

THE REAR VIEW MIRROR

The Newsletter of the Volunteer V8 Ford Club
P.O. Box 3011, Brentwood, TN 37024
Website: www.volunteerv8.com



Tommy and Nancy Allen's 1936 Ford Pickup

Mickey Holton, Editor

November 2024

flatheadv897@gmail.com



Mickey Holton, Editor

October 2024

flatheadv897@gmail.com

CONTENTS

1. Cover: 1936Ford PU
2. Contents, Message, Cartoon, New Member
3. Dues for 2025
4. Car of the Month
- 5-7. Hershey Swap Meet
- 8-15. October Cars & Coffee
16. '40 Restoration
- 17-18. 2025 CNM
- 19-25. 1936 Ford
- 27-28. Henry Ford Health System
29. Blast from the Past
- 30-31. Technical Tips
32. In the Kitchen
33. For Sale
34. Local Car Shows
35. Halloween
36. Advertisers



See Page 14 in this newsletter for an explanation of this photo!

MESSAGE

Dear Friends, in this issue you will see that I've made a change in the first page...a little more eye-catching and I hope you approve. Lots of "stuff" in this one and lots of photos (as usual). Please give special attention to page 3 about dues for 2025. Also, the "restoration" of my '40 Business Coupe has started. I'll make a monthly report on it until it's finished.

Not mentioned in this newsletter is info about a visit to Nashville by our friend from New Jersey, Jack Diana, on Saturday, November 23rd. More details on that will come soon. Also, plans are being made for the Christmas party in December...details later...Mickey Holton



New Member

Thad A. (Tac) Collins

EFV8CA #921661 (Expires 10/31/25)

130 Randall Drive

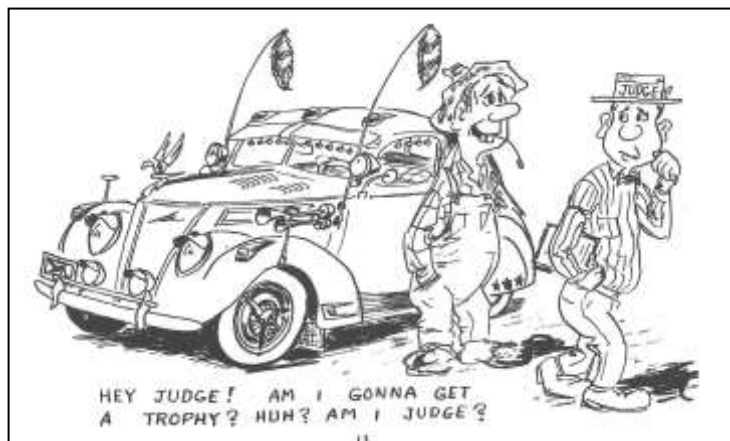
Kingston Springs, TN 37082

615-243-4711

Email: fdtrestorations@gmail.com

1939 Ford Std. Convertible

WELCOME!



DUES!

Yes! Dues for 2025 will come due in January 2025!

Dues for 2025 are \$\$20.00

**If you wish to remain a member for
another year please remit
\$20.00 in check or cash to:**

**VOLUNTEER V8 FORD CLUB
P.O. BOX 3011
BRENTWOOD, TN 37024**

Remember, too, that membership in the Volunteer V8 Ford Club requires that you must also be a member in good standing in the Early Ford V8 Club of America. Check the expiration date on the address label that comes with the *V-8 TIMES* to see if you need to re-new your membership there, too.

I also check on members expiration dates and have sent some of you reminders and will continue to do that on a regular basis, at least a month in advance of your membership expiration.

MEMBER CAR OF THE MONTH
1936 FORD PICKUP
TOMMY AND NANCY ALLEN
BRENTWOOD, TN



Nancy's brother Jim recently passed away. He wanted us to buy the truck, confident we would give it a good home. He lived in Fort Worth. Jim was a real street rod guy who owned many vehicles.

This little truck was the last one he had. He owned it 7 years. During that time, he made several improvements to the truck including air conditioning, cruise control and even heated seats.

The truck was built by Roy Brizio's Street Rods in South San Francisco, of all places, about 2008. Based on their website, they are still in business building some neat street rods.

Highlights include a custom built chassis. The truck is powered by a fuel injected 232 cubic inch V 6. The transmission is a 3 speed automatic with overdrive. The sheet metal appears all original and was brought back to excellent condition.

