

HAPPY 4TH OF July!

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

July 2022

flatheadv897@gmail.com

Dear Fellow members of the Volunteer V8 Ford Club. This newsletter is a continuation of June's newsletter (starting on Page 2) with more pictures about the 2022 Eastern National Meet and some other "regular" features. I hope you enjoy it!

NEW MEMBERS

Welcome to the three newest members of the Volunteer V8 Ford Club...Jerry Bowen, John Tomlinson, and Jeff Philbrook. Jerry lives in Maury County (his mailing address is Columbia, TN, but he is nowhere near Columbia, John Lives in Knoxville, TN, and Jeff lives in Spring Hill, TN. Jerry has a 1935 Ford Cabriolet and a 1951 Ford Convertible. John has a 1936 Ford 3W Coupe and a 1936 Ford Cabriolet. John had his '36 Coupe at the 2022. Jeff has a 1953 Ford Convertible and also had has car at the Eastern National Meet.

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5830 Leiper's Crk Rd.
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John Tomlinson
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Spring Hill, TN 37174-7532
615-786-9782
jeffphilbrook@hotmail.com



The 2022 Eastern National Meet June 1st–June 5th, 2022 Franklin, Tennessee



The 1952 Mercury of Randy and Beth Plant at the 2022 Eastern National Meet, Franklin, Tennessee. The Plants are from Edmond, Oklahoma, and are members of the Oklahoma City, Oklahoma, regional group.

Swap Meet



**2022 Eastern
National Meet**

Meet and Greet (Wednesday)

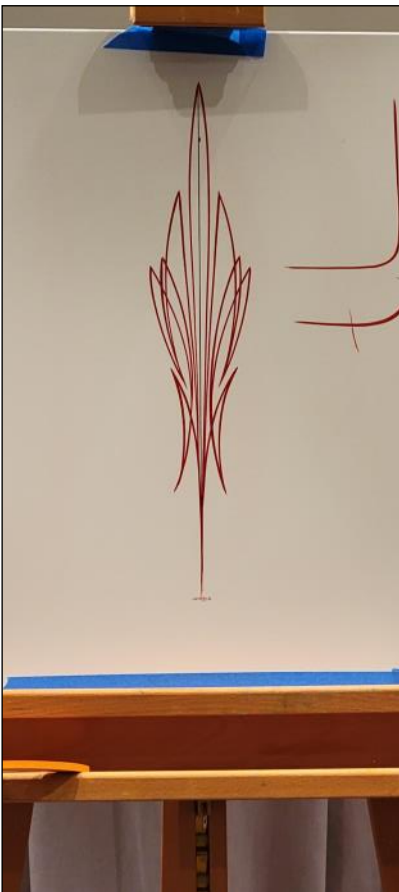
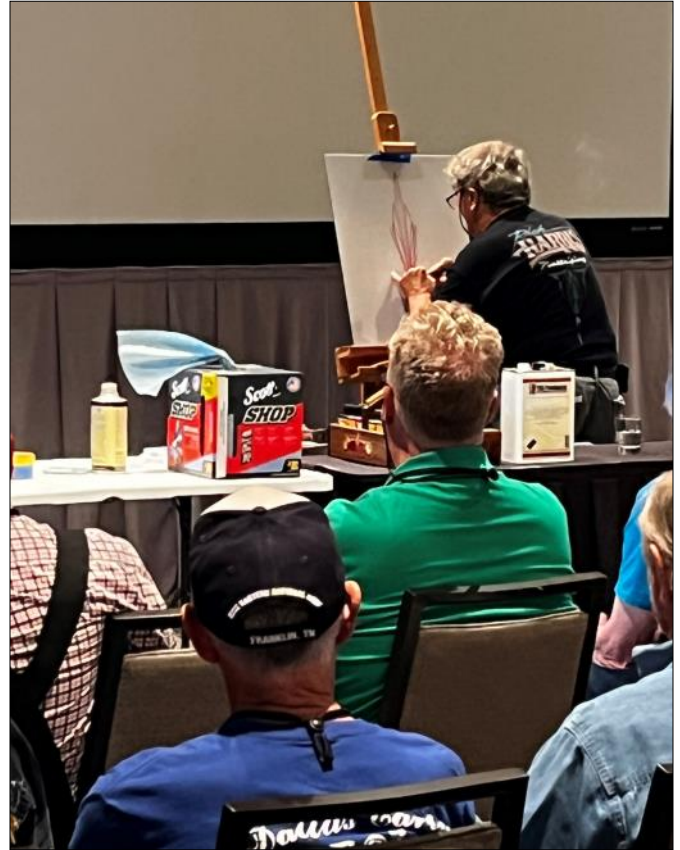


2022 Eastern National Meet



2022 Eastern National Meet

SEMINARS (THURSDAY)



**Top and left: Pinstriping with Rick Harris; Above:
Rebuilding a distributor with Mike Driskell**

WELCOME PARTY (THURSDAY)



