

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

November 2021

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A NOTE FROM JERRY WINDLE

For those of you new to the EFV8CA, Jerry Windle has been the beloved editor of the *V-8 TIMES* for 25 years. Jerry and the magazine have been the “heart” of the club for all those years and recently he has decided to retire, mostly because of Parkinson’s Disease. The Volunteer V8 Ford Club contributed monetarily to a fund to thank Jerry for his exemplary service and received in return this very nice note from Jerry:

“Thanks” for the generous “gift.” I will put it forward finishing restoration of my 1942 Fordor Sedan that’s been on hold for many years. My son wants the car for him and my grandson to enjoy. It’s done with the exception of the front clip. I’m not driving anymore but I want to finish the car for my son.

I appreciate reading about the activities of your RG in the *V-8 TIMES* over the years. Please keep sending material to the new editor. She’ll need all the help she can get as she tries to figure out usV-8ers!

Many thanks again....Jerry

2021 Eastern Fall Meet

Hershey, PA

October 6-9, 2021



First Preservation Award

1948 Ford Sedan Coupe



MEMBER CAR OF THE MONTH

Jim McGuire, Nashville, Tn
1947 Ford Woodie

When I first spotted this car around town in the 70s, I probably left 10 to 15 notes asking to please call me if they ever wanted to sell it. So a couple of years later it happened. Like many of these projects, I had no idea what I was in for until I began digging. The first clue was that all the flat wood panels were rotted and covered with wood grain contact shelf paper...the kind used to line kitchen cabinets. That was the beginning of a 3-year restoration.

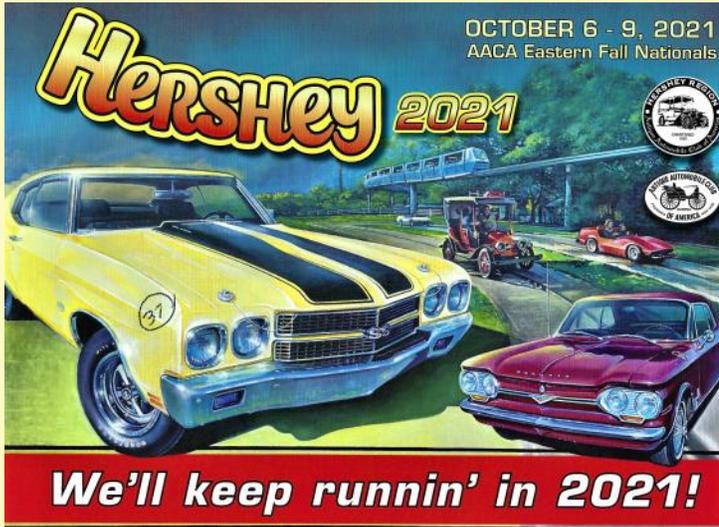
Luckily, I had the help of R.B. Miller who was not only a real mechanic but a first class woodworker who was a pal from high school days in the 50s. I did all the grunt work of fitting, sanding and staining and he laid on the finish. Every two years since, we sand it out with 220 paper and brush on a coat of spar varnish. After 46 years it has 23 coats of varnish that looks better every year. My only goal was to build a car that I could put as many miles on as possible.

Although the car may look stock, many upgrades were made to make it as road-worthy as possible. First, a 1951 Mercury 59ab engine with the distributor on top. Then, 12 volts for better starting and lights and electric fuel pump and fuel pressure regulator. Replaced generator with an alternator and electronic ignition replacing the points. New aluminum radiator with electric fan for the hot days, front disc brakes for better stopping and steel belted radials for better handling.

A few years ago I drove through upstate New York and toured New England for three months...3300 miles in all without a hitch. In fact, I put 5 to 10 miles a day on this car unless it is raining, snowing or freezing.

