

Happy Thanksgiving!

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 2022

flatheadv897@gmail.com

Touring the Natchez Trace to Columbia, TN Saturday, November 12th, 2022

Join with other members of the Volunteer V8 Ford Club on a scenic drive down the Natchez Trace to Columbia, Tennessee on Saturday, November 12th. Meet at the old Kroger parking lot next to Chik-Fil-A in Brentwood by 930 AM.

Directions to the old Kroger parking lot: from Old Hickory Boulevard in Brentwood go south on Franklin Road to the fifth stop light, turn left into the shopping center. Chik-Fil-A is on the left and the old Kroger parking lot is on the right. If you are coming from the South take the first stop light coming into Brentwood on Franklin Road and the parking light is on the right.

We'll take Old Hickory Blvd to Hwy 100 to the Natchez Trace and over to Columbia for lunch at Puckett's in Columbia and antique shopping on the square)

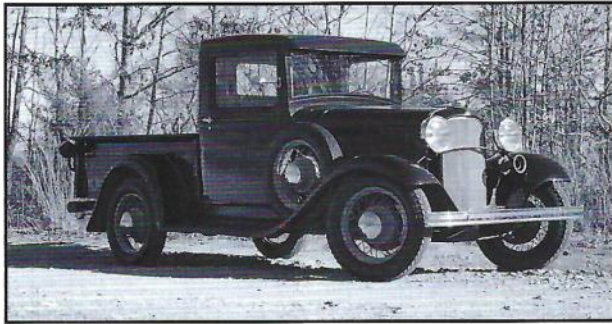
Please let Danny Driskell (danny.driskell@comcast.com, 615-293-9975) or Mickey Holton (flatheadv897@gmail.com, 615-815-9203) know if you will be joining the tour.

Member Car (Truck) of the Month

1932 Ford Pickup

Steve Jordan, Nashville, TN

This month's spotlight vehicle is the 1932 Ford pickup owned by Steve Jordan of Nashville. This truck was featured in the July/August 2019 issue of the *V8 TIMES* and I have chosen to use that article in this newsletter since it tells the complete story of how Steve obtained it



*Steve Jordan's 1932 Ford Pickup
Photo by Chasity Goodner*

Front Cover: Steve Jordan readily admits he's not a guy who has liked and worked-on and owned old cars most of his life. His interaction with the hobby began in 2002 when he bought a modern car that, as a vehicle model, had an automotive history the manufacturer was touting as a modern selling point. Brand lineage, if you will.

That started him going to car shows, hoping to see a 1950s example of the modern car he now owned. He never saw one at any local car shows, but he did see some neat old Pickup trucks that reminded him of when he was growing up, and he liked that memory.

Seeing restored examples, he learned that - surprise - he was "interested" in them! He wouldn't mind having a neat old 50s Pickup he began to think.

In looking at old cars, he eventually branched out beyond his Nashville, Tennessee home one year going over to the semi-annual Charlotte, North Carolina Auto Fair.

That's where he found the 1932 Ford Pickup.

Steve says he is not a car mechanic, nor a hobbyist restorer. For that, Gilbert's Welding and Machine Shop in Centerville, Tennessee was recommended to him. Mr. Gilbert, who personally likes and also owns old cars/trucks, has an auto restoration business. Centerville is not far from Nashville.

Mr. Gilbert came and got the old truck and once it was at his shop in over a little more than a year-and-a-half's time, he and his men fixed it all up.

and how it was restored. In addition, I am including a story sent to me by Steve about an incident he experienced while driving the pickup to Franklin. I think you will enjoy the story very much!



Eventually it was done, and he got the truck back and started driving and enjoying it, all as he had hoped. Then, one day, fate intervened.

It would force Steve to re-evaluate his interest in the old car hobby and whether or not it was worth it to continue.

He would have to decide whether he would pursue his dream and sink more money into the Pickup or just get rid of it and get on with his life without old cars.

I'm not going to tell you what he decided to do. You'll have to read his story to find out. This is definitely not your typical restoration story. I will tell you he made a decision and today he's glad he did.





V-TIMES

MAGAZINE FOR EARLY FORD ENTHUSIASTS

An International Organization

Volume 56, Number 4



July/August 2019



1932 Ford Pickup



*Steve Jordan's 1932 Ford Pickup. - Photo by Chasity Goodner
Restoration Photos by Gilbert's Welding*

When Life Gives You Lemons: The Downs and Ups of the Old Car Hobby

By Steve Jordan

Forty years ago, club member Dick Ormiston wrote in the V-8 TIMES, "Sometimes I wonder what drives a perfectly sane person into buying and trying to re-do old Fords. In my case I think it's dumbness, but I'm learning - the hard way". V-8 TIMES, July/August 1978.

I'm like him: it's definitely a dumbness of some sort. I own a 1932 Pickup and, yeah, I have definitely been learning the hard way about old car ownership.

I'd like to tell you about the day I picked up the phone - on the subject of old cars - to hear, "Mr. Jordan, I'd rather take a beating than have to tell you this..." from John Gilbert, the man on the other end of the phone line. He was calling me that day about my truck, which was sitting in his Centerville, Tennessee auto restoration shop, seriously broken down.

But let me back up. I'm not a guy who has liked and worked-on and owned old cars most of my life. My interaction with the hobby began in 2002 when I bought a modern car that, as a vehicle model, had an automotive history that the manufacturer was

touting as a modern selling point. Brand lineage, if you will.