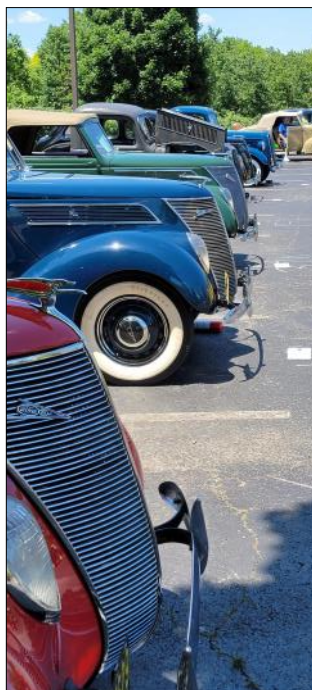
LADIES LUNCHEON (FRIDAY)



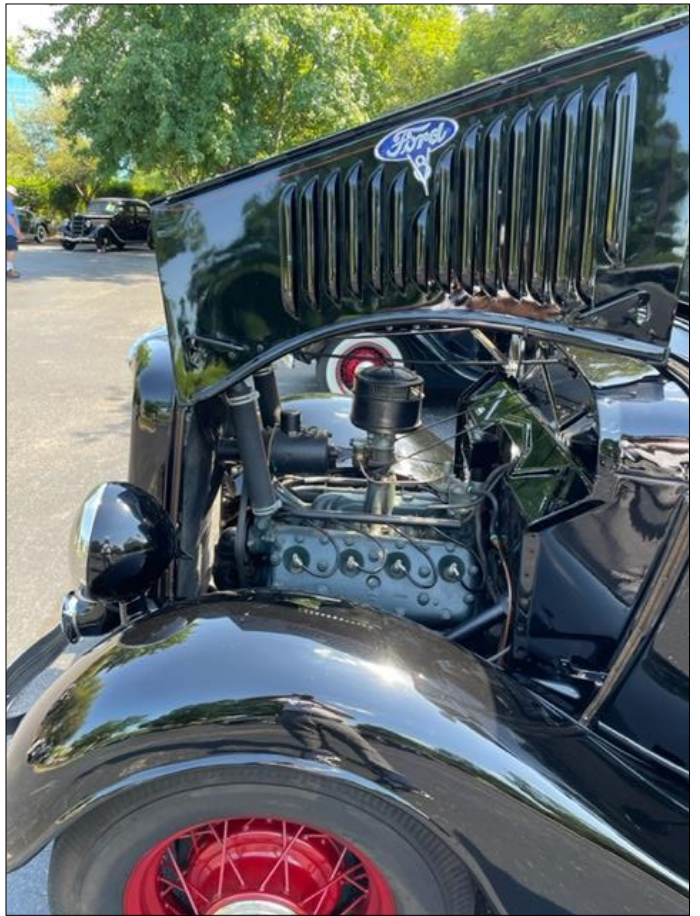
CONCOURSE (FRIDAY)



2022 Eastern National Meet



2022 Eastern National Meet



GRAND OLE OPRY (FRIDAY)





WILLIS JOHNSON COLLECTION (SATURDAY)





Willis Johnson and Randy Plant (OK)





2022 Eastern National Meet

LANE MOTOR MUSEUM



**2022
Eastern
National
Meet**



AWARDS BANQUET (SATURDAY)



(Left to right) Sharon Driskell, Danny Driskell, Ken Bounds, John Caldwell, Bruce Nelson







2022 Eastern National Meet

Franklin, Tennessee
June 1-5, 2022

Early Ford V-8 Club of America

Our First National Meet

By Steve Estep

Dana and I drove the panel truck to our first national V-8 Club meet – 2022 Eastern National Meet in Franklin, Tennessee June 1 through June 4. Having previously driven the panel truck on road trips to Minnesota and twice to Missouri, we were confident it would get us to Franklin and back. It did. We accumulated 2800 miles, cruising speed 65 mph and average of 16 miles per gallon. We spent about \$750 for gas and ½ quart oil. One issue we had was rivulets of water getting past the windshield rubber seal during three hours of heavy rain and high wind in Missouri. Dana handled the leak control. Also the oil pressure gauge dropped to zero on the way back, in Kansas. I pulled over quickly for diagnoses – appeared to be the sending unit. Back home I got a new 12v sending unit, on warranty, from Autozone. Fixed.

Using no interstate highways it took us four days to get to Franklin and three days to return. We did tourist stops on the way – Dodge City Museum in Kansas, Bob Dylan Center and Woody Guthrie Center in Tulsa, Sandpiper Refuge in Oklahoma, and Crystal Bridges Museum of American Art in Bentonville, Arkansas. We highly recommend the Bob Dylan Center and the Crystal Bridges Museum, which was founded by Alice Walton, wife of Sam Walton.

