

Happy Valentine's Day!
Happy Groundhog 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

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February 2024

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MESSAGE

As you can no doubt tell from the contents of this newsletter (left), I have gone heavy on '49 Fords, 2024 being the 75th Anniversary of the 1949. I got a good start on it in last month's newsletter with the feature on Ron Hope's '49 sedan. Enjoy it!

The annual Stones River swap meet is Sunday, February 4th, a good excuse to get out and see what parts you can find. The club will have a display there, too, in an effort to attract some new members.

Cold weather has put a damper on driving now so it's a good time to clean it up and do some maintenance and get it ready for the driving season.

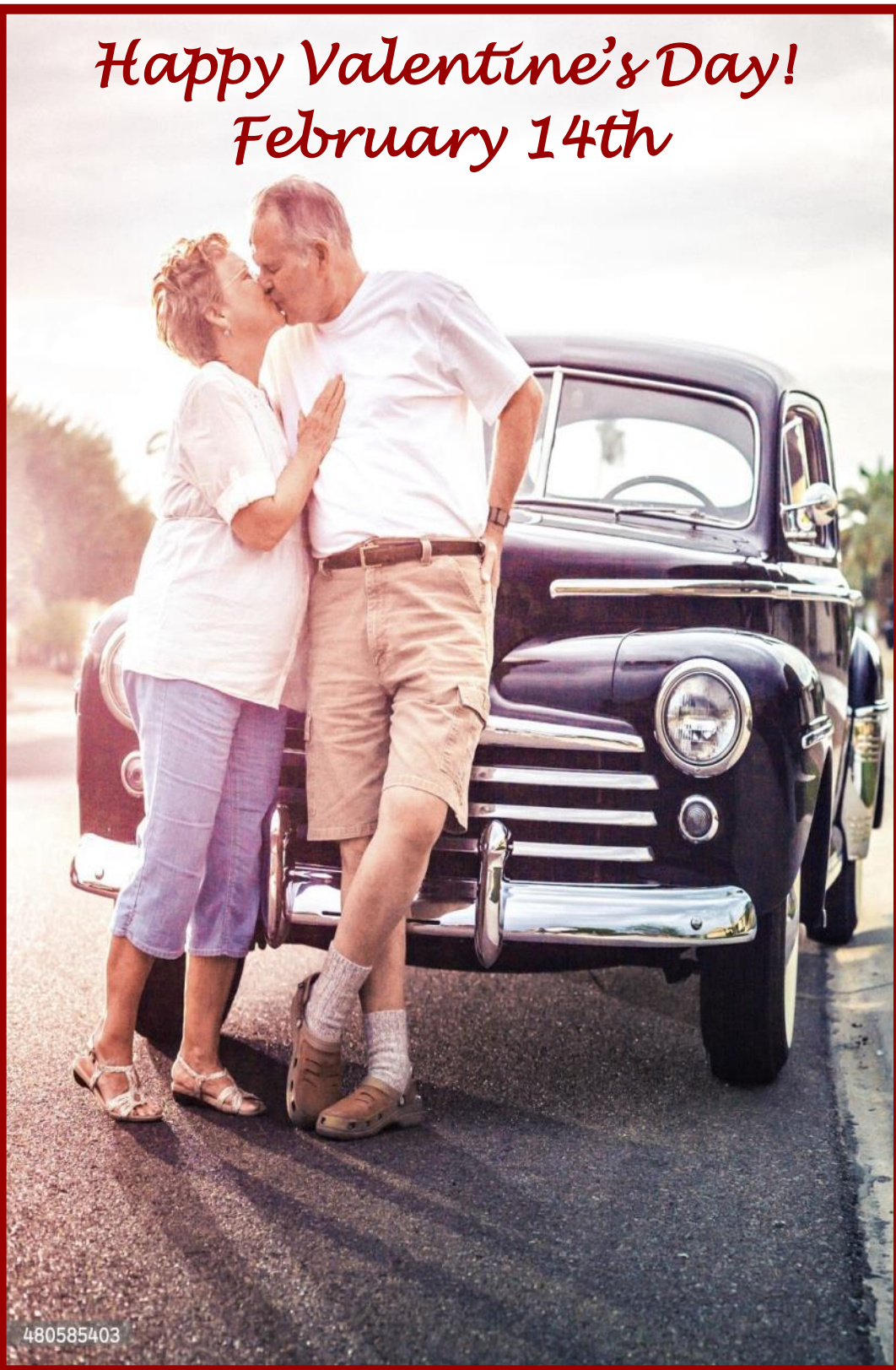
Best wishes, Mickey Holton

Punxatawney Phil says:

Happy Groundhog Day!"

(February 2nd)

Happy Valentine's Day!
February 14th



480585403

36th Annual STONES RIVER REGION, AACA SWAP MEET

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

Sunday, February 4, 2024

6:30AM to 3:00PM

Vendor Setup on February 3, 2024 - 8AM to 3PM

NO SET UP ON SUNDAY

The Fairgrounds Nashville - Nashville, TN

**Sponsored By: Stones River Region, AACA
Murfreesboro, Tennessee**



\$10.00 ADMISSION

CHILDREN UNDER 12 FREE

CONCESSIONS AVAILABLE

10'x10' Heated Indoor Spaces \$60.00

10'x20' Covered Outdoor Spaces... \$50.00

10'x20' Open Outdoor Spaces \$40.00

For Vendor Information:

Stones River Region, AACA

P.O. Box 330818

Murfreesboro, TN 37133-0818

Phone: 615-631-3004

Website: stonesrivercarclub.com

Email: stonesriverswapmeet@gmail.com

Christmas Greetings from New Jersey

I received a Christmas greeting from our friend in New Jersey, Jack Diana (see December 2023 newsletter), and wanted to include it here for all of you to see, too.

Mickey,

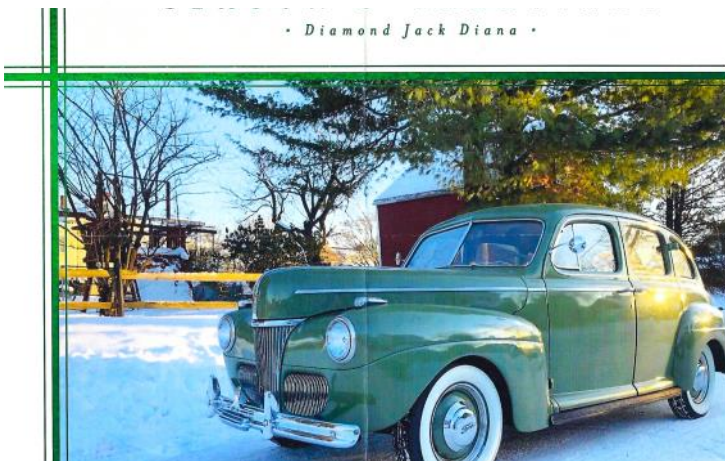
In this envelope I've included my Christmas card for this year as well as the cards from the previous two years.

The first year's card was from 2021 and has a snapshot of my '41 in the snow. That picture was taken right on my street. I've since sold the car but still have lots of pictures to remember the enjoyment I got out of it.

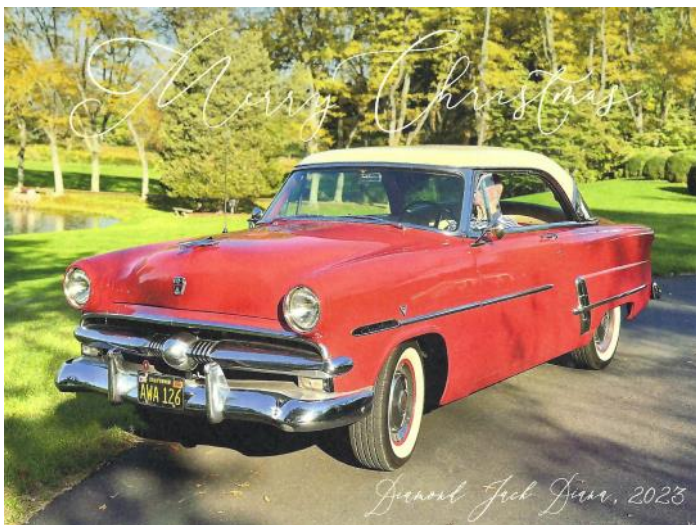
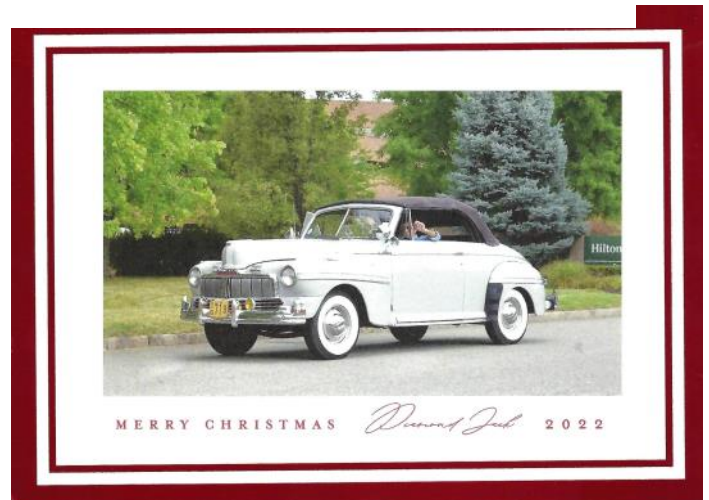
The second card is from 2022 and has my '48 Merc. on it. That picture was taken by a photographer placed at the entrance to "Lead East, The World's Biggest 50's Party."

This year's card features a '53 Crestline Victoria owned by our regional group's treasurer, Don Haynes, whom you had brief correspondence with. I really admire his car, it is a beautiful no-expense spared restoration.

Hope you all have a merry Christmas and that 2024 may be a prosperous year for all.