That started me going to Saturday car shows, hoping to see a 1950s example of the modern car I now owned. I never saw one at any local car shows, but I did see some neat old Pickup trucks that reminded me of when I was growing up, and I liked that memory. I had forgotten all about those old workhorse Pickups.

Seeing restored examples, I learned that - surprise - I was "interested" in them! I wouldn't mind having a neat old 50s Pickup I began to think.

Tennessee, where I live, arguably isn't the epicenter of the old car hobby. Do any folks here have old cars? Yes, but not a lot of folks - not in comparison to some other parts of the United States, anyway.

Folks in Tennessee - it seems to me - have mostly street rods, some rat rods, some 60s muscle cars, but beneath that surface, the old car hobby here doesn't seem particularly deep.

I eventually bought and then sold a 1968 Chevrolet Pickup and a 1972 Ford Pickup, but I kept going out to look at old cars. In looking at old cars, I eventually branched out

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*1932 Model B Pickup as purchased -
"John Deere Green".*

beyond Tennessee, one year going over to the semi-annual Charlotte, North Carolina Auto Fair.

That's where I found my 1932 Ford Pickup. A couple had it for sale in the car corral and it really appealed to me. The couple hadn't owned it a long time, but the husband didn't want to sink any more time and effort into it, so he had it for sale at a reasonable price.

I knew nothing about Deuces. The truck just appealed to me in its accessible simplicity (in contrast, say, to modern Pickups). I took the owner's number and kept the old truck in my mind.

About a year later, I bought the truck. I then kept the truck a year-and-a-half myself under the carport - it wouldn't really run, etc., etc. (That part of the story is just a version of the same "old car story" that has been told a thousand times.)

I am not a car mechanic, nor a hobbyist restorer. For that, Gilbert's Welding and Ma-

chine Shop in Centerville, Tennessee was recommended to me. Mr. Gilbert, who personally likes and also owns old cars/trucks, has an auto restoration business. Centerville is not far from Nashville.

Mr. Gilbert came and got the old truck and once it was at his shop in over a little more than a year-and-a-half's time, he and his men fixed it all up. In doing so, we didn't restore it "like Henry made it". Because I wanted to drive it, we added hydraulic brakes, converted it to 12-volts, added windshield wipers and some additional dash gauges, and a list of things like that.

The truck still had its original Model B four-cylinder engine, which I had professionally rebuilt by James Rogers's business, Dreamwerks over in North Carolina, and which we re-installed.

Eventually it was done, and I got the truck back and started driving and enjoying it, all as I had hoped.

Well, the Ford Motor Company did not set out to build a vehicle that would last 80 years on the road, and the vehicle's engineering, etc. had weak points that time revealed.

Almost all early Ford four-cylinder engines seem vulnerable to developing a drooping exhaust manifold that affects primarily the back cylinder (cylinder number four, nearest the firewall). Mine did too.

Combine a misaligned exhaust port with a carburetor backfire and what do you get?

Yep, a blown-out exhaust manifold gasket. Mine eventually blew out, but because it wasn't loud, I didn't rush to immediately fix it, and instead kept driving the truck, as I had been, for fun weekend outings.

Well, one day I was out in it, two counties away from Nashville and it began run-



Original Model B Engine



Restored Model B Engine

ning so rough that I thought I wasn't going to be able to make it home.

What was that about?

I called Mr. Gilbert and he came and picked up the truck and took it to his shop. It was a few days later that I got the phone call that I partially quoted above ("I'd rather take a beating than have to tell you this..").

Mr. Gilbert and his men, in trying to definitively diagnose the truck's troubles, eventually removed the head, making the problem evident: the Model B block was cracked-through in three of the four exhaust valve seats, allowing coolant to run into those cylinders.

Mr. Gilbert hypothesized that where the manifold exhaust gasses were blowing out right against the engine block (meaning where the gasket was compromised) a localized hot spot formed that eventually overheated-from-the-outside that whole upper side-section of the block, which combined with normal four-cylinder engine vibration-at-speed, led the old metal to crack where it was hottest and thinnest – in the exhaust valve seats. I had kept driving it and cast iron eventually did what old cast iron sometimes will... It was my fault maybe, not Henry Ford's... (Ask Model A guys if this type block cracking doesn't sometimes happen...)

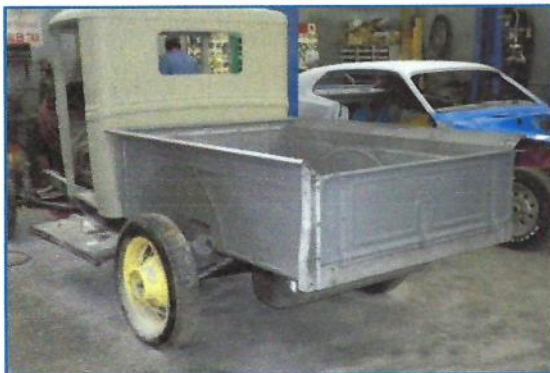
What to do now?

In truth, I wanted to quit. A newly rebuilt engine straight down the drain. "This truck can become someone else's to fix going forward", I thought. "I'll sell-it-and-take-my-lumps on the theory of "sunk cost", but I'm not going to just keep interminably spending money on it.

I casually tossed off to Mr. Gilbert that, if anything, I should swap in a flathead V-8.

Well, that's when Mr. Gilbert and his crew really perked up! "Now you're talking!"