On the way home, we stopped at McPherson College in Kansas, to see if we could catch up with Fred Hower, our club treasurer. He was taking the one week course on painting. We found him wearing a painting outfit, as he had just stepped out of the paint booth. We saw his sheet metal panel hanging in the booth. The paint looked great! Fred was able to take a break and give us a tour of the shop. It is a very nice, fully equipped shop.

Eddie Rockwell and his son Glen made the trip in Eddie's '40 Convertible. Eddie has so many long road trips under his belt, there was no doubt he and car would complete the journey. He did have fuel pump issues and tire problems (tread came off of one and another started separating above whitewall), but those annoyances only slowed him down a bit. When he arrived at the meet location on Wednesday evening, after being stuck in stop-and-go rush hour traffic, he experienced vapor lock at a traffic light one block from the meet. He raised the hood to cool the engine and several meet attendees noticed. They ran over and gave him a push towards the parking lot concourse area. Later in the week at the awards banquet, Eddie received the Long Distance Award. During the presentation the Master of Ceremonies Ken Bounds said, "Eddie claimed a distance of 1205 miles to win this award, but the judges have reviewed and changed the distance to 1204.9 miles, since he was pushed the last 1/10th of mile."

The meet had 180 attendees and 128 cars – 50 were Concourse cars, 60 were Touring cars and the rest were Display cars. Eddie won a 1st Place trophy in the Touring A class, while Dana and I won a 2nd Place trophy in the Display class. During the meet the evening events included a Meet and Greet, a Welcome Party, the Grand Ole Opry and the Awards Banquet. The daytime events included seminars on Pin Striping and Distributors, tours to a billionaire's muscle car collection and the Lane Motoring Museum, hanging out in the Concourse parking area chatting with other owners, Swap Meet and Raffle Prizes. At the swap meet, I found some Shoebox seat parts and Eddie found a '40 rear fender. We did alright on raffle prizes also – I won a Bob Drake Wheel Wizard Tool and Eddie won a hydraulic floor jack and a complete set of new brake shoes. I picked up Loren's raffle prize – a new Dennis Carpenter 59A carburetor. All of our swap meet and raffle items went into the back of the panel truck for the trip home.

The weather was great at the meet, and it was a fun experience. I would do it again. Jim Nielsen has arranged with Coker to get Eddie's defective tires replaced on warranty, so he will be ready for the trip to the 2022 Western National Meet in Washington State. Get your car ready and meet Eddie up there!







First Time Displayed

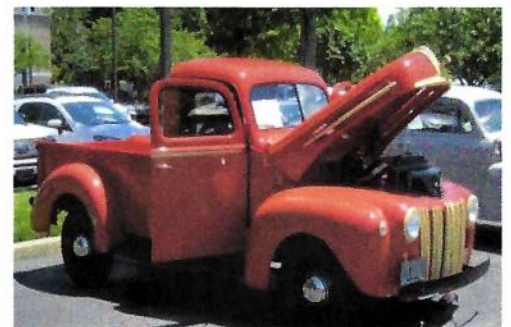
DISPLAY DIVISION

Name <u>Stephen Estep</u>	Registration # <u>166</u>
Location <u>Golden</u>	Year <u>1951</u>
State <u>Colorado</u>	Make <u>Ford</u>
V-8 Regional Group <u>28</u>	Body Style <u>F-1 Panel Truck</u>