Jack Diana



Jack Diana in Nashville, November 2023



The Early Ford V-8 Club of America
2024 CENTRAL NATIONAL MEET
 Auburn, Indiana
 June 17-21, 2024

MEET REGISTRATION FORM

Questions? – Call Registration at 630-858-9474

You must be a National Member of the Early Ford V-8 Club of America to Register

Early Ford V-8 Club Membership Number _____ (Located on your V-8 Club ID card) Regional Group # _____

Last Name: _____ First Name: _____

First / Last Name for Nametag: _____

First / Last Name for Spouse/Friend Nametag: _____

First / Last Names of Others in Party: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____

Phone Number: _____ Cell Number: _____

Email: _____

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

This is my first time attending a National Meet: Yes ____ No ____

Space is limited at some events. Please return your forms ASAP to ensure that space is available for you – Thank You.

SORRY, NO REFUNDS AFTER JUNE 1, 2024

Registration fee includes meet registration for your party and one show vehicle

	<u>Qty/Number</u>	<u>Price Each</u>	<u>Total</u>
Registration Fee until May 1	<u>1</u> x	\$ 70.00	\$ PAID
Registration Fee after May 1	_____ x	\$100.00	\$ _____
Trailer Parking (No charge, but please provide number)	_____ x	\$ 0.00	\$ _____
Additional Show Vehicle(s) each (NOT your tow vehicle)	_____ x	\$ 40.00	\$ _____
Swap Meet Space (Outdoor – 20'x20') First space is free	_____ x	\$ 0.00	\$ _____
Number of additional spaces	_____ x	\$ 25.00	\$ _____

Registration Total \$ _____

The Early Ford V-8 Club of America 2024 Eastern National Meet



Clayton, New York • Sept 15-20, 2024 Early Registration Form

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

Registration Jun 12, 2023 – July 1, 2024 \$70.00

Late Registration July 2, 2024 - Sept 10, 2024 \$90.00

I am paying my \$70 registration fee by:

- ☐ Check Make checks payable to "Eastern National Meet"
- ☐ Cash
- ☐ Credit Card We will send you a secure link by e-mail for your payment

You will receive information about making hotel reservations by the 4th quarter 2023.

The complete registration package will be available in 4th quarter 2023. 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:

2024 Eastern National Meet
1N410 Forest Ave.
Glen Ellyn, IL 60137

Questions?
Contact Registration At
630-858-9474 -or-
registration@2024enm.com

You may also fill out this form on your computer or other device, save it, and e-mail it to registration@2024enm.com

Member Car of the Month

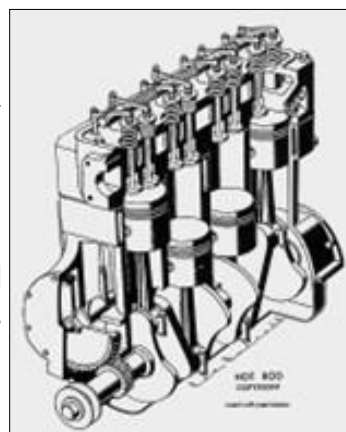
Curtis and Lynda Gibbs

Franklin, Tennessee

1932 Model B Ford Roadster

This month's Member Car of the Month is the 1932 Model B Ford Roadster owned by Curtis and Lynda Gibbs of Franklin, Tennessee. Yes, it's not a V8...it's a four banger and it was available in Ford cars through 1934. Here's the information about this car that Curtis sent for this newsletter and is taken from "an autobiography," ...*Stories about the influence of cars in my life.*"

Henry Ford supplied 1928 through 1931 Ford cars with 4 cylinder engines with flat heads. In addition, although the V8 was introduced in 1932, 4 cylinder engines were still available through 1934 (and) speed equipment was developed and marketed to increase the performance of these engines. Perhaps the most aggressive modification for these engines was an overhead valve conversion.



The concept of these heads was to move valves out of the block and into a head that was "over", or on top of the block replacing the original "flat" head and providing better engine breathing and more power. These overhead conversions were designed and manufactured by enthusiasts and racers who proved their own designs. As demand increased, an aftermarket industry began to evolve and those with the best designs, manufacturing processes, financing, and marketing survived while others fell to the wayside. Some of the early producers include Alexander, Morton and Betts, Cragar/Miller, Roof, Riley and others. In addition to the restoration of original overhead units, several of these have recently been reproduced and reintroduced into the enthusiast world.

The 32B is a 1932 Ford Roadster. The 1932 Ford Roadster was the quintessential hot rod of the 40's and 50's. It was light and available at reasonable cost and easy to modify. Today, there are many reproduction roadster bodies produced in fiberglass and metal, however original "Henry Ford" roadster bodies are rare. The 32B is an original body on an original frame. Back in the early 1990's I began getting interested in driving my cars for longer distances than to the local parade or car show. I began studying magazines that centered around early Ford modified cars. One in particular, a now defunct magazine by the name of *American Rodder*, seemed to focus primarily on early Fords with a focus on traditional style hot rods.



In the October 1991 issue, a particular car caught my attention. It was a red 1932 Ford Roadster that met my criteria for modifying a car. It was a hi boy (fenders removed) and its engine was an original 4 cylinder with a

Cragar Miller overhead conversion which would have been available in 1932. It belonged to George Poteet, a well known hot rod enthusiast.



I began developing the specs for a similar car and had acquired an original 1932 Ford frame and began collecting parts. At that time, I had recently met Paul, a veteran car builder in Memphis who was very familiar with these early Fords, and who rebuilt the rear end on my 1940 Ford with 3:54 gears to help increase speeds on the highway. In one of my phone calls with him, I mentioned that I had identified a car that would be very close to the car I was beginning to build. As I described the car to him and mentioned that there was an *American Rodder Magazine* article featuring the car. He told me

that *he* actually built that exact car. One can only imagine how surprised I was!

As the conversation progressed, he indicated that it might be able to be purchased as he is a friend of George Poteet and knew that he had not driven it in quite some time. Well, my immediate reaction was that I would never be able to afford such a car, and the probability that a car with this pedigree and quality would actually be for sale was most likely very low. Paul told me the history of the car and sent me pictures of the car in its various stages of build in his shop documenting the build back in 1988. He built it for Lyt and Mary Anne Glazner from Birmingham Alabama to run in the 1989 Great Race from Norfolk to Anaheim. The Glazners owned the Smiths Variety Store in Birmingham Alabama.

Paul worked full time on the car for a year, and then accompanied the Glazners on the Great Race as their mechanic. Sometime after the race, the car was sold to George Poteet and the car returned to Memphis, its "birthplace". Several months passed and I was consulting Paul on something I was working on. He mentioned that he did inquire about the car, and that George became "re-interested" in the car upon Paul's inquiry and it was not for sale. I continued with my projects and collecting parts to build a similar 1932 Ford hi boy roadster.



Years passed and I continued to work with Paul on a number of my projects and would talk to Paul once or twice a year. At some point in one of our conversations, Paul told me that George Poteet traded the car to a friend who was another high caliber private collector, also in Memphis. Time continued to pass, and I completed a couple cars and began serious touring. Continuing to have an interest in the car, Paul told me during a subsequent conversation that the current owner was going to replace the 4 cylinder engine with a V8 engine. At that point I was disappointed that the car would be changed from its configuration as built for the



1989 Great Race. I had never seriously thought I could acquire such a car and my interest at that point had disappeared.

One day in 2005, 11 years since I first knew about the car, I called Paul to get some information on a hydraulic brake conversion on one of my Model A's and Paul told me he was glad that I called because he had lost my phone number, and that the current owner was selling a couple cars. The 32B was one of them. When I told Paul that I was not interested because it had been converted to a V8, he told me that it never happened, and it was in still its original

configuration. He told me the price and that there was a sense of urgency as it had not yet been advertised. Paul suggested that I needed to decide within the next few days. I told him that I would sleep on it and get back with him in the morning.

Well, I never bought cars of this caliber, and this was definitely outside my wheelhouse and way beyond my hobby's budget. My mind raced for the balance of the day as I proceeded through the rationalization process one uses to justify these types of decisions. As I laid my head on my pillow that night, I decided that since this car had piqued my interest for over a decade, and I now had an opportunity to buy it, if missed this opportunity I would never have it again. I had no question that the car would sell quickly, and if I bought it and decided it was the wrong move, I could always resell it.

The next morning, I called Paul and told him that I would buy the car. He quickly told me that he would personally deliver the paperwork and the car the next day and that I should have my check ready to complete the transaction. He also told me that when I saw the car in person, if I did not like it, he would take it back to Memphis.

The following day Paul and his wife loaded the car in Memphis and made the 250-mile one way trip to my shop. We did the deal, unloaded the car, took a quick drive, and then went to lunch. Paul left, and my friendship with him continues to strengthen as he has helped me with several my cars over the years.

Being a bit naive, it was several years later that I realized what a favor Paul did for me to expedite the sale transaction of this car to me. I realized how important this car was to Paul as he spent 2 years of his life building it, taking it on the Great Race, and preparing it for several vintage races. I also really felt honored that Paul trusted me to be the next caretaker of this vehicle. When we unloaded the car from the trailer, Paul said "let's take it for a quick ride".

Being used to driving a stock Model A, I drove off and shifted as one does in a Model A with an unsynchronized transmission. Paul quickly told me to pull over and he would drive. When he took off, he told me that this car did not wake up until about 2500 rpm and that the internal components of the 1932 transmission had been converted to 1939 synchronized gears. I was elated and impressed that here was a car that could actually be driven with confidence. This car changed my relationship with the hobby. I would often jump in the car and drive 400 miles in a day. The sound of the exhaust travelling through the full length 3 ½ inch header with the top down is a not just a sound, it is a connection between the road, the vehicle, and the driver that is difficult to articulate and perhaps only understood through the experience of driving the car.

So, what was special about this car, and what caught my attention, was the fact it was essentially an authentic 1940's era hot rod. It was what the young folks did in the day to make their cars go faster and to socialize with other like-minded people. It became a lifestyle back then.