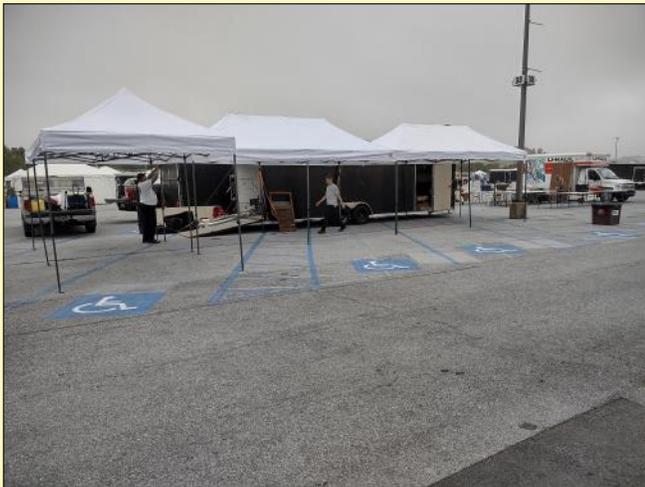
Can't wait to see where the road leads next!





AACA Eastern Fall Nationals Hershey, Pa October 6-9, 2021

After a year's hiatus because of the Covid-19 pandemic, Hershey once again proved to be "the" destination for vintage car owners and those looking for that precious part needed for a restoration. There were fewer vendors and the foot traffic was down but, all in all, it was a good three days for buyers and sellers at the swap meet.



Danny, Mike and I arrived Monday evening and spent Tuesday setting up Third Gen's spot on the Chocolate Field. Mike had many excellent NOS parts for parts hungry V-8ers.



In addition to selling lots of parts over the three days, Mike was also active in the parts buying business to stock up for future sales and in preparation for next year's Hershey swap meet. At week's end, Mike had a full trailer to go home with. After wrapping up, we took my '48 off Dan's trailer and prepared it for competition in Saturdays' car show.

Nash Family Creamery, Rover, Tennessee

Although participation was low, those who went on the drive to the Nash Family Creamery in Rover, Tennessee, on Saturday, October 2nd, enjoyed it and especially enjoyed the homemade small batch ice cream served there. They also have a grill for ordering sandwiches and burgers. It is well worth a drive to visit and perhaps we can get a larger group together in the future and make another visit.



power steering



Part of the “décor” in the mens restroom at the Nash Family Creamery, Rover, Tennessee

A FORD FAMILY TRIP TO LEIPER'S FORK

Saturday, October 16th, 2021

A bright, sunny October Saturday proved to be a perfect day for a group of V8ers to make and enjoy a drive to enjoy the rural charm of nearby Leiper's Fork. Here are a few pictures for you to enjoy.



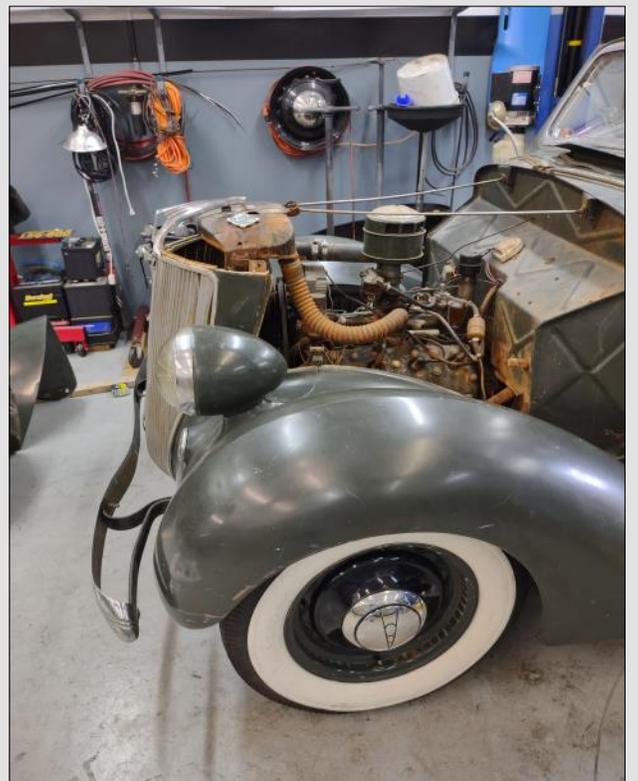
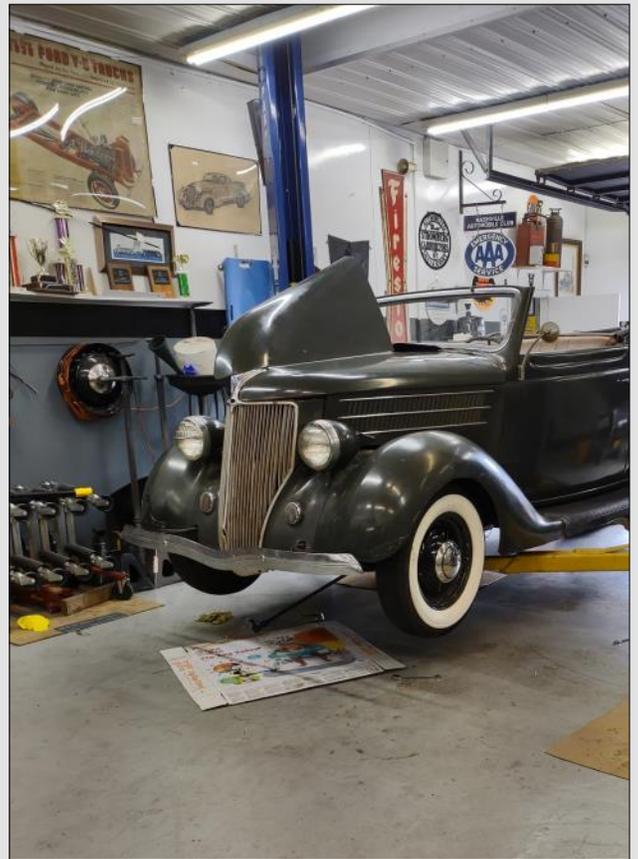
A handsome "Ford Family" portrait