As it turned out, Mr. Gilbert had a rebuilt 1953 Mercury flathead in inventory at his shop. Although at one time he had other



New Pickup bed.



plans for the engine he, for whatever reasons, said he would sell it to me and install it in the truck, rather than see me just walk away from my truck after I had worked on it so much to get it in the otherwise fine shape that it was in.

I pondered it all over, still unhappy at the bad luck of it all. While I might be frustrated as much as I cared-to-be, that aside, my truck was still taking up shop space at Mr. Gilbert's place of business, and it couldn't just stay in his shop, on dead-center forever.

I had not been unhappy with the truck's original Model B engine. If I swapped in a 1953 Mercury flathead, I'd just have some way-out, modified vehicle, I figured, like one thousand others, etc.

As frustrated as I was, with time, my resistance softened. My crying wouldn't unspill the milk; a flathead V-8 would add to the vehicle's driveability. A historic Ford engine the flathead era would still power the truck ...hmm...what to do?

I couldn't go back. I either had to go forward or give up on owning the '32. I had zero interest in making the same mistake twice, but I enjoyed old car ownership and really wasn't ready to quit altogether.

I did have an excellent, albeit engineless, vehicle. I also had the undeniable benefit of being a seemingly valued customer of a fully capable restoration shop that seemed to have a plan....Hmm....

It was Shakespeare who once likened "the tidings of calamity" to "an unseasonable stormy day". Well, I thought, maybe one bad day is not forever. It wasn't easy for me, but in due time, I told the shop that we would go ahead with the flathead swap on the truck (perhaps thinking Dick Ormiston's 1978 observation to myself even then, 'I think it's dumbness...").

Of course swapping a 1953 Mercury engine into a 1932 Model B chassis is NOT a simple drop-in. Out forever came the transmission and the torque tube, the radius rods



and the radiator. A lot of stuff had to be changed. Much factory-originality had to be further obliterated, in addition to what I'd done already, but the men made it work.

In about four months or so, I was back on the road in what-to-most-eyes-was just an old 1932 Ford Pickup. It'll never stand up to the slightest point Judging at a club meet, but I nevertheless have kept going, an old vehicle that I can own, drive and enjoy for what-it-is. And people who see it only as, "Wow, what a neat old truck" can still enjoy it too.

It's been said that misfortune tells us what fortune is. There's certainly something to that. These old vehicles, if you're going to drive them, you're going to have to work on them—including sometimes REALLY working one over—and anybody needs to set his or her expectations accordingly. I now know going in. For me, I have at least kept an 87-year-old Ford on the road, one that I can like and have fun with. For now, I think I will stay in the hobby—downs and ups and all.



AUTHOR'S NOTE: This old 1932 Ford Pickup came to my ownership as MUCH MORE of a project than I imagined (I was an "old vehicle" rookie). Yeah, I bought it "John Deere" Green. — Yuck!

I had the truck painted as part of its restoration: Black fenders, body-Andalusite Blue (a Model A Passenger car color). accent



wheels as follows...Model As featured a similar accent Blue wheels in Hessian Blue paired with Andalusite Blue; I chose a bit brighter blue than Hessian Blue but still in that same "accent Blue" family of colors: Brigade Blue (a 60s Chevrolet Pickup body color, brighter Blue than Hessian Blue).

Other than the fenders, not 1932 Ford commercial colors, admittedly. Probably no one will care about knowing the colors I employed. The true restorers (thank goodness for those dedicated persons) will be disgusted by my unfaithfulness to how the factory painted the truck, meaning my refusal to go with factory-used 1932 commercial body/wheel colors.

Respectfully, my little piece, "When Life Hands You Lemons...", picks up a different story: not of my restoration, but instead, a real punch in the gut (and I mean it) - I had the truck well-restored...THEN I, MYSELF, SUBSEQUENTLY RUINED THE RESTORED ENGINE

That's when I wanted to give up on the '32 truck—after I tore-up the restored engine, during the first year (thereabouts?).

I'm attempting to tell about a guy who buys an old vehicle, fixes it up, then tears up



Two talented, modest guys: Gary Barnes and Don Barnes at Gilbert's Welding & Machine Shop in Centerville, Tennessee. They are a couple of Mr. Gilbert's ace workmen on vehicle restoration.