More than just a slogan “There’s a new Ford in your Future” was a fact in spring of 1948 as the Ford Motor Company prepared to unveil the all new post war 1949 model Ford line of automobiles. Suspense surrounded the details of Ford’s new offering even among Ford Motor Company employees in Dearborn who were not directly involved in the project. The July 1948 Ford Times magazine commented that in the spring of 1948 “a man who knew a man who had seen the new 1949 Ford could achieve fame and social prominence without trying.”

New York’s Waldorf-Astoria Hotel greeted throngs of curious potential automobile buyers on June 8, 1948 for the big unveiling of the 1949 Ford models. It was a scene reminiscent of the introduction of the Model “A” Ford back in December 1927 and the Model 18 V-8 in 1932. Ford dealers had been introduced to the new line of cars at six regional shows held throughout the country exclusively for them during May 22-25, 1948. Ford assembly plants held open houses to introduce worker’s families to the new cars before the public saw them. On June 18th local dealership showrooms begin to display the new Fords. An estimated ten million people viewed the new 1949 models. It was said that 100,000 orders were placed for 1949 Fords at these early showings.

The road to develop the post war 1949 Ford was a rocky one and has been often told in many articles on the subject. While not gladly, Henry Ford gave up the reins of the Ford Motor Company to Henry II, his eldest grandson. Henry II came in after his discharge from the Navy as Executive Vice-President and

The 75th Anniversary of the 1949 Ford

by John Emmering



then took the helm as company president in September 1945. A new era began for the Ford Motor Company which was losing money and appeared to be on the wane. Job one for Henry II was a new management team and he brought in John Bugas to alter the company’s management practices under the new president’s aggressive style. Management whiz Ernest Breech, former GM executive and Lewis Crusoe from Bendix were brought in, bringing their business expertise. Breech recruited Harold Youngren from GM, who became Ford’s new chief engineer. Ten Army Air Forces Veterans known as “The Whiz Kids” were added to the team, improving management.

Ernest Breech believed Ford needed an innovative concept for the new car. Ford management wanted the new car to be about the same size as the 1947 Ford, offer a larger interior, be lower, weigh less resulting in better performance, offer improved fuel economy and have a competitive price.

Besides assigning E.T. “Bob” Gregory and his styling department staff to work on a new design Ford executives choose George Walker’s outside firm to develop a design of their own in competition with Gregory. Walker got a former Studebaker designer Richard Caleal on the project promising him a lucrative position at Ford if he could come up with the winning design. Caleal worked with other automobile stylists, Bob Bourke and Holden “Bob” Koto, to make a clay model on which the slab sided 1949 Ford would be based. The unique spinner grill was said to have been added to the car’s design by stylist Joe Oros. Of the many accounts of the development of the 1949 Ford’s styling, this one seems most accurate.

The moment of decision came, and Ford executives choose Walker's design over Gregory's larger model. Gregory's larger Ford and Mercury designs would be utilized as the new 1949 Mercury and Lincoln cars. E.T. Gregory left the company after his design for the Ford car was not used. The race was now on and Ford Motor Company did the work necessary to get the new "8BA" 1949 Ford into production.

While two to three years was a reasonable time period to develop a new car, the 1949 Ford went from the drawing board to production in just 14 months. The cost of retooling was estimated at 37.5 million dollars. The engineers started with a clean slate and did not retain the traditional transverse leaf springs or closed torque tube drive shaft opting for open driveshaft Hotchkiss drive. The new car had independent front suspension and would be lower and 200 pounds lighter than the earlier model.

Luckily for Henry Ford II the 1949 Ford, the first all new car produced under his leadership, really struck a cord with the public and was a big hit. The car was all new except it carried over the somewhat improved flathead V-8 and 6 cylinder engines.

Ford produced four "standard" models for 1949 just called Fords. They were the Business Coupe, Club Coupe, Tudor and Fordor. (In 1950 the standards took on the name "Deluxe".) Top of the line were the Customs which included a Club Coupe, Tudor, Fordor, Convertible and Station Wagon.

The 1949 Fords were available with a 100 horsepower V-8 or the 95 Horsepower 6. A Borg Warner overdrive was optional along with the new Magic Air heater. A host of other authorized dealer installed accessories were offered such as turn signals, back up lights, spot light, fog lights, map light, etc....

Early production models were found to have some problems such as doors that flung open on turns and water leaks. Improvements were made during the production year. Sales took off in 1949 and Ford sold over a millions cars, bringing the company back into profitability after suffering several years of net losses.

Ford's 1949 model was a milestone for Ford and set the pace for the future, beginning a new era in the company. While modernized, the Forty-niner is still a member of the Early Ford V-8 family with it's flathead V-8 engine and is a great collector car.

Ford's Out Front with "The Car of the Year"!

The ride of the Year
You'll ride relaxed, at ease - seated in the extraordinary middle section of the new '49 Ford. It's a revolution in road comfort! And such are much more, too!

The brakes of the Year
When the traffic light turns red again! And you can bring your new Ford to a halt with a touch of your foot! Four brakes of new "Magic-Air" help hold the car steady for every power. They work up to 20% extra!

The economy of the Year
You get up to 10% more miles per gallon of gas - thanks to new "Econo-Pac" economy new lubrication system and "Econo-Boost" manifold. For even more savings, there's the new Ford "Disc Drive" (available on some cars). And your choice of new V-8 or 6.

The look of the Year
Look at the new Ford. It's a good 1000! How do you like that? "New" too! "New" too! You never see a car like this before in the field, do you?

See for yourself why the '49 FORD is THE CAR OF THE YEAR!

There's a Ford in your future

Beauty fore and aft plus the "Mid Ship" ride

There's a Ford in your future

There's a Ford in your future





SPECIFICATIONS 1949 FORD Custom Club Coupe

Engine: V-8 L-Head 239.4 cu
Horsepower 100@3600 rpm
Transmission 3-speed manual
Optional Overdrive
Brakes four-wheel hydraulic
Wheelbase 114 inches
Curb weight 2,965 lbs.
Number made 150,254
Price new \$1,523
Average Value \$17,960



The '49 Fords of Bruce Nelson

Roseville, Minnesota

2024 is the 75th anniversary of the 1949 Ford and this month I am including an article from *The Hoosier Views*, newsletter (see pages 11-14) of the Indiana RG #56, that marks that anniversary year. You know also that I ran a "Member's Car of the Month" in the January newsletter about the '49 Ford of Volunteer V8 Ford Club member Ron Hope and didn't feel like I should use it again for this piece and no other member in our club has a '49 Ford (none that I know of) so I contacted someone I knew that does have a '49 Ford, Bruce Nelson, and asked him to provide me with a story about his cars (both '49's), which he agreed to do. Bruce is a past president of and a former member of the board of directors of the Early Ford V8 Club of America.

My 1949 Fords

By Bruce Nelson (Minnesota)

In the old car hobby there are usually two scenarios about what year vehicle you want to own. It is either the year you were born, or the year of the first car you remember. Well, I was supposed to be born in 1949, but I just didn't want to face that year, so three days into 1950 I arrived. Now, that is the only reason I can give as to why I own a 1949 Ford.

My first 1949 Ford was a junk yard beauty. In 1989, I heard of a junk yard that was closing way out in Madison, Minnesota. The best way to describe where Madison is located is to head to the South Dakota border and then drive back east 11 miles. There used to be a Ford Dealership in Madison run by two brothers. One ran the new car sales and the other the used car sales. When the new car sales brother died, the other brother took all the remaining used cars and put them behind a fence and closed the dealership.



Bruce Nelson with his 1949 Ford at the 2008 Grand National Meet in Dearborn, Michigan.

When the second brother died in 1986, a friend became the trustee of the estates and had to get rid of all the stuff. An ad was placed in the Twin Cities newspapers and being an old Ford dealership, I and two



friends drove the 3 hour drive to check things out. One of those cars that had been put behind the fence was a 1949 Ford Station Wagon. When we got there the crushing machine was already at work. I took lots of pictures of the cars and especially the Woody. On the way home, I started thinking that I should have made an offer on the Woody. That bothered me so much that come Monday, I called out to Madison and asked about the Woody. I was told that the company crushing the cars purchased it for the minimum price. I asked for a name and number. On Tuesday I called. The Woody was not for sale, but I told them if they ever thought about selling it to give me a call first. On Wednesday I got the call. I have owned the Woody for 34 years and have collected all



The 1949 Ford Custom Fordor at Greenfield Village 2018.

of the hard to find parts. It has become my garage queen.

My other 1949 sort of found me, instead of me searching it out. My best friend had a neighbor that liked to find old cars and enjoy them for a while and then got rid of them. I was up at my friend's back in 1996 and we walked across the street to look at the car. Well, next thing you know it is sell my 1937 Ford to make space for the 1949.

It was a low mileage (30,800) car when I purchased it. A Custom Fordor, with heater and clock. The original engine had seized and was sitting in the corner of the garage and was included in the sale. Once I cleaned it up and saw that it truly was the original engine (blue paint) off it went to my engine rebuilder and within two days he called and asked me what I wanted to do with it. The rings had seized in two cylinders but everything else was standard and in good

shape. I told him that those parts were 1949 technology and that I thought it would be better to replace the entire internals with more modern technology. The rebuilt original engine was installed and road tested and then broken in driving to the 1999 Central National Meet in Omaha Nebraska, where it received its first of 10 Rouge Awards (so far).

Since that time I have driven the 1949 to 7 other National Meets and trailered it to 3. It was also driven and completed 3 National Driving Tours. It has only let me down once and that was because I thought modern electronic ignition was better than tried and true technology. It also was driven to 3 Auburn Motor Musters. Since it is a black car, Mary has named it the "toaster", since after being in it after a long drive, you feel just like burnt toast.

It has been in 12 states and upon driving home from the 2022 Wisconsin Transportation National Driving Tour the odometer turned 60,000 miles. It truly has been a "1949 Ford Car of the Year!" for me.