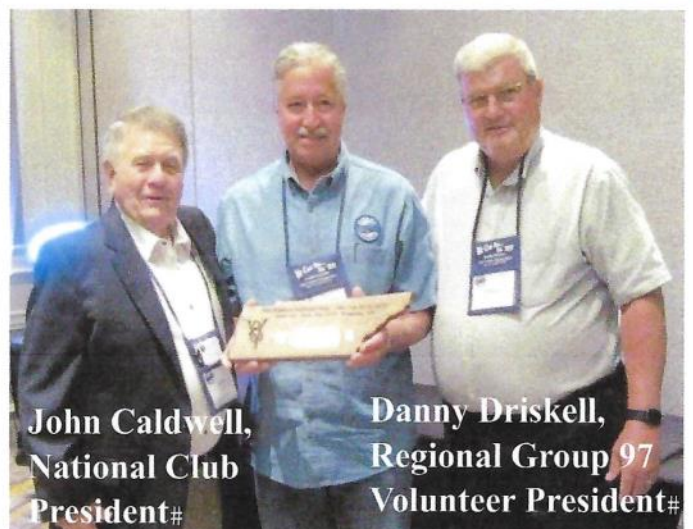
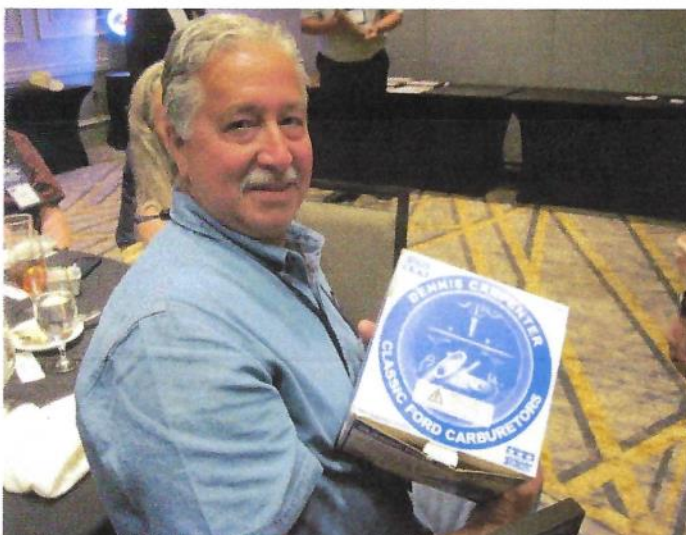
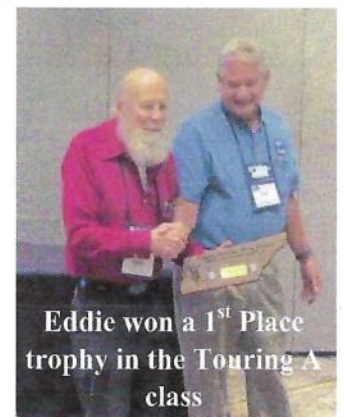
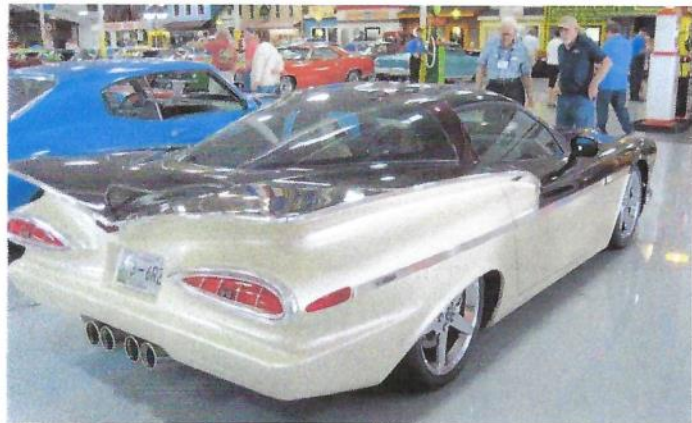
PLEASE
Do Not Touch Vehicles
On Display



Gee!!, I'm still using mine!







MORE REVIEWS AND COMMENTS FROM 2022 ENM ATTENDEES

Danny, Sharon, Michael and Mickey:

Just wanted to say thank you for sending out the positive follow-up about the ENM. Thank you and thank you, again, for such a wonderful meet. Thank you too, for attending our Face-to-Face and sharing with the Board. Your presence and input enabled the Board to develop our enhancement strategy/funding for the 2024 National Meets. I'll be sharing that strategy in the next V-8 Times and on future President's Zoom calls.

Carolyn and I are still talking about it! Perfect memories! Perfect weather too.....our prayers were answered.

And to me, this fact, provided by Ken Bounds highlights one of the best pieces of news: we had 32 registrations (or almost 20% of all registrations) as first-timers! 64 people, or 32 couples, came to Nashville for their first meet ever! I have not witnessed that type of new participation before. Thanks to all of you, and your collective team, you made a wonderful impression on these first-timers. Most of the "newbies" I talked too said they were coming to Dearborn for the 2023 Grand National. We are going to have a challenge in 2023 at the Grand National living up to the standard you set in 2022.

Again and again, the Board of Directors thanks and salutes you for a job well done.

John Caldwell

President, EFV8CA

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Mickey, Danny, Sharon and Michael,

Congratulations on a very successful National Meet! I was proud to be associated with you and our club. I can only imagine how much work you put into this over the past year and you deserve lots of credit. Thank you.

I hope you're able to get some well-deserved rest! Looking forward to our next time together.

All the best,

Mike Esterday

.....

Thanks for all the blood sweat and tears we all know you folks put into the show! I hope you've had at least a little opportunity to recuperate since then. This was the first EFV8 Meet I've been to and I don't think it'll be the last.

Thanks again,

Chris Roush

Chris and I just got home in Washington this afternoon. The trip was long and went well. Thanks to each of you for your efforts in hosting a wonderful meet. It was nice to see our V-8 Club friends after the last meet three years ago.

Great job all around.

Regards, Steve Lemmons, RG #10, Columbia River, OR

.....You guys did a great job. It really was a good time. It was my first National Meet and I enjoyed it very much. You made our state proud.

Peter Iorio, Lookout Mountain Regional Group #161, Chattanooga, TN

Thanks for putting on a very enjoyable meet. We really had a great time and it was nice to see everyone in person again!

I am still pushing for our group in NY to host 2024. I think we have a really great site for the meet...we just have to get organized and see if we can make it happen

Justin LaChausse

.....

