) 868-8932 (MA)

**1948 FORD SUPER DELUXE COUPE.** Low mile, killer Black paint, Grey interior and trunk, digital in stock dash, fresh chrome dressed tri-carb 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)

## CARS WANTED

**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? BOB JUCHNEWICH, 3855 Esther Ln., Hermitage, PA 16148 (724) 981-2794 (PA)

**WANTED:** 1932 thru 1940 Ford Roadster, Cabriolet, 3-Window Coupes. Steel only. Prefer restored, well maintained. Slight modifications okay. "Don't need to talk to my wife or banker to do a deal!" BRUCE JOHNSON, 6842 Olympia St., Minneapolis, MN 55427 (952) 941-2918 website: www.jmacsautos.com (MN)

**WANTED:** 1951 Ford Victoria. An exceptional original or restored with manual transmission and OD. Also radio and heater. I will return all phone calls., Good leads appreciated. Private party. GEORGE ELBEL, 9194 State Route 505, Hamersville, OH 45130 (937) 379-1744 (OH)

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

**WANTED:** 1932 DeLuxe V-8 Roadster; 1934 3-Window Coupe; 1939 Convertible Coupe. 1940 DeLuxe Coupe. Original paint, original interior survivor type car preferred. Older restoration considered. Willing to pay for top quality. RUDY ENS, 999 Thornhill Rd., Morden, MB, Canada R6M 1J9 (204) 822-5877 or (204) 822-5188 (Canada)

**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: rclement921@aol.com (CA)

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

## SERVICES

**VINTAGE TIRES** for all Ford cars, trucks, jeeps - most all brands and sizes from a fellow Early Ford V-8 Club of America #12976. 50 years selling tires. - WALLACE W. WADE, 530 Regal Rd., Dallas, TX 75247 (214) 634-8465 - (800) 666-8973 FAX (214) 634-8465. website: www.wallacewade.com E-Mail: wallacewade@earthlink.net

**REBUILT TRANSMISSIONS:** Call or E-Mail for price and applications. Also available early distributors rebuilt and set up on KRW machine. CHARLES SCHWENDLER, 5845 Cole Rd., Orchard Park, NY 14127 (716) 662-9159 E-Mail: cas5845@yahoo.com (NY)

**WOODGRAINING:** Club member that is pretty darn good at WOODGRAINING with correct year base and color and grain patterns. Sample photos available. Metal needs to be very

straight. Dashes from \$550; sills from \$120. JOHN DILLON, SR., 511 Lobos Ave., Pacific Grove, CA 93950 (831) 375-7363

E-Mail:

fullscalemodels@sbcglobal.net (CA)

**KEYS AND LOCKS:** JESSER'S CLASSIC KEYS offers a full line of NOS (original) keys. Complete locksmith Services. We stamp and code cut keys for judging. We can rebuild or recode your locks. Obsolete and discontinued cylinders? Yes! Inquire with Year, Make and Model. We also stock the complete line of POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West St., Dept EF8, Akron, OH 44303 (330) 376-8181 FAX: (330) 384-9129 (OH)

Website: www.jessersclassickkeys.com

**RADIATOR REPAIR:** Steve's Antique Auto Radiators. Recoring all flathead V-8 radiators and heater cores. Thirty years experience using top quality cores. Most radiators \$600 plus shipping. (508) 410-7043 (MA)

## PARTS FOR SALE

**1941 AND 1942-48 MERCURY** dash plastic close-out sale, 3 sets of 1941 Merc @ \$375 ea.; 14 sets of 1942-48 Merc dash plastic @ \$495 ea. Sold over 2000 sets. JACK KARLESKIND, 4 Deer Oak Dr., Pleasanton, CA 94588 (925) 426-9082 E-Mail: jacksharkie@sbcglobal.net (CA)

**NOS FORD PARTS:** Largest inventory in the south of NOS Ford suspension, brakes, motor, transmission, rear-end, chassis, gauges, trim, exhaust, lenses, etc. No item too small if it helps your restoration. STACY BROWN,

[www.earlyfordv8.org](http://www.earlyfordv8.org)

## OLD CAR PARTS

1932-48 Ford - 1937-66 Chevy  
Accessories All Makes

Jim & Karen  
(253) 833-8494

35 4th Ave. N.  
Algona, WA 98001

%Antique Auto Supply, 1225 Colorado, Arlington, TX 76015 (817) 275-2381 (TX)