Work in Progress...Cameron Ahler's '36 Cabriolet

Getting closer to being on the road again





Cut short by war needs, '42 Ford lived after conflict for three model years

The 1942 Ford was a victim of World War II, but ironically, the same forces that caused suspension of production on Feb. 10, 1942, gave it an extended life for three model years after the war.

Acknowledging the impending world crisis, Ford officials coupled the announcement of the new models with a warning that they might be the last new models until the "national defense emergency is ended."

Unlike Chevrolet and Plymouth, which presented only facelifted models for '42, Ford extensively redesigned and re-engineered the '42 Ford, improving the engine design and suspension for added passenger comfort in addition to new styling and trim.

In calling it a "new style that would stay new for years," the company did not realize how prophetic their advertising message was. The model was not only frozen for the duration, but it was repeated with only minor variations for three years after the war in '46, '47, and '48.

Buyers who managed to buy a '42 model Ford before production ceased were fortunate to have a new car for the duration.

The '42 models offered something for every class, from the lowest priced to the highest. At the low end, the six cylinder special had the biggest six cylinder engine, and the roomiest body of any in the low priced field.

In the DeLuxe and Super DeLuxe classes, Ford offered a choice of two power plants, something no other low-priced car offered.

Both engines were rated at 90

horsepower although the six had approximately five cubic inches more displacement. The V8 cost \$10 more than the six with the same body and equipment. In performance, the V8 was in a class by itself.

Although there was no difference

ing with a government edict that restricted the bright metal for essential defense uses.

Horsepower rating was increased to 90 for both the V8 and the six, although no changes were made in the V8 engine.



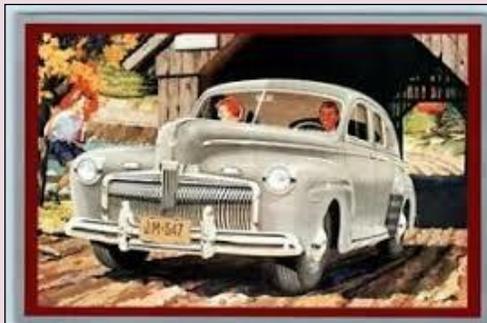
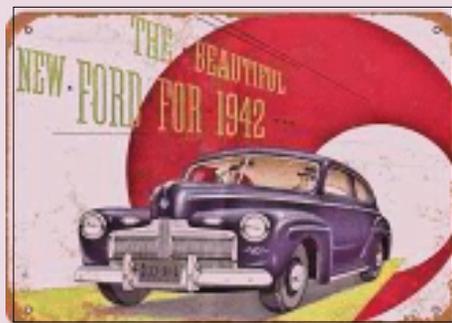
This superb example of a 1942 Ford is owned by Lin and Pat Stacy of St. Charles, Illinois

in the chassis, it was impractical to interchange the six and eight cylinder engines in the field because too many fittings had to be changed.