We enjoyed the meet, seeing our friends again and getting a Dearborn Award for our '38 Coupe. We made it home safe and no trouble. We thank all that worked to bring this about. You all did well.

James R. and Velma Parsons, West Virginia

.....

Danny, Sharon, Mickey Michael and Jane,

Despite the nay-sayers, the short lead times, and limited regional group financial and human resources, I would rate last week's meet as one of the very best. Sure the venue played a part (but someone picked the venue), the very cooperative weather played another important part, and a nearly three year hiatus of such events contributed as well, but what made the one special was hospitality in the very best sense of the word. About as close as you can get to having a family reunion three hundred strong.

Well done to you all and may the many faces departing with smiles spread across them hasten the departure of the fatigue and inherent strain in making it all happen. Good things rarely happen without a huge effort behind them and we know who provided that in spades.

David Rehor

.....

It was wonderful and your team did an awesome job. The very best. Hope you guys are getting rested up. Thank you so much for such a wonderful time. We loved it!

Connie and Jimmy Gibson

.....

Absolutely loved it. Great turnout. Can't wait until next June. Thanks for all your hard work.

Regards,

Ed Crompton

.....

Thanks for all you did. It was a great meet and very memorable. I hope you all relax and stay well.

Best regards,

Joe Valentino

.....

Thanks for a fun time. You did an outstanding job with the meet. Our club hosted the Central National Meet several years ago so we know all about the hard work that goes into the planning. We are hoping to be able to go to the National Meet next year. Thanks again for all your hard work.

Bill and Carlyn Smith

Abilene, Texas

Danny and family...Just wanted to say thanks and let you know how much we enjoyed the National Meet in Franklin. The driving tour was one of the best we've gone on in the last 32 years of meets...signs at each turn, directions with mikleage...EXCELLENT! Plus the Brentwood homes we passed were gorgeous!

The awards banquet food was a tasty plateful. I shared mine with others at the table. Cameron did an excellent job with the car photos for the ceremony...very nice.

Our first time at the Opry. Revery other time we've been n Nashville was a dark night! Thanks for organizing the visit.

Just know that all the stress, headaches, hours spent and loss of sleep were all appreciated. Yi\ou and your club and volunteers went the extra mile. Extend our thanks to everyone. I suspect your wife will be delclared a saint after the last eight months.

Our best to you all.

Jim and Anne Brown

Valparaiso, Indiana

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Thanks you for all your efforts in making the Eastern National Meet wonderfully successful well organized and fun for all. We know that it was a lot of work for each of you and but your combined efforts created something really special. It was our first National Meet and we loved it! A big THANK YOU to all of you!

Tim and Pat Babcock

Franklin, Tennessee

.....

Mickey, it was a great meet. You guys did a first class job. I haven't had that much fun since before Covid! Thank you and everyone in your club that helped to put on such a wonderful event!

Best wishes,

Charlie Finsel

Oklahoma City Regional Group

.....

Thank you for being so kind and encouraging to this rookie in the classic car world! I appreciate you and all you have done and are doing for our local group and me personally.

Thanks for the hours and energy you used last week in making the meet such a big success! I look forward to many opportunities to enjoy our Fords in the future.

Jimmy Hester

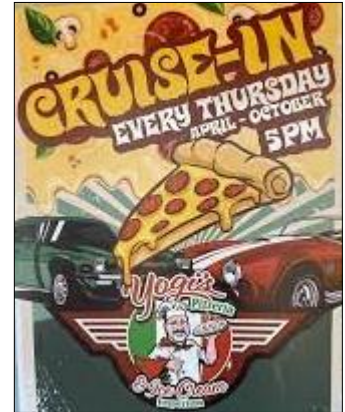
MEMBER CAR OF THE MONTH

Club members Scott and Karen Zaft recently bought their first Early V8 Ford, a beautiful 1937 Ford Fordor Trunk Back Sedan. The car was born in Canada and was driven there until 1998 when it was sold to a man in Elkhart, Indiana, It was donated to the Ford Foundation in Auburn, Indiana, on July 28, 2017, and that's where the ZafTs bought it last week. Congratulations to Scott and Karen! We look forward to seeing it in the future.



Cruise-in at Yogi's Pizzeria

Yogi's Pizzeria at 4825 Trousdale Avenue in Nashville has started at Thursday evening cruise-in from 5 PM to 8 PM and invites owners of any make or model of antique car to come and display their car. Yogi's invitation comes with the offer of **free pizza** to those who bring their cars. It's a fun evening so come join in and see some nice cars and meet their owners. Good idea to bring your own chairs, too!



