

*Happy Valentine's Day!*

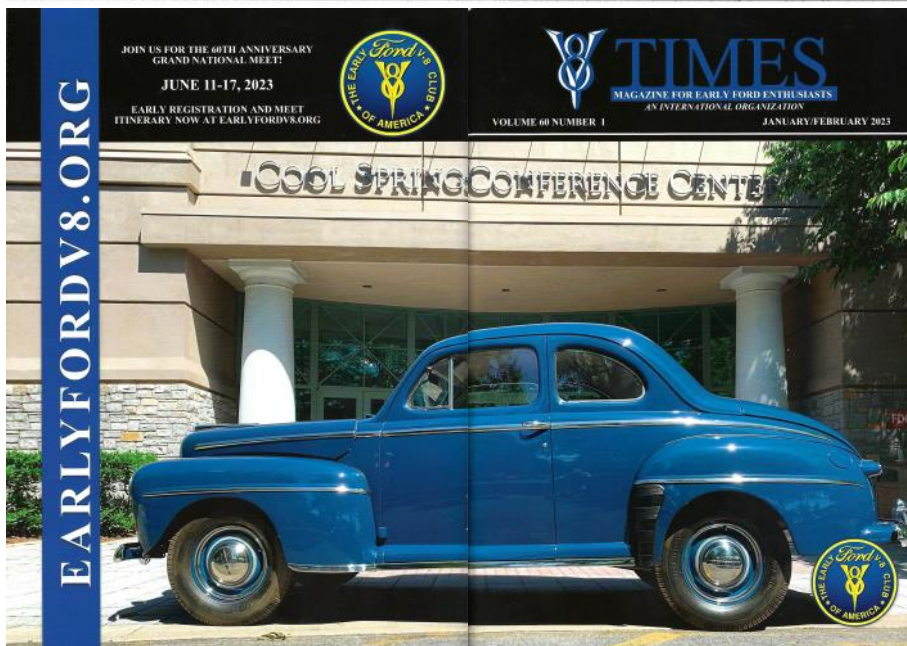
# The Rear View Mirror

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

Mickey Holton, Editor

February 2023

flatheadv897@gmail.com



## V8 TIMES, JANUARY-FEBRUARY 2023

**The January-February 2023 issue of the V8 TIMES arrived in the mail today (1/31/23) and I will admit I was very happy and, yes, very proud to see it... for obvious reasons. It should have been in an earlier issue (ask me the next time you see me why it wasn't) but it is good that it was and that our regional group finally got its due recognition for hosting the 2022 Eastern National Meet. I hope you have received your copy by now and, if so, I know you have enjoyed it. The new editor, Shannon Olson, does a terrific job!**

A FINAL REMINDER THAT  
THIS WILL BE YOUR FINAL  
NEWSLETTER

IF YOU HAVE NOT PAID THE  
\$10.00 (!! ) DUES FOR 2023.  
PLEASE MAIL YOUR CHECK OR  
CASH TO:

VOLUNTEER V-8 FORD CLUB

P.O. BOX 3011

BRENTWOOD, TN 37024







# Member Car of the Month

Jeff Philbrook, Spring Hill, Tennessee

## 1953 Ford Crestline Sunliner Convertible

When I turned 16, in July of 1954, my Granddad took me to Sacramento, CA to buy me my first car. At that time, it was a 2 1/2 hour drive from Red Bluff, CA. There were numerous car dealers along Fulton St. with many, many used cars for sale.

We looked over many and I fell in love with a beautiful black 1953 Ford Crestline Sunliner convertible. I drove it home! A four-year-old top of the line Ford for \$575.00

Sixteen years old. Sole owner of a beautiful Ford convertible! I was a BMOC! Loved that car. Spent uncountable hours "cruising" Main St. Good times were had...no details! I don't remember how I got rid of that car. I know it wasn't wrecked...so I must have sold it or traded it in as my next car was a '58 Chevy Biscayne V8 three speed.

