

*Merry Christmas and a Happy New Year!*

# The Rear View Mirror

The newsletter of the Volunteer V8 Ford Club  
Regional Group # 97, Nashville, TN  
Mailing Address: 5018 Meta Drive, Nashville, TN 37211

Mickey Holton, Editor

December 2021

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## DUES FOR 2022

Dues for membership in the Volunteer V8 Ford Club for 2022 will remain at the nominal cost of \$10...what a bargain! If you intend to continue to be a member of the club, please send your dues (check or cash) to

Mickey Holton  
Volunteer V8 Ford Club  
50128 Meta Drive  
Nashville, TN 37211

An email reminder will follow soon!  
Thank you!

## Car nominated for an AACA National Award

A week after having arrived back in Nashville from the 2021 AACA Eastern Fall Meet in Hershey, PA, I received a letter from the AACA informing me that my 1948 Ford Sedan Coupe had been nominated for an AACA National Award.



I have no expectation that it will win an award but, as they say at the Academy Awards, it is an honor just to be nominated. If it is given an award I will be notified in early January.



The Early Ford  Club of America

John Caldwell  
President

13010 Addison RD  
Roswell, GA, 30075

November 5, 2021

Mr. Danny Driskell  
RG 97 Volunteer Club  
% Mickey Holton  
5018 Meta Drive  
Nashville, TN, 37221

Danny,

It is with great pleasure that I salute RG 97 for its excellent work in gaining new members to the Early Ford V-8 Club of America. Due to the hard work by you and Mickey Holton, the Nashville Regional Group grew by 11 new members as a result of our 2021 National Membership Drive. Results indicate that you began the drive with 19 verified members and at the conclusion grew your membership to a total of 30 members. These new members reflect an overall growth to RG 97 of 58% and the most by any regional group in the mid-sized classification of the Drive.

In recognition of your achievement, attached is a check in the amount of \$1,000 for RG 97 to utilize as you best determine. Please use these funds to grow your RG, celebrate or provide any need to support your membership and for the well-being of the Nashville Regional Group.

It is yet undecided, but we may also incorporate plans for 2022 to have another membership drive based on the positive results the Club experienced this year. I personally thank you and all members of RG 97 for this outstanding accomplishment and recognize your contribution to the Early Ford V-8 Club of America.

Thank you very much!

John Caldwell, President  
Early V-8 Ford Club of America

# MEMBER CAR OF THE MONTH

Joe Kohorst  
Franklin, Tennessee

Meet Mabel Mae, the 1949 Ford F1. Mabel was found at a lot in central Illinois about 14 years ago. She was in decent shape for a 58-year-old mid-western truck that was surely used for farm work. We're not sure how long she was there but her previous owner took good care of her. This is where the story of Mabel gets interesting.

My mother in-law, Dee, has an appreciation for older, classic cars and trucks and always wanted a classic pickup. One night after enjoying a birthday dinner with my father in-law, they were outside waiting for their car when the valet drove up with Mabel. Dee, not knowing the truck would soon be hers, said "That's exactly the kind of truck I want." My father in-law smiled, handed her the keys, said "Happy Birthday" and a classic family story was born. Dee was ecstatic and immediately hopped in and drove her to her new home. It is important to know that Mabel Mae is named after Dee's grandmother. Now, Mabel was in great shape already, but she needed to be spoiled.

Enter Bodie Stroud, a classic car builder who has built vehicles for Tim Allen and appeared on "Jay Leno's Garage" many times. He took Mabel and made her into the head turner she is today. She looks like she did on the show room floor back in '49, and her Flat-head V8 runs like a champ. You can regularly see Dee driving her to the farmers market or just cruising around town. In addition, Dee is very generous with Mabel, and I get to drive her frequently too! People always wave and smile as she drives by, and we know Mabel Mae appreciates it. She's looking great at 72!



## Volunteer V8 Ford Club Website

In a previous newsletter I wrote that I had established a website for the Volunteer V8 Ford Club and that it was being hosted by Hemmings. Hemmings has decided, however, to discontinue its hosting duties as of January 1st, 2022. It was my intention then to find another home for the website and I asked a friend who builds websites as a mean of supporting his PhD pursuit to build one for the club and he agreed to do so. The website address is [www.volunteerv8.com](http://www.volunteerv8.com). It is up and running now but is not as complete yet as I want it to be but I will complete it and update it regularly after I get some training.

I would appreciate it very much if club members would go to the website, look it over and let me know what you think about it. Any comments, good or bad, are encouraged and if you have any suggestions for changes or improvements, please do not hesitate to let me know. Of course, I'll also be expecting some material from you to post on it.

Included below is the first "page" of the website.

Thank you!...Mickey



### The Legendary Flathead Ford V8 Engine.

# WORK IN PROGRESS

## CAMERON AHLER'S 1936 FORD CABRIOLET



Danny Driskell and Kenny Polly gave the engine and engine compartment of Cameron's '36 Cabriolet a thorough steam cleaning on a chilly Saturday morning.



\*\*\*\*\*  
\* **CAMERON AHLER'S 1936 FORD** \*  
\* **CABRIOLET** \*  
\*\*\*\*\*



\*\*\*\*\*  
\* **CAMERON AHLER'S 1936 FORD CABRIOLET** \*  
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## TECH TIP

# Unraveling the Mysteries of Old Ford Distributors

Those of you who have been around old Fords for years probably have a hard time understanding the puzzled look on the faces of newcomers when we first open a front-mounted distributor (Figure 1) and see *TWO SETS OF POINTS*. Then, for a short period of time, our puzzled look disappears when we *MISTAKENLY* believe that one set serves the left bank of the engine and one the right bank. The look of puzzlement soon returns when we see that the points are in series; these critters serve all the cylinders in one rotation.

Another great mystery; there is a funny spring-containing carbuncle on the left side of the distributor that seems to have something to do with the manifold vacuum, but it is not connected to the breaker plate like a civilized vacuum advance. Furthermore, when the internals of the carbuncle are removed from the distributor, there seems to be a rather grungy hunk of leather attached at the bottom. What gives here?

I guess the final insult, depending on how fast your curiosity works, is trying to figure out where the wires from the distributor to the coil are. That is the simplest issue to handle and we can explain it immediately with the help of Figure 2. The lead to the primary is not a wire; it is that spring-like pigtail sticking out of the bottom of the coil. When the coil is inserted in the hole atop the distributor, the pigtail makes contact with the points. The high tension lead is not a wire either; instead, also located on the bottom of the coil, there is a spring-loaded carbon brush that rubs against the rotating contact that directs the current to the plugs. Now we have low tension current between the points and the coil, high tension current from the coil to the plug wires, and we are back to the first mystery, the dual points.

First, let's review what the points do. To do that we need to begin at the sparkplug (refer to Figure 3 for this section). The function of the sparkplug is to ignite the air/fuel mixture in the cylinders by having a spark jump between the gap. In order for a spark to make that jump, it has to have very high voltage, higher than the 6 volts the battery is capable of...say, 2000 to 3000 times higher! Changing the 6 volts to 12,000 to 18,000 volts is the job of the coil and it works by having a magnetic field, which is created by the 6 volts, collapse through the coils secondary windings.

If you will harken back to the days of your high school physics class, you will remember those experiments that consisted of (1) passing a current through a wire that was surrounded by iron fillings and (2) passing a magnet over a wire. The first experiment showed that a field was created around the wire and the second showed that passing a magnet over a wire caused a current to flow in the wire. That is exactly what happens when the magnetic field caused by the passing of current through the primary collapses across the wires of the secondary; a current is induced in the secondary. One more effect is needed: since the secondary has more windings than the primary, the voltage is stepped up. One more item that is helpful is the core of the coil; it is constructed of soft iron and helps create the field. Soft iron is used rather than steel because it demagnetizes more easily. Remember, one does not want a permanent magnetic field in the coil; one wants the magnetic field to build and collapse. In summary, a properly working coil continuously creates surges of voltage that are high enough to cause a spark to jump the gap in the sparkplug.