(Left) Pictures of '49 Fords coming off the assembly line at the St. Paul, Minnesota) Ford plant.. Bruce says that first one could be his '49 Ford!; (Right) Bruce Nelson's '49 Ford Custom Fordor at the 2022 Eastern National Meet in Franklin, Tennessee.

Take the wheel Try the new Ford "Feel"



She I love the "feel" of the Ford—the way it handles. You don't drive it—you aim it!

Us Thanks, lady, that's because Ford's special steering geometry gives you true "Finger-Tip" control!

She And on rough roads my Ford feels like a Pullman!

Us Ford's "Mid Ship" Ride is so comfortable because new "Hydra-Coil" Front Springs and new "Para-Flex" Rear Springs soak up the bumps before they get to you!

She The whole car feels so solid, too!

Us Yes, Ford's heavy-gauge steel "Life-guard" Body combined with our new frame is 30% more rigid!

She I've never felt such easy-acting brakes, either!

Us Actually, they operate 35% easier because part of the car's forward motion is used for stopping power!



She A woman always feels safer, too, when there's such wonderful visibility!

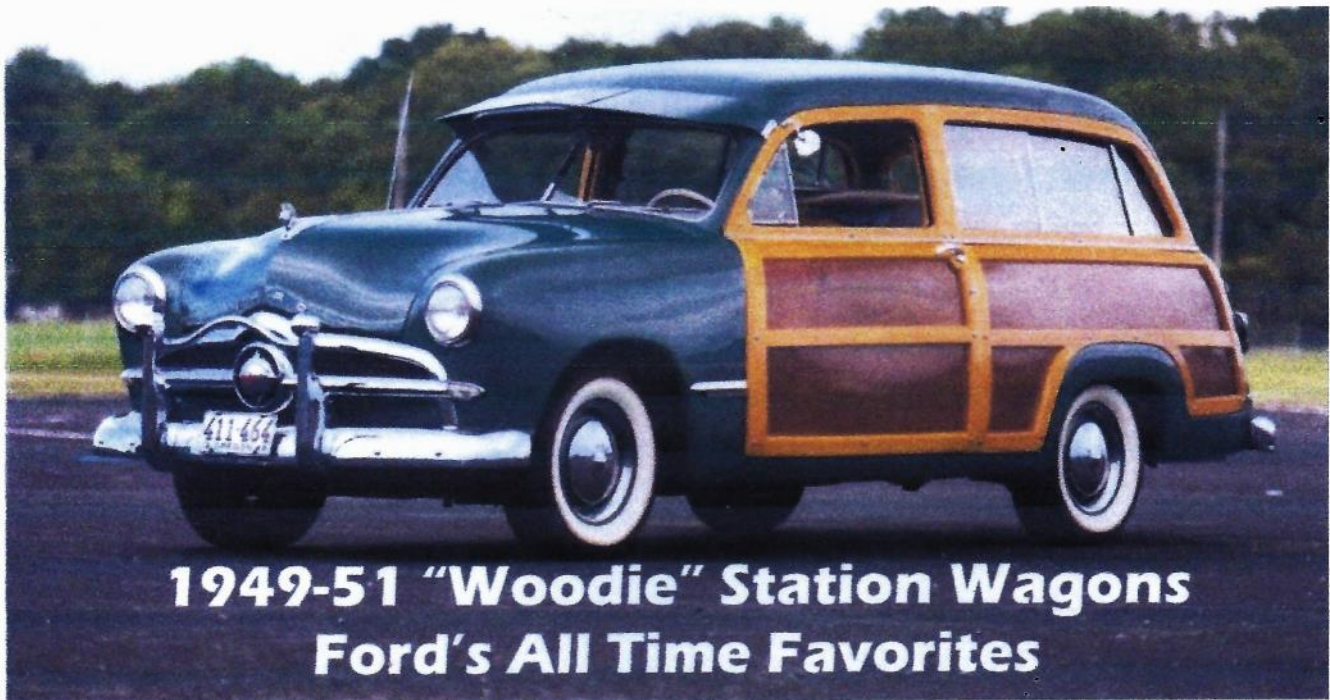
Us Ford's "Picture Windows" give you up to 20 square feet of "see-ability"—the rear window alone is 38% larger!

She I love Ford's "feel" of power!

Us Ford has plenty! You get your choice of two great "Econo-Power" engines—100 h.p. V-8 or new 95 h.p. Six!

Us again Why don't YOU see YOUR Ford Dealer today... take the wheel... try the new Ford "Feel."

White side wall tires, optional at extra cost.



1949-51 "Woody" Station Wagons Ford's All Time Favorites

by John Emmering

The "Magnum Opus" of Ford Woody Station Wagons and the last series of real wood wagons the company was to produce, was introduced in the spring of 1948 when the new 1949 line of cars was unveiled. After two decades of producing wood bodied station wagons, the 1949-51 wagons became the most popular models Ford had ever produced. Because of relatively high production and good sales these well-crafted and very attractive automobiles have become the most common Woody wagons to survive until this day.

Wood bodied station wagons were a concept that went all the way back to the days of the Ford Model "T" Depot Hack. These early Woody wagons started out as a standard chassis and were fitted with wooden bodies produced by outside firms like Seaman, Columbia, Martin-Parry and York. They filled a need for transporting luggage to train stations, hauling produce and many other purposes. For the 1929 model year, Henry Ford, who always strove for his company's self-sufficiency, decided that Ford Motor Company should produce an in-house station wagon. With the vast timberlands the company had acquired in the upper peninsula near Iron Mountain, Michigan in 1920, Ford certainly had the resources available. The wood products from the Iron Mountain plant had supplied material for the wheels and floor boards of Ford cars in the past but would now be used to form the bodies of the new 1929 Ford Model "A" station wagons.

From the 430,000 acres of timber in the company's forests, workers at the Iron Mountain Plant cut and shaped the wood for the station wagons. The wooden components were sent to body makers Briggs, Murray, or Baker Rawling for assembly. During 1929, Ford produced 5,200 of the Model "A" woody wagons. Ford's station wagons were appreciated for their quality craftsmanship. Hotels, resorts, garden shops and various other business concerns along with members of the public were keen to acquire one of these wagons.

When the V-8 era dawned in 1932 Ford Motor Company was establishing itself as the "Wagon Master" of the auto industry. During the period of the 1932-1934 Ford contracted with the Mingel Furniture Company to obtain its wooden components. For the 1935 model year wood was again cut and formed at the Iron Mountain Plant with the Murray Body Company doing the assembly on the chassis Ford supplied. By 1937 Ford began to move away from Murray and chassis began to be shipped up to the Iron Mountain Plant for assembly in expanded facilities.

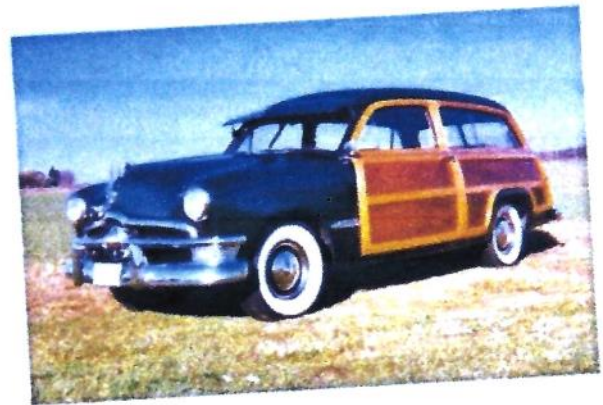
As the 29 millionth Ford, a 1941 Woody Wagon was presented to the American Red Cross on April 29, 1941 it was clear that the United States was on the verge of War. It was during the hiatus from civilian automobile production during World War II that the design for the 1949-51 Ford and Mercury station wagons was born.

Ford styling chief E.T. "Bob" Gregorie while working on designs for post-war Ford cars, styled the future station wagons as semi-woodies. The wagons were designed with wooden outer panels laid over a sturdy all-steel inner frame. The design called for the new wagons to be reduced to two door units rather than the traditional four door configuration. This was done with families in mind to create a safe compartment in the rear section for children. Gregorie designed his wood and steel station wagon body originally for his larger concept of the new Ford, which was adapted into the 1949 Mercury. This design was altered for use with the smaller 1949 Ford which went into production and the Mercury also. When the new line of post-war Fords was introduced, the 1949 Ford Custom Station Wagon took its place in the spotlight along with all the other new Fords of various body styles

Car buyers took to the 1949 Ford Custom Station Wagon right away and 31,412 were sold during the 1949 model year. The new "shoebox" Woodie station wagons' popularity continued into the 1950 and 1951 model years with a total of 82,721 wagons produced over the three-year run. Midway through 1950 the Custom Station Wagon was redesignated as the "Country Squire" and the 1951 models bear that nameplate on it's doors.

These new wagons were more complex to manufacture than the old box like woodies produced earlier. The 1949-51 station wagons required panels to be curved to the vehicle's sides. The assembly teams at the Iron Mountain plant needed to use an electro bonding process utilizing large metal presses. While in the past Ford wagons had used birch wood framing exclusively the 1949 models used maple and ash on many cars in addition to those framed with birch. Honduran mahogany was utilized for wood sheathing.

Henry Ford II's "Wiz Kids" noticed that the Woodie station wagon line had always lost money. The poor profit margin, difficulty in upkeep and poor resale value of the Woodies led Ford leadership to develop three station wagon models for 1952, two totally devoid of wood. Only the Country Squire had a trace of wood with simulated woodgrain trim over metal being utilized. By the 1960's the Shoebox Woodies gained popularity among California surfers and became stuff of legend. Today the popularity of the unique 1949-51 Ford Woodies is undisputed as they have become immensely valued to Ford V-8 enthusiasts.



(From NIRG #8 Road Chatter Dec. 2020)



Blast From the Past!