The new model offered greater stability by lowering the floor one inch and reducing ground clearance from 8.12 in. to 7.375 in. Wider tread and longer springs offered a softer ride. Rubber insulators at body and engine mounting points contributed to quieter operation.

The new grilles were of stamped steel rather than die cast and for the early production cars they were chrome plated or stainless. Trim on the later cars was painted in keep-

Prices were increased approximately \$100 per model across the board, with the top of the line Super DeLuxe convertible selling at \$1,080, the first Ford cars priced above \$1,000 since the Model A Town cars. The Special six listed at \$899, \$6 below the Studebaker Champion, the lowest priced competitor. Throughout the line, Ford prices ranged from \$8 to \$30 below prices for competing models.





TECH TIPS

V-8 Fuel Pump Trouble Shooting

Caution! Whenever any work is under the hood around gasoline, or actually any place on an automobile, you have a chance of FIRE. Always have a Halon fire extinguisher close in case of need!

Before faulting the fuel pump for engine missing or not running, check the following:

- Make sure that there is fuel in the tank.
- No vacuum leak at sediment bowl gasket.
- There is a strong spark to the spark plugs.
- Gas cap is vented type.
- Gas flex hose is not cracked or plugged.

Disconnect the gas line at carburetor (using tubing wrench only) and put the line end in a small container. *With the ignition turned off*, turn the engine over with the starter. If the fuel pump is in good working order, strong spurts of fuel will come out of the gas line. If no fuel or a small amount is pumped out, the pump is no good or the push rod or camshaft could be at fault. The push rod should move up and down 3/16". Make sure all the gas lines are in good shape so you aren't misled.

Usually a mechanical fuel pump will pump about one quart of fuel in one minute at 500 RPM engine speed.

Our Ford V-8 fuel pumps should be tested with a pressure gauge connected to the outlet side of the pump. When the engine is turned over with the starter, the pressure should be 3 to 3¹/₂ lbs. The length of hose connecting the gauge to the fuel pump should not be longer than 6 inches as this could give you the wrong reading.

You need to do a flow test, too. Use a pint or quart measure with the engine running at idling speed (500 RPM). A pint of fuel should be pumped out in about 45 seconds. There is enough fuel in the carburetor bowl to run the engine long enough for this test.

If you have a double pump, that is one that has a vacuum pump for windshield wipers, you can check vacuum side of pump with vacuum gauge. With the engine operating at idle speed of 500 RPM

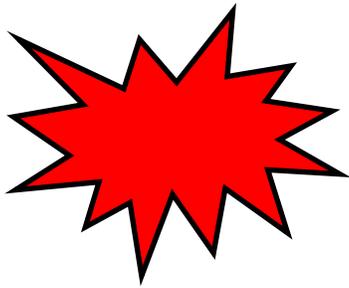
the vacuum should be a minimum of 10 inches. If the vacuum pump is bad the wipers will slow down or even stop on steep hills. When the vacuum diaphragm has a break in it, there is a direct line from the engine crank case through the vacuum pump to the intake manifold. The engine vacuum will pull oil from the crank case to intake manifold, and will burn large amounts of oil. You can check this by disconnecting the vacuum line that goes from the pump to the intake manifold. This should be unhooked at the lower end after the engine has been running for a short time. If oil drips from the tubing, the vacuum diaphragm is ruptured.

Also, the main reason for vapor lock is low fuel pump pressure. The strong flow of fuel going through the fuel pump to the carburetor *steel fuel line* keeps the line cool. You need 3¹/₂ lbs. of pressure, and only a *new* fuel pump will give you this strong pressure. I also use a modern style gas filter in the glass sediment bowl. I remove the brass wire screen so the bowl will seat using a neoprene gasket and install a paper filter.

A word of warning: If you install an electric fuel pump in the system, you need to have a mechanical pump that has no ruptured diaphragm. If the diaphragm is broken, the electric pump will pump gas through the diaphragm and will fill the engine crank case with raw gas and *will wipe out the engine bearings and can blow up!*

As our carburetor float, needle and seat will only hold back 3¹/₂ lbs. of fuel pressure, an adjustable fuel regulator valve needs to be installed to lower the electric fuel pump pressure from 6 lbs. to 3 to 3¹/₂ lbs. of fuel pressure, or the electric pump will push gas at 6 lbs. through the carburetor needle and seat and flood the engine when the pump is turned on.