Nancy and I had the truck shipped here about a month ago. We are just getting to know it, but are confident we will enjoy it for many years to come...Tommy Allen



HERSHEY 2024

In old car parlance, the mention of the "first full week of October," means only one thing...HERSHEY!...and the country's biggest and best swap meet. Now, we all know that Hershey has changed the past few years; the vendors are fewer, the crowds of parts seekers are smaller and there are lots of empty spaces now, but Hershey endures. Third Gen Auto set up in its prime spot again and the sales were, according to Mike Driskell, pretty good. Best of all, the weather was fantastic...cool but not cold and not one single drop of rain, almost unheard of at Hershey. Of course, I took a lot of pictures and here are a few for you to enjoy.





Friends Dick and Linda Livingston
stopped by to say hello

EARLY V8 FORDS FOR SALE IN THE CAR CORRAL AT HERSHEY...



...AND THERE WERE MORE, BUT I RAN OUT OF ROOM!

Cars and Coffee—October 5th, 2024

WOW...did we have a great time at Cars and Coffee this morning! The weather was perfect and there were a huge number of cars and a fine showing of Volunteer V8 Ford Club members and cars...Mickey Holton ('48 Cpe), Scott Zaft ('37 Sedan), Don Potter ('33 Roadster), Ron Buck ('40 Cpe), E.J. Buck ('40 Convertible), Tim Babcock ('40 Convertible), Doug and Katie Anderson ('39 Cpe), Curtis Gibbs (Model A), Greg Mashburn ('38 Woodie), John Looney ('48 Lincoln Continental), George Ross (1913 POS Studebaker with flathead engine), and Jerry Littner.

Following are some of the pictures I took (no particular order):



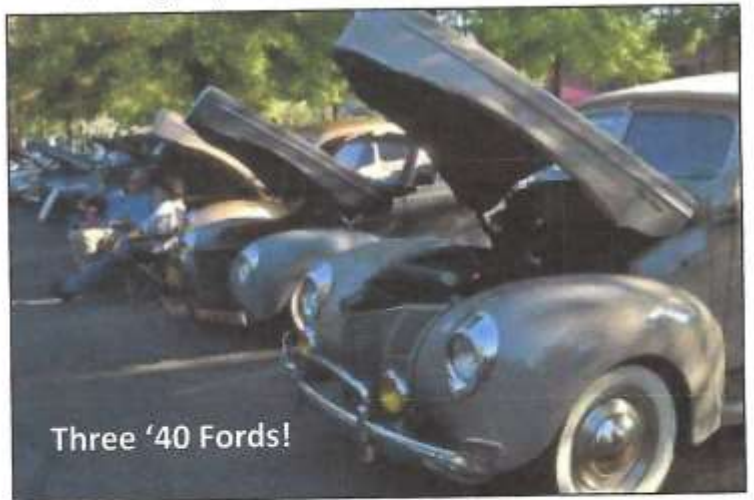
Waiting for Scott to arrive...



Attracting prospective members...we got one new member!



Ron and E.J. Buck



Three '40 Fords!







John Looney (left) with his '48 Lincoln Continental, (Above) An original (but restored) "picnic kit" in the Lincoln's trunk.



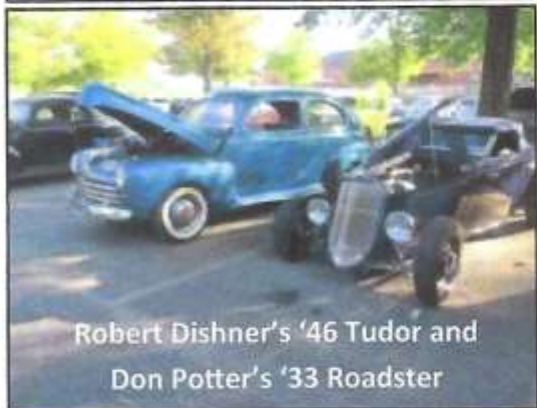
Cars and Coffee is held every Saturday morning, 8 AM—10 AM, at Christ Community Church, 1215 Hillsboro Road, Franklin, TN, See you there?

**Cars and Coffee, October 12th, 2024
Christ Community Church, Franklin, TN**

Today was a spectacular day for Cars and Coffee...cool to start, warming up later and beautiful sunshine all morning. It was a good morning for cars on display, three for the first time...Robert Dishner's '46 Tudor, Allen Deaver's '53 F-100 pickup and Mickey Holton's '40 Standard Business Coupe. Enjoy the pictures!