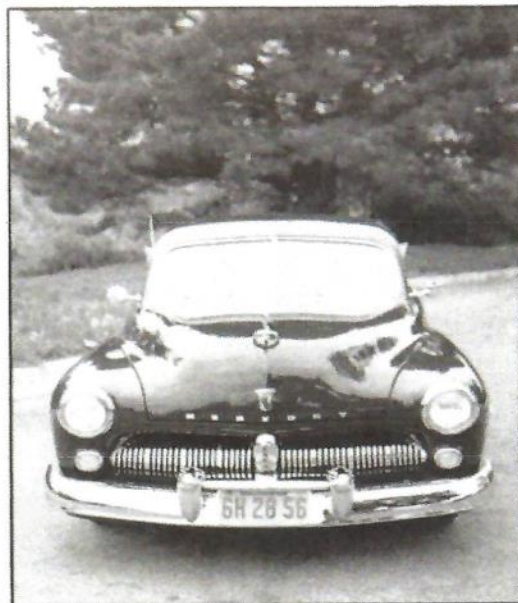
This page and the next appeared in the January-February 2000 issue of the *V8 TIMES* and the pictures are of a 1949 Mercury Club Coupe and a 1949 Ford Custom Deluxe Fordor Sedan. These two cars were on the front and back covers of the magazine. The Ford is the same one owned by Bruce Nelson (see pages 14 and 15 of this newsletter).

IN TRANSIT...

This year, 1999, we celebrate the 50th Anniversary of the 1949 Ford Motor Company models. Here's two fine examples of those cars.

On the cover:

1949 Mercury Club Coupe



With the all "New" Ford for 1949, the original 1949 Ford design became the 1949 Mercury with only a grill change. This gorgeous Maroon 1949 Mercury Club Coupe is owned by Jim Harris of La Jolla, California.

In 1990, Jim realized he had a problem touring with the San Diego Regional Group of which he is a member. "All of the cars I had at the time, two Convertibles and a Woodie, were "garage queens!" he recalls. "I needed a closed car for tours - it DOES rain in California sometimes."

So Jim made the commitment, sold his Model A Roadster and began his search for a 1949-51 Ford touring car.

Hearing of his desire for a "road" car, Howard Simpson recommended the Mercury over Ford because of its heavier weight and better roadability. (Of course, Howard is a "Mercury Man" and naturally would recommend a Mercury.)

Another friend told Jim he was taking his Mercury to the Beverly Hills Car Show so Jim decided to go. At the show, he saw James Dean's Mercury and he was hooked. Of course, the Dean car was not for sale. However, near the show, Jim caught sight of a 1949 Maroon Mercury that "might be available."

"That's the car I'm going to buy," he told his wife when he saw the car. After talking with the owner, a deal was struck on the spot!

The car had originally come from the Northwest, being driven to the Los Angeles area. The current owner bought Mercurys and restored them with only slight modifications from stock. The only change made to Jim's car was a lowering of 1 1/2 inches. Fortunately, the top was not "chopped."

After getting the car to San Diego, Jim began his research. While the exterior and interior are still as they were when he acquired the car, he discovered the engine was good but the wrong color. Since the

engine compartment was also dirty, Jim decided to cosmetically restore both. Some wiring had to be replaced to bring everything back up to "stock." A new radiator was also installed. In short, everything is back to original condition.

Jim thanks Charles Beattie, the V-8 Club's 1949-51 Mercury Advisor, for "a lot of help" on this restoration project.

The car does have the factory optional Borg-Warner Overdrive as well as radio, heater and Day-Nite mirror.

While he hasn't taken the car on many long trips, most of the mileage has been on tours around San Diego County. He has picked up several First Place awards at local car shows. Jim plans to bring the car to the 1999 Western National Meet in Dana Point, less than 60 miles away.

"It's a great touring car and a lot of fun to drive," says Jim. "Although it's a driver, it's hard to keep it under the legal speed limit!"



Back cover:

1949 Ford Custom DeLuxe

My 1949 Ford Custom DeLuxe has survived very well in the northern climates of Minnesota. When I purchased it in May of 1996, it had only 30,382 miles on it. It current-

ly has 30,998 miles on the odometer, and I do believe that to be correct. It is in such great shape, that the cadmium plating is still visible on the fender bolts and the ventilator ducts. Of what I know about the car, I am the third active owner.

The original owner purchased it from Minar Ford (still in business) in Minneapolis and it still has the dealer tab on the trunk handle. It was the "little old school teacher" car. The only option on the St. Paul Assembly Plant built car is the heater (you have to remember where I live.) The glass "bugs" are dated April 1949, so it might be considered a "late" 1949.

When I purchased it, the owner had replaced the frozen original engine with a good, used 1951 "Strato-Star V-8." When I got the original engine cleaned up, it was blue, so when I had it rebuilt, it was returned to that color. The rebuilder said the main bearings and oil pump were in great shape and could still be used, but I told him to replace them.

All I can say is that at times things up here in the frozen North Country are pretty laid back and I don't find it strange that a "late" car could have a blue engine. The engine was just hidden in a snow bank and overlooked.

I have put new tires on it, added factory turn signals, and repaired the little things like the fuel

tank sender and generator. When I replaced the tires, the original tubes were Ford script!

It drives great and at this time I plan on trying for a Rouge Award at the 1999 Central National meet in Omaha. And yes, after attending over 15 National Meets and five Grand Nationals, I will finally be taking a V-8!

Bruce Nelson
Roseville, Minnesota

1999 Officers Installed

National Officers of the Early Ford V-8 Club were elected by the Board. They include: Don Rogers (Missouri) President; Charlie Gunn (Connecticut) Vice-President; Wayne Taylor (California) Secretary/Treasurer.

As reported in the last issue, Directors for the 1999-2001 term are: Waymon Brownlee, (Southeast); Sharon Foster, Ruth Anne Rose, Allen Nelson and Dave Engle (California).

Directors and Officers were installed at the Board Meeting in Sacramento, California, January 15-16th.

Drop by and say Hello!
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BACK ISSUES. Vols. 34, 35 & 36 (1997, 98, & 99 not included in set)...\$5.00 + 20% of total
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Effective January 1999

The NEW FORD for 1949



Benson Ford, William Clay Ford and Henry Ford II (l-r) appeared in this photo taken at the time of William Ford's election to Ford's Board of Directors and a month before introduction of the "new" 1949 Ford to the public.

Photo by Joe Farkas

50 Years Young

Part One

by Jim Farrell

What makes the '49 Ford so special? The short answer is that everything except the venerable flathead V-8 was new, from the design of the car to the suspension. It was the first "modern" car from Ford.

More importantly, it told the world what to expect from the third generation of the Ford family that took over after the death of their father, Edsel Ford in 1943, and their grandfather, Henry Ford in 1947. The '49 Ford helped Henry Ford II, age 30 at the time of its introduction, Benson Ford, age 28, and William Clay Ford, age 23, establish themselves as leaders in the automotive industry.

In 1941 Edsel Ford and his Chief Designer, E.

T. "Bob" Gregorie were in the planning stages for the car they thought would be the '43 Ford. The war unfortunately changed everyone's priorities and in February 1942, new car production was suspended for the duration. Things went from bad to worse with Edsel Ford's death in May 1943.

In 1941 Henry Ford had a second stroke, this time a major one, and he more or less turned the running of the Company over to Harry Bennett, his head of security. Old Henry backed Bennett at the expense of his son and, especially after Edsel's death, Bennett was able to consolidate power by either firing most of Ford's long time managers or making it so difficult for them to continue working there that they chose to leave.

The continuing difficulties caused by Bennett and Henry Ford's advanced age and infirmity had a devastating effect on Ford's Engineering Department. Chief Engineer Larry Sheldrick

resigned in 1943 and shortly after that, Gregorie also left rather than work under Joe Galamb, Ford's long time Chief Body Engineer, who was placed in charge of the Design Department when Sheldrick left.

One month before Gregorie left, the War Department arranged for Henry Ford II's release from the Navy, on the hope he would return to Dearborn to try take control of his namesake. (News reports at the time suggest that one alternative being considered was for the government to place Ford under the control of another car manufacturer for the duration of the war.)

Gaining control wasn't easy, but by April, 1944 Henry Ford II had been elected Ford's Vice President. That same month he persuaded Gregorie to return by agreeing to work as closely with him as his father had - and by agreeing to immediately "retire" Galamb. One month after that, thanks to the persuasive powers of his mother and grandmother, (Clara threatened to leave her husband and Eleanor threatened to sell Edsel's stock) 28 year old Henry Ford II was elected President of Ford Motor Co. One of the first things he did was fire Harry Bennett and then he fired about a 1000 of Bennett's cronies.

At the same time Gregorie returned to Ford, Jack Davis, Edsel Ford's sales manager, who Bennett had previously banished to California, was also returned to power. He and Gregorie got along well and, almost immediately, they settled on a revised "two Ford" policy.

In other words, there would be two new model Fords, the Light Ford and a full-sized Ford. Thus, Ford's post-war new car lineup, originally scheduled for introduction as 1948 models, included the Light Ford, the full-sized Ford, the Mercury, the Lincoln and the Cosmopolitan. As Gregorie explains it, the full-sized Ford was to be bigger and appeal to a "higher social class." (Also planned, but never totally developed were a new Continental and a new Lincoln Custom.)

If there was a crisis at Ford when Henry Ford II took over, it was because the Company had no infrastructure. What middle management there was had been fired or quit. Henry Ford II soon realized he was in over his head and needed help almost everywhere. The story of how he hired the "Whiz Kids" has been told elsewhere and it plays little part in the story of the '49 Ford, except to emphasize the dire need for competent personnel to help rebuild the Company.

To teach him how to run the Company, and to gain expertise from someone who had years of experience in the automobile business, Henry Ford II persuaded Ernest R. Breech to leave General Motors' Bendix Division and come to Ford as Executive Vice President.

Breech, in turn, brought many G.M. executives with him. One of those was Harold Youngren, who became Ford's new Chief Engineer. Breech



Ford Photo Media

E. T. "Bob" Gregorie, the head of Ford's Design Department at the time of the introduction of the 1941 Ford.

officially started on July 1, 1946; Youngren exactly one month later. (Breech, Youngren and other former G.M. executives hired by Ford knew that the next Chevrolet model would come out in 1949 and that it would weigh and cost less than the proposed full-sized Ford.)