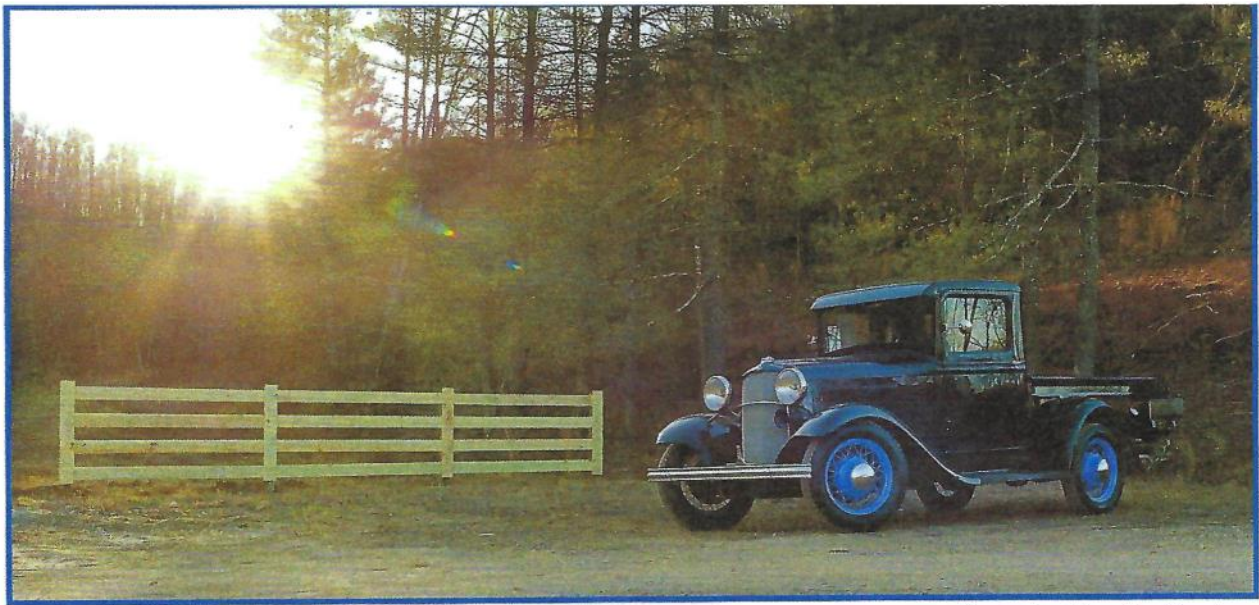


Photo by Chasity Goodner

the original engine that he just had fixed and wants to quit the old car hobby at that point.

"I ain't gonna fix it twice -by G---." But I did. I had another engine put into it, kept it, have stayed in the hobby, and am happy I did. That's the story. I restored the truck, then life handed me lemons.

This is about how John Gilbert and his shop gave me hope to stay with the truck and stay in the hobby when I wanted to quit. That's the story.

The truck today? Well, would you believe that, for fun, I commuted in it, driving it to work every day (M-F) last week! Seriously. I'm in that old truck a lot. - Steve Jordan, Nashville, Tennessee



Old -vs- New

By Steve Jordan

(A fun vignette for the club newsletter... if you can make out my handwriting! This happened to me today...October 16th).

Last month I put new rear tires on my 1932 Ford pickup but, for various reasons, I hadn't driven the truck but maybe once since installing the new tires. In fact, 2022 has been a year in which I have driven the truck the least of any year recently. For too much of this year the old truck has just sat under the carport collecting dust. Letting the truck sit I can't say has benefitted the truck. Exhibit A: the battery.

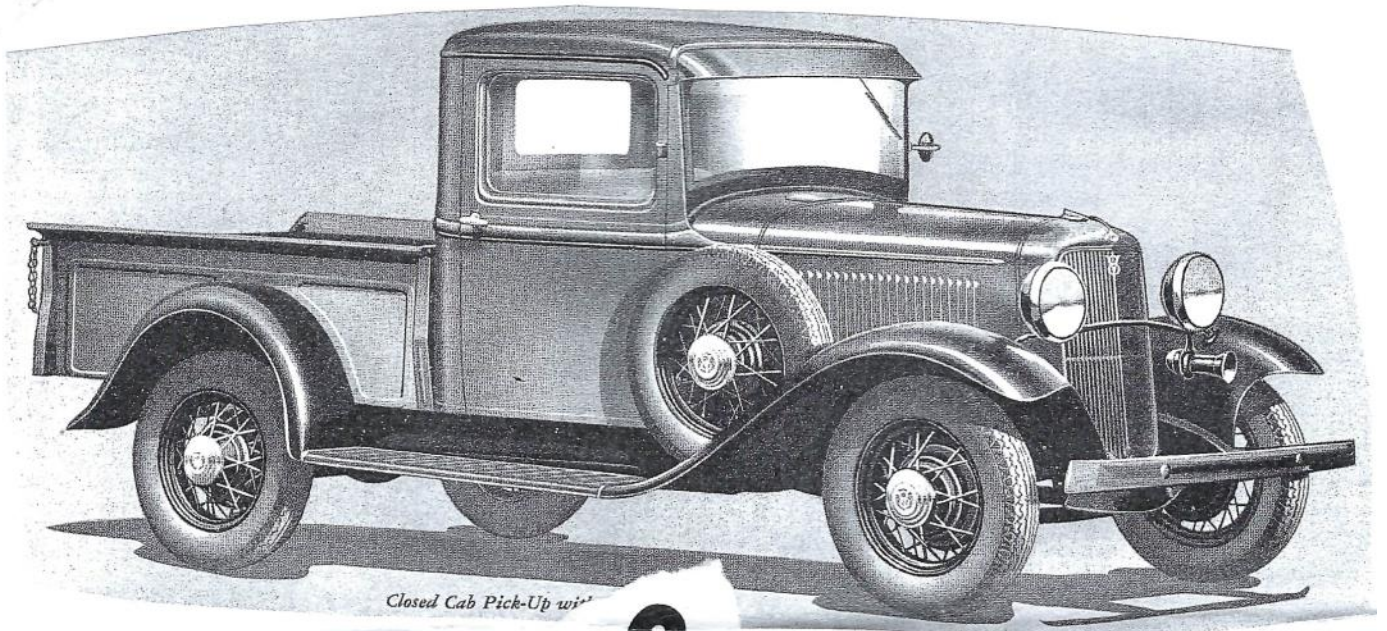
With the new rear tires on, I was ready to get the truck out again but the battery was, first, noticeably weak, and then, in no time, altogether dead. Well, great! So, this weekend I went to NAPA and Got a new 12-volt Here's battery (I've converted my truck to 12-volts) and installed it, fixing that problem. Blam! Blam!..it started up, just as if the months-long hiatus had meant nothing to the truck. Gosh, I appreciate that about my old truck! I still hadn't driven it, so I got it out and drove it down Hillsboro Road to Franklin. It tracked great with the new tires on the rear giving an easy, easy drive be-bopping along, 40 to 45 miles per hour all the way.