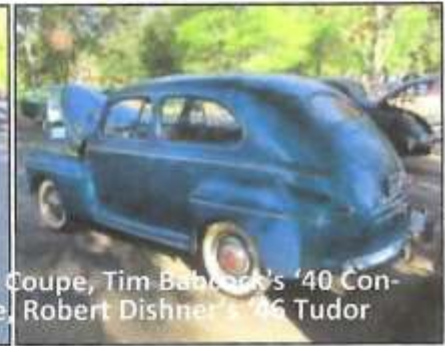
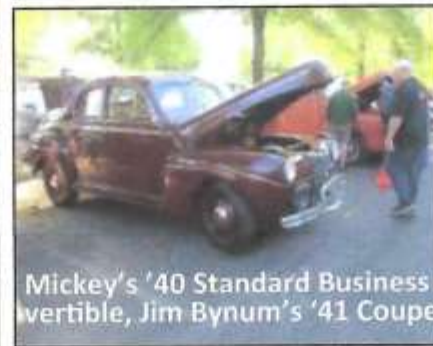
Jim Bynum's '41 Ford "Opera" Coupe



Robert Dishner's '46 Tudor and Don Potter's '33 Roadster



Mickey's '41 Business Coupe



Mickey's '40 Standard Business Coupe, Tim Babcock's '40 Convertible, Jim Bynum's '41 Coupe, Robert Dishner's '46 Tudor

New member Allen Deaver's 1953 Ford F-100 Pickup



(Above) Danny Driskell (L) and Allen Deaver (R) discussing the "finer" points of Allen's '53 Ford F-100.



See you next week Tim!

CARS AND COFFEE, OCTOBER 19TH, 2024 Christ Community Church, Franklin, TN

A chilly start on this beautiful October morning and V8 turnout was slim but still worthwhile for those attending. Highlight was the arrival of Phil and Celika Lieder with their gorgeous 1941 Lincoln Continental Convertible (look for more about this car in the September/October 2024 issue of The V8 TIMES). Next week there is no Cars and Coffee; in its place will be the 14th Annual Motorfest Charity Show at Christ Community Church (see next page for more information) and we hope to see some Volunteer V8 Ford Club cars there!



Marley Lieder says, "Join or I'll have to bite you!"



See you next week at Motorfest!

Motorfest—October 26th, 2024 Christ Community Church

October has been a *beautiful* month...warm, sunny, and no rain...**until today!** Ok, we were warned there might be some *isolated* showers in the morning but those isolated showers turned out to be more than isolated and for awhile it felt like a deluge. Some cars got wet for the first time (see below) and all were wiped dry more than once but those Volunteer V8 Ford Club members who braved the elements...Scott Zaft ('37). Danny Driskell ('35), Steve Jordan ('32 Pickup), Terry and Susan Alley ('36 Pickup), Greg Mashburn ('38 Woodie, Top 30 award), Tim Babcock ('40 Convertible), Gil, Karen and Joey Vigil ('32 Roadster), Don and Lori Potter ('33 Roadster), Jeff and Fran Philbrook ('53 Crestliner Convertible), George Ross ('40 Austin A40 Somerset), and Mickey Holton ('48 Coupe)...endured. Enjoy the pictures.



There was rain!



First time ever in the rain!





'40 FORD BUSINESS COUPE "RESTORATION"

By Mickey Holton

I say "restoration" but it's not really being restored, it's only getting a facelift and a return to its genuine 1940 Ford V8 Standard status. I hope it won't be a long process as I'm anxious to start driving it. Look in future newsletters to see how it's going.



Before "restoration"...back in Nashville...new coil and distributor (R)



(Above) Back to Standard headlights; (Below) original seat covers.



**Northern Illinois Regional Group #8
Invites you to
“A V-8 Family Reunion”
The 2025 Central National Meet**



**2025 Central National Meet
Springfield, Illinois**

Springfield, Illinois June 22-26, 2025

Host Hotel - Crowne Plaza

**We are planning several fun events and tours.
We can't have a reunion without you!**

**Early Registration Available NOW at
<https://2025cnm.com>**

**For more information:
E-mail: registration@2025cnm.com
Phone: 630-858-9474**

The Early Ford V-8 Club of America 2025 Central National Meet



Springfield, Illinois • June 22-26, 2025 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 July 1, 2024 – April 30, 2025..... \$70.00

Late Registration May 1 - June 22, 2025 \$90.00

I am paying my registration fee by:

- Check Make checks payable to "2025 CNM"
- Cash
- 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 paid registration.

