

The Rear View Mirror

The newsletter of the Volunteer V8 Ford Club
Regional Group # 97, Nashville, TN
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VOLUNTEER V8 FORD CLUB WEBSITE ON HEMMINGS

The Volunteer V8 Ford Club now has a website! I've been wanting to establish an online presence for the club and remembered that years ago we had a website hosted by Hemmings so I contacted them and asked if we could reactivate that website and populate it with current information. They agreed to do that so I sent a lot of new information about the club. The website is active now and can be seen at:

<http://clubs.hemmings.com/volunteerearlyV8/>

The website is primarily intended to attract and inform folks looking online for a car club that meets their interests but I hope all of you will take a look at it and let me know what you think. I'll be updating it from time to time with new information to keep current members up-to-date also.



John Egbert's '32 Roadster

AACA Southeastern Meet, Greer, SC September 9-11, 2021



AACA SENIOR AWARD

MEMBER CAR OF THE MONTH

Jay Simmons, Mt. Juliet, TN

1941 Ford Coupe



When I was a young boy, my dad bought an airplane (Piper Colt) and started restoring it. That was my first introduction to his tinkering soul and what would turn in to a real passion of his. Due to his engineering pedigree, he was always working on something, whether it be building a horse trailer, restoring Norton motorcycles, Model A trucks, or even planes. As rebuilds were finished, he would acquire another machine that had lost its luster and needed some caring hands. This 1941 Ford Coupe is one of those completed projects. Albeit I didn't share as much time with dad in the shop doing the work, we did share in the enjoyment of the result. All his hours rebuilding engines, transmissions, and the like, really resulted in a wonderful ride afterwards.

In April dad unexpectedly passed after having a minor surgical procedure performed. When I walk into his shop and survey the staggering collection of tools he amassed over the years I am reminded of those hours we spent working on that Piper Colt. That project led to me getting my pilots license and sharing in another passion of dads: flight.

Car restoration never really grabbed ahold of me and, admittedly, my knowledge of tools, parts, and the cars they fit, is still developing. But when I sit in this Coupe, run my fingers across its surface, ease it into gear, I can feel the touch of my dad in it as well. Today, I get to drive my daughter in this Coupe on the occasional easy evening. She lights up when we take it out, and I light up talking about dad. Those memories will reside with her forever. Just like mine of my dad, Jim Simmons...Jay



(Above) Jay's parents, Jim and Judy Simmons and Jim's 1932 Ford Pickup

MINUTES OF MEETING
3rd 2021 GLOBAL PRESIDENTS ZOOM CALL
(September 15, 2021)

(Thanks to Connie Hall, Vice President, for taking notes and details to develop these minutes)

Meeting called to order by National President John Caldwell at 8:32 PM (Eastern)

There were 35 in attendance.

V-8 Times Digital Supplement: Joe Valentino explained the rollout of the new digital magazine. The digital copy will be sent to the webmaster and the printer at the same time. All members with email addresses, who receive the printed copy of the magazine, will also receive the digital magazine. It has searchable capabilities, hyperlinks, and more. In the future, members will have a choice of only getting the digital copy of the magazine when they pay their membership. The Sept-Oct edition will be the premier of the new digital magazine. Please verify that the club has your email address and that it is correct. You may do this by signing on to the Early Ford V8 website membership EFV-8 Membership Area (cornerstonereg.com) and follow prompts. To clarify, there are no plans of eliminating the production of the printed copy of the magazine, that will stay in effect for many to enjoy. Also, there is no intention in the future to discontinue the printed version of our V-8 Times Magazine.

Club D & O Insurance: Bill Simmons, the EFV-8 Staff Insurance Representative, joined the meeting to explain D&O (Directors & Officers) Insurance payments are due Nov. 1st, and invoices are being sent out now. Please verify that they have the correct address by either contacting JC Taylor or Mr. Simmons. Premiums are \$140.00 per year for \$2,000,000,000 in coverage. If your Regional Group does not have this insurance, please consider it and be aware you can only sign up at one time each year, and that during the November renewal update. Should you not sign up by November 1, 2020, you will not be eligible to obtain it again until November 2022.

2021 Membership Drive: Connie Hall and John Caldwell reported that the 2021 Membership Drive was a success and hopefully a lot of fun. We received 83 new and renewed members during the contest. The three winners were announced, with each to receive a cash award of \$1,000 to go to their Regional Groups:

<u>Winners</u>	<u>Regional Group</u>	<u>Result</u>
Large Region	RG #115 Dallas	16 new or renewed members - 35% growth
Medium Region	RG #97 Volunteer	13 new members - 58% growth
Small Region	RG #43 Omaha	3 new or renewed mem - 50% growth

Thank you to all that participated and their hard work.

Any Region that would like to have their rosters reviewed please send them to Connie Hall. You will receive a spreadsheet showing Members numbers, expiration dates and more.

National Meets:

1. Eastern National Meet for 2022: Tennessee Volunteer Reg #97, with many surprises instore. Hotels have extended pricing for several days prior and through the meet for your enjoyment of the area. June 1-5, 2022; plan now for your registration. Check with Danny Driskell or Mickey Holton.