FOR SALE: 1946 FORD TRUCK CAB



Member John Palmer contacted me recently and asked me to include this in the next newsletter. His dad, the late Jimmy Palmer, was a long time member of the Volunteer V8 Ford Club and, along with John, they had a large collection of cars and parts. John's mom has decided it is time to let some of Jimmy's "stuff" go and is offering this 1946 Ford truck cab for sale. John said this is a good cab with good floors. It has no title. Mrs. Palmer is asking \$2000 for it. If you're interested or know someone who would be, call 615-406-2057



TECH TIP

FLATHEAD V-8 ENGINE OIL & FILTRATION SYSTEMS

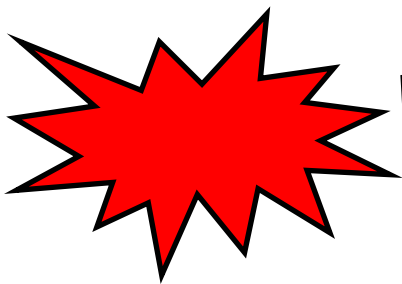
By Joe Abbin

Every engine benefits from clean oil! A major requirement to provide clean oil is an oil filter. Ford was slow to provide a real oil for the flathead V-8 and one did not become available until 1936, when an early design oil filter was offered as a dealer installed accessory. It was recommended for service in dusty areas. The most commonly seen flathead oil filter with a replaceable element first became available as an accessory in 1940 and later as standard equipment in 1946. These units were commonly retrofitted on earlier engines for longer engine life.

The stock filter does not filter all the oil all of the time. For the 8BA (1949-1953) style flathead engine we note that part (most) of the oil pump output goes to the engine without filtering and the remainder goes to the oil filter in a parallel flow arrangement. While 100% of the oil is not filtered in one pass, the stock filter is effective nevertheless, filtering all of the oil in about five minutes at highway speeds.

Various options for converting to "full flow" or other systems, which filter more of the oil, more of the time, are available. Converting to one of these systems has pros and cons but in my view is not generally worth the effort.

A stock or "beehive" type parallel flow oil filter that uses a stock-type filter cartridge will not flow enough oil for a full-flow conversion and will result in almost instant engine destruction. A filter designed for full flow must be installed for adequate oiling with any type of "full flow" flathead oil filter conversion... A by-pass line must be installed if a filter is not used (not recommended) with these systems. Read the instructions for any conversion system!



BLAST FROM THE PAST!

(From the August 1992 issue of *THE VOLUNTEER VOICE*)

AN AUTHENTIC FORD HARD LUCK STORY

by Curtis Wilkes

During a tour to the Jack Daniel's Distillery in Lynchburg, Tennessee, on June 23, 1990, my '39 Ford Standard Sedan experienced a "problem." After running okay for about 40 miles, it started slowing down on hills and would not take, or at least burn, the gas. After a discussion with several club members, the general consensus of opinion was that my problem was a bad coil.

I purchased a coil which was reported as "try it, it's supposed to be good." I proceeded to change a coil on an Early V8 ford for the first time. I then drove the car with with the "try it" coil for about 30 miles and it performed without a single miss.

On July 4th weekend we drove on a tour to Monteagle, Tennessee. From Murfreesboro I was following a '39 Chevrolet, a Mustang and a modern Ford was following me. About 30 miles out the car started to slow. Within 10 miles we were doing 35 mph *flat out*. The Chevrolet was not to be seen. He stopped to wait at a country store. We limped in. I proceeded to change back to the first coil. For anyone who is not familiar with the early Flathead Fords, the coil is hidden on the front of the engine and is attached to the distributor with two bolts. There is just a little bit of room between a hot radiator and an even hotter engine. The '39 Ford Standard has removable side panels with three bolts each. After two burned arms, some profanity and a half hour, we were running again.

This coil ran good for a few miles then the same old story - 35 mph flat out! As we approached Manchester we entered lowered speed zones and at 45 mph we wished we could go that fast. At 35, we were able to keep up and at 25 we were speeders. Just prior to starting the climb up Monteagle, we stopped on the side of the road and I changed back to the "try it coil" again. I was gaining experience and only took about 30 minutes to change the coil. While I was changing coils, the driver of the '39 Chevrolet presented my wife Pat with a soft drink cap and said "Keep this in your car. It will make it run better." We looked inside the cap and found one word - "CHEVROLET."

We made the mountain okay. The next day, the person driving the modern car told me he had a coil which looked like the ones that he had watched me change twice and offered to loan it to me if I wanted to go by his house. Same story, third verse on the trip to pick up this coil. I found out that this coil was from a Ford tractor, that it fit and it worked. We left for home and after about 30 miles (it was getting dark) this coil also died. I got to change the coil for the fourth time (third coil) in the dark. The 20 miles home were anticlimactic!

Summertime!...and the livin' is easy!

TIPS ON PREPARING CORN:

1. I got this from Linda last September. For easy corn on the cob- cut the both ends off the corn- do not shuck. Pop in microwave for 2 minutes per ear. Let cool for a minute or so. Corn shucks easily and silks can be removed quickly with a paper towel. We tried this mother's day- corn was wonderful- and what an easy way to fix

#2. I got this from a cooking show: If cutting corn from cob, place the small end of corn in the hole of a bundt pan and get to work. The corn goes in the cake pan without flying all over the place. And if you're getting the corn milk out- it's all there. I have used this method for many years - it's a real time saver.