How do we get the field to build up and collapse? That is the job of the points; (1) when the points are closed, low voltage current flows through the primary windings and the field is built; (2) when the points open, the field collapses and the high voltage current is induced in the secondary windings. Now think about how many times this building and collapsing of the magnetic field must happen at the hundreds or thousands of r.p.m. that the engine is turning. If we want the field to build back quickly (and we do since, in a very short time, it will need to be ready to collapse in order to keep up with the engine), we need to get the points closed soon after they open. However, there are physical limitations on how fast the points can close and, more importantly, there are technological limitations on how well old Ford coils can respond. They are just not able to "saturate" (i.e. be ready to fully discharge) the way modern coils can.

So, what the engineers at Dearborn did was use a dual point system. The boys at GM and Chrysler did not have as much to worry about since they only needed to have six sparks per revolution of the cam; and the V-12 designers down at Lincoln used two coils to solve their problem. But the engineers at Ford had the V-8 with which to contend and they, apparently, did not want to use the two coil system. The answer was dual points; basically, the dual points will allow the field to begin

Figure 1. Ford V-8 Front-Mounted Distributor

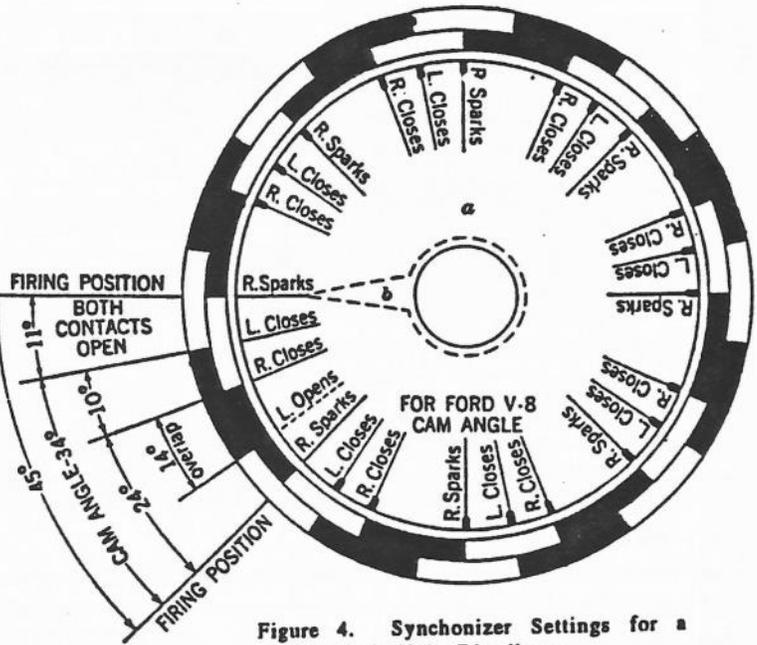
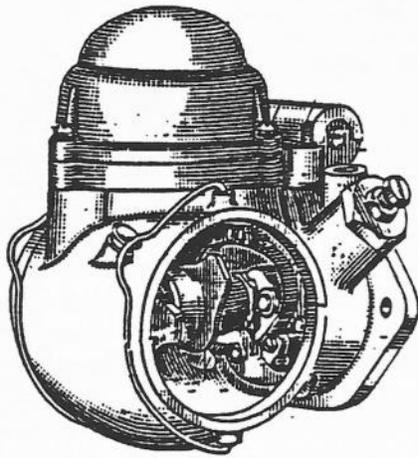


Figure 4. Synchronizer Settings for a Ford V-8 Distributor.

SECONDARY LEAD PRIMARY LEAD

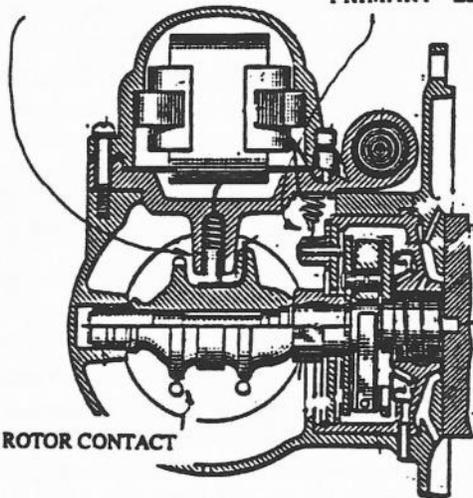


Figure 2. Side View Cross-Section of a Ford V-8 Distributor.

Figure 5. Front View Cross-Section of a Ford V-8 Distributor.

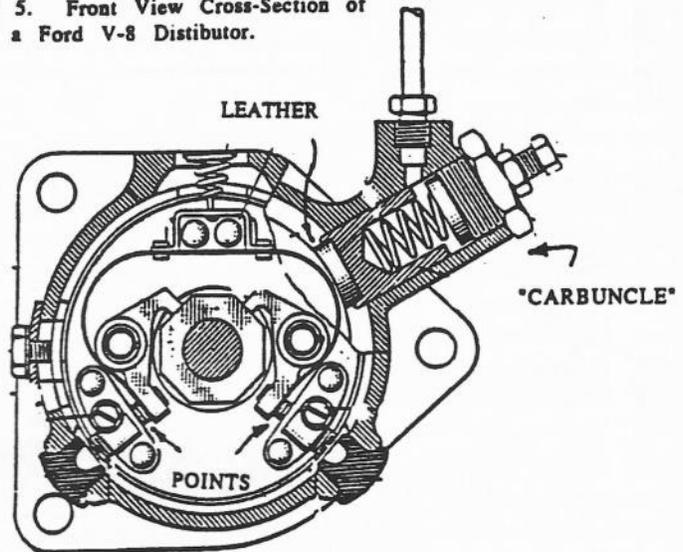
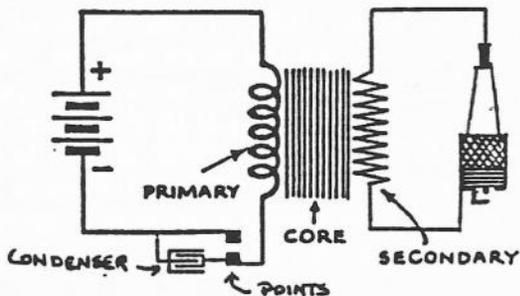


Figure 3. Simplified Ignition Circuit.



TERMINAL CONTACT

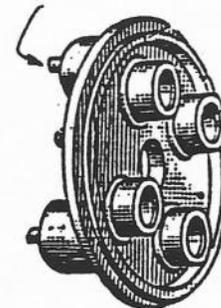


Figure 6. Terminal Plate of a Ford Distributor.

building sooner by having one set of plugs closed as the spark is occurring. This will be easier to understand when we look at the settings that are used to synchronize an old Ford distributor (Figure 4). \*\*\* see footnote \*\*\* We will start with the position where the spark occurs and go through a full cycle. At this position both points are open. The cam then rotates 11 degrees and left points close, an act which starts to build the field in the coil, 10 degrees further and the right points close; both points are now closed for 14 degrees and this is referred to as "overlap". The left points now open, but since the right points are still closed, the coil continues toward saturation. After 10 more degrees, the right points open and, *zappo*, the spark occurs. The cam continues to rotate and the process starts all over again. Note the numbers; 11 degrees + 10 degrees + 14 degrees + 10 degrees = 45 degrees, 1/8th of a circle. That is, this process happens eight times per revolution of the cam...very convenient for an eight cylinder engine! One more item; the points still open and close the same number of times as if only one set were used; i.e., there is no diminishment of wear and tear.

The problem could have been solved, in principle, with a larger cam for the points. There would be longer flat sections and, hence, longer times for the points to be closed and the field to saturate. However, the design of the distributor gets to be cumbersome and there are probably some problems associated with the springs and the advance system. The dual point system is a better solution.

One more set of related problems that faced Ford; (1) as temperature increases, so does resistance and (2) the insulator in the coil is negatively effected by higher temperatures. These two effects of temperature put added stress on the coil. Finally, as the compression is raised in an engine, it takes a higher voltage to create the spark. An easy way to think of this is to consider that the higher compression leads the molecules of oxygen, nitrogen and gasoline hydrocarbons to be compressed into an even smaller space. This increases the density of the mixture to be ignited and the spark has a more difficult time passing through the more dense mixture. It is somewhat like trying to swim through molasses compared to swimming through water. How is that for a technical explanation?