2. Western National Meet for 2022: Washington Puget Sound #18, offering several driving tours, beautiful scenery and driving events. July 11-14, 2022; plan your trip now and check the V-8 Times for more details. Reach out to Michael Rees or Bob Merz.

3. The 2023 Grand National is already in planning stages by your Club's Board of Directors for this 5-year event to be held in Dearborn, MI. The event corresponds in 2023 with the Club's 60th Anniversary. Most meet contracts are in place and detailed planning is underway. Tours are being developed and activities are under exploration for members and families. Stay closely tuned for more to come and we thank Bruce Nelson for leading this event as the Meet Chairman.

Shannon Olson V-8 Times Editor informed us that the magazine may be a few days late due to our printer, Modern Litho, having challenges with a COVID outbreak in their shop. However, Modern Litho is doing everything in their power, to include moving desk personnel to their print floor to meet their commitments.

Secret: Only for Presidents to share these details with their Regional Groups - (not to be shared with Jerry Windle!). There will be a surprise gathering in honor of Jerry Windle and his service to the EFV8C in November 4th or 5th, date not confirmed yet, in San Diego. There will be a zoom link for those that would like to join remotely to give a personal, brief thanks. Jerry will become an honorary member of the magazine team listed as Editor Emeritus, and he will be allotted space for his own article, in the V-8 Times, when he chooses and of his interest. We will continue to be updated and refreshed by Jerry in our magazine.

Please note: Regions or individuals who would like to honor Jerry with an honorarium donation, gift, or cards, please make plans to send them in early November. Jerry has bestowed this Club with outstanding passion, love and demonstrated commitment to our members for more than 25 years and it is now time we honor him by providing him our best memories and thanks. Please send donations, gifts, or cards to:

Jerry Windle 4935 E Mountain View Dr. San Diego, CA 92116-1942.

As reported during the Zoom meeting, the Board has already provided and recognized Jerry via a planned compensation and will also celebrate with him during a special recognition celebration in early November, with his family and his local RG #19.

Expanding Digital and Social Media: your Board is working on ways to continue to grow our digital presence. We are examining Twitter as a tool for our Club and Regions to send Tweets with respect to meets, activities, events, and happenings to all Club members who choose to register with Twitter. This will become one more method for advertising and promotion of events to existing and new audiences. .

2021 Virtual Vehicle Show: Steve Kroeger, the lead for our virtual car/vehicle show, stated it was a success with approximately 150 cars participating. Winners will be announced in the V8 Times during the SEP/OCT issue.

Next Global Zoom Meeting: The next Global Zoom Presidents meeting will be in November, after the next EFV-8 Board Meeting scheduled for Saturday, November 13th.

Meeting Adjournment: Meeting adjourned at 9:42 pm (Eastern).

Thank you,

Connie Hall, Vice-President and John Caldwell, President

DANNY DRISKELL AT THE "TEXAS TOUR"

Every year, usually in the Spring but held in September this year because of being cancelled last year due to Covid, V8ers in Texas get together for what they call the "Texas Tour" and this year Danny decided to take his '35 Sedan to the Tour primarily to promote next year's Eastern National Meet in Franklin. Among the stops in the tour were included Bill Smith's Shop (see pictures below), Woody's Auto & Baseball Museum, Carroll Shelby's collection and the Women's Air Service Pilot WWII Museum in Sweetwater, Texas. The tour concluded with a banquet dinner and awards ceremony at the host hotel at which Danny's '35 won the Peoples Choice Award. And...one other thing...Danny found out that Elvis is still alive and lives in Abilene, Texas!





The Shoebox that Saved Ford

Detroit's first revolutionary postwar design still remains affordable.

Long before Henry Ford II kicked Enzo Ferrari's butt at Le Mans, he saved the family business.

The son of Edsel became president of Ford Motor Company in 1945. He wasn't even 30 at the time. The war had finally come to an end, but the company was bleeding badly. In early 1946, its longtime chief stylist, Eugene T. "Bob" Gregorie, blew the dust off some designs he had penned before America entered the war, but The Deuce and his young team of executives weren't impressed.

Although Gregorie had overseen the creation of such magnificence as Edsel's personal Model 40 Special Speedster hot

rod and the 1939 Lincoln Continental, his designs were viewed as old-fashioned, too big, too bulky. Within weeks, a new, more forward-thinking design was being fine-tuned. It was created by an outside firm led by George Walker, and it reached production in just two short years.

Ford's new "Forty-Niner" was first shown to the public on June 8, 1948, at the Waldorf Astoria hotel in New York City. Its radical sheetmetal featured integrated front and rear fenders, a wide-mouth chrome grille with a large "bullet" in its center, and small oval taillamps that dramatically drove a spear into its quarter panels. It was the first Ford without running boards,

it utilized coil springs rather than transverse leafs, and an exposed driveshaft took the place of the old torque tube.

Quickly nicknamed the "shoebox" for its slab sides, Ford's new car was simple, elegant, exceedingly modern, and an instant hit. More than a million were sold in the first 18 months. And like the even more radically shaped 1949 Mercury, it soon became a favorite among young hot-rodders, who not only appreciated its sleek design—which to them looked customized right from the factory—but also its optional 100-hp flathead V-8. An inline six-cylinder was standard on most models, but the V-8 powered the majority of the cars sold.