TOMATO SALAD

This is a cool favorite of mine for lunch. These measurements are approximate. Use more or less to one's own taste.

1 tomato
1 cup cottage cheese
1/4 cup onion chopped
some mayo
salt and pepper

Quarter the tomato, but not all the way through. Spread it open like a flower. Mix the chopped onion, mayo, salt and pepper and cottage cheese in a bowl until well blended. Place in the tomato.

PEACH SHORTCAKE

2 cups all-purpose flour
4 tbsp cold, unsalted butter plus additional
2 tbsp softened
1-1/2 tsp baking powder
3/4 cup milk
1/2 tsp salt
8 to 10 peaches peeled and sliced
1-1/2 tbsp sugar
1 cup sweetened whipped cream
1/8 tsp ground nutmeg

Heat oven to 425 degrees. Grease one 9-by-2-inch round CAKE pan. In a mixing bowl, whip together the flour, baking powder, salt, sugar and nutmeg. Cut cold butter into pieces and, using fingertips, mix butter into flour mixture until it resembles coarse crumbs. Using a fork gradually stir in enough milk to make a soft dough. Divide the dough in half. Gently pat half the dough into an even layer in the pan and spread surface with 2 tbsp

softened butter. Put remaining dough over butter layer and

bake until cooked through, about 15 minutes. Remove warm shortcake from pan and split half horizontally. Cover the bottom layer of the cake with peaches and half the whipped cream. Replace the top layer and dollop with remaining whipped cream. **Serves 8**

ZUCCHINI OVEN FRIES

Cut 2 (12 oz) zucchini into 3- inch sticks and set aside. In a small bowl mix 1/3 cup mayonnaise and 1 tbl. (or to taste) hot sauce, cover and put in refrigerator. In a medium size bowl mix together 1/1 cup Panko bread crumbs, 1/4 cup Parmesan, 1/8 tsp ground cumin, 1/2 tsp garlic powder, 1/4 tsp paprika, 1 tsp dried oregano and 1 tsp kosher salt. Add 2 tsp olive oil and mix together with fingertips until combined. In a separate bowl beat 2 egg whites until frothy. Toss zucchini into egg whites. Working in batches transfer zucchini sticks to bread crumbs and press crumbs onto zucchini. Place on baking sheet and bake for 12 minutes at 450 until golden and tender. Serve with spicy mayonnaise.

CORN AND CHEDDAR FRITTERS

In a medium size bowl mix 1/3 cup milk, 1 egg, 1/2 tsp baking powder, 1/4 cup cornmeal, 1/4 cup flour and 1/2 tsp salt. Stir in 1-1/2 cups fresh corn, 2 tbsp jarred pimentos, 2 tbsp chopped flat leaf parsley and 1/2 cup shredded cheddar cheese. Pour 1/4 cup canola oil in large skillet and heat. Working in batches fry 1/4 cup scoop of batter about 4 minutes until golden, turning once. Serves 4 to 6.

SHRIMP AND BROCCOLI STIR-FRY

1 lb medium shrimp, peeled and deveined...
1 tbl cornstarch...2 1/2 tbl canola oil, divided...
1/4 cup (1 inch) diagonally cut green onions...
2 tsp minced peeled fresh ginger...3 garlic cloves, thinly sliced...
2 cups broccoli florets...
1/4 cup lower-sodium soy sauce...
2 tbl rice vinegar...
1 teaspoon honey...
1/8 tsp crushed red pepper

Pat the shrimp dry with paper towels before adding them to the wok, so they brown nicely; combine shrimp and cornstarch in a medium bowl, tossing to coat; heat a large wok or skillet over high heat; add one tbl oil to pan, swirl to coat; add green onions, ginger, and garlic to pan, stir-fry 45 seconds.

Add one tbl oil to pan, swirl to coat; add broccoli, stir-fry 1 1/2 minutes. Stir in shrimp mixture, soy sauce, and remaining ingredients; bring to a boil; cook one minute or until shrimp are done and broccoli is crisp-tender. Serve with hot cooked brown rice.



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 registration@2023gnm.com



This iconic design mixed closed-car styling with open-top flair

BY MATTHEW LITWIN • PHOTOGRAPHY BY JIM DONNELLY

Ford's 1932 models have been widely accepted as revolutionary cars. Known as the Model B, they were initially designed to accommodate the automaker's tried-and-true four-cylinder engine, but, by April, Henry had switched gears and unveiled his company's new V-8 engine. The flathead powerplant found nearly 300,000 eager buyers, thanks in large part to the low \$10 premium over the aging four. Model B styling, it could be argued, was merely a mild attraction, critics having long argued that its body was simply a stylized revamp of the 1931 Model A. As monumental as Ford's V-8 was, it didn't reach its full potential until the following year.