Okay, we have solved the mystery of the dual points, but what about that strange, leather-tipped, spring-loaded carbuncle (Figure 5)? Those of you familiar with modern distributors know that they have vacuum advances. Those clever devices serve to advance the moment that the spark occurs in order to improve the efficiency of combustion at high speed. The old Ford gadget is controlled by vacuum, but there is no arm to move the breaker plate. Instead, there is that funny hunk of leather. An analysis of what the vacuum does tells all. To begin with, the spring pushes the leather against the breaker plate and when the vacuum is pulling, it works against the spring. Thus, when the manifold vacuum is high, the leather is no longer rubbing on the breaker plate. Now we understand its function; at low vacuum, the leather rubs on the breaker plate and retards the spark; at high vacuum it withdraws and the advance is controlled by the centrifugal weights. That also explains the name; "Vacuum-Brake", rather than "Vacuum-Advance".

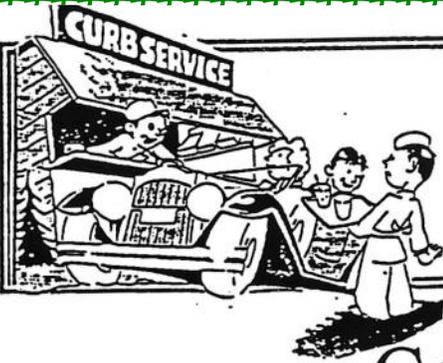
Let's look at another item associated with the distributor, the condenser (refer again to Figure 3). It is sort of like a storage battery. When the points open, there is a tendency for a spark to jump across them. However, a condenser acts like a storage battery and absorbs the sudden surge; i.e., sparking is limited. That stored electricity also has a function. When the points close again, the condenser discharges *BACK* through the primary but, in the reverse direction and helps to demagnetize the core; of course, this helps the saturation process.

It probably makes sense to cover one more issue; the rotor (Figure 2 again) and terminal plates (Figure 6). With all of the above action proceeding we still have to get the high tension current to the correct sparkplug. The rotor takes high tension current, via the carbon brush mentioned above, and passes it to the contacts on the rotor. These rotor contacts pass by additional contacts on the terminal plates. Of course, the sparkplug wires are plugged into the terminal plates. So, when the points are open and the contact on the rotor is in the proximity of the contact on the terminal plate, the current flows to the sparkplug and the old V-8 chugs along.

Well, that's it, fellow novices. The basic operation of the old Ford distributor. As in most things in life, timing is everything; to make your engine purr, you need to properly synchronize your distributor and there are some tricks to that trade.

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\*\*\* This figure is from a 1939 textbook on automotive ignitions. However, the figure differs in detail from the equivalent figure that would be derived from a K.R. Wilson Synchronizer. At this point we cannot explain that variation, but will note two items; (1) The principles remain the same and (2) we will explain the K.R. Wilson Synchronizer in a subsequent article and show its equivalent figure.



# The Filling Station

## Cooking for Henry

"It was in 1931 while I was cooking at the Nautilus Hotel in Miami Beach, Florida that I met Edsel Ford. His yacht was moored in the marina, and I brought food to the crew. I didn't know who this quiet gentleman was, but I liked him. He thought I was a good cook. Well, Edsel's father happened to be Henry Ford, the automaker. He had just opened the Dearborn Inn in Dearborn, Michigan, and Edsel thought I would be a good executive chef for the new hotel. He told his father about me, and Mr. Henry Ford wrote to me asking if I'd come to Dearborn and take the job of head chef. I didn't meet the Fords personally until I had been at the Inn several months. When I did, I liked them both very much. I admired Mrs. Ford, who was a motherly woman, and Edsel, who was pleasant and easy to please. But Edsel ate things he shouldn't have, considering his poor health. Of all the people I met, the prince of them all was Mr. Henry Ford. He was a wonderful man. He was so interested in everything and everybody. He loved children. He helped them, and the poor, too, whenever he could."

*from Cooking for Henry, The memories and recipes of Chef Jan Willemsse,  
The Donning Company Publishers*

*Chef Willemsse was a young apprentice chef from Holland who worked for the Fords for thirty years. Below are some of Clara and Henry's favorite recipes.*

### ALMOND BUTTER COOKIES (Henry's Favorite)

|                    |                       |
|--------------------|-----------------------|
| ½ cup almond paste | 1 tsp. salt           |
| 1 ⅓ cup sugar      | 1 tsp. almond extract |
| 1 cup butter       | 1 Tbs. milk           |
| 3 whole eggs       | 2 ⅔ pastry flour      |

Preheat oven to 350°

Mix together almond paste, sugar, and butter until smooth and light. Add the eggs one at a time. Add salt, almond, and milk. Then fold in the flour, but do not over mix. Roll dough on floured board ¼ inch thick. Cut in various shapes and bake on lightly greased pans for 9 to 11 minutes, or until brown. Remove from pans while still warm. About 3 dozen cookies.

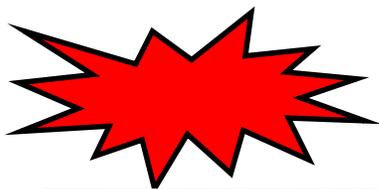
### BANANA NUT BREAD

|                            |                      |
|----------------------------|----------------------|
| 1 ¼ cup sugar              | 1 tsp. baking soda   |
| ⅔ cup vegetable shortening | 3 cups flour         |
| 4 beaten eggs              | 2 tsp. baking powder |
| 3 crushed bananas          | 1 Tbs. salt          |
| 3 Tbs. or buttermilk       | 1 Tbs. lemon juice   |
| 1 ½ cups chopped nuts      |                      |

Preheat oven to 350°

Cream sugar and vegetable shortening, at medium speed for 3 minutes. Add the beaten eggs and mix for 1 minute. Then add the crushed bananas and mix for 1 minute. Next add the buttermilk and lemon juice. Add all the dry ingredients and nuts and mix for an additional 2 minutes. Place the batter in 2 greased 9x5 inch loaf pans. Bake for 35 to 40 minutes. Keep cold for easier slicing.

Food for Thought: If nothing ever sticks to Teflon, how do they make Teflon stick to the pan?



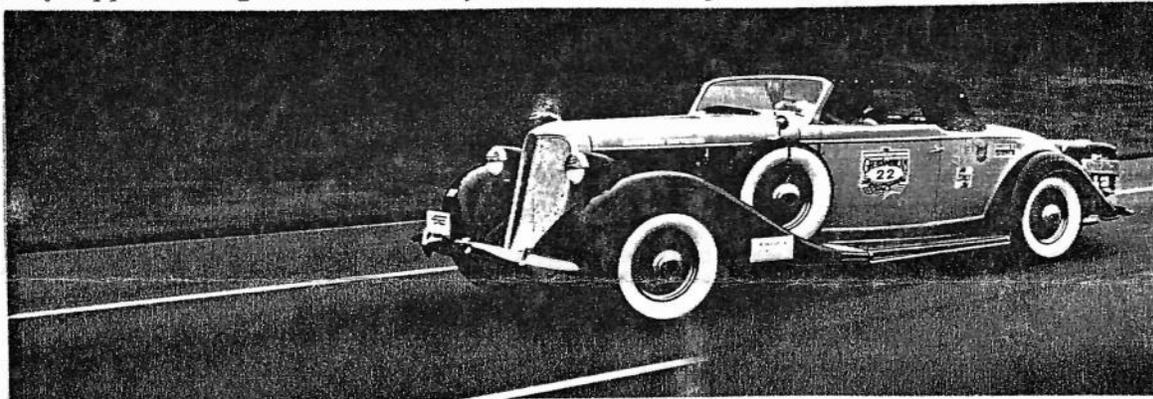
# BLAST FROM THE PAST!