When installing a fuel pump on a Ford flathead V-8 engine, I always pack the pump linkage cavity with heavy-duty synthetic grease. This lubricates and protects the spring and linkage from condensation that destroys these parts. This grease will stay in place for as long as the pump is used for many years.



Blast from the Past!

(From the November 1993 *Volunteer Voice*)

Marathon Motor Cars

As mentioned in last month's newsletter, Barry Walker of the Ingenuity Shop in Nashville was at the March 8th meeting and gave us a presentation on the history of the Marathon Motor Car. The Marathon, as many of you know, was produced in Jackson and Nashville, Tennessee, from 1906 to 1914. Barry purchased the property and plant owned by Southern Motor Works, the maker of the Marathon, several years ago and has devoted a tremendous amount of time, energy and ingenuity into uncovering as many facts about the Marathon as possible. He's done an impressive job and there's no doubt in my mind that the Marathon plant will one day be a tourist attraction in Nashville.

The following information is a summary put together by Barry on the history of the Marathon. He's also working on a book that will go into more detail. By the way, if you know of the whereabouts of any Marathon car, in any condition, let Barry know. Chances are you could be handsomely rewarded!



"In 1884, the Southern Engine and Boiler Works opened for business in Jackson, Tennessee. The company manufactured gasoline engines and boilers for industrial use. In the first twenty years, by 1904, it had grown into the largest employer in the city - 300 workers - and one of the largest plants of its kind in the nation.

"By now, the automobile was the new darling of industry, as literally hundreds of companies jumped into their manufacture and production. Most new car brand names belonged to companies that bought and assembled components into complete cars. Fewer, more ambitious companies manufactured the entire vehicle to their own designs for engine, chassis, running gear and suspension.

"At Southern Engine and Boiler Works, a young apprentice engineer, William Henry Collier, accepted the challenge of complete design. His enthusiasm - and yes, genius - persuaded the directors of his company to let him build his car,

"The company newsletter reported Collier put the first gasoline engine into an automobile in 1906. In recounting the occasion, the newsletter bluntly reported '...should move, but don't.' It was another year, 1907, before Collier had a car that 'actually could be depended on to go, and come back.' With this success, eager investors poured \$50,000 into the company by 1908.

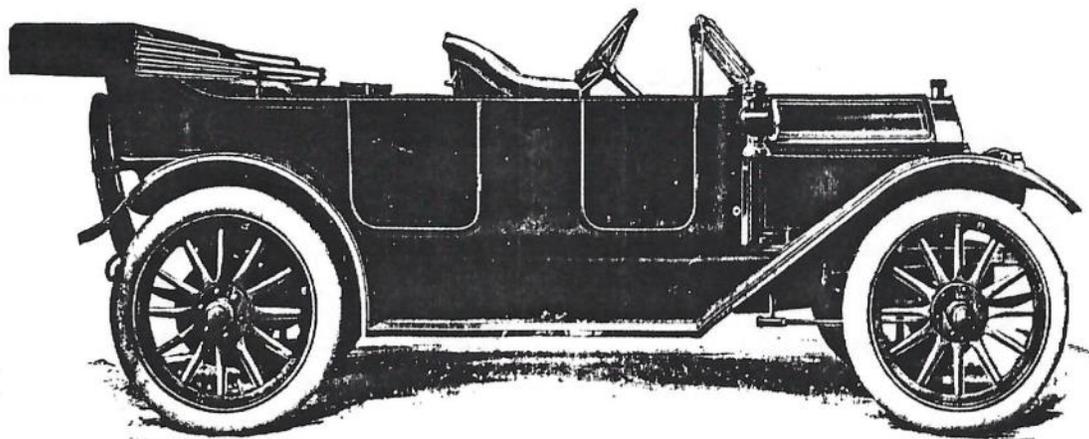
"By 1909, two models were offered - the A9, a five seat touring car, and the B9, a rumble seat roadster. Both had 35 hp 4-cylinder engines, with the cylinder blocks cast in pairs. Cylinders had a 4.25 inch bore and a 4.5 inch stroke, sitting atop a two-piece aluminum crankcase. A unique feature was a vertical shaft at the rear of the block that drove a pump in the crankcase that splashed lubricant for the cylinders above. The usual spark and throttle levers were on the steering wheel. The price of either car was \$1,500, but tops were an optional extra expense.