Although delayed by a strike at the Briggs Manufacturing Company, a truly redesigned Ford emerged for the 1933 season—the Model 40—which complemented the “flathead” handsomely. It started with what became known as the “heart-shaped grille,” laid back toward the windshield, which itself was canted 20 degrees toward the rear, presenting a sleek yet stylish aerodynamic profile. Each of the 15 body styles measured a longer 176 inches, and, combined with redesigned skirted fenders and smaller 17-inch wire wheels, the new Fords appeared to have a much lower and more elegant stance. A new X-brace frame supported the entire ensemble, accommodating a full-length steel floorpan as well as a 112-inch wheelbase.

Improvements to the Ford cars weren't limited to the chassis and body. Though it had been released less than a year prior, the 221-cu.in. V-8 welcomed a few, yet noteworthy, changes for 1933. Engineers incorporated aluminum cylinder heads, improved the distributor, and provided new spark plugs that increased output by 17 horsepower. Officially, Ford stated that the flathead made 75 hp; however, several published reports state that the engine really developed 82 hp.

Ford still offered the four-cylinder as a regular production engine—which it sold to the tune of 7,560 examples. This figure is dramatically low when compared against a total production run of well over 334,000 domestic units, all driven by the extensive redesign, and a full season of V-8 assembly.

It would make sense that, with the dramatic response to the new Ford, designers and engineers would change little to nothing with the Model 40. History has proven the year-to-year styling changes have generally been minimal within the industry in the wake of a complete redesign; however, it was the economic conditions plaguing the nation that affected Ford's design department. As a result, production of the Model 40 was extended into the 1934 model year. Only small running changes—more than 100—were made during this two-year period, a few of the more perceivable being the change to a two-handed locking hood and wider grille frame,

while the intake manifold was changed to permit the installation of a two-barrel carburetor. Despite the seemingly minimalistic approach, and a reduction in body styles from 15 to 13, production of the 1934 Model 40 soared to 563,921 domestic vehicles, including 14,508 Cabriolets such as the example pictured here.

Advertised as “One of the best looking cars on the road—at any price,” and as combining “the advantages of an open and closed car,” the Cabriolet could have still been furnished with the 52-hp four-cylinder engine, even though it had been phased out of production at the conclusion of 1933. This was possible only via special order—only 12 were made—as Ford exhausted the remaining supply. Meanwhile, the 221-cu.in. “Flathead” now touted an official Ford rating of 85 hp; but, again, it's been confirmed that realistic output was increased to 90.

A three-speed manual transmission carried over from the previous year, which was linked to a differential now containing a 4.33:1 final-drive ratio. As had been the case, the chassis was supported by a transverse leaf-spring system front and rear, while four-wheel mechanical brakes completed the package.

Visually, Cabriolets featured a chromed, fixed-frame windshield, dual chrome horns and chromed cowl lamps, along with roll-up side windows, the latter not found in similarly designed Roadsters. A rumble seat was standard equipment, as well, and was accompa-

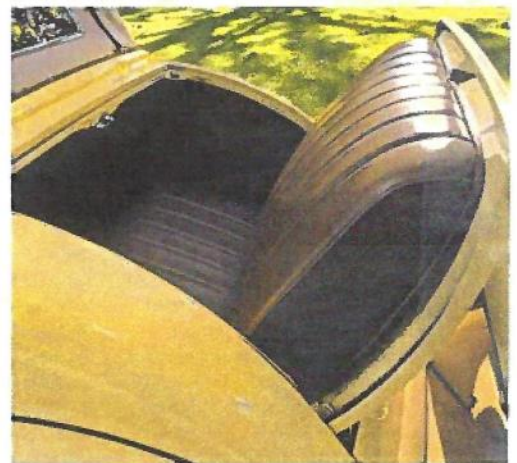


nied by a tool compartment set into a designated recess above the right rear wheelwell.

Buyers were offered the choice of leather or Bedford Cord upholstery; however, most of the interior was specific to Cabriolets. This included the seat and corresponding framing and woodgrained instrument panel. The folding top was supported by a combination of wood bows and chromed bracketry. Other fine touches included leather pull straps on the door panels, new to the model year, and a chromed windshield wiper motor. Accessories issued prior to or during the 1934 season included—but were not limited to—a rear-view mirror with integral Ford clock, cigar lighter, ash tray, dash-mounted clock, radio, bumper guards, and the iconic Grayhound radiator cap. 🐕

SPECIFICATIONS

Engine	221-cu.in. I-head 90-degree V-8
Horsepower	85 hp @ 3,800 rpm
Transmission	Three-speed manual
Rear axle	Semi-floating
Wheels/tires	17-inch steel-spoke; 17 x 5.50 tires
Wheelbase	112 inches
Track width	55.2 inches (front); 56.68 inches (rear)
Weight	2,460 pounds
Total production	14,496 (plus 12 four-cylinder examples)
Base price new	\$590
2017 equivalent	\$10,791



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