Through the years, reminiscing about the Ford and all the good times I had with the Ford, I regretted not keeping the car. Of course, we all lament the cars we "should have kept". I pursued a couple of '53 Fords but it either was not the "right" car or not the right time. When we were finally able to move to Tennessee a couple years ago, I spotted what appeared to be a near duplicate to my long-lost convertible. It was advertised in Hemmings for an auction in Wake Forest, NC.

Fran and I drove over for the sale, looked at (and admired) several of the very nice cars being sold for a collector. When the car came up I feigned disinterest. Did not bid...and then...when the auctioneer was ready to hammer it sold I jumped in with my only bid AND I BOUGHT THE CAR.

The Ford is very original. It is as similar as one could expect after 67 years. The original car did not have the "fake" continental kit and did not have the dealer installed bumper guards. It is three speed on the column with overdrive and is still six volt! Very original! I got an award for the car at the Franklin 2022 Eastern National Meet 1949-1953 Touring Open class. Someone other than me will be responsible for moving this car on as I won't ever make the mistake I made with the first 1953 Ford Convertible!!



Jeff and Fran Philbrook in their  
1953 Ford Crestline Sunliner Ford  
At the 2022 Eastern National Meet  
In Franklin, Tennessee





**The Philbrooks' 1953 Ford Crestline Sunliner Convertible  
at the September 2023 visit to the Jim Bratcher collection  
In Shelbyville, TN, in September, 2023**



# Chili Lunch Meeting

Saturday, January 21st, 2023

"Cold day, lots of warm chili!"

The weather was a little cool but a good number of V8ers met at Danny Driskell's garage On Saturday, January 21st for a great three chili lunch and cheese, cornbread, crackers, cookies and beverages. It looks like everyone had a good time and conversation with fellow members. Officers for the coming year were elected...Mickey Holton, President, Cameron Ahler, Vice-President, Scott Zaft, Secretary Treasurer and Danny Driskell, Activities Director. Three members were brave enough to drive their Early Ford V8s...John Cummins ('46 Ford Sedan), Steve Jordan (1950 Ford F1 pickup) and Mike Driskell (1936 Ford pickup).



"Want some chili, Charlie?".."No, thanks, Dad. I'm good with cheese and crackers."





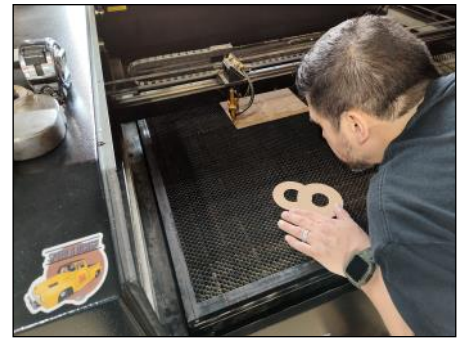
Mike Driskell's 1936 Ford Pickup



John Cummins' '46 Tudor Sedan and Steve Jordan's 1950 F1 pickup

## MAKING GASKETS

My 1948 Ford got points deducted at the 2022 Eastern National Meet in June because the parking lights were supposed to have cork gaskets instead of the rubber gaskets that came with the Bob Drake item. Luckily, Volunteer V8 Ford Club member Gil Vigil has a C&C machine to laser cut almost anything so he "volunteered" to make me a pair of gaskets. Needless to say, they're perfect!



(Left: Gil Vigil's 1932 Ford Coupe



## UPDATE ON SCOTT'S '37 SEDAN





# Grandpa's 1938 Ford Standard V-8 60 Tudor

By John Emmering



Henry & Henriette Emmering



Grandpa's used 1938 Ford V-8 60 Tudor in Berwyn, IL 1940



Turning his 1929 Ford Model "A" Fordor right off Roosevelt Road onto Austin Boulevard, on a Sunday morning in 1940, Henry commented to his wife "Etta, the people in front of the Church notice us coming a block away in this old car. We can use a new one." "But this one is still good Henry", is what my grandmother Henrietta told me she replied, decades later when I asked her how they came to replace their Model "A" Ford I had heard stories about.