"Newspaper reports at the time put production figures for 1907 at 20 cars, 1908 at 200, and a whopping 400 units actually on the road during 1909. The car actually had no official name at first, but was generally called *Southern*. During this time, another manufacturer was found using the *Southern* name, so the car was renamed *Marathon*.

"In late 1910, the company relocated to larger facilities in Nashville, where new models were added and production soared, but still could not keep up with demand. Collier remained in charge of manufacture and H.H. Brooks handled sales. Each subsequent model found enthusiastic buyers, and dealers from all over the world - all European countries plus Brazil, Chile, Australia, Transvaal, and China - flocked to Nashville begging for more cars. Production capacity, reported at 10,000 a year by 1912, could not begin to fill demand, but number of cars actually built is not known.

"Collier was controlled by a constantly changing board of directors who apparently forced the company into some unwise business decisions. There were hints of impropriety, such as company officers selling cars 'out of the back door,' and suppliers were suing for non-payment. In late 1913, Brooks left to join a large dealership in Indianapolis, the Herff brothers, who eventually bought all the machinery in Nashville and by 1915, continued manufacturing the car in Indianapolis under the new name, *Herff-Brooks*.

"Thus, 1914 marked the end of the *Marathon*, and the city of Nashville as the manufacturer of a car that, at the time, seemed destined to dominate the market."



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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.

History of the Charcoal Company



In the early 1920s, Ford had a large plant in Kingsford, Michigan, a town named after Henry Ford's cousin. Henry Ford was always looking for new ways to combine resources. One day as the Model T cars were coming off the assembly line, Ford noticed many wood scraps being discarded. He proposed that all wood scraps were to be sent to his chemical building to be made into charcoal.

The Ford factory was in operation from 1920 until 1951. The location was also a saw mill that produced lumber from the Upper Peninsula to be used in Ford vehicles, essentially the Ford Model T for the chassis, steering wheel, and wheels. Before Ford decided to produce the body panels, the Hercules Body Company of Evansville, IN manufactured the body panels, where they were shipped to Detroit for installation.

The Kingsford Company was formed by Henry Ford and E.G. Kingsford during the early 1920s. Charcoal was developed from Ford Motor Company's factory waste wood scrap. The Kingsford Company was formed when E.G. Kingsford, a relative of Ford's, brokered the site selection for Ford's new charcoal manufacturing plant. The company, originally called *Ford Iron Mountain Plant*, was renamed in E.G.'s honor.

Kingsford Charcoal is made from charred softwoods, pine, spruce etc. then mixed with ground coal and other ingredients to make a charcoal briquette.



Henry Ford learned of a process for turning wood scraps from the production of Model T's into charcoal briquets. So, he built a charcoal plant — and the rest is history.



Volunteer V8 Ford Club
5018 Meta Drive
Nashville, TN 37211

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

APPLICATION FOR MEMBERSHIP

Date _____ (Annual Membership is for the period Jan 1 thru Dec 31)

Name _____ Birthday _____ Member of the Early Ford V8 club of America? _____

Address _____ City and State _____ Zip _____

Phone numbers _____ Email address _____

Spouse _____ Birthday _____

Children _____ Birthday _____

Please feel free to mail in pictures of your cars to be included in our newsletter via email or regular mail