(From the August 1991 issue of *THE VOLUNTEER VOICE*)

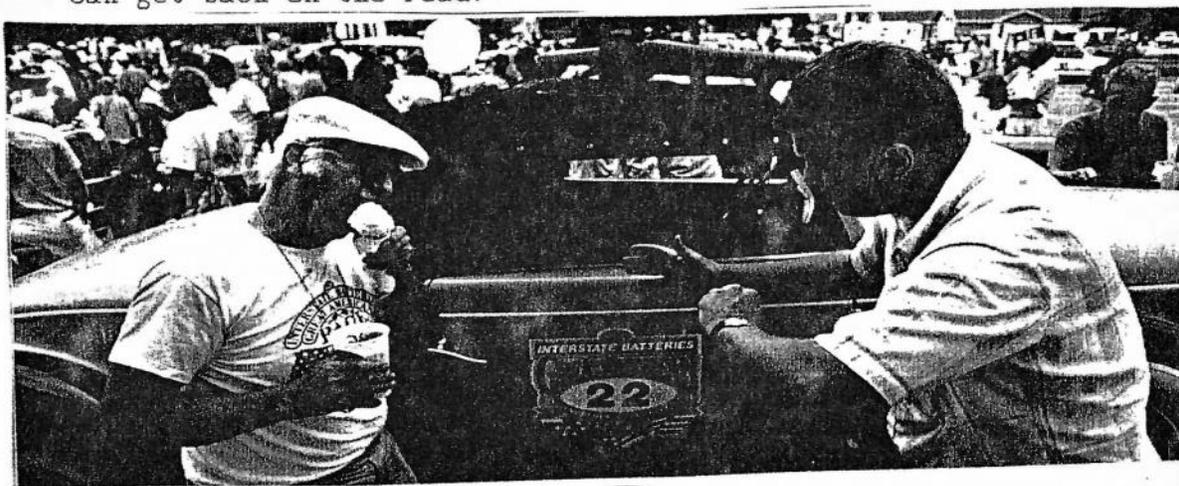
## 1991 Great American Race Stops in Nashville

The 1991 version of the Great American Race made an overnight pit stop in Nashville on Monday, June 24th, at Centennial Park in the shadow of the Parthenon. The local newspapers and TV stations had given a good deal of publicity to the race and its impending stop in Music City so it wasn't surprising that a large crowd had started to gather in the park about mid-afternoon. An advance party of Great American Race officials and vehicles had already arrived, setup and were entertaining the crowd with music and information about the race.

Of course, what made the Great American Race special for those of us in the Volunteer V8 Ford Club was the fact that two of our members, Pete Prater and Danny Driskell, were competing in this year's race. Just days before, Danny and Pete had set out from Nashville with Pete's 1935 V-12 Lincoln Roadster in tow heading for Norfolk, Va., where the race would officially begin. The big Lincoln had been worked on, repaired, tested, repaired again, tested again and finally pronounced ready to enter the race. It was a good thing, too, since race day was rapidly approaching and the entry fee had been paid and was non-refundable!



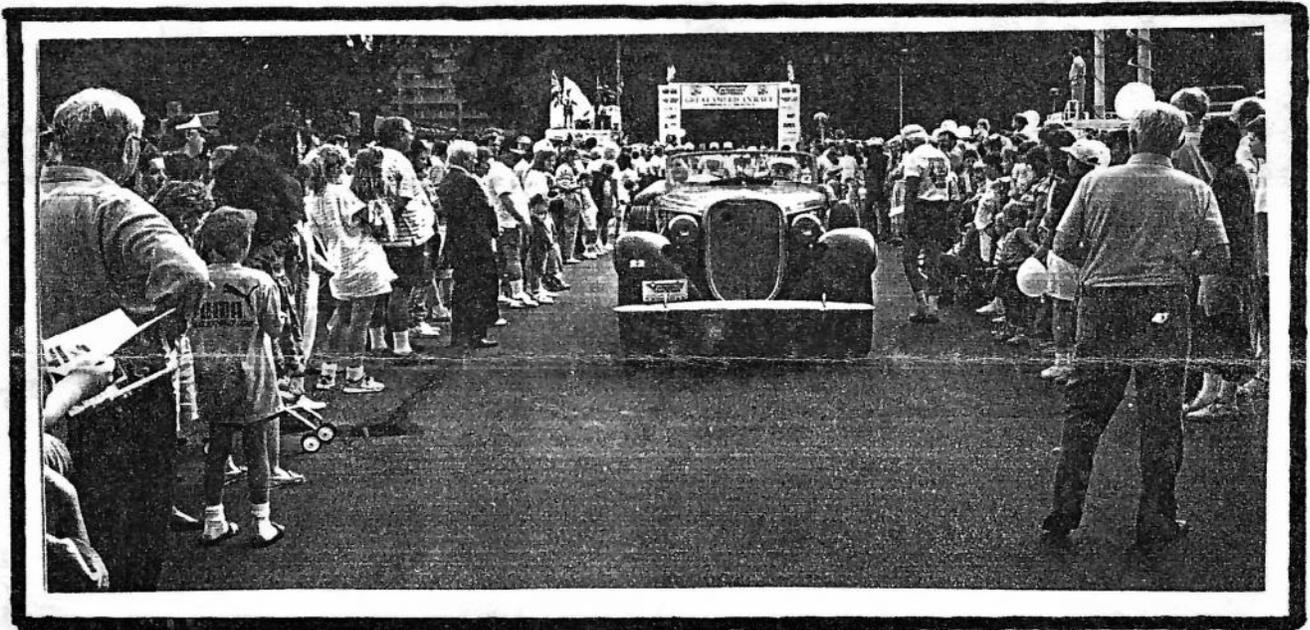
(Above) Danny Driskell, driving, and Pete Prater speed westward from Raleigh, N.C., in Prater's 1935 Lincoln Roadster. (Below) Driskell urges Prater to finish his ice cream quickly so they can get back on the road.



From Norfolk, the racers set out for the final destination, Seattle, with planned stops in Raleigh and Asheville, North Carolina, before stopping in Nashville. Along the way heat, rain, lightning, traffic, construction, and mechanical problems conspired to keep the racers from adhering to the strict timetable set up by Great American Race officials. As you all know, it's not how

fast you can drive that determines who wins, but how accurately you can follow the carefully laid out speed and directions determined by the governing body of the Great American Race. At the end of each day, the racers are given a printed set of figures which tells them how close they had come to achieving a perfect score. With these figures in hand, it's easy for the racers to determine where they stand and what they must do the next day to improve their standing. Also, each overnight stop affords the racers an opportunity to perform whatever repairs are necessary to make sure their cars are ready for the next day's schedule.

Well, shortly after 6 p.m., the announcement was made that the racers were near the park and would be entering at any time. For those of us in the Volunteer V8 Club, it was a very special moment as it now became apparent to us that our friends and fellow club members were leading the cars in. They weren't in the lead, actually, but since this was a "homecoming" for both Pete and Danny, the Lincoln was given the honor of being first to enter the park to the cheers of the appreciative crowd.

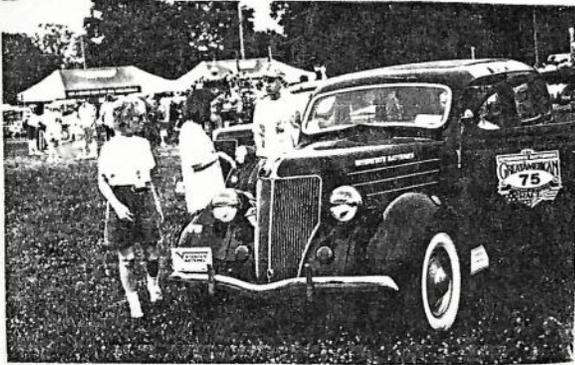


As each car arrived, it was directed to the parking area set aside for the cars and the crowd was allowed, encouraged actually, to walk through the parking area, admire the cars and talk to the drivers. To no one's surprise, there were quite a few Early Ford V8's in the race and, being the Ford lover that I am, found myself aiming my trusty old Leica M-2 camera (great old cameras are just as faithful as great old cars) primarily at the Fords. I will confess, however, to taking pictures of a few of the "other" cars, the most intriguing to me being a 1935 Terraplane and a 1936 Chrysler Airflow. Who says Ford lovers can't be democratic? Truth be known, we can appreciate any well-maintained classic automobile regardless of make. These were gorgeous cars and deserving of the admiration they received.