My grandfather Henry Emmering was serious however and the next Saturday in that spring of 1940 he headed over to Murphy Motors, Cicero, Illinois in his Model "A" with my 11-year-old father in tow. Entering the showroom, the pair viewed the brand-new Ford V-8, Deluxe and Mercury models. My father searched out the brochure display helping

himself to some of the new car brochures which he collected. After browsing the new cars Grandpa Henry slid out into the used car lot outside the of showroom taking a look at the array of preowned cars recently traded in. It wasn't long until a shiny black 1938 Standard V-8 60 Tudor caught his eye.

After a test drive and some negotiations, the Model "A" was taken in trade for the two-year-old 1938 Ford V-8 60 Tudor. Having attained a management position at Crane Company in Chicago and being very frugal, Grandpa could have driven home in a new Ford Deluxe or Mercury. However, the depression was still on and my grandparents were helping several family members out financially, including a young niece and nephew they had taken in. It did not seem the time for any extravagance.

**B SUPPLEMENTAL MILEAGE RATION**  
UNITED STATES OF AMERICA  
OFFICE OF PRICE ADMINISTRATION 471034 P

NAME OF REGISTERED OWNER: Henry Emmering  
COMPLETE ADDRESS: 1245 East Ave  
Berwyn, Ill 60401  
VEHICLE REGISTRATION NO.: 82-057  
VEHICLE MAKE: Ford  
VEHICLE MODEL: Tudor  
VEHICLE YEAR: 1938  
VEHICLE COLOR: Black  
VEHICLE MAKE, MODEL, YEAR, COLOR: 12/1/43



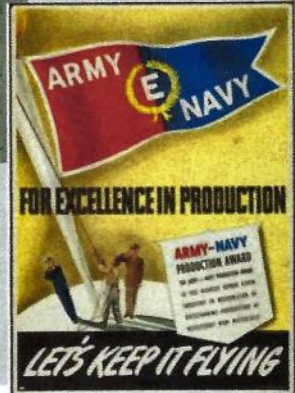
**THIS CERTIFIES**

THAT YOU, Henry Emmering, ARE HEREBY AUTHORIZED TO WEAR THE ARMY-NAVY PRODUCTION AWARD EMBLEM in recognition of meritorious work performed as an employee of the Crane company.

Part of the battle of production is being won through your efforts and this "E" emblem is visible proof of the Army's and Navy's recognition of your accomplishment. Wear it with pride.

Witnessed by: W. P. P. Under Secretary of War  
W. P. P. Under Secretary of the Navy

**MURPHY MOTORS**





The used 1938 Standard Tudor was really an improvement over the Model "A", even with it's small 60 hp engine. The car was used mainly for weekend excursions into the country and driving to church services at first. The White Pines and Rock Cut State Parks were favorite destinations. Grandpa snapped a photograph as the Ford V-8 60 sat in front of his home on East Avenue in Berwyn. Coincidentally it was learned that the Ford had previously been owned by a neighbor on the next street over.

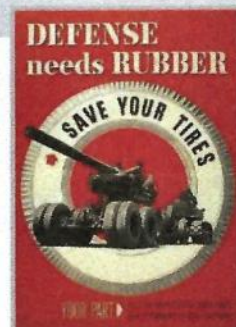
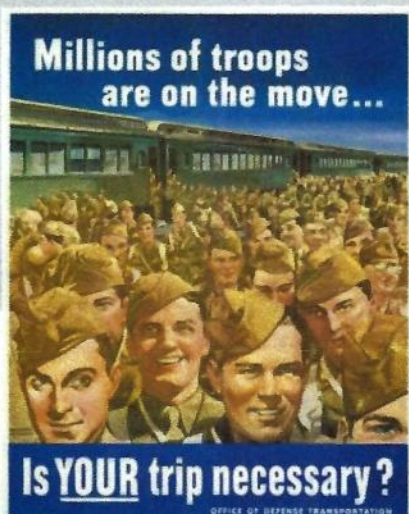
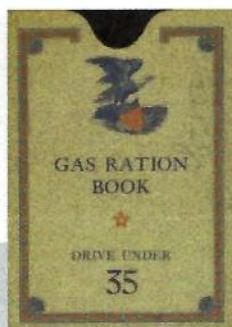
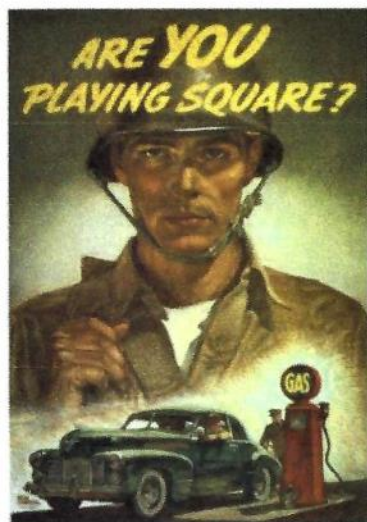
Frightful news of the Japanese attack on Pearl Harbor shocked Americans a year and a half later. My grandfather's employer, Crane Company, manufacturer of plumbing supplies needed to increase it's output of valves four fold for contracts with the Navy. Each new Navy ship built required many valves and Crane Company was important to America's War effort.