Even before they officially became Ford employees, Youngren and Breech drove the car that was planned as the '48 full-sized Ford. There's a debate about which one first told the other he thought it weighed too much and that if sold in competition with Chevrolet and Plymouth, it would lose money, but in September 1946 and even though tooling had already been started for both the Light Ford and the full-sized Ford, Breech recommended to the Executive Committee that they start from scratch and design and build an all new full-sized Ford.

As Breech saw it, the world was going to judge them and Ford Motor Co. by the next new Ford they produced and it needed to be something spectacular. Breech then proposed to delay the introduction of the entire new car lineup for one model year, make Gregorie's full-sized Ford the new Mercury and come up with an all new Ford and that's exactly what happened.

In the meantime, studies done on the cost of the Light Ford showed it would only sell for 17% less than the full-sized Ford. In other words, it would cost too much to build for what Ford planned to sell it for. With a little luck and after

Chevrolet discontinued its own light car project, Breech sold the Light Ford to Ford of France where it became the Vedette.

Breech was a firm believer in chain of command and the committee system he had learned at G.M. He did not like the cars that were coming from Gregorie's Design Department because he thought they were too bulky, weighed too much, cost too much to build and weren't modern enough.

For his part, Gregorie wanted things to continue the same way they had been when Edsel Ford was alive. The Design Department under Edsel Ford had been run "like a country store," with decisions made on the spot with little or no formality - and certainly no committees. Gregorie thought he had Henry Ford II's promise to work with him on the same one to one basis, just as he had with his father, but the problem was that Breech was his boss also.

Even before Breech recommended a crash program to engineer and design an entirely new Ford, in late April or early May 1946, Breech contacted his old friend, independent industrial designer, George Walker, for another opinion on Gregorie's proposed '48 full-sized Ford. When he saw it, Walker told Henry Ford II and Breech that Gregorie's proposal looked like a "bathtub" - it was "terrible," and that he could do better "with his eyes closed."

Not surprisingly and on Breech's recommendation, Walker was hired by Ford to design a competing model with the new Ford Gregorie was instructed to design. When both proposals were done, Gregorie and Walker were both told that Ford's Executive Committee, consisting of Henry Ford II, Benson Ford, Breech, Youngren, Davis, Mead Bricker and John Bugas, would choose the winner. (Walker also got Henry Ford II to agree to periodically come to his office in downtown Detroit to review his work and to have the final selection there.)

In early May 1946, designers Joe Oros and Elwood Engel, and several others in Walker's studio, were told they had 90 days to design and build a 1/4-sized model of Walker's proposal. Gregorie was given the same amount of time. (Gregorie's 1/4-sized proposal for the new Ford was primarily designed by him and his Assistant Manager, Tom Hibbard at Ford's Design Department.)

While all this was going on, Harold Youngren



Ford Industrial Archive Photo

Ford's Chief Engineer Harold Youngren, Design Consultant George Walker, and Tom Hibbard (l-r) who became head of Ford's Design Department when Gregorie resigned appear in this photo was taken December 16, 1945, the day after Gregorie resigned.

was preparing package measurements for the new car Gregorie and Walker were designing. Youngren's preliminary sketch was made mid-August 1946 and the formal 1/10 scale drawing was finished late September. (Except for wheelbase, the package Youngren's engineers came up with was extremely close to the measurements of the '47 Studebaker Champion.) Youngren had several specific objectives in mind for the new '49 Ford:

- The overall dimensions had to be approximately the same as the previous model and it had to be in the same price range as its competition.

- The styling had to be completely new.

- It had to have a bigger interior.

- The ride and the handling had to be markedly improved.

- The car had to be lower without sacrificing ease of entrance.

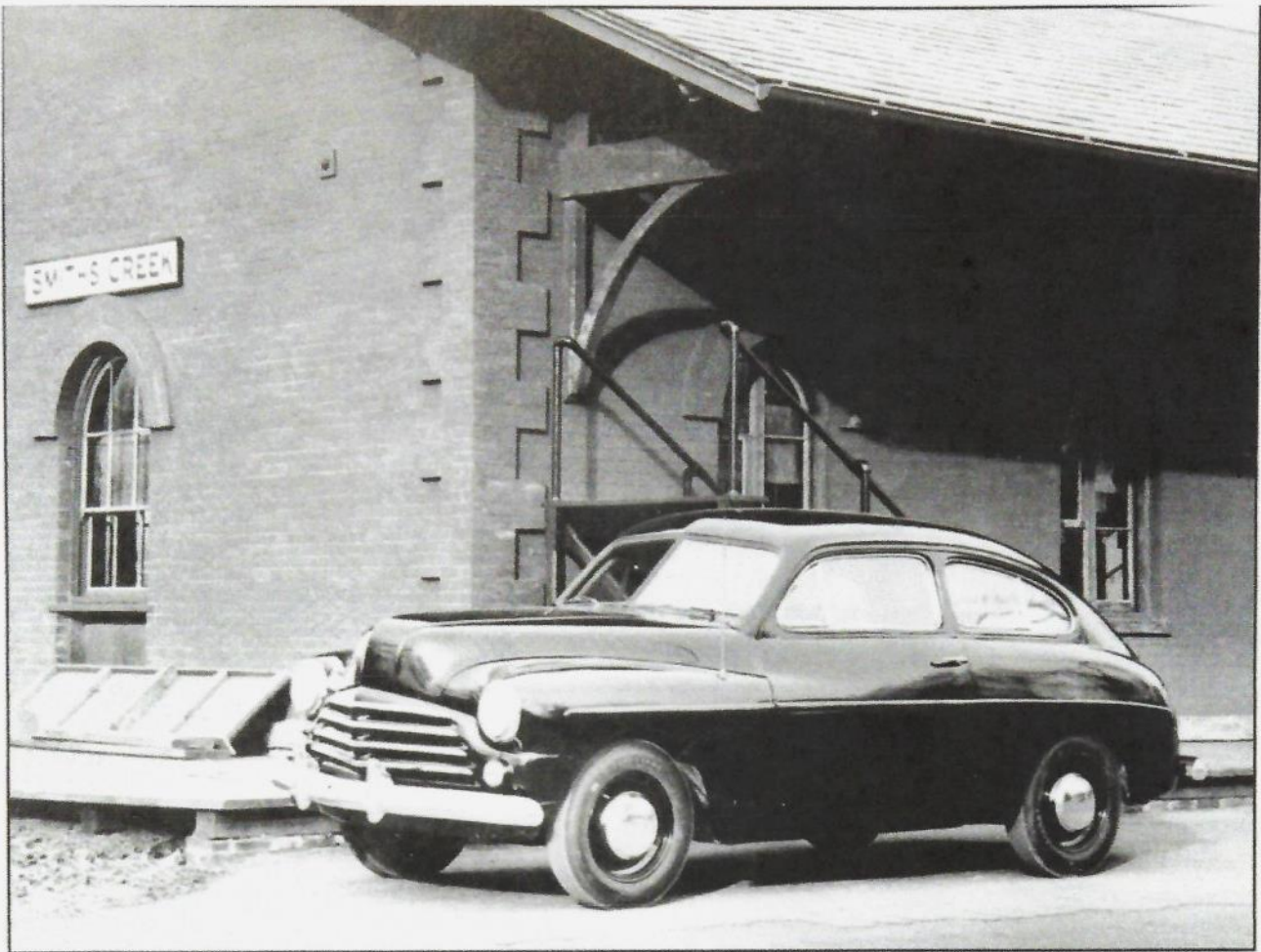
- The car's weight had to be reduced with a resultant increase in performance.

- It had to have better visibility for driver and passengers.

- It had to have improved economy

Youngren's code-name for the car was the "X-2900," which represented its maximum projected weight. (The '49 Ford weighed in at 3175. Although it was 275 pounds more than projected, it still weighed 239 pounds less than the '48 Ford.)

By their very nature, crash programs encourage shortcuts, are often confusing and sometimes take on a life of their own - so it was with the design of the '49 Ford. Gregorie really wanted to win the contest, although he knew the deck was stacked against him. (There's not much doubt that



From the Collections of Henry Ford Museum & Greenfield Village

The Light Ford was photographed in Greenfield Village in 1946. It would later become the French Vedette.