**1935 FORD ENGINE.** Rebuilt engine with new poured bearings and al 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) 887-7177 (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)

**1949-53 MERCURY V-8 BLOCK.** Hot-tanked and magnafluxed - OK, with crank, rods, cam, etc. \$750; 1950 Merc center caps and rings, \$300; 1950 Mercury steering column, \$150. All plus shipping. FARIS SINGER, 5471 Taylor Ave., Port Orangen FL 32127 (330) 705-5316 Day; (330) 705-5316 (FL)

**1933-34 FORD TRUCK.** Original items for 1933-34 Ford PU. Gas tank, \$150; floor boards, wood and metal parts (wood poor) \$50; 1940+ or - generator, \$50. WINDSOR TAUNTON, 6353 Elizabeth Lake Rd., Leona Valley, CA 93551 (661) 270-1638 (CA)

**ENGINE PARTS:** Connecting rod bearing set, 1937-42 85 hp ford V-8, \$220; crankshaft OD 1.999/1.990-inch, connecting rod IF 2.20-inches, standard w/o flange, Mfg. Toledo CB5, WYATT HARRIS, 18454 Songsparrow Ct.,

Penn Valley, CA 95946 (530) 432-0706 (CA)

**FORD PARTS:** 1937 Ford DeLuxe glove box door, exc. Condition with lock and key, mech. clock (not working) and chrome strips, \$250. JOE SORDILLO, 2550 Old Ft. Schoolhouse Rd., Hampstead, MD 21074 (410) 239-7484 E-Mail:sordillo@verizon.net (MD)

**NOS FORD PARTS:** '41 fuel gauge, \$25; '41 oil gauge, \$25; '42 radiator apron, \$25; 1942-48 Sedan trunk hinges, \$15; '46 closed temp gauge, \$25; '46 closed oil gauge, \$25; '46-48 spot light bracket, \$25. All plus shipping. GARY WOLFE, 215 Julian Circle, Lafayette, LA 70507 (337) 235-0033 (LA)

**FORD-O-MATIC** Rebuilding Kits, \$135. Bands, pumps, parts available. DAVID EDWARDS, Box 245-EF, Needham, MA 02494 (781) 449-2065 Evenings (MA)

**FORD ENGINE PARTS:** A knowledgeable source for your early Ford engine parts. We have valve changeover kits for 1932 - 48 that give the advantages of the late guides. We have rope rear main seal kits to replace the labyrinth rear seals for 1932-41. We have lots of NOS and NORS engine bearings as well as current production bearings. Call us for tech help, RED'S HEADERS & EARLY FORD SPEED EQUIPMENT (707) 964-7733 Mon-Fri 8 am-4 pm PST, or E-Mail: info@reds-headers.com (CA)

**TOOLS:** Show-ready tools and jacks: 1928-42 7-pc hand tool kit including replated grease gun and pouch, as seen at the 2005 Eastern National Meet, \$120, including US Shipping. 1935-1937 passenger axle jack and correct 3-piece handle, \$120. 1938-42 show-ready, show-only, passenger jack set, including jack, base, correct handle and correct dimension burlap bag, \$190 (specify year). UPS extra. All are show-ready. Inquire about other tools for the flathead years. LIN STACEY, 35W 699 Park Lane, St. Charles, IL 60175. 630-584-6081 (IL) E-Mail: LinStacey@sbcglobal.net

**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 X-member; radiator X-brace rod; horns/bracket/relay; gas tank neck; instrument cluster; windshield wiper motor assembly complete; headlight

switch; dimmer switch; 1941 Chevrolet Master DeLuxe heater, working condition unknown, surface rust. Call for info. Reasonable. CHARLIE CASE, 1683 Southridge Rd., Carson City, NV 80706 (775) 882-5332 Home or (775) 224-1176 Cell. (NV)

**FORD PARTS:** NOS 21A-9431 exhaust manifold, LH, \$100; mint, used RH 21A-9430, \$50; both fit 1942-48 Ford/Mercury; RH manifold #78-9430, 1937-41, good condition, \$35. All plus shipping. GERALD TOBIN, 1718 Baltimore Rd., Lancaster, OH 43130 (740) 654-3931 E-Mail: gftobin@sbc.global.net (OH)