Grandpa was issued a "B" gas ration sticker, allowing 8 gallons of gas a week, more than the standard "A" sticker permitted. Tires were also rationed and Grandpa obtained a certificate to buy a pair of them in 1944. Working longer and more irregular hours he appreciated the extra gasoline ration.

As my father grew into his teens, Grandpa taught him to drive on the 1938 Standard. He owned some empty lots out in suburban Westchester and my father practiced driving the streets running through that undeveloped area. My father also gained an appreciation for Ford V-8s and after obtaining his driver's license in 1945 bought a used 1937 Ford V-8.

Toward the end of the war my grandfather received an Army-Navy Production Award issued by President Roosevelt for his service in wartime production. When the war ended new cars went up in price and were not easy to obtain. Grandpa waited until the new 1949 Ford models were available and finally traded in the worn 11 year old 1938 Ford for a new 1949 Ford Custom V-8 Tudor. This was Grandpa's first new car and served my grandparents well until they traded it in for a new 1956 Mercury.

I remember often viewing a small photo album my grandparents kept in a drawer in their living room and looking at a photo of that curious appearing 1938 Ford. I didn't realize then that ownership of that Ford V-8 began a strong appreciation of Ford V-8s in our family that would last into the 21st century.





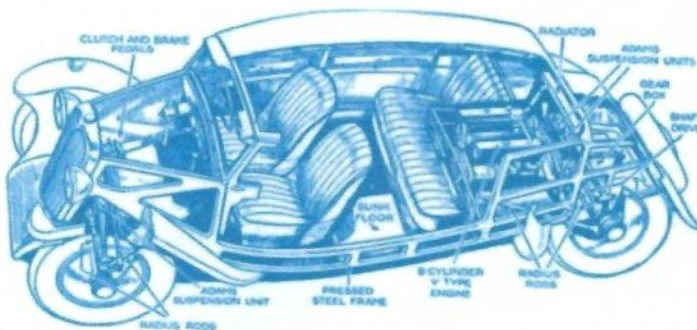
## FORD's REAR ENGINED CAR

### *Ford Once Took A Patent On A Car With The Craziest And Least-Used Car Layout Ever -Jason Torchinsky*

I've had some wonderful opportunities to pester Ford's archive department for interesting bits of weirdness that may be lurking in their voluminous stacks of records. One of the things I asked the dedicated archivists to look for would be any rear-engined Ford experiments, and they came up with something really interesting and strange for me to share with all of you, fellow lovers of strange things. Even better, this one has some pretty unexpected Volkswagen Beetle overtones too, but with much weirder layout.

Of the big three American automakers, Ford may have shown the least interest in rear-engined designs. GM had their Corvairs, Chrysler had all those Simcas they made overseas, but Ford didn't really mess

with back porch engines, even in their European divisions. But that doesn't mean they didn't do some interesting experiments! In the 1930s, streamlined, rear-engined designs were something like electric cars today- the general consensus was that rear-engined streamliners represented the future, somehow, and lots of people and companies were developing them, or at least experimenting, Ford included.