Shoebbox Fords came in a variety of two- and four-door body styles, including the V-8-powered Custom Deluxe Club coupe, which was a particular favorite among young hot-rodders looking to cruise the strip.

Nine body styles were originally offered, including a four-door sedan; two-door sedan; a business coupe; a convertible; and a steel-bodied two-door station wagon with real wood trim, which was called the Country Squire starting in 1951.

For 1950, Ford stiffened the body, concealed the trunk hinges, hid the fuel filler, added push-button door handles, and introduced its "Keystone" logo, now displayed on the hood of every new model. It also rejiggered the trim levels. The Standard base trim became the Deluxe line, and the Custom became the Custom Deluxe. A special edition of the Tudor called the Crestliner was created to rival the Chevy Bel Air. It featured

**1951 Ford
Custom Deluxe
Club Coupe**

Engine V-8, 239 cid
Power 100 hp @
3600 rpm
Torque 187 lb-ft @
1800 rpm
Weight 3000 lb
0-60 mph 17 sec
Top speed 85 mph

Price when new
\$1590
Hagerty #3 value
\$11,000-\$16,000

a rather clumsy two-tone paint effect with a side cove frame, stainless-steel trim and a vinyl roof. Just 17,601 were sold.

The following year, Ford added a second bullet to the grille, introduced its first pillarless hardtop, the immediately popular Custom Deluxe Victoria. Innovations like the Ford-O-Matic speed automatic transmission and turnkey ignition debuted on most models got a redesigned dashboard.

Over its three-year production run, more than 3,000,000 box Fords were produced, and there are still plenty to go around. Although convertibles and wagons trade for well beyond \$10,000, the other body styles, including hardtops, generally sell for good #3 condition.

Although Hollywood has chosen to celebrate The Deuce as a race team owner, his real victory was putting America back on the road in a stylish, affordable shoebbox.

TECH TIME



The 21A Cooling Fan Assembly

Service and How-To Tips for the Oil Filled Fan Assembly

When Ford decided to change the flathead V8 engine fan design for 1942, they developed a design that moved the fan to a mid level location on the motor. It was felt that this provided the maximum air flow through the heart of the radiator, and over the engine itself. The fan design was simple enough, a steel shaft running through a machined casting on a film of oil. The shaft had a slinger-impeller on its forward end, which tossed the lubricant back over the bearing structure where holes in the casting of the spindle bearing allowed the oil to reach the rotating shaft.

The fan design worked well enough that Ford used it for a number of years. The following V8 vehicles used this fan:

- 1942 to 48 Ford and Mercury Passenger Cars
- 1942 to 52 Ford Trucks
- 1949 Mercury Passenger Cars

If there is one flaw in the fan, it is this. Over many years of service, plus the lack of service knowledge on them, future owners of such vehicles are not aware of the need of lubrication of this component. Owners manuals are often lost, and the maintenance tips were never passed on to the next owner. This happens whether the engine remained in a stock vehicle or if the motor was removed and installed in a hot rod.

So, what happens if the fan is not lubricated? Eventually, one of two things will occur. Either the fan shaft runs dry and seizes in its spindle bearing, thus stopping the fan from rotating and burning up the fan belt. Or, in a worst case scenario, the shaft overheats and breaks while the engine is running. This allows the fan and its hub to separate from the mount, and causing untold damage to the radiator or other engine accessory components.

So what do you do? First make sure that you have this type fan on your flathead V8. They are easily identified by the eight bolts that attach the fan itself to the hub/carrier assembly. The hub is larger in diameter than any other Ford fan mounts, and the mounting bracket attaches to the front side of the generator mounting bracket. The pictures below will easily show what this unit looks like.

Your next step (assuming your fan still spins freely) is to lubricate the hub. With a clean rag, wipe the hub in the area just behind the fan blade. You will see a small straight slotted screw. This is the filler AND the drain plug! Rotate your fan and hub until the filler plug is up (at the 12 o'clock position) and remove the screw. The actual oil capacity of the hub cavity is about 2 ounces. Ford originally recommended regular motor oil, but changed that later to 85-90 weight gear oil....the same stuff used in your transmission. Use a squirt bottle to add the gear oil into the small opening in the hub. Try to measure out at least 2 ounces and add this to the hub. Now, with a rag under the hub, rotate it until the filler opening is down (at the 6 o'clock position). Due to the internal design of the filler plug opening, the correct amount of oil will remain in the hub. The excess oil will drain out into the rag. If no oil comes out, try adding an additional ounce and repeat the procedure. After the filling is completed, rotate the hub back up and replace the filler plug screw. The original screw has a small rubber-like ring under the screw head. You can use a small washer or O ring from a carb kit if you need to replace this sealing ring.

The follow up to all this is just as important. Repeat the fill procedure with each engine oil change. You will probably only have to add perhaps an ounce of gear oil at the oil change intervals, but the idea is to slightly over-fill the hub and allow the excess to drain out. This will help assure many years of trouble-free operation of the fan assembly. Don't forget to pass this on to the next owner of the vehicle should you sell it in the future.