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

1. _____

2. _____

3. _____

4. _____

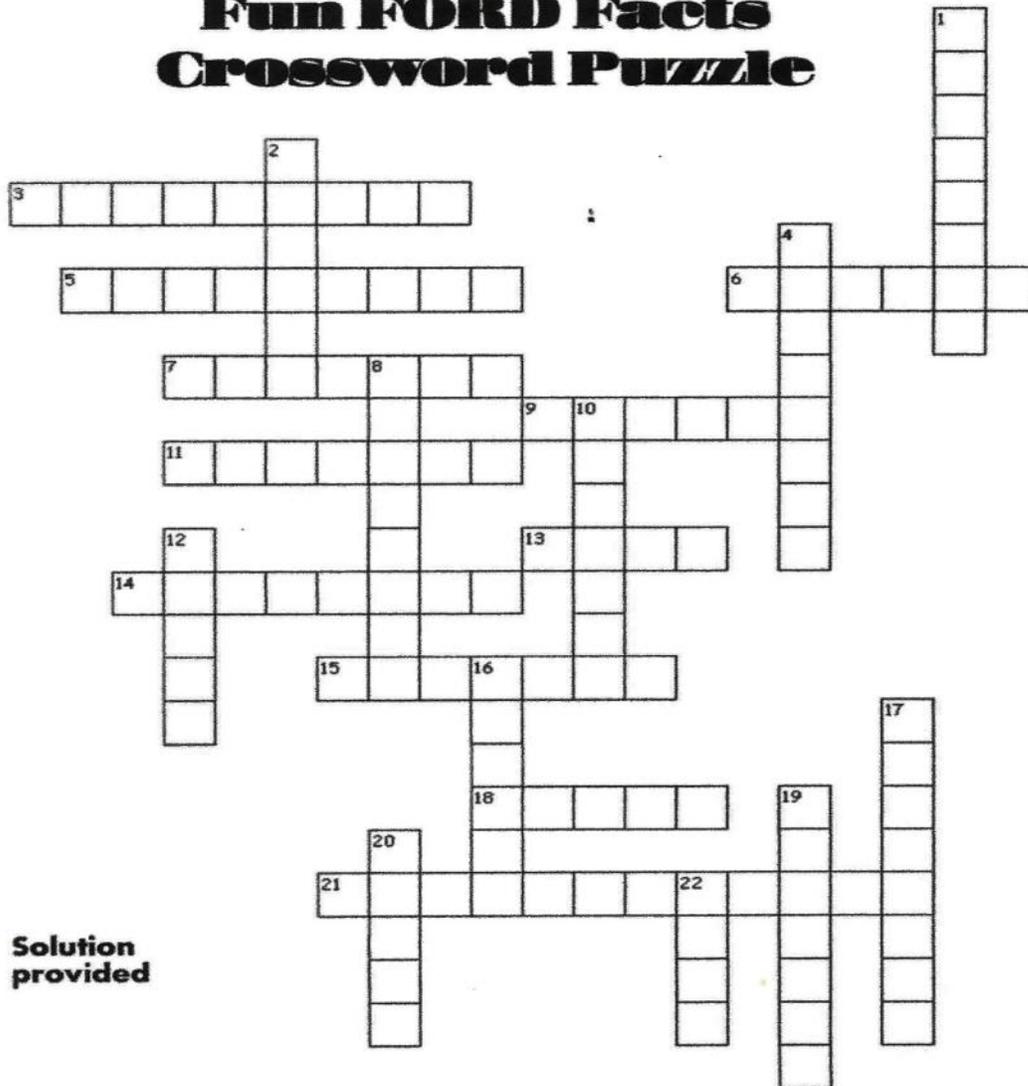
5. _____

Annual Membership is \$10 per family. Please make any checks payable to Volunteer V8 Ford Club. Mail this application and payment to:

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

Fun FORD Facts Crossword Puzzle



**Solution
provided**

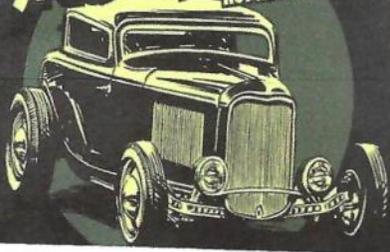
Across

3. Pilot who gave Henry his first plane ride
5. Torque Tube replaced by this type drive
6. Endearing name for Model "T"
7. Ford's 60 HP was said to be
9. Less expensive trim level for 1951 Ford
11. Ford grandson who ran Continental Division
13. Ford's first plant on this Avenue
14. Most Model T's made in this Park
15. This upgraded Ford ran like Hermes
18. More practical than a rumble seat
21. Big post war Lincoln

Down

1. Gear splitter named after explorer
2. Greek god of the west wind
4. Second Ford plant on this Detroit Avenue
8. Henry's Dearborn Mansion
10. Edsel's wife
12. Horsepower of the 1932 Model "B" Ford
16. Highest trim level for 1949 Ford
17. Ford Executive called "Cast Iron Charlie"
19. Ford building at the Century of Progress
20. Brothers that owned Ford stock
22. Premier model of the smaller 1951 Lincoln

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