**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 shop manual, \$35. WILLIAM SNYDER, 145 S. Blainsport, PA 17569 (717) 336-2735 (PA)

**1952-53 WOODIE:** NOS 1952-53 Station Wagon quarter panel, RH side, \$650 plus shipping. VERNE MARTZOWKA, 2637 Eddy St., Saginaw, MI 48604 (989) 755-1328 (MI)

**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., one passenger, \$150; '38 Standard grille stainless, 4 pieces, \$200; NOS 1939-40 Coupe trunk hinges, \$200 pr. BARRY EDWARDS, 140 Hartland Ave., Victoria, BC V9E 1J9 (250) 727-2584; Cell (250) 818-3240 (Canada)

**1937-39 FENDER SKIRT MOLDING:** 1937-39 Ford oval, original type rubber molding, \$39.95 ppd. Send check/money order to: DON KIZZIER, P.O. Box 858, Altus, OK 73522 (580) 482-1060 (OK)

**WINDOW REGULATORS:** NOS 1932-53, some later. Lower window channel, 30s thru 40s. REGULATOR ROY, 2 Folwell Ln., Mullica Hill, NJ 08063 (856) 478-2527 (NJ)

**1942-46 CHASSIS PACKAGE** for Ford or Mercury. Includes running engine (block rebuilt from 1940 truck) has 59AB exterior parts and accessories; transmission; complete rear end with Columbia and all controls; complete front end, both springs, all drums, brakes, master and all lines; steering box and column with rare built-in directional switch; complete exhaust; excellent radiator; script battery, five wheels with WW tires. All coming off my 1946 Mercury Convertible with

less than 2,500 miles since restoration. Total package, \$6,000. LLOYD MARCACCI, 38519 SE Nichols Hill Rd., Washougal, WA 98671 (360) 835-2512 (WA)

**FORD GENERATOR TO ALTERNATOR CONVERSION.** Generator to Alternator conversion. 33% more output than your generator. Looks and fits like original! 12V, 40 amp Neg. or 6V pos. ground. ED WHITNEY, 8612 Kendor Dr., Buena Park, CA 90620 (714) 773-1611 (CA)

**FORD PARTS:** 1936 Greyhound, High-style, stainless steel. Make for Don Sommer-American Arrow. Included grille and porcelain ornament, three pieces and UPS, \$450; 1947-48 grille (upper emblem set) LH and RH, Center with Ford script, like new, \$100; 1946-48 radio "Adjust-O-Matic" with touch bar (With new speaker), \$350. ERNEST CASTELLON, 904 Kingwood Circle, Highland Village, TX 75077 (972) 317-9979 (TX)

**1940 FORD:** Zenith radio completely redone - like new, \$600. ED LEE, 340 Old Plantation Trail, Travelers rest, SC 29690 (864) 834-8683 Home; (864) 420-1209 Cell. (SC)

**1937 FORD PARTS:** 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., Killingworth, CT 06419 (860) 304-0678 E-Mail: fm83@Comcast.net (CT)

**FORD PARTS:** 1932 spoke wheel, \$70; 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 Trapp Ridge Ct., Chesterfield, MO 63017 (636) 532-3934 (MO)

## PARTS WANTED

**WANTED:** Useable seats and interior for 1934 Ford Fordor. 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, top motor parts, driver's side window, heater. RALPH FROILAND, 960 Utich Ave., Ventura, CA 93004 (CA)

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

**WANTED:** 1933 spare tire cover, hood and grille. JIM FARKAS, W359 N 7400 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 (NO calls Friday eves. Or Saturdays) E-Mail: craig@luton-family.com (MT)

**WANTED:** Window regulator and light actuator rod and horn assembly for 1939 Ford Standard Tudor. DON HAGG, 13625 Hale Rd., Plano, IL 60545 (630) 552-1323 E-Mail: dhaag@foxvalleymolding.com (IL)

**WANTED:** 1932 Ford sunvisor. 5W, Tudor, etc. TOM BUSCH, 199 Rustic Rd., Mooresville, NC 28115 (704) 264-9870 (NC)

**WANTED:** For Ford V-8 60 hp: magneto; Edlebrock heads; 1940 block; crank. Also Loren Sorenson's FORDIANA series. DOUG DAUTERMAN, 1308 W. 8th Ave., Chico, CA 95926 (530) 345-7171