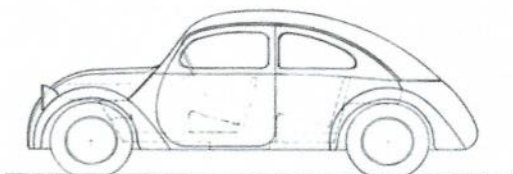
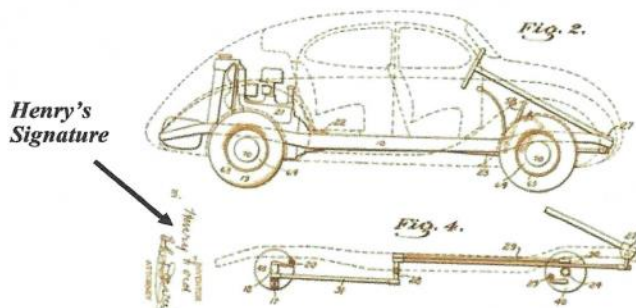
Along with the higher-profile Lincoln Zephyr, rear engine designs from Tom Tjaarda, Ford was looking into small,

entry-level cars with rear engines, the niche that rear-engined cars would eventually find their most enduring foothold.

While many of Ford's rear-engined experiments may have been designed to simply confuse competition and send them down wasteful paths, there were some fascinating Ford developments that were also dead ends. One of these is a really radical design, (shown in *Special Interest Autos*), a transverse rear engine setup with, strangest of all, this barrel-shaped radiator.

According to the article, this transverse 60 hp, flathead V8 drivetrain was from an experimental car called the 92-A, which while driveable, never really panned out. The bizarre radiator design was said to be "more efficient per pound of copper than the conventional flat radiator", but the difficult packaging design made it too impractical.

What I really want to talk about though, is I think, even stranger. It's the car that was applied for patent under Henry Ford's own name in 1934 (patent granted in 1936), and looked like this:

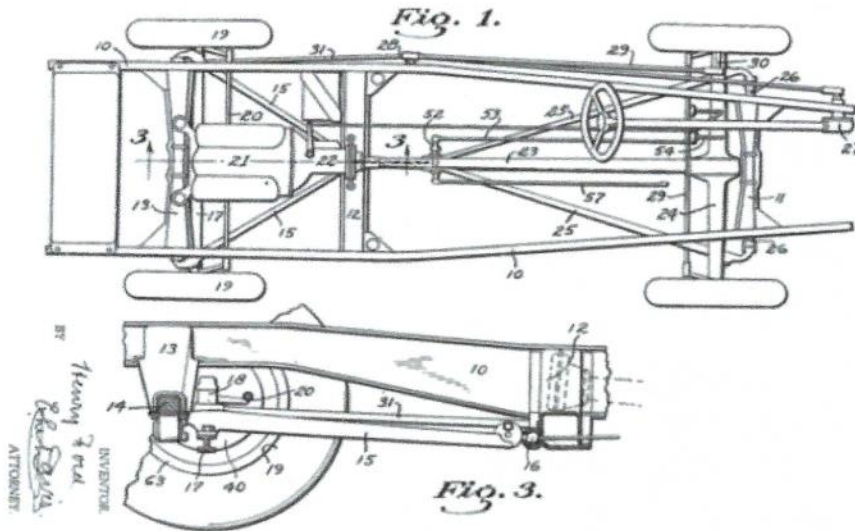


*Just for reference, above is Erwin Komeda's design for the Porsche Type 60 in 1934*



See, everyone was designing Beetles back in the 1930s.

Fords take on the small, streamlined, rear-engine car had some pretty huge differences ,though. See if you can spot them in this patent drawing of the chassis.



See what's going on there? That's a rear-engine, front wheel drive layout, by far the least-used layout in automotive history. That's not all though, if you look carefully, you can see there's a steering setup for the rear wheels as well, making this a rear-engine, front-wheel drive car with four-wheel steering. I don't think there's ever been another car that fit that particular set of descriptive words. The patent justifies the unusual design by explain that the rear-engine/front drive setup allows the drivetrain to sit atop the rear axle, not too far in front, which would impede passenger space, and not too far back, which would make the car too long. A transverse setup could have solved the problem as well, but the engineering really wasn't ready for that in 1934, and a setup with the engine over a transaxle was mentioned in the patent and rejected as being too tall.