In Franklin there is a gas station out on Columbia Highway toward Winstead Hill that sells non-ethanol gas so, to give my Sunday outing some sense of purpose, I drove to that station while I was in Franklin and gassed up the truck. Well, by nothing but coincidence, the sole other vehicle at the pumps was a local guy in one of the new Rivian all-electric trucks that look like moon vehicles or something (he was filling up gas cans with non-ethanol gas for his lawnmower and other equipment.) It was just too funny. Well, of course, he and I started yakking about such an unlikely juxtaposition of old and new automotive technology on a random Sunday afternoon.

I had him climb in my pickup and sit down ("they sure did make 'em small back then...) and had me do the same in his new truck. His truck was like sitting at a computer screen; the "controls" ...few as they were...weren't intriguing to me at all. Under his hood was... nothing!...a storage compartment lined with carpet. He said the truck had separate electric motors on each wheel. The thing really was like a computer on a desk with a steering wheel added to it, so so futuristic. He told me had been on a waiting list for eight months to get it and that its batteries had a range of about 180 miles (?) between charges and that he could charge it up overnight at home as the vehicle needed it.

We parked the trucks side-by-side so he could take pictures with his phone. All-in-all, he and I probably fifteen to twenty minutes at the self-serve gas station joking around, marveling at the changes in automotive technology (both ways: antique to modern and modern to antique) And having fun with cars.

Moral? As always, get your old Ford out and drive it and the fun will just follow!



&



Old-vs-New
1932 Ford and Rivian

OH DEER!

(The age old story of a deer disrespecting the laws of physics)

By Jim McGuire

My dog takes me for a two mile walk about every day. I love driving my 1947 Ford to the park and back....about eight miles round trip. I do this every day unless it's raining or below freezing. On the way back one evening just after dark, my usual peaceful drive on Franklin Road was rudely interrupted by the unmistakable sound of a car crash. It took me a few seconds to realize it was mine.....but there was no mistaking what happened as I saw a deer leg fly up and over my right front fender.

When I came to my senses, there was no deer in sight, no other traffic around and the Ford was still rolling with the engine running. The head lights were still on but now pointed sharply down to the ground. I decided the only sensible thing would be continue to drive the remaining two miles to the house.

I drove slow and kept a good eye on the temperature gauges and made it home with no problem.....although I did wonder what this must have looked like to cars passing the other way. I did a quick inspection and saw that the front end was caved in and decided to wait until morning to see how bad it was.

The grill was completely crushed in.....both front fenders were pushed back 10 inches. The hood was not damaged except the upper hood latch was ripped from the hood. The electric fan installed in front of the radiator was torn from its mounts.....but the radiator was not damaged.....but it was a mess.

So my first thought was insurance....so let's talk insurance. I changed insurance companies a few years ago when a friend told me about coverage he got thru the National Corvette Museum when he acquired his vintage Corvette. Turns out NCM Insurance Agency insure all collectible cars and not just Corvettes. I was surprised to learn they offer full replacement value, liability, as well as comprehensive and collision on these old cars....something that is quite hard to find at a price you can afford. So I was happy to sign up for it and was relieved to have collision and comprehensive coverage at this particular moment.

In a few days an adjuster showed up...took photos and sent a report to the insurance company, American Modern Property and Casualty Company. I spent a few days running down most of the parts I knew I was going to need. In about ten days I got a check for what I estimated it was going to cost to repair everything.

So now to find a good body shop. I called the guy who painted the car 20 years ago and happy to learn that he was still working. After and long look and some soul searching he said he thought he could do the tedious metal work to repair the fenders without having to replace them...which was great news. So I set out to buy the grill and the rest of the parts I needed. Michael Driskell had the grill assembly and a new old stock splash apron that I was very happy to find.

So 4 months in the shop and after driving this car for 47 years the car looks like new again and I could not be more pleased with the outcome.

All I can say is middle Tennessee is overrun with deer these days as I've since heard many stories similar to mine. So the moral of this story is...drive slow early morning and early evening...even on four lanes as most of these deer just don't respect the laws of physics.

FYI: National Corvette Museum Insurance Agency
ncminsurace.com. 270 467 8848



(Left to right) Upon arrival at home that night; My trusty dog checking out the wild animal smell in the grill the next morning; Like new again.

A Brief History of The 1940 Ford Deluxe Coupe

The '40s were an unusual period in the automobile industry. Just as luxury cars started rolling off production lines for the first time, the pre-war preparations drew closer. Soon enough, car production stopped for civilians completely. In the next 3-4 years, no new models could be seen on the market, except the ones that were specially made for military purposes.



However, the early '40s saw a couple of interesting car models. For instance, Ford introduced the update of its Deluxe line that year. This line was initially launched in 1938 and made Ford's effort to gap the bridge between the base and the luxury offerings. Hence, the Deluxe car and name were born.

The 1940 Ford Deluxe Coupe is one of the several trims that were produced in pre-war years but were classed as 1940 models. It was complemented with a round design and a heart-shaped grill for more luxury - a style that remains well-known even today. But say you want to check out this model today. Is it still available? What could you expect?