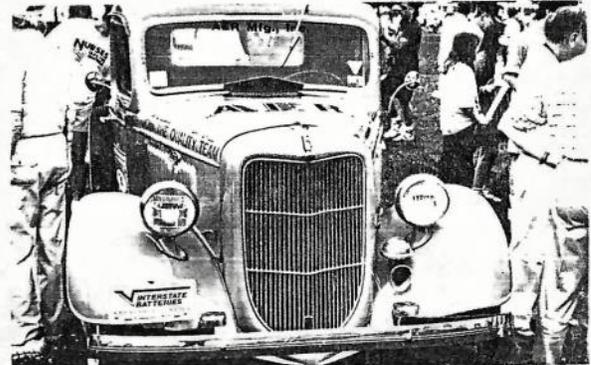


1935 Terraplane

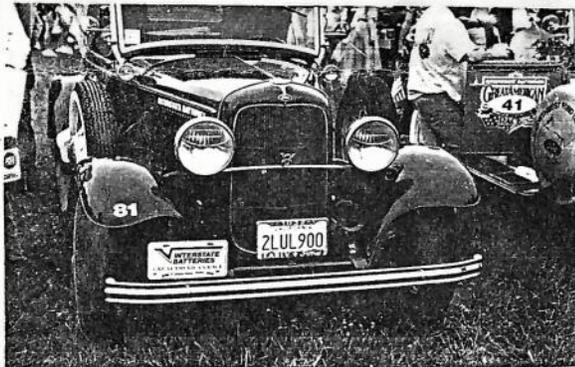
While taking my pictures, I looked for Early Ford V8 Club decals to see if any V8 Club members were in the race and, happily, spotted two - Charles Fausel of La Quinta, Ca. (34 4 Door Phaeton), and Curtis and Anita Easter of Columbia, S.C. (34 Phaeton). Others in the race were Ken Berry of Reno, NV. (32 Ford Rumble Seat Coupe), Bob Ross of Ft. Collins, Co. (36 Ford Coupe), Norman McMurry of Irving, TX. (35 Ford Pickup), and Stanley Jones of Woodland Hills, CA. (32 Ford Roadster). It soon began to grow dark, the crowd was thinning and the cars were pulling out to where their mechanics had set up shop so any needed repairs and service could be performed and where drivers could get a well-earned rest and something to eat. The unsung heroes in the race are, of course, the mechanics, wives, husbands and friends who drive the chase trucks and vans, pull the trailers and see to it the drivers get what they need at each stop to keep body and soul together.



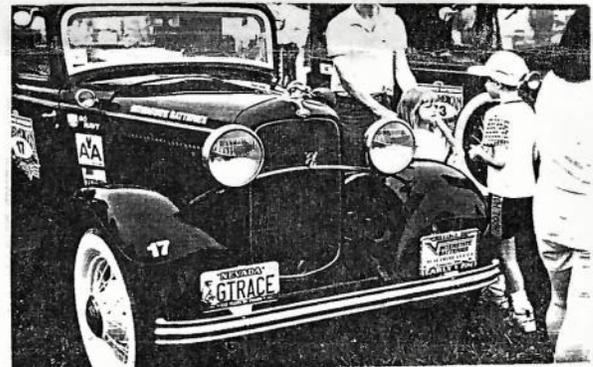
1936 Ford 2 Dr. Sedan



1935 Ford Pickup



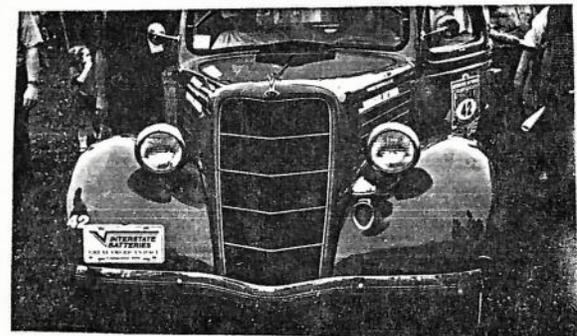
1932 Ford Roadster



1932 Ford Rumble Seat Coupe

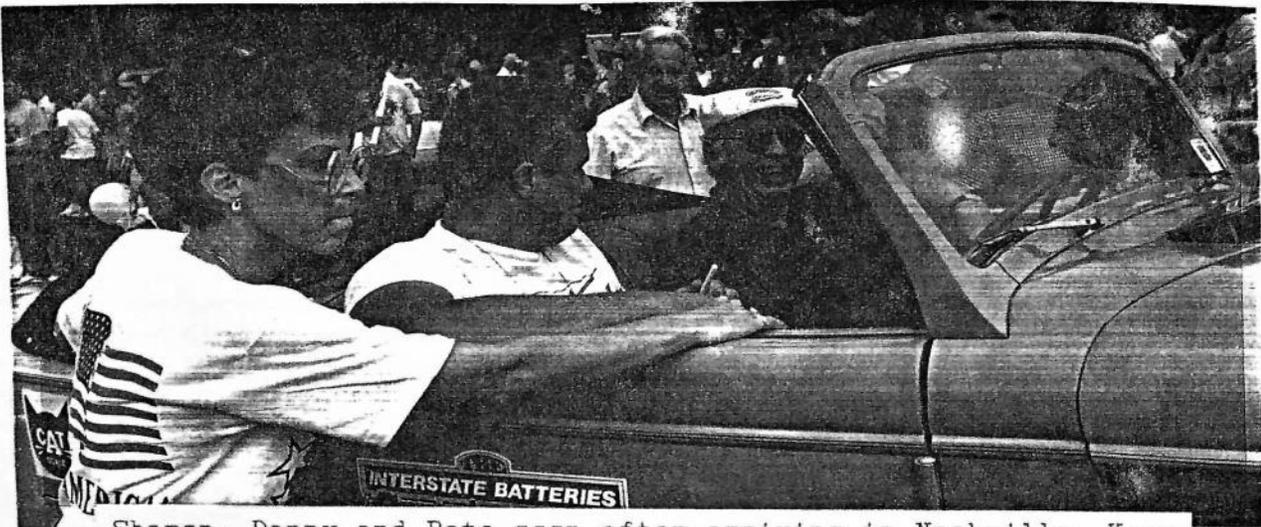


1934 Ford Cabriolet



1935 Ford Coupe

Just a few of the Early Ford V8's entered in the Great American Race



Sharon, Danny and Pete soon after arriving in Nashville. Keep practicing that big smile, Pete, you'll need it!!!  
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After a night's rest, the racers were to assemble in the park the next morning to begin the trek to that night's stopping point, St. Charles, Mo. Those of us who couldn't be there in the morning said our goodbyes to Pete and Danny and wished them the best of luck. We had our fingers crossed, of course, that they would realize their dream of winning The Great American Race but, barring that, we knew their skill, perseverance and even luck would make it possible for them to cross the finish lines in Seattle on July 4th.

What a genuine pleasure it was for me and I know for everyone else there to see so many fine vintage cars together at one time. Obviously, these were cars that are driven regularly, not shown, and I feel it's a remarkable tribute to the carmakers of yesterday, Ford included, that so many of their products are still running and running and running and running...!

#### P.S...An Exciting Finish to the Great American Race

July 4th was a quiet day, at least at my house, but just before 6:30 p.m. I got a long distance call from an obviously excited Danny in Seattle to let me and all the other Volunteer V8ers in Nashville know that not only did he and Pete finish the Great American Race, they finished in 2nd place in their division, the Buick Sportsman Class!! The Lincoln ran great, said Danny, and although they did experience some mechanical problems along the way, they had several days of near flawless scores.

Tired but elated at their performance, both were looking forward to winding down from what Danny said was a physically punishing experience. The next day, Friday, was to see the awards banquet and money prizes to be given out. Pete was planning on throwing a big party for himself and Danny and then both were going to spend as much time sleeping as they could as they had been surviving on about four hours sleep a night.

"Probably the most exciting thing I've ever done," said Danny, "and something I'll never forget. Pete's just beside himself." Congratulations, Pete and Danny! Just think, only eleven and a half months to get ready for next year's race!!!