Regarding the for-wheel steering, the patent describes how this setup was chosen in an attempt to, effectively combat the oversteering handling that's been an issue with rear-engined cars forever. Fords patent describes how the front wheels handle 60% of the steering, and the remaining 40% helping to give a tighter turning radius (which could also help preserve luggage space up front, since wheel wells wouldn't need to be quite as huge to accommodate tight turns) as well as the anti-oversteer part described as *"the rear end of the car..prevented from swinging in towards the object away from which the front end of the car is being steered"*. That's a pretty sophisticated solution to oversteering!

The similarities of the body design to the Beetle seem striking, but you have to remember that, that sort of general look and design was all over the place in that era. Tatra, Skoda, Josef Ganz, NSU, Adler, Paul Jaray, Porsche, Tjaarda, all sorts of people and companies were experimenting with rear-engine, streamlined cars at the time, and certainly Ford was aware of this, and wanted to experiment themselves. Of course the car was never built, as far as we know, and certainly never made it to production, nor was it likely ever intended to. It is also interesting to note that the patent is just called "Motor Vehicle Brake", as part of the patent does cover a four-wheel simultaneous braking setup. I think when the car that braking setup is on, is a rear-V8-engined, FWD car with four-wheel steering and streamline body, though, that's burying the lede. **Jason Torchinsky**

Queensland, Australia, Update, RG#157

This article appeared in Gizmodo.com.au in 2020



# IN THE KITCHEN....

...some **spicy** meals for that cold night!

## DAD HOWELL'S SHRIMP & CRAB GUMBO

1 cup flour  
¼ tsp crushed black pepper  
¼ tsp Emeril's Essence  
1 stick of butter or margarine  
2 cups chopped yellow onions (chopped medium)  
1 bunch spring onions chopped greens included  
2 cups celery (include tops) chopped medium  
2 cups bell peppers chopped medium  
28 oz. can chopped (diced) tomatoes liquid included  
¾ lbs. smoked kielbasa, cut in ½ in. pieces (For authentic and spicy Cajun Gumbo, use cooked andouille sausage instead.)  
1 ½ Tbsp salt  
1 tsp sugar  
½ tsp black pepper  
2 – 2 ½ cups chopped (¼ inch sliced) okra (remove head and tip)  
2-3 lbs uncooked shrimp, without tails, peeled and deveined  
3 cans crab meat (8oz cans - claw & white mixed)  
Zaterans's shrimp boil (bag)  
½ cup uncooked rice  
1 cup cooked rice (optional)

**Roux:** Use a heavy browning pan for making roux. Brown flour, crushed black pepper, and Essence in heated pan (preferably non stick) until it is a light to medium tanish brown. Remove from pan and put aside in container.

In large stock pot, melt margarine and sauté onions, green peppers and celery until they are soft. Stir the prepared roux into the sauté mix. Add tomatoes, including liquid, kielbasa, salt, sugar, and black pepper.

In a separate sauce pan, boil chopped okra for 2-3 minutes in lightly salted water, just enough to soften okra. Remove okra from water.

In separate pan, boil 6 cups of water with Zaterans's Crab and Shrimp Boil mix. Add shrimp and boil for 3 minutes. Remove Zateran's package from water and pour shrimp water into stock pot. Add shrimp, crab

meat, and okra to pot.

Add ½ cup uncooked rice to the mix and let simmer for at least two hours. Serve over additional cooked rice or as is.

## FIERY CAJUN SHRIMP

2 sticks (1/2 lb) butter, melted  
2 sticks (1/2 lb) margarine, melted  
(I use olive oil instead)  
3 to 4 ounces (2/3 to ½ cup)  
Worcestershire sauce  
4 Tbs. ground black pepper  
1 tsp. ground rosemary  
2 tsp. Tabasco  
2 tsp. salt (sea salt, if possible)  
3 cloves garlic, minced  
4 lemons, 2 juiced and 2 sliced  
5 to 6 pounds raw shrimp in their shells

Preheat oven to 400 degrees. In a bowl, mix all the ingredients except the lemon slices and the shrimp. Pour about ½ cup sauce to cover the bottom of a large baking dish and then arrange layers of shrimp and lemon slices until you come almost to the top of the dish. Leave about 1 inch of headroom. Pour the remaining sauce over the shrimp and lemon slices. Bake, uncovered, stirring once or twice until the shrimp are cooked through, about 15 to 20 minutes.