Complete fan & hub assembly



Hub assembly with filler opening at top



Hub assembly with filler at bottom



Side view of hub assembly



The 8 hex bolts plus the 4 curved retainers



Spindle Bearing with gasket



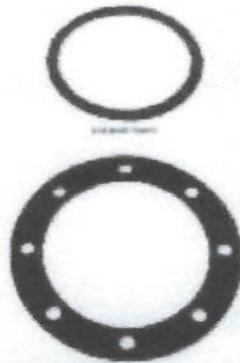
Impeller & Shaft assy



Spindle Bearing with Impeller & Shaft



Fan hub shown from the back side



Fan hub gaskets



Assembly of fan to hub



Tightening fan bolts



The completed fan-hub-shaft assembly before installation of mounting bracket



Attaching the mounting bracket to the impeller shaft



The completed fan-hub-shaft assembly with mounting bracket



FAVORITE RECIPES

Shellie Schuyler says that Kay Callaway requested this recipe which can be used as a side dish or put around ham.

This recipe for Tortilla Pie is from Fern Jenkins. She brought it to our Valentine's Potluck.

TORTILLA PIE

1 lb ground beef	1 Tbsp chili powder
1 med. onion, chopped	1 can (2½ oz) ripe olives,
1 clove garlic, minced	sliced or chopped, drained
1 Tbsp oil	1 can (15 oz) tomato sauce
1 tsp salt	4-6 tortillas, buttered
¼ tsp pepper	2 cups shredded cheddar cheese
½ cup water	

Brown meat, onion and garlic in oil. drain. Add salt, pepper, chili powder, olives and tomato sauce. In a round 2-qt. casserole, alternate layers of tortillas, meat mixture and cheese (1½ C). Sprinkle remaining ½ cup cheese over top. Pour water around edge of casserole into bottom. Cover, bake at 400° F for 25 minutes. Remove cover and allow to stand 5 minutes before cutting into wedges. Or heat in microwave at power level 6 or 7 for about 10 minutes or until bubbly. Let sit 5 minutes, then cut.

Here's another great "Dinner Pie" recipe from Nancy Jones. Fast, easy and delicious!

CHEESEBURGER PIE

1 lb ground beef	3 eggs
1½ cups chopped onion	salt and pepper
1½ cups milk	2 tomatoes, sliced
¾ cup Bisquick	1 cup grated cheddar cheese

Grease pie plate. Cook and stir ground beef and onion and drain. Spread beef mixture in pie plate. Beat milk, Bisquick, 3 eggs, salt and pepper until smooth., Pour into pie plate. Bake 25 minutes a 400° F. Remove from oven and top with sliced tomatoes and sprinkle with grated cheese. Bake 5-8 minutes longer. Cool 5 minutes before serving.

SPICY PEACHES

2 lg. can peaches	15 whole cloves (about 1 tsp)
1/3 cup vinegar	1/2 tsp cinnamon
3/4 cup brown sugar	1/2 tsp nutmeg

Drain peaches (save one can syrup). Combine 1 can peach syrup, vinegar, brown sugar and spices. Simmer in covered pan 10 minutes. Add peach halves. Return to boiling, remove from heat. Cool in refrigerator. Take juice of spices and put on ham while cooking. You can put marshmallow halves in peach cavities and bake till marshmallow melts. Keeps in refrigerator for a week or two.

This recipe and the one below it is also from Shellie Schuyler.

PARTY POTATO

32 oz hash browns (frozen)	½ cup butter
16 oz. Velveeta cheese	1 can cream of
8 oz. sour cream	mushroom soup
1 bunch green onions,	French fried onion rings.
chopped	

Melt Velveeta cheese, soup, butter. Add sour cream, mix. Add green onions and potatoes. Bake 375° for 45 minutes. Add french fried onion rings on top. Brown. Enjoy. (I will add 1½ bags of potatoes because John and Alan can eat a lot and there is enough cheese, soup mix for it.)

Food for Thought: The trouble with doing nothing is you can't stop to rest.

THE GENTLE GENTLEMAN OF THE INDUSTRY



**EDSEL FORD, AN ENIGMA TO MUCH OF THE WORLD, BROUGHT
STYLING AND GRACE TO A ROUGH AND TOUGH INDUSTRY**

A Man of Great Humanity

GEORGE F. PIERROT

From George F. Pierrot, former editor, the American Boy and for over 25 years a TV personality pioneering in travel lecture programs over Detroit TV Stations.

I remember Edsel Ford vividly as one of the most outstanding personalities I have ever met. I was not one of his intimates, nor a family friend. My association with him, which was rather frequent, came from volunteer work at the Detroit Institute of Arts, and later when I had charge of Press and Special Events at the Ford Motor Pavilion at the 1939-40 New York World's Fair.

It was altogether fitting that Edsel Ford be the head of the Commission that supervised the Detroit Institute of Arts. His own talents, as a sculptor for example, were so considerable that many felt he might have become an outstanding artist. He possessed unusual sensitivity, and a rare feeling for form, composition and color. His taste and critical judgment were extraordinary. He collected with discrimination and would have been a superb art museum director. The sculpture and interior decoration of the Ford World's Fair pavilion attested to his creative good taste.