**WANTED:** 1935 Ford Parts: Black face mirror clock; set of over rider bumper ends; radio, '36 banjo wheel, '36 headlight rims; pair of wire looms; spare tire stainless ring and Appleton teardrop fog lights. BOB JUCHNEWICH, 3855 Esther Ln., Hermitage, PA 16148 (724) 981-2794 (PA)

**WANTED:** Frame for a 1937 Ford DeLuxe. JERRY PURTELL, 1691 N. Garfield Rd., Linwood, MI 48634 (989) 879-4265 (MI)

**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: waltg69@msn.com (MN)

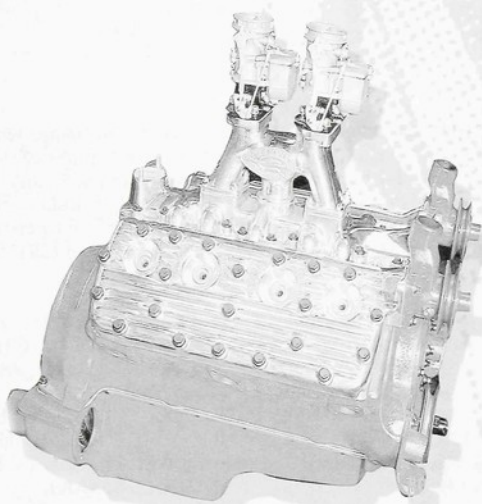
**WANTED:** 1942 car under hood air dam deflector, fits under the hood above radiator. Part #21A-16613 and used only 1942 model cars. DICK BLUNDEN, 4240 State Hwy. 23, Norwich, NY 13815 E-Mail: jblunden@adelphia.net (NY)

# H & H FLATHEADS

## 1932-1953

H&H FLATHEAD'S specializes in all flatheads from stock to wild

- Complete Machining & Balancing
- V/860 Custom Rebuilds
- Complete Parts & Accesories of major stock & Hi Perf, Brands



- Offenhauser, MSD, Mallory, Isky, Scat, ARP, Manley Performance, Melling, Clevite, Navarro, Sharp, Eddie Meyer, and much more.

- Including H&H special ceramic pressure sealing of Blocks & Head's - Porting & Polishing
- Stroker Kits - BigBore Kits - Big Valve Kits - V8 Straight Valve Conversion - including - Big Valves - V/8 60 adjustable lifters

H&H continues to expand New Products

# H&H FLATHEADS

[www.flatheads-forever.com](http://www.flatheads-forever.com)

# [818] 248-2347

4451 Ramsdell Ave, La Crescenta, CA 91214



**WANTED:** 1933 Ford hood, grille; 1946 Ford Coupe deck lid; KRW engine stand adapters; 1936 Ford Coupe deck lid hinges. JOHN MEISDALEN, P.O. Box 955, Malta, MT 59538 (406) 654-2150 E-Mail: johmeis@yahoo.com (MT)

## LITERATURE & MEMORABILIA

**1953 FORD MOTOR COMPANY 50TH ANNIVERSARY TV SPECIAL:** Video or DVD. Two hours, no cars. Shows top entertainers of the day. \$30 ppd. Send check or money order to: HAROLD DOEBEL, P.O. Box 321, Ocean gate, NJ 08740 (NJ)

**FORD ORIGINAL COLOR SALES BROCHURES,** all models, interiors, features. 1933-46, \$35; 1949-57, \$20; 1958-63, \$15; 1964-70, \$10; 1971-present, \$9. **OWNER'S MANUALS:** 1915-27, \$60; 1932-42, \$60; 1946-49, \$45; 1950-57, \$35; 1958-59, \$25; 1960-64, \$20; 1956-69, \$18; 1970-present, \$15. **PAINT COLOR CHIPS:** 1937-42, \$15; 1946-present, \$5. All prices per year. Add \$3.85 shipping. VISA.MC. Specify year, model. Have

literature earlier Fords, plus all cars/trucks/motorcycles, world-wide. WALTER MILLER, 6710 Brooklawn, Syracuse, NY 13211 (315) 432-8282 FAX: (315) 432-8256. Website: www.autolit.com (NY)