Serve with baguettes of hot French bread, generous napkins and a bowl for the shrimp shells. Your guests should open the shrimp shells with their fingers and dip the bread into the sauce. Serves 8 to 10.

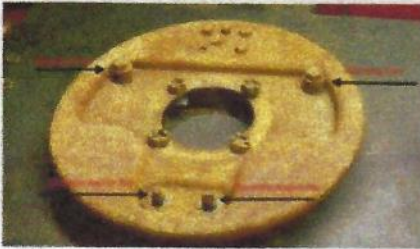


## Technical Tip...

### Adjusting Early Ford (39-42) Hydraulic Brakes

From Zack Parks You Tube Presentation. Watch at <https://youtu.be/WxEwjnbFA2g>

Below, you can see the eccentric and cam adjustments highlighted. The tops and the bottoms are all adjusted individually, and will need to be adjusted the same from one wheel to another, otherwise the car will pull to one side during hard braking.



Jack the car up and sit it on jack stands and be able to spin the wheel without it touching the ground. Go ahead and "reset" each adjustment so you know how much the pads are touching. What you want to do is loosen the lower lock nuts on the eccentric anchor pins shown in the picture below.



Then in you can adjust the eccentric so the brake shoe no longer touches the drum, you'll need to spin the wheel when adjusting, this way you'll be able to feel when the shoe stops producing drag on the drum. Repeat this so the front and rear shoe bottoms are no longer touching the drum.



Repeat this process for the upper cam adjusters as well.



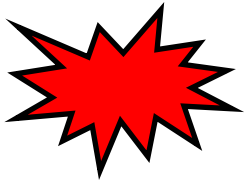
Now that none of the shoes are contacting the drum, adjust one at a time and feel just how much each adjustment is making a change. Start with the lower anchor pins. While spinning the wheel use your special wrench, as shown below to move the eccentric lobe and push the shoe so it slightly starts to drag on the drum. It should not be hard to spin the wheel. After you get the slight drag then tighten down the lock nut making sure the anchor pin does not move when tightening the nut. Repeat on the opposing shoe.



Do the same thing to both adjusting cams one at a time, keep spinning the wheel until you can feel slight drag on the drum. The adjusting cam has built in springs that keep them from spinning during operation. Adjust the other three brakes. Take a test drive. Hit the brakes hard and see if the car pulls one way or another, if so readjust.

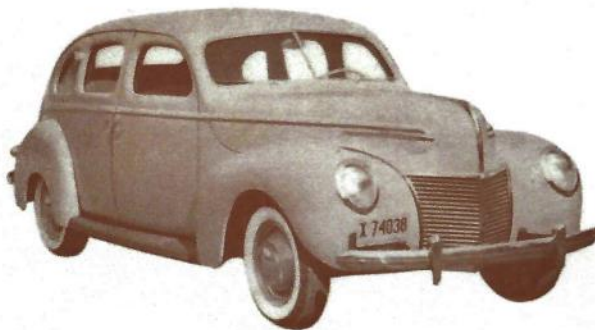






## Blast from the Past

New 1939 Models, Ford Motor Co. Service Bulletin



**The Mercury Eight**



**The De Luxe Ford V-8**



**The Ford V-8**

## A New Car in Ford Family Group Means Increased Service Prospects

A new car joined the Ford-Lincoln group this year—the Mercury Eight. It fits into the line between the De Luxe Ford and the Lincoln-Zephyr. It has a 116-inch wheelbase and a 95 horsepower V-type, 8-cylinder engine. Like the other members of the group, it has new, powerful, hydraulic brakes.