# A 1938 Ford Standard Lives the DeLuxe Life

By Tom Tomaine

## A standard Ford and more!

Almost a half-century ago, Dave Barnes was in the right place at the right time when the right car showed up right in front of him. "In 1972," said Barnes, whose 1938 Ford Standard Tudor is featured here, "I was teaching auto mechanics over at Delhi Tech and one of the guys who worked with me had a '37 Ford and he was going to car shows. Well, I'd never thought about that. His car was pretty neat, dark blue and I liked that, so I was looking." He didn't have to look far, as he was driving near his home in Oneonta, N.Y., when "a crazy story" began to unfold near a service station. "I looked up," Barnes said, "and there



was this '38 Ford pulling over to the curb. A guy got out and came across and he said, 'I just bought this from an estate. I have Model Ts. The thing quit.' The service station owner didn't want to monkey with it. I went across and I looked at it and I said, 'You're getting no spark.'" The owner of a nearby service station agreed that the Ford could be parked there, and Barnes gave its driver a ride home.

After the car had cooled, removing the distrib-

utor "low" position became much easier and Barnes soon had the Ford running. He called the owner, who returned with his wife. "Well, she liked Model A Fords," Barnes said, and she hated that thing. She did not want it. She told him that, right in front of all of us. "He said, 'How much do I owe you?' I said, 'I've got a question for you. You bought it from an estate and you bought a new battery. I'd like to own it.' He said, 'You would? Well, you heard my wife. Get me home, give me \$1500 and it's yours.'" While unfortunate for her husband, it was lucky for Barnes. The car was, after all, very much like the Ford owned by Barnes' colleague and it's not exactly a challenge to see its appeal.

A short history with V-8s: Ford in 1938 was proud of the V-8 it had introduced just six years earlier as "the greatest thrill in motor-ing." The Ford V-8 was "a great new motor car" and if Chevrolet had claimed that its 1929 six cylinder was "everywhere regarded as marking an epoch in the development of luxurious transportation for everybody, every-

where,” it was now “not too much to say that the new Ford is a revolutionary automobile, for it is a new motor car, made to meet today’s new conditions.” Naturally, the key was the V-8, a 221-cid flathead producing 65 hp, and Ford was able to state with a completely straight face that its new engine “for the first time brings into the lowest price field the V8 type of engine.” It was “remarkably smooth in operation and ... unusually quiet.” The bodies, though, were the other half of the new Ford in 1932. The V-8 — as well as its four-cylinder stablemate, the Model B — maintained continuity with the Model A while updating the general look, but it lasted only a year.



The 1933 Ford was redesigned so that all but the faintest traces of boxiness were gone and after a gentle update for 1934, “every line and outward detail of the 1935 Ford has been made to contribute its rightful share to the car’s pleasing personality.”

The four was gone and “the space-



economizing V-8 engine” was moved even farther forward in the chassis. The entire

frame was redesigned for car bodies which would seat all the passengers farther forward. Another update followed for 1936 and things began to change in 1937. Enter the V-8 ‘60.’

The new models were instantly recognizable as Fords, continuing the trend away from the sharp, vertical styling of just a few years earlier, but something else was introduced in “the new Ford V-8 cars for 1937.” Advertising explained that “the Ford V-8 for 1937 is powered by a modern V-type, 8- cylinder engine. But this year, two sizes of this engine are offered — an improved 85-horsepower size for maximum performance and a new 60-horsepower size for maximum economy. It is still one car, one standard of size and comfort. With the smaller engine optional in several body types, a new low price is brought to the Ford line.” Ford didn’t merely de-tune the 85-hp V-8 to create the V-8 “60.” With nothing nearby to provide a sense of scale, the 136-cid V-8 “60” didn’t look much different than the 221-cid “85,” but the reality was that “the engine in the new Ford ‘60’ is a V-8



through and through. It is almost exactly the same as the well-known 85-horsepower Ford V-8 engine, except for size, weight and horsepower.” It was “optional in the 5-window coupe and in closed sedan types without De Luxe equipment.” The part about models “without De Luxe equipment” hinted at what was ahead. Ford was on a two-year styling cycle, so the 1938 model was given a new look. Unless it was a Standard. DeLuxe? Or Standard?

Advertising announced “the two new Ford V-

8 cars for 1938 ... the Standard Ford V-8 and the De Luxe Ford V-8. People liked our 1937 cars so well that they bought more of them than of any other make. We have improved on that car in the newly styled Standard Ford V-8 for 1938. But some folks asked also for a bigger, finer car with the same Ford advantages in it. For them, we designed the new De Luxe Ford V-8. The De Luxe sedans have longer bodies with more room and finer appointments. De Luxe cars are equipped with the 85-hp engine. They give added motoring satisfaction at low Ford prices. The Standard is even lower priced than the De Luxe. It has pleasant new lines and well-tailored interiors. It offers again a choice of V-8 engine sizes: the powerful '85' or the thrifty '60.'" What's less than clear in that text is that the 1938 Standard looked very, very much like the 1937 De Luxe. Ford would follow that pattern through 1940, but the first-year version explains why Barnes' finding the feature car — a 1938 — was just about the same as finding one like the 1937 Ford owned by his friend.



It's next to impossible to determine with certainty whether the rather basic nature of Barnes' Ford played a role in its original sale, but what he knows about its past does suggest a careful and perhaps frugal owner. Making an old

Ford last "She never drove it in the winter," Barnes said of the first owner. "In fact, she had wooden blocks made for her garage and the Ford dealer here sent a mechanic up every fall and he'd jack that car up and he'd put the wooden blocks under it for her and set it back down." That saved the Ford from the worst driving conditions that upstate New York has to offer. Barnes said that the odometer showed about 48,000 miles when he bought it and besides paint, the body needed only minor work. "Hardly any," he said. "One fender had a little scratch in it and we fixed that up ... Those fenders stick out and they were scratched up, but they were repairable."

A partial repaint seemed to suffice, but showing the car, he realized that new paint all around would be better appreciated. It was repainted once and after about 10 years, repainted again about 15 years ago. The Ford's interior was in about the same condition as the body and Barnes has worked on it only when absolutely necessary. "The inside could be redone," he said, "but I like it. It's still original. I had to put one patch on the seat and the doors are a little rough and dirty, but I said, 'You know, to me, that's more what that car should look like.'"

All of the Ford's trim was intact when he bought the car, an important point since the Standard's trim is not identical to that on the 1937 De Luxe it mimics. "It's harder to find," Barnes said, "and I can't understand why they'd make them different, but they did." The Ford's mechanical condition was a close match to that of the body. Barnes recalled that the engine — the '85' in his Standard — "smoked like the devil" when he bought it. But he had a plan.

"Working at Delhi Tech, teaching auto mechanics," he explained, "I took it over to the

school and the kids yanked the engine out of it. We went through that engine to see why it was smoking. She didn't drive it that much, but the rings were all gummed up and they were seized right inside the piston, so they weren't washing the oil off of the walls. "It was just 'tear it down and put it back together.' We put in new timing gears and rings and I think that was about it as far as the rebuild goes, no new bearings. I had the crankshaft at a machine shop. They checked the crank out, polished it up and put all standard bearings

trips, he knows that it's noticed and many who see it want a closer look. "People spot it all the time," he said. "It stands out in the parking lot. Get out of it and they'll come over. Most say 'what year is it?' They don't know the year exactly. They look it over and talk to me. It makes it interesting ... You'll hear them saying things back and forth to each other. Someone'll say his grandfather or uncle had a Ford about that year." And some will notice that it's a Standard. "Yeah," Barnes said. "They look it over pretty good."



in." The only other mechanical work that the Ford required was boiling out its radiator and since the car went back on the road, it's been almost trouble-free.