The Great Depression brought great problems to the Detroit Institute of Arts. To the man in the street, it was a rich man's club. It became a public institution without any public. As the depression deepened, the museum's budget plummeted. Edsel Ford, donor of the Diego Rivera frescoes and much more, found himself paying staff salaries and meeting other deficits.

Edsel Ford had always envisioned the Institute as a whole lot more than just a big picture gallery. He wanted it to be *used*, to be helpful to every segment of community life. He inspired the founding of the Peoples' Museum Association, a non-profit organization whose primary purpose was to introduce and interpret the Museum to the public and to make it feel welcome.

Fred L. Black, the Association's first president, invited me to join its Board and for more than a year I served as the Museum's unpaid publicity director. Later I was asked to take over the Institute's Sunday afternoon lecture-music course, and build its attendance. From this grew the World Adventure Series, now a separate non-profit enterprise that conducts weekly illustrated programs at the Institute.

Edsel Ford always took a special interest in the World Adventure Series. When we issued its first announcement in 1933, he bought enough tickets to fill a quart jar. It was the season's biggest individual order, and it gave us an effective shot in the arm.

Early in its public service career, Admiral Byrd was booked with the then-new story of his second Antarctic expedition. In order to pay Byrd's high fee and still keep ticket prices down, The Masonic auditorium with its capacity of nearly 5,000 was engaged. We had a huge promotion job on our hands and Edsel Ford shouldered most of it. He caused, the *Josephine Ford*, the plane which Byrd left in the Antarctic during his first expedition (brought back after the second one) to be semi-dismantled and, during night hours, hauled through the streets from Dearborn. Ford mechanics set it up in Washington Boulevard adjoining the Statler and its great wings straddled the street. The towering plane attracted big crowds from dawn to midnight, and as a result the big Masonic auditorium was filled matinee and night.

This kind of thoughtfulness was characteristic of Edsel Ford. He was the soul of generosity and never seemed to expect any thanks. When delinquent taxes forced the Common Council to cut the Institute's budget by 90%, Edsel Ford joined the late Albert Kahn, Robert Tannahill and the World Adventure Series in guaranteeing enough money to keep the educational department operating. This was the department that directly served the general public.

As I came to know Edsel Ford better, my admiration for him grew. Though one of the world's wealthiest men, and the titular head of one of its largest corporations, he had no "side." He was extremely modest, and self-effacing. He was last of a party to enter an elevator. If you had business with him, he would listen to your story at unhurried length, ask questions to draw you out, see that you had fullest chance to explain your recommendations. He would then come to a quick decision. This wasn't always in your favor, but he took time to explain his reasons, and they were always valid ones. Further, his memory was both accurate and retentive. He never forgot his promises, never left you out on a limb.

He was as courteous to the elevator operator as he was to royalty. He was always natural, unaffected, pleasant. His business responsibilities came early; he was given no time to earn a college degree, yet his conversation and interests revealed him to be an extremely well educated man. His knowledge was wide and deep, and it encompassed many fields.

At the World's Fair Edsel Ford was always good copy. When I announced he'd be at the Ford pavilion, reporters and photographers showed up in droves. They liked and admired him because he was unfailingly co-operative and courteous. He would answer questions tersely and without reservation. He helped the newsreel men and photographers get good shots. He let himself be photographed driving the Ford tractor, welcoming distinguished guests, explaining technical exhibits, and dozens more.

The pavilion occupied more than six acres and at times was a madhouse of activity. One Saturday 12,000 entrants were clocked in a single hour. Edsel Ford moved through the pavilion as a gracious and understanding host, giving it both warmth and individualized personality.

One time, at the Ford pavilion, we entertained "Chucho" Solarzano, the then world-famous Mexican matador. Unlike most of them, he was an aristocrat who fought for fun, not money. Later, in the pavilion lounge, Edsel Ford gave a luncheon party. He had heard of Solarzano's visit, and by chance the conversation turned to the bull ring.

Edsel Ford sent for me and asked me to describe in my own way, the climax of the fight which is, of course, the dispatching of the bull. Edsel kept me there, answering questions. Whether the subject was bullfighting, or sculpture, or finance, he seemed to have the knack of immersing himself in it, and enjoying it to the full.

I also admired Edsel Ford as an industrialist. Though not always in control of his company's policy, he was a strong force for enlightened and modern business practices and the sincere friend of labor. He believed in selling stock to the public—said if the Ford Motor Company had a half-million shareholders and a board of directors it would be the stronger for both. Had Edsel Ford lived, he would have been famous as an administrator. Fortunately, his son turned out to be a man with the same breadth of vision.

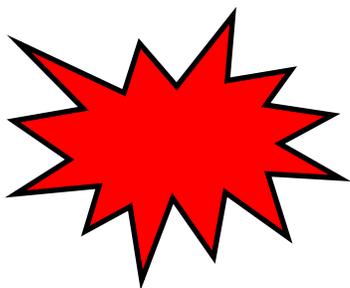
Edsel Ford had an excellent sense of humor. He liked children and treated them as grown-ups. His family life was the admiration of his friends.

Edsel Ford's interest in children was shown when *The American Boy Magazine* started a program with newspapers to conduct contests for model airplanes. Winners were selected by the length of time their models remained in the air. They then came to Detroit where a three day final meet was held. To help with publicity Edsel Ford twice sent Detroit champions to Washington in a Trimotor. There they flew their model planes on the White House ground for Calvin Coolidge and later Herbert Hoover.