The 1940 Ford Deluxe Coupe Price And Availability

Thanks to the mass production in 1940, the Ford Deluxe models are still widely available. As we were able to see on current auctions, the least expensive one is the Ford Deluxe Sedan, going for the price at around \$30,000. The Convertible is probably the most expensive trim currently...a steep cost of \$80,000.

Although the Ford Deluxe Coupe was not rolled off at such a mass scale, one can still find a few models available on sale. They usually come at \$40,000, which is a middle ground between the other trims. Of course, the final price will depend on the condition, color scheme, and other factors. A couple of ones that caught our eye were pretty well-preserved, with maintained engines and a sparkly interior.



You may need to armor up with patience and save up some extra cash, though. Depending on the current market demand and the general availability, the prices could go up suddenly.

As mentioned earlier, the Ford Deluxe line was introduced in 1938. The name came

even earlier, in 1930, as a mark for more luxurious trims such as the Model 40-B and the Model 45-B. The marketing of more extravagant trims didn't come as a surprise. Due to the fierce competition with Chevrolet in the late '30s, Ford made significant updates to its cars every year. Fords of these decades all had improved styling and mechanics throughout every single year. The 1940 Ford Deluxe was probably the most beautiful of them all, with boat-based styling and improved power and performance.

In summary, six Deluxe models came out in 1940. The Coupe and the Business Coupe were quite similar in style and price, at that time available for sale at \$721 and \$745. The Tudor and the Fordor Sedan were rounder in design, coming at \$765 and \$810. There was even an extravagant Convertible Coupe priced at \$850. However, the most luxurious and expensive of them all was the sixth model. The Deluxe Station Wagon was priced at a hefty \$950, featuring the finest interior materials such as ash and maple hardwoods.

Here we examine the 1940 Ford Deluxe Coupe, the vehicle that has stood the test of time and remained highly popular among classic car enthusiasts. Ford stayed with its V8 engine and a 112-inch wheelbase with transverse leaf springs front and rear from 1939. However, the engineers added a torsion-type stabilizer bar to the front suspension and upgraded hydraulic brakes for better performance. In 1940, the Ford Deluxe also had conventional steel discs.

The Deluxe was able to put out 85-hp and 155 lb.-ft of torque. It was, indeed, a powerful and exciting vehicle at a time. The production numbers confirm this – more than six million units



left the Ford production lines. Still, the Deluxe Coupe made only 27,919 of the total numbers. When it comes to the interior, Ford introduced a modern-looking instrument panel with a horizontal speedometer and gauges. Along with ashtrays on both ends of the dash, there was also a built-in clock and a locking glove box. As the photo shows, the interior was sleek and very appealing. Most are particularly amazed by the exterior of this vehicle.

The one thing that made the Ford Deluxe Coupe stand out from the others was the boat-based design. Ford added sealed-beam headlamps in 1940, which made a great combination with the heart-shaped grille and long, cut rear end.

Hotcars
December 01, 2021



The Zaft 1937 Ford Sedan Gets a “Facelift”

Scott and Karen Zaft have decided to “spruce up” their recently acquired 1937 Ford trunk back sedan. Here are some recent photos of the work being done.





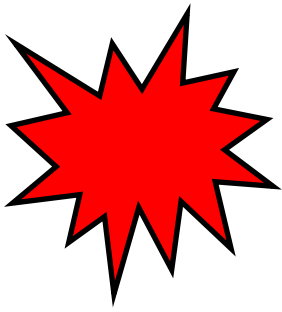
"To the paint shop and beyond!"

Thinking about completely rewiring a '47 Lincoln?

When asked what it's like to rewire a 1947 Lincoln Zephyr Coupe, Kenny Polly (below) offered this advise:

"!#\$%&#@&\$#@!&\$##@@@&*^%\$#&*"**





Blast From the Past!

My Grandfather's Favorite Ford V-8 Car

By Henry Ford II (as told to the Head Nut)

(Twin Cities RG, August 1980)

An exclusive interview with The Head Nut

(Editor's note: We are indeed fortunate to be permitted to print this timely and exclusive story by this famous person who seldom submits to interviews or permits his name to be used in auto publications. The Deuce offered this story to our humble publication and only through our contributor, The Head Nut, because The Deuce has been impressed by the factual reporting and quality of his articles.)



There has been a great deal of speculation regarding which model of all the Ford cars was my Grandfather's favorite. Of course, topping the list is the 1909 Model T. The car which put my Grandfather on the road to his great success.

Among early Ford V-8 cars, there has been even greater speculation as to which model was his favorite. Some persons hypothesize that it was the Model 18 because it was the first V-8. Others speculate that he must have liked the Model 40 best. Their justification being that it is their favorite and therefore must have been his favorite. Some people guess the Model 48 because of its blend of old and new features. Yet, others speculate that his favorite would have been the Model 11A due to its size and comfort.

The time has now come when we should set the record straight and end the speculation. It should cause no surprise when I name Grandfather's Favorite Ford V-8, for his reasons are totally objective and devoid of sentiment. He was always a practical man.

I was a young man in my early twenties when I first saw it. I was with Grandfather, at the time, touring the Rouge plant. It was in the later years, however, that he confided to me that the Model 81A was his favorite.

Surprised? Well, you shouldn't be, especially when you hear why it was Grandfather's Favorite. Again, his objectivity, appreciation of beauty and good sense is overwhelmingly convincing.