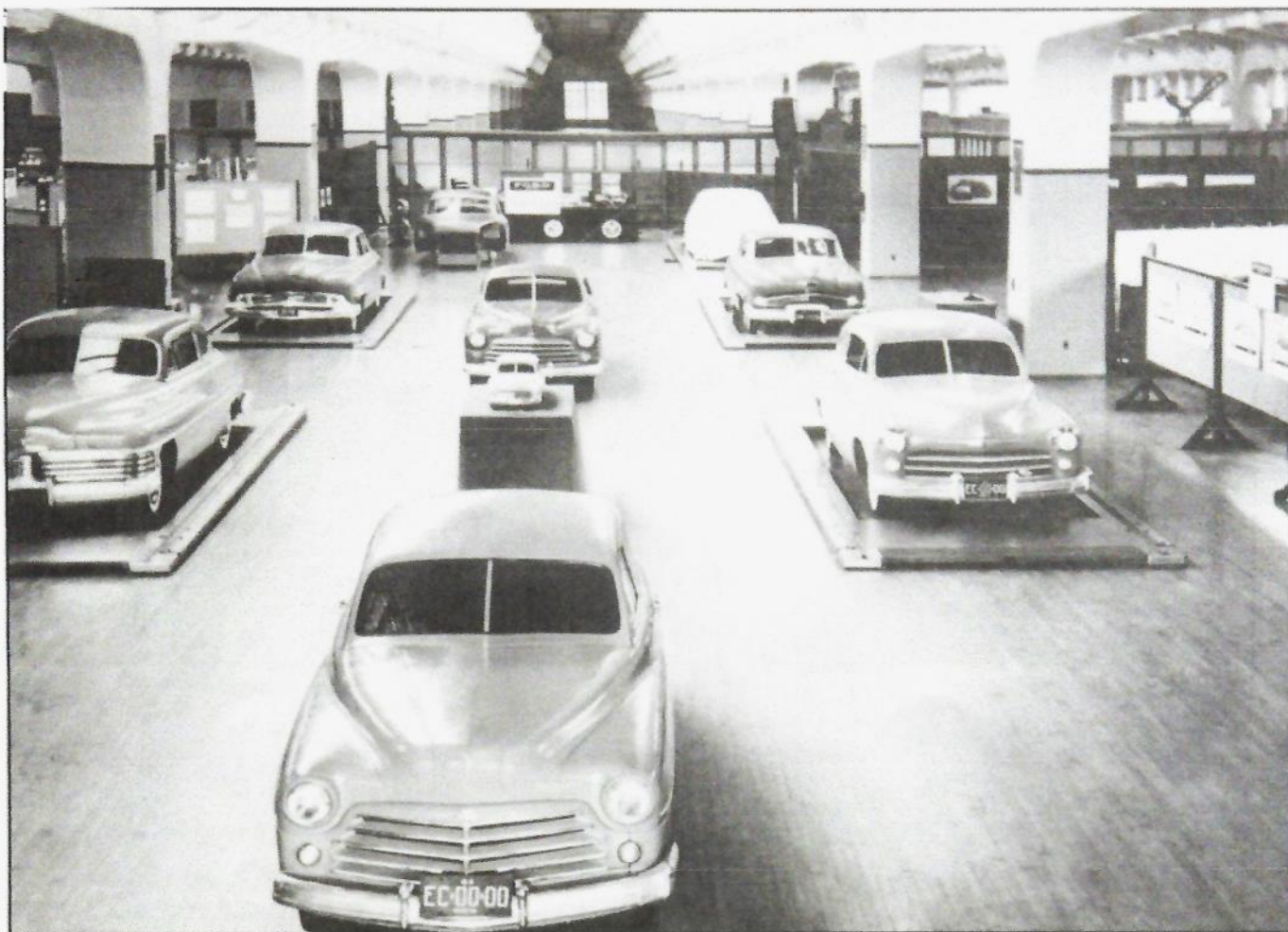
Breech was rooting for Walker and Gregorie knew it.) Gregorie preferred the full, rounded, bathtub look and the car he designed turned out looking a lot like a Kaiser. (Designers report that Gregorie bought a new Kaiser and Engineering bought a new Studebaker during the process of engineering and designing the '49 Ford.)

Across town, Walker's firm was having some trouble coming up with a distinctive design for their proposed new Ford. At the same time Walker's designers began working on their proposed '49 Ford. Richard Caleal and several other designers were let go by independent designer Raymond Loewy, who had the Studebaker account. Soon after that, Caleal applied for a job at Walker's firm and was put to work helping Walker's designers come up with their new Ford proposal, but after a short time and because he did not feel comfortable working with Walker's designers, Caleal asked Walker if he could design and build his own 1/4-sized model at his home in Mishwaka, Indiana, which is near South Bend. Walker said he could and promised Caleal a high paying job if he came up with the winning design. Caleal then returned to Studebaker, which was in South Bend and told his old co-workers about the

contest and that he had a promise of a fantastic job from Walker if his model was chosen. At this point the story gets muddy, because there are several different versions of what happened.

Until his death many years later, Walker always claimed that he and his designers were responsible for the 1/4-sized theme model that won the first competition, and he never disclosed that it actually came from Caleal. (In defense of Walker, the head of the studio often took credit for the designs of those who worked under him and it has only been recently that individual designers began to receive individual recognition for their designs.)

According to Caleal, after he returned home he asked his friends at Studebaker if he could borrow one of their wood bucks and about 85 pounds of modeling clay. He also says he got permission from studio head Bob Bourke to hire Studebaker clay modelers John Lutz, Jr. and Joe Thompson, who agreed to help him build his clay model in the evenings at his home. Caleal says he designed the car himself, heated the clay to model it in his wife's oven, and that it was made on his kitchen table. He acknowledges that after the clay model was finished and because time was short, Stude-



From the Collections of Henry Ford Museum & Greenfield Village

Ford dealers got their first look at Ford's proposed new car lineup for 1948 as shown in this photograph taken June 6, 1945. On the right, from front to back, are the full size Ford and Mercury proposals. In the middle are two models of the Light Ford and on the left are the Lincoln and Cosmopolitan. Also planned for 1948 were a new Continental and Lincoln Custom, neither of which were ever finished or approved for production.

baker designer Bob Koto helped him turn the clay model into a finished 1/4-sized plaster model. After the plaster model was completed, Caleal says it was he who had it painted Capri Blue at a local body and paint shop, placed it on a velvet covered piece of Masonite and drove it to Walker's office in Detroit. To his surprise, Caleal's model was picked over the ones done by Oros, Engel and Gregorie.

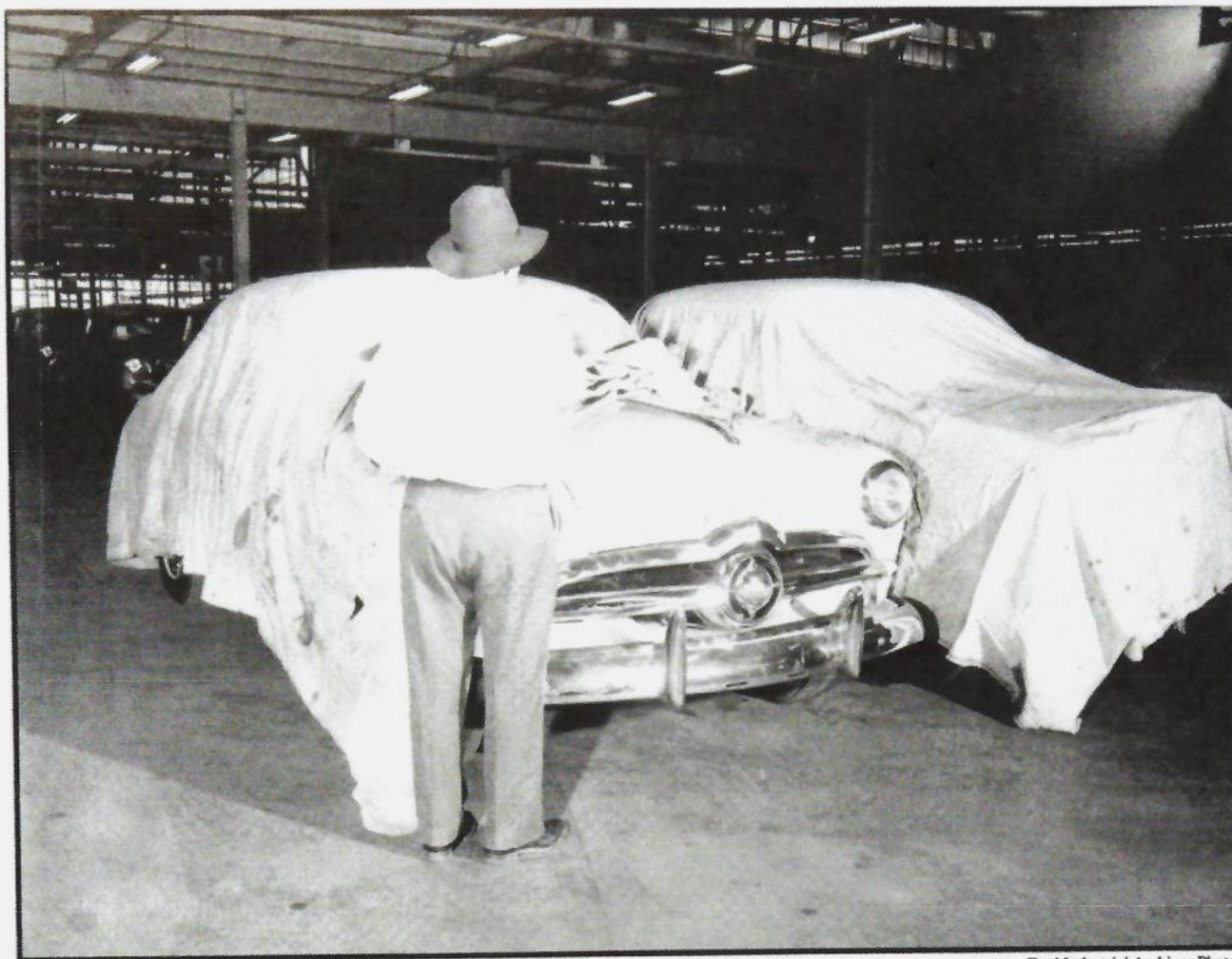
According to Caleal, Walker got him a job at Ford by making him promise not to disclose he designed the '49 Ford proposal that won the contest, a promise he says he kept during Walker's lifetime. (Caleal also says that although Walker got him a job as a Ford designer, he never got the \$50,000 a year salary or the position he was promised.)

Bob Bourke was Raymond Loewy's head designer at Studebaker. He felt bad because he had to let Caleal go and, when he found out that Caleal had a chance for another job, he offered to help him in any way he could. Bourke thought that Caleal's proposed job with Walker depended

on what he produced, so he loaned him an 1/4-sized wood armature and enough modeling clay to build the model. Bourke also says he told Caleal that when the model was roughed out, to give him a call and he'd come over in the evenings and help out. In the meantime, Bourke says he made rough sketches of a proposed car, reviewed them with Caleal and that the '49 Ford Caleal took to Walker was 99% the car he designed.

By the time Bourke got over to Caleal's house, he says it was obvious to him that for Caleal to make his deadline, he needed more help, so Bourke asked Studebaker clay modelers John Bird Jr. and John Lutz Jr. and designer/modeler Bob Koto if they would also help Caleal. According to Bourke, Koto designed the body, window cutouts, roof and part of the back end of the 1/4-sized model. Bourke claims he designed the front end, the taillights, the back end fender detail and the rear part of the deck of the model.