The climax of each meet was a large banquet given by Henry and Edsel Ford at their Trimotor works in Dearborn. It took place in the hangar with historic planes hanging over the tables. Henry and Edsel Ford personally met and welcomed the boys and both gave short talks.

I worked with him on the Ford Good Drivers League, which helped in teaching teen-agers everywhere how to drive safely and well. To this, as to every project he participated in, Edsel Ford brought enthusiasm, vision, and thoroughness. "If you're going to do it, do it *well*," was his guiding rule.

All of this may seem like hero worship—and it is. Green in my memory is this medium-height, slim, smiling man was dressed so impeccably and had the easy manners of a prince. I admired him immensely and knew his kindness, generosity, and broad humanity. It was a privilege to know him.



Blast from the Past!

(From the March 1993 *Volunteer Voice*)

"A Fifty Year Love Affair"

By Bob Avery

For me, the movie "Summer of '42" was very real. It was an exciting year, the most exciting year of my life. That was the year I was graduated from high school. It was a summer of intense emotion; mixed feelings about the war now raging, the exhilarating feeling of finally being free of school and looking forward to a job, I had mixed emotions with respect to going to college in the Fall and/or joining the U.S. Navy. I conveniently pushed all these feelings to the back of my mind for a couple of hectic months when an automobile crossed my path.

A friend owned a 1932 Ford Cabriolet with a sick engine and offered it to me for \$18,00. That was not a princely sum, of course, but neither was it "peanuts." Money had been tight now for 10 or 12 years; I had seen several cars for less than \$10,00, I still remember a '27 Ford wire wheeled sedan for \$3,00, My Dad had purchased a very nice '28 Dodge sedan for about \$5,00; he chopped it up and made a "doodle bug" tractor of it.

My younger brother and I went 50/50 on the Cabriolet. My Dad knew of a newly rebuilt Model A Ford engine with a four speed truck transmission attached. He wanted the transmission for another "doodle bug" he was building and figured we could make the engine fit into the '32. Work such as this was challenging to me. My Dad was a car nut and had me grinding valves and timing magnetos when I was 12. I was a good mechanic on Model T's and 4 cylinder Dodges in junior high school.

So, we made the Model A engine work in the '32. The lack of provision for a fuel pump in the A Model engine and the oilpan adapting proved challenging. In those days I'd never heard of of an electric fuel pump so I adapted a vacuum tank fuel pump from a Dodge to it. We borrowed a compressor and paint gun and gave the '32 a new maroon paint job. We had it on the road in no time, but gas rationing posed a big problem. You couldn't do a lot of sporting about on a 4 gallon a week allotment. My brother, my partner, was a year younger than I and when we had dates he and his date were relegated to the rumble seat. Frequently, the vacuum tank lost its prime and I'd have to syphon gas from the main tank to reprime it. In my motoring enthusiasm I never considered the consequences of sucking on a gas syphon hose before smooching my date. We managed to carry off our illusion of being "big spenders" with a real automobile. It fed our egos and what a summer the "Summer of '42" turned out to be.

By September, however, all the guys were going off to war. I was ready for a new challenge and joined the U. S. Navy. I can remember very well the last night with the Ford. I'd stayed out late and was driving too fast and passed a Ford V8 police cruiser going the other way. I saw his brake lights so I made evasive maneuvers, lost him, drove home and parked the Ford behind the barn.

When I came home in March Of '43 for a week's leave prior to going to the South Pacific, the Ford was pretty forlorn; the tires had gone to the rubber drive, the battery to the lead drive and Dad had appropriated the engine for his tractor. By January, 1946, the Ford was a hopeless mess. I'd saved sufficiently to purchase something newer so I dragged the Ford out to a back field and there it sat disappearing piece by piece for the next 14 years. A neighbor asked for and received permission to take the

running gear to make a hay wagon. My two sons grew up playing in it and used it as a target for rock throwing. Somehow, the two doors disappeared.

In 1950, I started my first restoration project on a 1914 Ford. By 1958, I was looking for another car to restore and was fast coming to the realization that I'd let a nice deuce convertible slip through my fingers; deuce Fords were very popular now. At this time I lived four hours distant from Dad's home and every time I visited I punished myself by looking at the remains of the Cabriolet in the field. It wouldn't go away and in 1960 I made a decision to restore a real basket case.

As a first step, I purchased a '32 Tudor for the chassis and running gear. It had a sick engine and, luckily, I acquired a panel delivery from a friend for \$25.00. It had a good rebuildable "B" engine with a counterbalanced crankshaft. While deer hunting I found a farmer's dump with another '32 Cabriolet which had one good door. I purchased another pair of doors via Hemmings from Oklahoma. I rolled the body off the Tudor and assembled a fairly decent 1932 Ford Cabriolet.

About this time, my first job change came and I moved some four hours driving time distant. I put the Ford in storage and there it remained for 10 years "marking time" while I got into sports cars. I scoured Hemmings religiously and visited Hershey every year and acquired many '32 goodies. Eventually I purchased a home with a barn big enough to hold all my cars and in December, 1980, I started the restoration in earnest. My research proved my Cabriolet was originally painted Brewster Green medium with Brewster Green light mouldings, silver pinstriping and Apple Green wheels. I placed the body in a paint shop while I undertook the mechanicals. The beautiful leather interior and top were purchased in kit form from LeBaron Bonney and I installed them.