First, the 81A was, is, and always will be the most beautiful of the early Ford V-8's. Its integrated grille and hood side panels are perfect examples of beauty and simplicity. Its smoothly blended headlamps and fenders and

flowing body lines with tapered rear, exhibit a rare classic beauty which was later adapted by all cars.

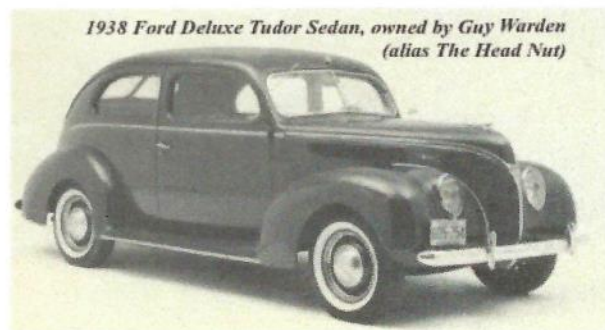
Secondly, Grandfather felt that the 1938 engine had finally corrected all of the deficiencies of the earlier models. He believed Time has proven him to be absolutely correct.

Third, Grandfather believed that the brakes on the 1938 models had reached the pinnacle of safety, dependability and efficiency. He always preferred mechanical brakes and never trusted hydraulics. Again, Grandfather was correct, as anyone who has ever driven a '38 Ford will agree. Its stopping ability and ease of operation constitute the epitome of brake design.

The new body design was not only the most beautiful as Grandfather said, built was the most comfortable, he thought, of all of his cars. With chair high seats and sofa type upholstery, it was the ultimate.

Grandfather always did know how to pick them, and his favorite is right on target as the finest of the early Ford V-8 cars. Now the speculation can cease, for it is no longer a secret. My Grandfather's favorite early Ford V-8 was the 1938 Deluxe, Model 81A.

**The Head Nut extends his appreciation to Harvey Fishbine II for his willingness to submit to this interview. Mr. Fishbine's Grandfather was a lady's lingerie salesman in the upper Midwest from 1908 through 1949 and drove Fords exclusively to cover his territory.*



1938 Ford Deluxe Tudor Sedan, owned by Guy Warden (alias The Head Nut)

Rumble Sheet, August 1980

TECH TIP

PREPARING YOUR EARLY FORD V8 FOR THE WINTER

1. wash your car and clean and vacuum the interior.
2. If you have the convertible top up, check all fastenings and bindings. On all cars, check any seals for cracks, as well as age damage. You can then order new parts during the winter and have ready for spring installation. Wax/clean the body and the chrome.
3. If your car will be stored outside in partial sunlight during storage, it is advisable to throw a blanket over the interior seats and dash, if not putting on a full cover.
4. if your car is going to be layed-up for the whole winter, you may want to consider jacking up your vehicle. If not, pump up tire pressure to around 5-10 psi higher than normal to prevent flat spots. Good time to check tires for cuts and cracks.
5. Next, check your anti-freeze, for proper coolant protection - recommended that a 50/50 mix be used, ideally with mineral water rather than tap (reduces mineral deposits left behind). Also, check the belts and hoses.
6. check over any grease points and grease them up (Grease Plus) **before** lay-up – for corrosion protection all winter long.
7. Turning the engine over with the coil **disconnected** on a regular basis will exercise the engine and ensure that nothing seizes up over the winter. However, firing up the engine for a few minutes every week is **not recommended** as it can fill the engine up with moisture that will not get burned off. - recommend adding STA-BIL fuel stabilizer to the gas tank which should be full.
8. Replace oil and filter in the spring
9. check the battery, use a maintenance charger,/ trickle charger or compatible to keep it charged up when not in use over winter months or just remove the battery and place on a piece of wood.
10. check w/ your insurance company to see if you qualify for lower rates when car is not in use during the winter months (Never hurts to ask)
11. HAVE A HAPPY WINTER TIME—SEE YOU IN THE SPRING

TECH TIPS: HAVE YOU CHECKED YOUR TIRES LATELY !!! — Top 5 Must-Know **Tire Care Tips**:



1. Check your tires once a month, when they are cool to the touch, for the right inflation level.
2. Test tire tread monthly. Insert a penny upside down. If you can see the top of President Lincoln's head, tire tread is too low.
3. Have your tires rotated and balanced every 5,000–8,000 miles. (your regular car)
4. Keep the correct safety equipment, such as an emergency roadside kit and an inflated spare tire, in your car at all times.
5. While checking your tire inflation, also check the tires for nails, bulges, and other irregularities.

In the Kitchen...



Pumpkin Snickerdoodles

YIELDS: 20 PREP TIME: 0 HOURS 10 MINS TOTAL TIME: 0 HOURS 30 MINS

INGREDIENTS

- 1 3/4 all-purpose flour
- 1 tsp. pumpkin pie spice
- 1/2 tsp. cream of tartar
- 1/2 tsp. baking soda
- 1/2 tsp. Kosher salt
- 1/2 c. (1 stick) butter, softened
- 1 c. granulated sugar
- 1 large egg
- 1/3 c. pumpkin puree
- 1 tsp. vanilla extract
- Cinnamon-sugar



1. Preheat oven to 350°. Line two large baking sheets with parchment paper.
2. Whisk together flour, pumpkin pie spice, cream of tartar, baking soda, and salt.
3. In another large bowl, combine butter and sugar and beat until light and fluffy. Add egg, pumpkin, and vanilla and mix until evenly combined. Gradually, add dry ingredients and mix until just combined.
4. Roll about 1 tablespoon of dough into a ball then roll in cinnamon-sugar and place on baking sheet.
5. Repeat with remaining dough and bake until tops start to crack and centers are just set, 12 minutes.