The sole exception to its otherwise perfect record was a fuel pump failure. Its longest trip has been about 75 miles, but Barnes said he has no reason to believe that it's not ready for something more. Even from its relatively short

This article appeared in

## **Old Cars Weekly**

Digital Version

**June 9, 2020**

# THE MOUNTAIN MAN

## Talking Cars With Bernie

By: Ray Evernham

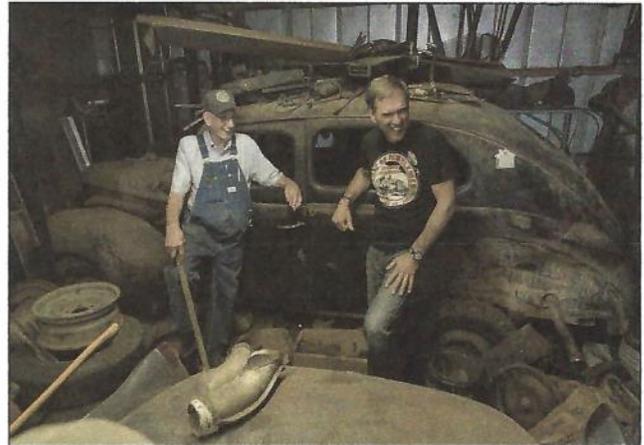
What is it about some car collectors that drives them to save, protect and store cars or parts many would have scrapped? What is the common thread that pulls them together as a "carchaeologist" on a mission to preserve rusted metal? Whatever it is, it knows no social or economic boundary, and it doesn't recognize cultural differences or geographical lines.

I've spent almost 40 years towing race cars around the country, from local dirt tracks to the high banks of Daytona. I've looked at thousands of cars and met collectors from all walks of life, but it was right up the road from my shop in North Carolina that I found the answers to my questions.

There is something magical about the Blue Ridge Mountains of North Carolina. You feel that magic as you drive the kudzu-lined roads, which were no more than dirt paths when Confederate soldiers marched north. There is no straight shot up the mountains, so you run through an endless line of switchbacks that take you to the peaks. They slow you down enough to feel their magic and you just enjoy the ride.

Nestled at the foot of those mountains, just off Interstate 77, sits the town of Mount Airy, which is better known to many as Mayberry. That's right — the home of Sheriff Andy Taylor, Opie, Barney, Aunt Bea and the crew. Mayberry was a fictional place, but Mount Airy is real and was the inspiration for the TV show based on the hometown of actor Andy Griffith. It's also a place where, for some reason, one man has gone to extraordinary measures to save a variety of both fascinating and very ordinary vehicles.

Not far from the center of town there's a stretch of highway that runs all the way into Stuart, Virginia (home of the famous Wood Brothers). Just over a little bridge near a sign that proclaims the birthplace of Confederate General Jeb Stuart is where my buddy Jon introduced me to Bernie. Jon is a real car guy and the unofficial mayor and historian of this stretch of highway. He knows where to find the best authentic car stories. The people on the mountain trust Jon, and that's important, because people up there can be fierce when protecting family — and old cars.



Bernie, well he's a bit of a legend in these parts. Seems he's fixed or redesigned every type of machine in the county, and he's taught many a local racer how to weld and fabricate. You don't just stop in to see Bernie and his cars without an invite, but I got one, thanks to Jon.

Bernie is in his mid-80s but still as tough as nails. He lives on his land with his wife and his dogs. He keeps a loaded shotgun on the wall near a picture of his grandpa in full Confederate uniform.



Rumor has it Bernie hauled some moonshine in his time and carved corners on the same dirt roads as the legendary stock car racer and bootlegger Curtis Turner. They say Bernie was good and never got caught. Bernie won't admit to running 'shine, but he did tell me he saw a revenuer chase Turner up a mountain road, and about 10 minutes later Turner came idling down the mountain; there was no revenuer on his tail.

There are half-dozen or more mid-1960s cars in varying conditions scattered around Bernie's land, each wearing the residue of several years in the mountains. Near the center of the property is a military surplus Quonset hut filled with cars and parts: '55 Chevy Nomad, '57 Corvette, a couple of 1930s sedans and a row of 1950s Cadillacs that would inspire a country

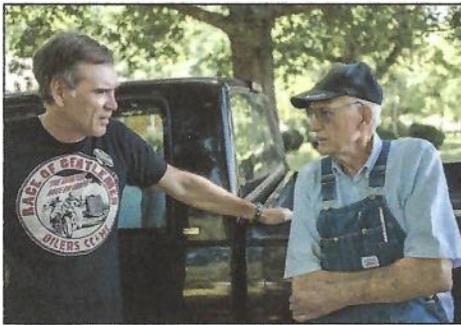
song.

There are stacks of flathead engine blocks and big V-8s under tarps, piles of tires and wheels, and some vintage garage equipment.

After a tour through the hut, Bernie walks me to another shed where he hides his real treasures. First he shows me a rare Cadillac limo that he says is his favorite car, and then I spot a very cool 1940 Ford sedan in pieces, but Bernie doesn't say much about it — only that it's been apart for a while. The parts seem to be all there but a few things catch my attention, like a Columbia two-speed rear with a spring hooked to it that looks like it came out of a dump truck. I also notice there is no backseat to be found. Oh, and the engine was an old Cadillac V-8, not a flathead.

The conversation goes something like this:

"They say it was the fastest liquor hauler around here. Never got caught." Bernie says. "Wow, where did you get it?" I say.



"I've owned for a while," he says. "Did you run liquor with it?" I say. "Never said I ran liquor. No record ever of me being caught." "Is it for sale?" "No!" he says. "I'm gonna put it back together." "Really? When did you take it apart?" "1964." "Are all the parts here?" I say. "All the ones I need." "What's that motor from?" "A Cadillac ambulance." "A Cadillac ambulance?" I say. "Why?" "V-8 made way more power than other production cars. Thought you were a car guy." "When are you going to start putting it together?" "When I get to it."

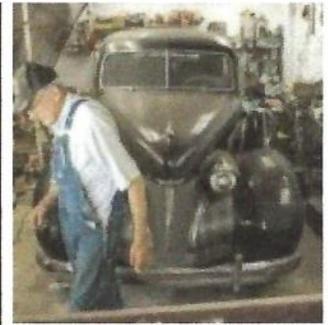
Bernie and I talked for several hours. We talked cars, stock car racing, life on the mountain and about responsibility to your family. I learned a lot from Bernie that day and might have even sipped a little of the "product" Bernie never admitted to hauling.

Before I left, I asked one final question. "Why keep all these old cars?"

"Every one of those cars has a story to tell," he said. "It ain't like having a scrapbook with pictures. They're here, they're real and I can just look at 'em. They tell the story of my life, my family and life on this mountain. They've been with me in the good times and the bad times. When I look at those cars... I feel my life. Now stop asking questions and just go in there and sit and listen for a while. They'll tell you."

Bernie called me not long ago to tell me he wanted me to have that '40 Ford. So now I sit in front of this pile of parts in the back of my shop and just listen to my own imagination tell me the stories of where this car may have been, and what it may have seen on the mountain. And I know some day I'll put it back together.

When I get to it.



Reprinted with permission from *Hagerty's Classic Cars*, Winter 2015

Photography by Josh Scott

# 2022 Eastern National Meet

June 1st-June 5th, 2022

Franklin, Tennessee



Above is the logo we have designed and adopted for the 2022 Eastern National Meet in Franklin, Tennessee, sponsored by your regional group, the Volunteer V8 Ford Club of the Early Ford V8 Club of America. The host hotel will be the Marriott at Cool Springs. Information will be included in the next issue of the V8 TIMES. We have already received some very positive feedback from potential attendees who heard that we are sponsoring the meet and are expecting a large turnout. As time for the meet approaches there will work to be done to assure the meet's success and we feel confident that Volunteer Club members will come forward to help. Please put these dates on your calendar and plan to be a part of what we know will be a significant event for the Early Ford V8 Club in 2022.