**V-8 TIMES:** 30 years of V-8 TIMES. Cleaning house, 1976 to 2006, good condition. Plus a few to 1970 \$50 plus shipping. Also '37 color Station Wagon Brochure, Mint! Asking \$200. PAT BYRNE, 157 David Rd., Clinton, TN 37716 (865) 463-8675 (TN)

**2006 WESTERN MEET VIDEO:** The video on the Early Ford V-8 Club of America 2006 Western National Meet held in Tacoma is ready. It has been produced in high quality DVD format and will be a lasting reminder of one of the Club's truly great conventions. I'm very pleased with the quality of the video which is more than an hour of great cars, great visuals and great interviews. Also featured is the show on Broadway, the LeMay Collection tour, the Concourse, Club Memorabilia Display, Nostalgia Night, the awards banquet and interviews on the Club's origins and history. If you would like your personal copy of this video, please send a check for \$35 USD made out to Alyn

Edwards to: ALYN EDWARDS, Peak Communicators Ltd., 403-1155 Robson Street, Vancouver, BC V6E 1B5 Office: 604-689-5559 Cell: 604-908-7231 (Canada)

**V-8 TIMES and FORD TIMES:** 1945-2006. \$500 or best offer. DELBERT HEUSINKVELD, 787 E. First St., Sioux Center, IA 51250 (712) 722-1860 (IA)

**VIDEO OR DVD-R:** "How Do They Do It?" 1940, 60-min.; "Ford Dealer Marketing Plans for New and Used Cars and Dealerships" shown. \$23 ppd. Send check or money order to: HARRY DOEBEL, P.O. Box 321, Ocean Gate, NJ 08740 (NJ)

**EARLY FORD V-8 LITERATURE:** Specializing in original, factory literature including: Owner's, Shop and Parts Manuals; Paint Chips; Salesman's Handbooks and Sales brochures. Please call AUTO LITERATURE DEPOT with your needs at (530) 893-0955 or we can also be reached at: www.autoliteraturedepot.com We are also interested in purchasing original V-8 literature. DENNIS RUPP, 112 Rock Creek Rd., Chico, CA 95973 (CA)

# Modernize your Brake System with Lincoln/Bendix Servo Brakes

1928  
1948

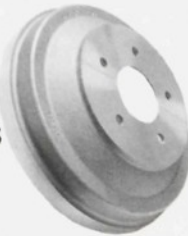
We Offer Complete Brake Solutions



**Servo Brakes**



**New Hubs**



**Iron Drums**



**P-Brake Kit**

The **Ultimate** Hydraulic Brake conversion for your early FORD. All major components are **NEW Made in USA.** Can be purchased individually or as a Special Priced Kit. Ready to install, no special tools necessary.

Dave Wilton's

**MT Car Products**

1344 Manhattan Dr. • Paradise, CA 95969  
530-872-0122 9am-5pm PST  
530-872-2060 Fax  
mtcar@saber.net  
www.MTcarproducts.com



**Air Cleaners**

Vintage Car Products • Vintage Hot Rod Brakes

**LITERATURE:** SPECIAL INTEREST AUTOS magazine, complete set, 20 issues, \$375; LABORATORY TESTS FOR FORD CARS (See V-8 TIMES May/June 2006), \$25. FORD OWNER MANUALS: 1936-1941, \$25 each; 1950-53 AND MERCURY 1947 and 1950, \$20 each. Page book FORD V-8 CARS AND TRUCKS 1947, \$30. JOHN CALHOUN, 291 Woodstock Ave., Stratford, CT 06614 (203) 378-9514 (CT)

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

## 2006 TOURING & SOCIAL CALENDAR

**January 13, 2007 - Palm Beach Region Seventh Annual Fords and Friends Meet** at Holiday Inn, Turnpike Exit 93 and Lake worth Rd., Lake Worth, FL. All flathead Fords, Lincolns, Mercurys, Model Ts, Model As. Trophies, dash plaques, flea market, food, music, raffle. Contact DAN or STACY (561) 712-9252 OR E-Mail: horizon5@bellsouth.net (FL)

**February 23-25, 2007 - 41st Annual BIG 3 Auto Parts Exchange and Car Corral.** Co-hosted by the San Diego RG. Qualcomm Stadium, San Diego. I-8 and I-15. (619) 276-7135 or Website: [www.big3partsexchange.com](http://www.big3partsexchange.com) Check the website for NEW vendor set-up times. (CA)