There are now five cars in the Ford-Lincoln line: The Ford V-8 with either the 60 or the 85 horsepower engine; the De Luxe Ford V-8 with the 85 horsepower engine; the Mercury Eight; the Lincoln-Zephyr V-12 and the Lincoln V-12. This larger line offers increased service opportunities.

If the service department sees to it that each new owner becomes a new customer, increased service profits are assured. One way of achieving this is to sell a *Service Inspection and Lubrication Book* at the time the car is delivered. Convince each new owner that he should have his car properly serviced from the beginning.

Bring him in the first time through a service coupon. Bring him back regularly through confidence in your workmanship!



# **35<sup>th</sup> Annual STONES RIVER REGION, AACA SWAP MEET**

**Auto Related – Tools – Literature – Toys  
Service Station Memorabilia – Parts – Accessories**

**Sunday, February 5, 2023**

**6:30AM to 3:00PM**

**Vendor Setup on February 4, 2023 - 8AM to 3PM**

**NO SET UP ON SUNDAY**

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**Murfreesboro, TN 37133-0818**

**Phone: 615-631-3004**

**Website: [stonesrivercarclub.com](http://stonesrivercarclub.com)**

**Email: [stonesriverswapmeet@gmail.com](mailto:stonesriverswapmeet@gmail.com)**



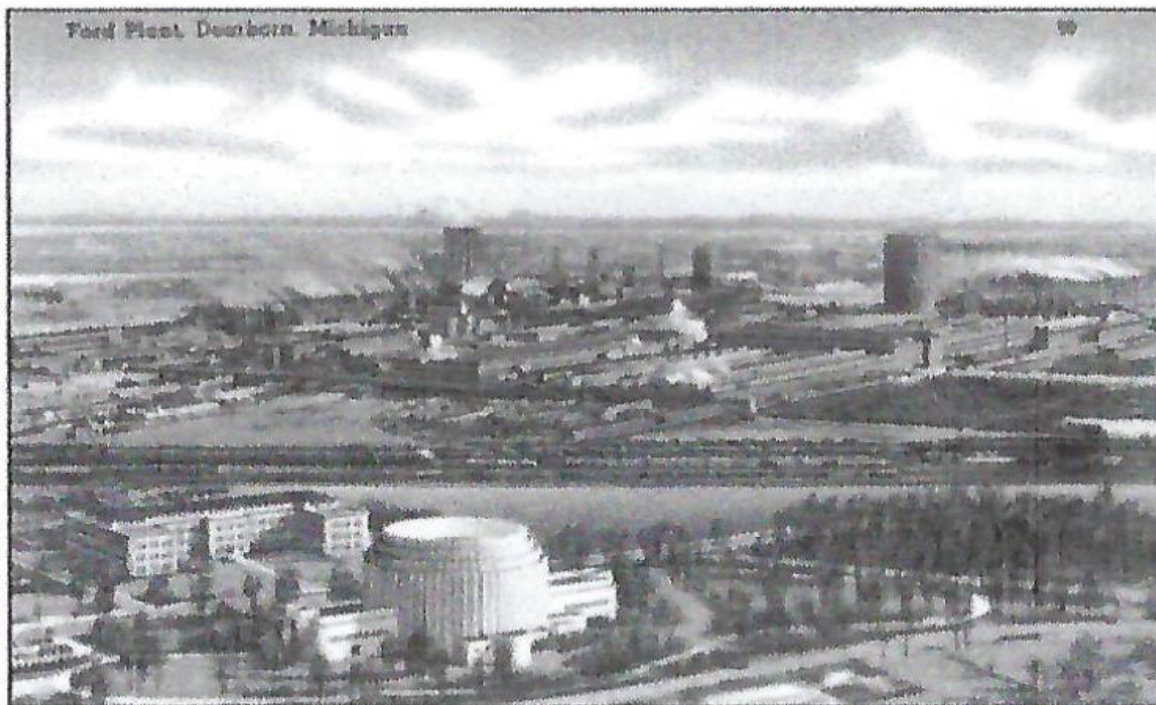
## EARLY FORD V-8 CLUB OF AMERICA

# 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**

**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](http://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 [registration@2023gnm.com](mailto:registration@2023gnm.com)**



# SPEED & DESIGN

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