**Volunteer V8 Ford Club**  
**5018 Meta Drive**  
**Nashville, TN 37211**

Regional Group #97 of the Early Ford V8 Club of America

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Address \_\_\_\_\_ City and State \_\_\_\_\_ Zip \_\_\_\_\_

Phone numbers \_\_\_\_\_ Email address \_\_\_\_\_

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Cars Owned (please specify year, make, body style, and engine):

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**flatheadv897@gmail.com**

**For questions, call Danny Driskell at 615-293-9975 or Mickey Holton at 615-815-9203**

# THE EARLY FORD V-8 CLUB OF AMERICA APPLICATION FOR MEMBERSHIP

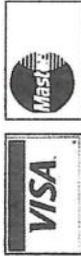


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## Early Ford V-8s owned

| Year | Model | Body Style | Engine Type | Condition |
|------|-------|------------|-------------|-----------|
|      |       |            |             |           |
|      |       |            |             |           |
|      |       |            |             |           |

## EXPANDED VEHICLE LEGEND

NOTE: Model codes evolved and changed throughout the V-8 era. Ours is a composite code system. All body types are here. Your model may share its name or code with that of another year.

| YEAR | FORD <sup>1</sup> |  |
|------|-------------------|--|
| 1932 | 18                | Continental Cabriolet                      |
| 1933 | 40                | Continental Cabriolet                      |
| 1934 | 40A               | Mainline Station Wagon                     |
| 1935 | 48                | Hardtop Sport Coupe                        |
| 1936 | 68                | Victoria / Hardtop Coupe-DeLuxe            |
| 1937 | 78                | Tudor Sedan                                |
| 1938 | 81A               | Tudor-DeLuxe                               |
| 1939 | 91A               | Tudor Touring / Crestliner / Tudor-Special |
| 1940 | 01A               | Tudor Touring-DeLuxe                       |
| 1941 | 11A               | Rounder                                    |
| 1942 | 21A               | Sportsman                                  |
| 1943 | 39A               | 3W Coupe / Club Coupe / Sedan Coupe        |
| 1944 | 39A               | 3W / Club Coupe Sedan Coupe-DeLuxe         |
| 1945 | 59A               | Business Coupe / Business Coupe / Lido     |
| 1946 | 69A / C69         | Business Coupe-DeLuxe                      |
| 1947 | 79A / C79         | Forltd Sedan                               |
| 1948 | 89A / C89         | Forltd Sedan                               |
| 1949 | 8A / C8A          | Forltd-DeLuxe                              |
| 1950 | 0A / C0A          | Forltd Touring / Forltd-Special            |
| 1951 | 1A / C1A          | Forltd Touring-DeLuxe                      |
| 1952 | BA / CBA          | Victoria, 32-34 / Sport Sedan              |
| 1953 | BF / CBF          | Convertible Sedan                          |
| 1954 | 501 / 231         | Convertible Touring Sedan                  |
| 1955 | 511 / 251         | Phuerton                                   |
| 1956 | 521 / 271         | Cabriolet / Convertible Coupe              |
| 1957 | 541 / 301         | Club Cabriolet / Convertible               |
| 1958 | H / 300           | SW Coupe                                   |
| 1959 | HB / K            | SW Coupe-DeLuxe                            |
| 1960 | 86H / 86K         | SW Coupe Pickup / Coupe-Special            |
| 1961 | 96H / 96K         | Sedan Delivery                             |
| 1962 | 06H               | Sedan Delivery-DeLuxe                      |
| 1963 | 16H               | Station Wagon                              |
| 1964 | 26H               | Station Wagon-DeLuxe                       |
| 1965 | 66H               | Pickup                                     |
| 1966 | 86H               | Pickup Open Cab                            |
| 1967 | 8H                | Panel Delivery                             |
| 1968 | 9L / 9H           | Panel Delivery-DeLuxe                      |
| 1969 | 0L / 0H           | "Jeep", GP / GPW                           |
| 1970 | 1L / 1H           | "Jeep", GPA                                |
| 1971 | 2H                | "Jeep", GPA                                |
| 1972 | 3H                | Other Military                             |
| 1973 | 3H                | Ambulance / Hearse                         |
| 1974 | 99A               | Limousine / Taxi                           |
| 1975 | 09A               | School Bus                                 |
| 1976 | 19A               | Transit Bus                                |
| 1977 | 29A               | Fire Engine                                |
| 1978 | 60M / C6M         | Paddy Wagon                                |
| 1979 | 70M / C7M         | Platform / Stake                           |
| 1980 | 80M / C8M         | COE Platform / Stake                       |
| 1981 | 90M / C9M         | COE Dump / Chassis Cab                     |
| 1982 | 0M / C0M          | COE Dump / Chassis Cab                     |
| 1983 | 1M / C1M          | Truck-Tractor / Wrecker                    |
| 1984 | 2M / C2M          | Truck-Tractor / Wrecker                    |
| 1985 | 3M / C3M          | Truck-Tractor / Wrecker                    |
| 1986 | 4M / C4M          | Truck-Tractor / Wrecker                    |
| 1987 | 5M / C5M          | Truck-Tractor / Wrecker                    |
| 1988 | 6M / C6M          | Truck-Tractor / Wrecker                    |
| 1989 | 7M / C7M          | Truck-Tractor / Wrecker                    |
| 1990 | 8M / C8M          | Truck-Tractor / Wrecker                    |
| 1991 | 9M / C9M          | Truck-Tractor / Wrecker                    |
| 1992 | 0M / C0M          | Truck-Tractor / Wrecker                    |
| 1993 | 1M / C1M          | Truck-Tractor / Wrecker                    |
| 1994 | 2M / C2M          | Truck-Tractor / Wrecker                    |
| 1995 | 3M / C3M          | Truck-Tractor / Wrecker                    |

**EXAMPLES:**  
 34 FORD Victoria = 40A74A / 49 METEOR Custom Tudor = C8A70B  
 40 LINCOLN Zephyr Cpe = 06H72A / 53 MERCURY Custom Spr Cpe = BG60A  
 50 FORD Crestliner = 0A70C / 49 LINCOLN Custom Trim Sdn = 9H73A  
 50 MONARCH Cmn = COM76B / 47 MERCURY "114" Sdn Cpe = C7972B  
<sup>1</sup> FORD'S Canadian METEOR and MERCURY'S Canadian "114" are listed on the right side of this split column.  
<sup>2</sup> LINCOLN'S large Series K and large Cosmopolitan are listed on the right side of this split column.  
<sup>3</sup> MERCURY'S Canadian MONARCH is listed on the right side of this split column.

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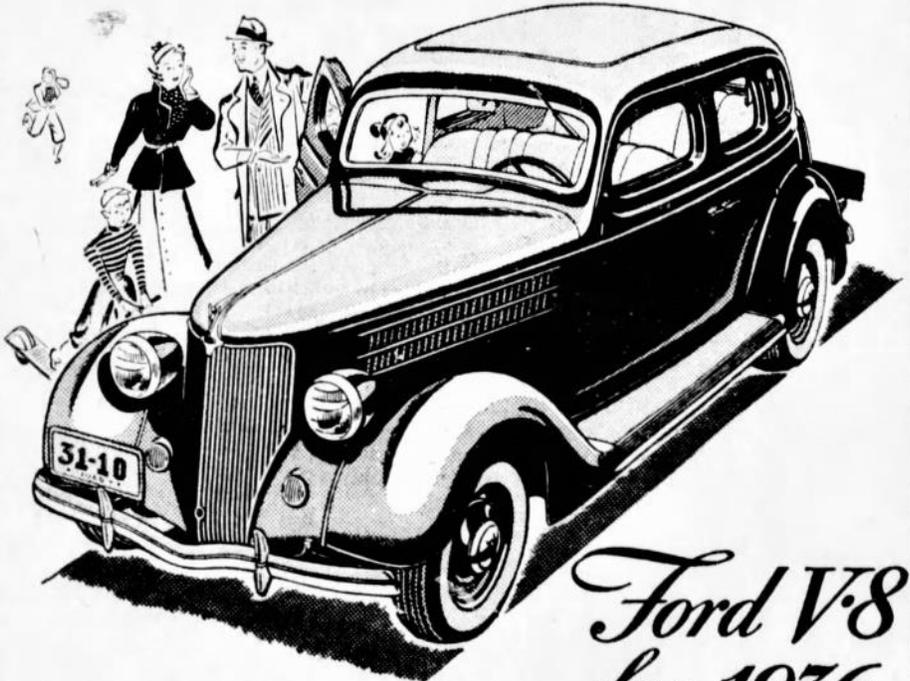
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