**May 25-27 Spring Fling -** The Regional Spring Fling for the mid-west 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

**January/February  
Classified  
Ad Deadline  
December 20th**

"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  
Join/Renew  
Online:**  
[www.earlyfordv8.org](http://www.earlyfordv8.org)  
[registration@cornerstonereg.com](mailto:registration@cornerstonereg.com)

**Phone**  
TOLL FREE\*  
\*(866) 427-7583 (U.S. Only)  
(763) 420-7829

FAX (763) 420-7849

**E-Mail:**  
[registration@cornerstonereg.com](mailto:registration@cornerstonereg.com)  
Cornerstone Registration, Ltd.  
P.O. Box 1715  
Maple Grove, MN 55311

### Membership Inquiries:

**Expiration Date  
Address Changes  
Information Updates**

**Phone:**  
TOLL FREE  
(866) 427-7583  
FAX (763) 420-7849

**E-Mail:**  
[registration@cornerstonereg.com](mailto:registration@cornerstonereg.com)

**Mailing Address:**  
Cornerstone Registration, Ltd.  
P.O. Box 1715  
Maple Grove, MN 55311



Online orders only.

### Club Accessories/Books Order Online:

[www.earlyfordv8.org](http://www.earlyfordv8.org)

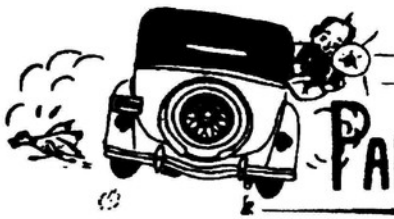
**By Mail:**  
FRED McDONALD  
1752 Darwin Ave.  
Livermore, CA 94550  
(Checks/Money Orders Only)

### V-8 TIMES Missing/Replacement Issues\*

(\*Please wait until one month after mailing date to report a missing/damaged issue)

TOLL FREE\*  
\*(866) 427-7583 (U.S. Only)  
(763) 420-7829  
FAX (763) 420-7849

**E-Mail:**  
[registration@cornerstonereg.com](mailto:registration@cornerstonereg.com)



# PARTING SHOT



## Get Your Ken-L Biskit right Here!!!

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.

## Early Ford V-8 Club of America

### EXECUTIVE STAFF

Business Manager.....DAN WITTERN  
Chief Judge.....JERRY VINCENTINI  
Deputy Chief Judge.....JAY HARRIS  
Deputy Chief Judge.....CLIFF GREEN  
Deputy Chief Judge.....JOHN McBURNEY  
Deputy Chief Judge (Alt.).....JERRY VELEY  
JSC Chairman.....JOHN GRISCOM  
Historian.....WAYNE TAYLOR  
General Counsel.....JOHN RINALDI  
Webmaster.....KEN SUMIKAWA

### NATIONAL OFFICERS

President.....TOM JOHNSTON  
Vice-President.....DAVE GRAHAM  
Secretary/Treasurer.....BRUCE NELSON

### INTERNATIONAL REPRESENTATIVES

Canada ('06-'08).....LEN MURRAY  
Europe ('04-'06).....OLA HEGSETH  
Australia ('06-'08).....PETER HIBBERT  
New Zealand ('05-'07).....BOB WOODFORD

### EDITORIAL STAFF

Editor & Advertising Manager  
JERRY WINDLE  
V-8 TIMES Printer  
ED ZAGORAC - MODERN LITHO

### ASSOCIATE EDITORS

DAVE COLE JOHN JAEGER  
RUSTY DAVIS MICKEY HOLTON  
JOEL ROSENTHAL

## 2006 BOARD OF DIRECTORS

### 2004-2006

TOM JOHNSTON (California)  
RON LOUE (Oregon)  
RAY PAPCIAK (Texas)  
DAVE RASMUSSEN (California)

### 2005 - 2007

JERRY REICHEL (Georgia)  
TERRY DAVIS (California)  
JOHN McBURNEY (Missouri)

### 2006 - 2008

DAVE GRAHAM (California)  
CRAIG GORRIS (Ohio)  
AARON BROWN (New York)  
BRUCE NELSON (Minnesota)



**FORD**  
**CLUB**  
**TIMES**

November/December 2006



1939 Ford Standard Tudor