Bent 8 News, HAWK Mountain RG, November 2022

HAPPY
Thanksgiving

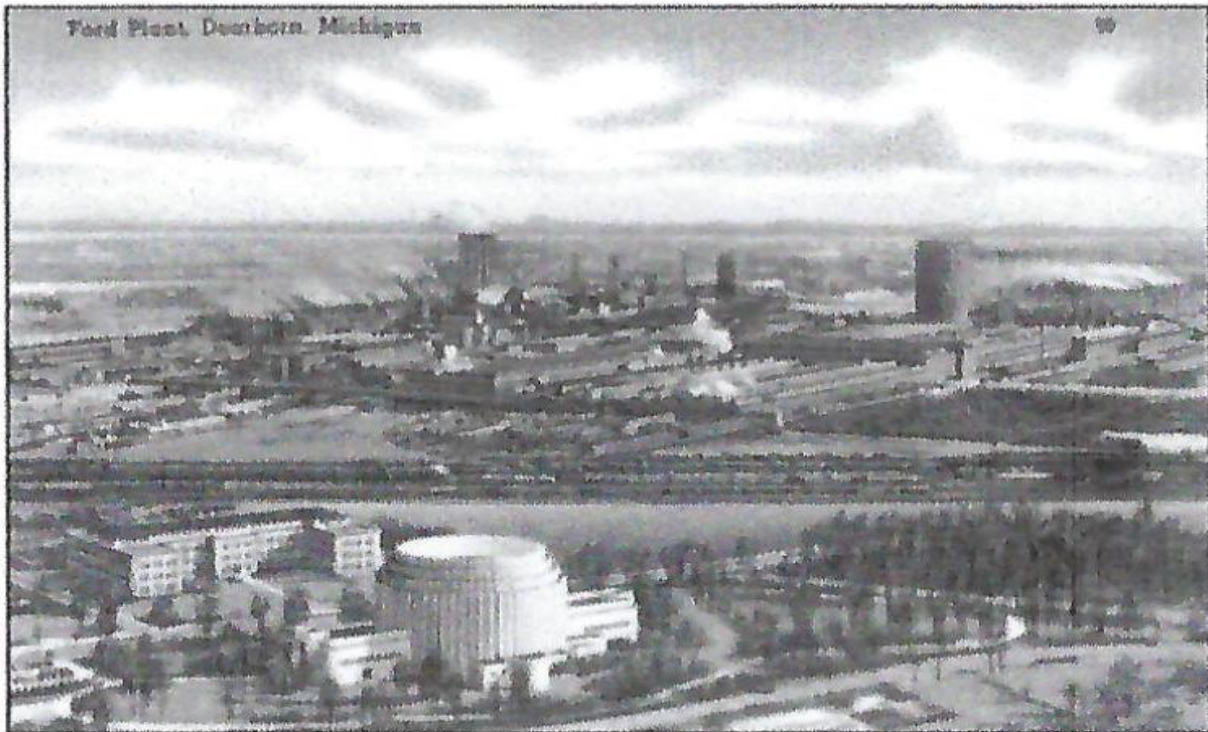
EARLY FORD V-8 CLUB OF AMERICA

60TH ANNIVERSARY DIAMOND JUBILEE CELEBRATION



**JUNE 11-17, 2023
DEARBORN,
MICHIGAN**

By Bruce Nelson, Grand National Chair



We hope you will join us in Henry Ford's hometown, Dearborn Michigan, home of everything Ford. The Grand National Committee is working hard planning a spectacular time and scheduling events for you to participate in during a very enjoyable week. This is the twelfth Grand National Meet of the Early Ford V-8 Club of America, and the 10th held in the suburb of Dearborn.

SUNDAY JUNE 11TH

Even though the meet doesn't officially start until Tuesday, we will be ready for those who registered for the Pre-Meet Tour to Auburn, Indiana.

Early Registration will open Sunday afternoon for those participants that have signed up for the motor coach tour to Auburn and tours of the Early Ford V-8 Foundation Museum and Auburn Cord Duesenberg Automobile Museum.



The Early Ford V-8 Club of America 60th Anniversary Diamond Jubilee Grand National Celebration

**June 11-17, 2023
Dearborn, Michigan**

Early Registration Form
Valid May 1 – November 1, 2022

National V-8 Club Membership Number _____
You must be a National Member to Register

Name _____

Address _____

City/State/ZIP _____

Phone _____ Cell Phone _____

E-Mail _____

If provided, this will be our primary method of contacting you

Early Registration May 1 - Nov 1, 2022..... \$50.00

Regular Registration Nov 2 – May 1, 2023 \$75.00

Late Registration May 2 - June 11, 2023..... \$100.00

I am paying my \$50 registration fee by:

- ☐ Check Make checks payable to "2023 Grand National Celebration"
☐ Credit Card..... We will send you a secure link by e-mail for your payment

You will receive information about making hotel reservations with your registration confirmation.

The complete registration package will be available in 4th quarter 2022. Watch for more information on the Club's web site: www.earlyfordv8.org and in the V-8 TIMES.

Send completed form and payment to:

**2023 Grand National Celebration
1N410 Forest Ave.
Glen Ellyn, IL 60137**

**Questions?
Call Registration At
630-858-9474**

**You may also fill out this form on your computer or other device, save it, and e-mail it to
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