On one of my Hershey trips, I came upon the woodgraining art of Benny Estes of Sarasota, Florida, and I realized that his woodgraining would be the crowning glory of my Cabriolet. A look at it on the rear cover of the March/April, 1990, of the *V8 TIMES* bears this out.

The restoration of the Cabriolet was most complete when I decided to take it to the Eastern National V8 Meet in 1986 in Westboro, near Boston, Massachusetts. The car received a Dearborn Award. The Eastern National Meet for 1987 was held in Fairfax, Virginia, and, at that meet, the Cabriolet received a Dearborn Medallion.

I spent a great deal of time over some 25 years researching to make sure of the details of restoration. Owners of '32 Fords are fortunate to have several authoritative sources, among them Dave Rehor's "*1932 Restoration and Standards Manual*"; Dave Cole's "*Model 18 Notes*" and literally dozens of articles in the *V8 TIMES* over the years; "*The Early Ford V8 As Henry Built It*" by Francis and DeAngelis; Tony Thacker's "*32 Ford, The Deuce*" and Lorin Sorensen's "*FORD LIFE*" books and videos.

1992 marked the 50th anniversary of many things for me but the preservation and continuous ownership of this 1932 Ford Cabriolet ranks up there with the most important of them. It was also 50 years since I went into the U.S. Navy Radio School in Indianapolis. Nothing could have been more timely, then, than to take the Ford to the Central National V8 Meet in Indianapolis. While there, I celebrated my birthday, received another Dearborn Medallion and took two laps around the most famous race track in the world with some of the greatest V8ers in the world. This anniversary and INDY '92 were thrills which will be difficult to surpass.

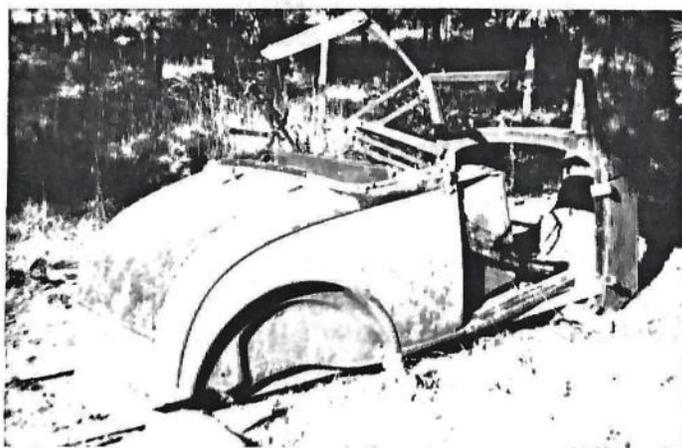


Bob Avery with his "new" '32 Cabriolet in '42

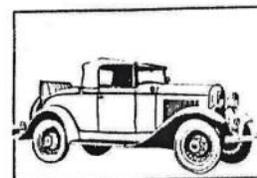


Running once again in 1961

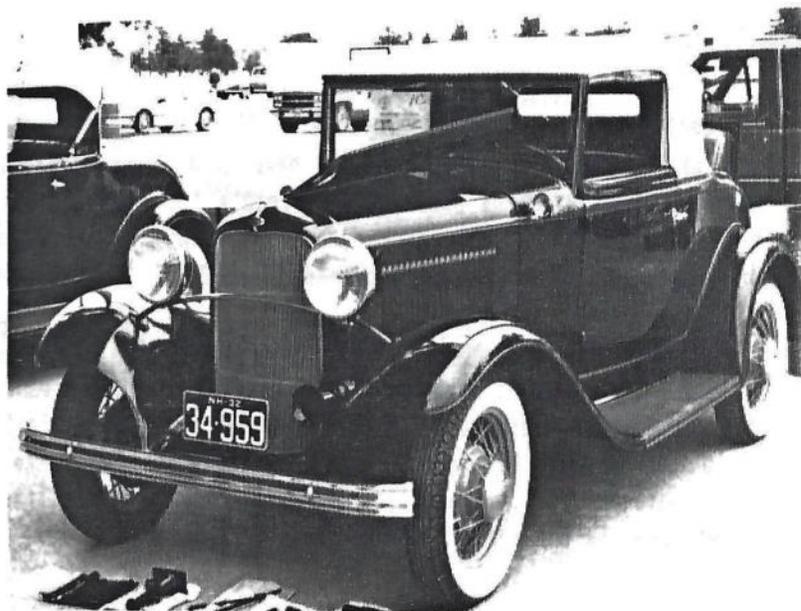
"A 50-Year Love Affair"



What Bob's "basket case" looked like in 1960



At right is Bob Avery's '32 "B" Model Cabriolet at the 1992 Central V8 National Meet in Indianapolis where it received a Dearborn Medallion, Bob and his '32 celebrated a number of 50th anniversaries while at Indy; his birthday, his entry into the Navy and starting radio school in Indianapolis. Bob says this anniversary year, the Dearborn Medallion and two laps around the Indianapolis Motor Speedway "were thrills which will be difficult to surpass."