Bob Koto claimed that he agreed to help Caleal, who he didn't think knew that much about



Ford Industrial Archives Photo

Factory worker takes a "peek" at the NEW Ford for 1949.

was building the model for Walker on the promise of a job. Koto says he followed the package measurements given him by Caleal and designed most of the car over a period of about two weeks on Caleal's kitchen table. According to Koto's recollection, Bourke designed the spinner grille. Koto didn't think the car was one of his best designs and considered it too bulky, full and fat.

John Bird says that he, Joe Thompson and John Lutz Jr. clay modeled Caleal's '49 Ford proposal on his kitchen table to help a their friend get a job with the Walker firm. Thompson was in the process of moving to the west coast, so Koto, who was as good a modeler as he was a designer, was asked to take his place. It's Bird's opinion that Koto was responsible for the body design and Bourke did the front end design and the detailing. According to Bird, no one got paid for helping Caleal and that everyone thought the model was being built as a Nash, who they knew to be one of Walker's regular customers. Bird is also quick to point out that because of the nature of design work, the design of all cars is usually a team effort.



Look for Part Two of "The New Ford for 1949" in the March 2024 issue of this newsletter.

THE TEN BEST TOOLS OF ALL TIME!

Forget the Snap-On Tools truck; it's never there when you need it. Besides, there are only 10 things in this World one needs to fix any vehicle, most any place, anytime.

1. DUCT TAPE: Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, towrope, and more, in one easy-to-carry package. Sure, there's a prejudice surrounding duct tape in concours competitions, but in the real world everything from Le Mans-winning Porsches to Atlas rockets uses it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.

2. VICE-GRIPS: Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts, and wiggle-it-till-it-falls-off tool. The heavy artillery of your toolbox, Vice-Grips are the only tool designed expressly to fix things screwed up beyond repair.

3. SPRAY LUBRICANTS: A considerably cheaper alternative to new doors, alternators and other squeaky items. Repeated soakings of WD-40 will allow the main hull bolts of the Andrea Doria to be removed by hand. Strangely enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross-eyed-one of the ten worst tools of all time.

4. MARGARINE TUBS WITH CLEAR LIDS: If you spend all your time under the hood looking for a frendle pin that caromed off the peedle valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas, just so they can use the empty tubs for parts containers afterward. (Some, of course, chuck the butter-coloured goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.

5. BIG ROCK AT THE SIDE OF THE ROAD: Block up a tyre. Smack corroded battery terminals. Pound out a dent. Bop nosy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.

~19~ July 2020

6. PLASTIC ZIP TIES: After 20 years of lashing down stray hoses and wires with old bread ties, some genius brought a slightly slicked up version to the auto parts market. 15 zip ties can transform a hulking mass of amateur-quality rewiring from a working model of the Brazilian rain forest into something remotely resembling a wiring harness. Of course, it works both ways. When buying used cars, subtract \$100 for each zip tie under the hood.

7. RIDICULOUSLY LARGE STANDARD SCREWDRIVER WITH LIFETIME GUARANTEE: Let's admit it. There's nothing better for prying, chiseling, lifting, breaking, splitting or mutilating than a huge flat-bladed screwdriver, particularly when wielded with gusto and a big hammer. This is also the tool of choice for oil filters so insanely located they can only be removed by driving a stake in one side and out the other. If you break the screwdriver-and you will-just like Dad or your shop teacher said, "who cares?" It's guaranteed.

8. BAILING WIRE: Commonly known as MG muffler brackets, bailing wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concours contenders since it works so well you'll never replace it with the right thing again. Bailing wire is a sentimental favourite in some circles, particularly with MG, Triumph and Flathead Ford set.

9. HITTING STICK: This monstrous tuning fork with devilishly pointy ends is technically known as a tie-rod-end separator, but how often do you separate tie-ends? Once every decade, if you're lucky. Other than medieval combat, its real use is the all-purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good hitting stick. (Can also be used to separate tie-rod ends in a pinch of course, but does a lousy job of it.)

10. A QUARTER (now it's 35 cents) AND A PHONE BOOTH: (See 1. Above)

Taken from Military Vehicles Magazine Oct 2001

Technical Tip

STEPS TO REPLACE AXLE HOUSING SEALS PRE 1948 FORD

1. Remove wheels and hubs using a hub puller for Ford hubs.
2. Remove brake backing plates using tubing wrench on wheel cylinder fitting.
3. Unhook shock absorber links.
4. Using spring spreader, disconnect shackles.
5. Unbolt left hand axle housing from banjo housing.
6. Remove axle carrier and ring gear assembly.
7. Remove right hand axle housing.
8. Clean axle housings and remove old seals. Check carrier bearing races for pits.
9. Install new seals with lip facing banjo housing!
10. Check carrier bearings for pits, squeeze rollers on inner race and roll rollers to feel for pits on inner races. If there are shiney flakes in grease the pinion bearings could be bad, then the torque tube has to be removed and new pinion bearings installed.
11. The axle housings should have hardened races installed on them.
12. If new keys are loose in axle keyway, the axle is no good.
13. If there is a spring around the lip in the new axle housing seal don't pound the seal in. Use a press or the spring can bounce off and then seal is no good.
14. Arc weld ends of pins to splined sleeve to retain pins in case they break.
15. Torque axle nuts about 150 ft./lbs.
16. Use a tap and die and clean all threads on nuts and bolts. The bolts in backing plate will spin if threads are not good.
17. Use AmsOil #90 synthetic grease in gear boxes for best lubrication and use AmsOil oil wheel bearing grease to lube rear hub bearings. When packing rear hub bearings use plenty of grease and pack in axle housing where axle comes out.
18. Use National seal #450044 for axle housings.

In the Kitchen...

DUMP CAKE (No Mixing)

*Lois Wilson & Edith Coble
Florida & NC-Rg #134 & #76*

1 can cherry pie filling
(Comstock)
1 can crushed pineapple
1 box Duncan Hines yellow
(butter) cake mix

2 sticks butter (not margarine)
9 x 14-inch Corning dish or pan

Do not grease pan or dish. Melt 2 sticks of butter and set aside. Dump the cherry filling in dish and take a spoon and spread it evenly from end to end. Then drain crushed pineapple before you dump it over the cherries, distributing it evenly. Then pour the dry cake mix over the whole dish evenly. Use your hands to break up any lumps and make it even so the butter will not lay in pockets. Then pour your melted butter evenly over everything. Bake in 350° oven for 25 to 30 minutes or until it is a golden brown. Let cool and cut into squares. It's good just like that but a dollop of Cool Whip makes it better, but not necessary. Guaranteed no leftovers. Enjoy!!!!!!

FIVE FLAVOR POUND CAKE

*Alice Wertz
Canfield, OH-RG #20*

2 sticks butter
1/2 c. Crisco

3 c. sugar

Cream until fluffy.

5 eggs

Add one at a time, beat well.

3 c. all-purpose flour
1/2 tsp. baking powder

1 c. milk

Add alternating with milk, beat until smooth.

Add:

1 tsp. each flavor: butter rum,
lemon, vanilla, orange and
coconut (opt.)

Let cool well before serving, top with dab of whipping cream. Bake at 325°, 1 1/2 hours in greased and floured tube pan.

Serving Hint: Make day ahead, seal in closed container to let the flavors blend well. Also, wonderful with a fruit sherbet.

V-8ers Delight

*A Collection of Recipes by
Cornhusker & Omaha
Early Ford V-8 Clubs*

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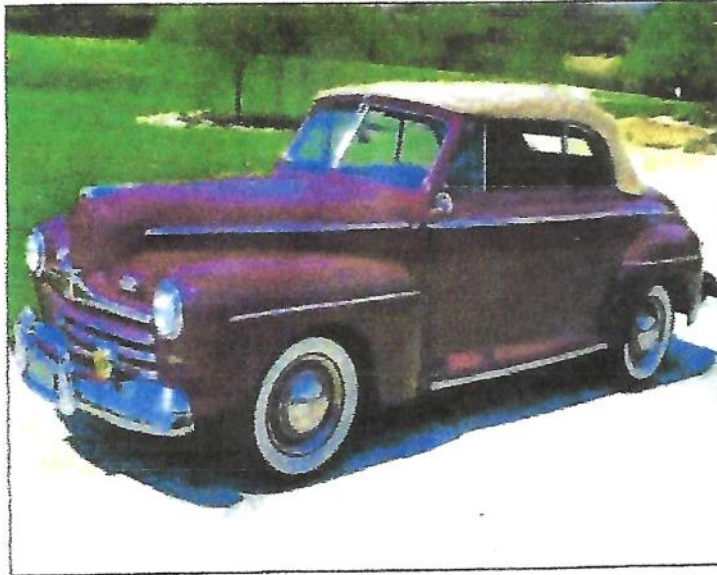


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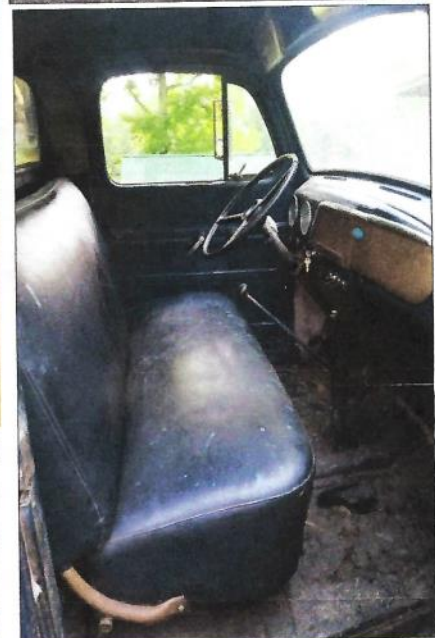
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THE SATURDAY EVENING POST May 31, 1952

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