2022 Eastern National Meet

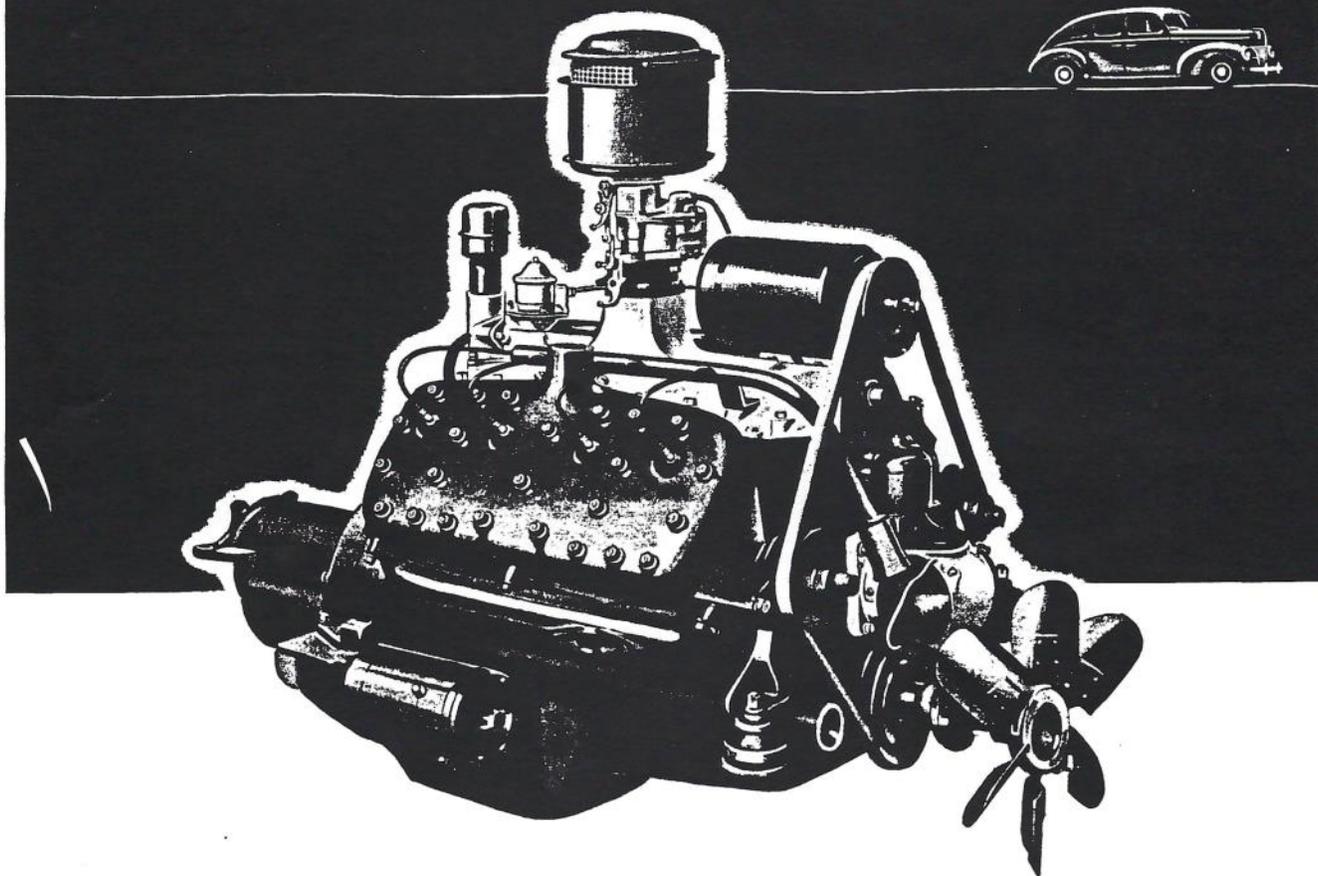
June 1st-June 5th, 2022

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.

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

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

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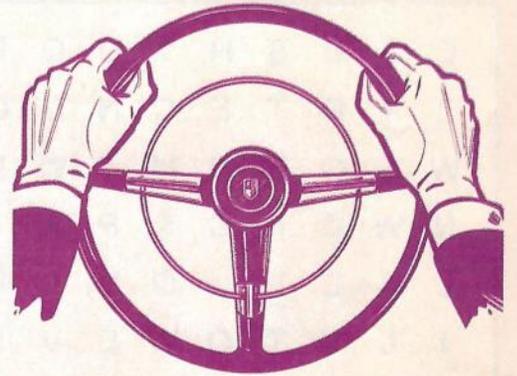
Annual Membership is \$10 per family. Please make any checks payable to Volunteer V8 Ford Club. Mail this application and payment to:

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

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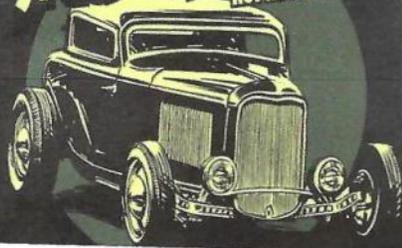
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