The complete registration package will be available in 4th quarter 2024. Watch for more information on the Meet web site: www.2025cnm.com and in the V-8 TIMES.

Send completed form and payment to:

2025 Central National Meet
1N410 Forest Ave.
Glen Ellyn, IL 60137

Questions?
Contact Registration At
630-858-9474 -or-
registration@2025cnm.com

You may also fill out this form on your computer or other device, save it, and e-mail it to registration@2025cnm.com



1936 Ford

DeLuxe Coupe

Sleek and classy Ford's Three Window Coupe for 1936 was a cut above its five window counterpart in appearance. While the five window version was available in either standard or Deluxe versions and known to be the choice of business men and traveling sales personnel the three window came only as a Deluxe model and was favored by the younger set and sporty men about town.

Families naturally gravitated to sedans but young people not yet raising children appreciated the sleek three window coupe. These were the sportiest option when a buyer desired a closed car as opposed to a roadster or cabriolet. The coupes were available with the option of being fitted with a trunk or a rumble seat.

A choice of nine different colors was offered being, Cordoba Tan, Washington Blue, Gunmetal, Medium Luster Black, Bambalina Blue, Desert Sand, Light Fast Maroon and Armory Grey. The standard models came in Black or Gunmetal but a Deluxe color could be ordered on a standard Ford model for a \$15 upcharge.

The 1936 Ford has the distinction of being the first car that was a product of the brand new Ford Styling Department headed by E.T. "Bob" Gregorie. In the past designs submitted by the Briggs Body Company had often been used in Ford models. Edsel Ford desired an in-house styling department. While vacationing in Florida in February 1935 Edsel phoned Gregorie and announced his plan, requesting that Gregorie establish a design department which he would head, elevating Gregorie from a designer to an executive in charge of a department. Gregorie went to work setting up his new department and recruiting talented personnel to assist him.

Once established as working department the design staff went to work updating the existing 1935 model 48 Ford into the more fashionable 1936 model 68. The hood was made longer extending to the rounded grill as opposed to 1935's flatter grill. Front fenders were altered with a more curved appearance. The overall effect was to make the 1936 Ford more stylish in appearance. To this day it is to many the favorite Ford V-8 of the 1930's era.

The Three Window Coupe came only in the Deluxe configuration. The trim level included a chrome plated grill as opposed to a grill painted body color on the standard models. On Deluxe models fenders were automatically painted body color, whereas the standard models were offered with black fenders and there was an extra to have them painted body color.

Inside the dash boards were wood grained in walnut. The Three window Coupes being Deluxe models featured two interior sun visors, a chrome plated windshield frame, two horns recessed in the fenders and twin tail-lights. There was the option given of Mohair or Bedford Cord upholstery.

Of the 711,383 cars produced by Ford Motor Company in 1936 only 21,446 Deluxe Three Window Coupes were sold making them more rare than the five window variety which numbered 108,472 in Deluxe and standard configurations. While the 1936 Fords looked great Ford sales fell that year landing Ford in third place behind Chevrolet and Plymouth because buyers preferred hydraulic brakes. The 1936 Fords were however the best looking of the bunch. Gregorie's design department went on to create great looking Ford cars through 1948 which were fortunately updated in 1939 with hydraulic brakes.



**SPECIFICATIONS: 1936 Ford
Model 68-720 3 Window Coupe**

Engine: V-8 L-Head 221 ci
Horsepower 85@3800 rpm
Transmission 3-speed manual
Brakes 4-wheel mechanical
W/base 112 inches
Curb weight 2,620 lbs.
Price new \$ 570.00
Number built 21,446
Average Value \$45,500

FOR 1936 the Ford Motor Company offered the greatest variety in body styles of the area covered by the Early Ford V-8 Club—sixteen counting the Sedan Delivery and Station Wagon while ignoring the Standard and DeLuxe classifications. The two- and four-door Sedans were available with or without a trunk. The three- and five-window Coupes could be had with or without a rumble seat. The true Roadster and Phaeton, with their removable chrome windshield posts, cockpit doors and cowl, were continued for one more year. The Convertible Sedan was also carried over into 1936, and later in the year a new trunk version was introduced with a neat rear line that was to continue through 1938. And in March, the Cabriolet got a new sister in the Club Cabriolet which moved all passengers “indoors” and spelled eventual doom for the rumble seat.

As with the 1933/1934 Model 40, there were many differences between Model 48 (1935) and Model 68 (1936), some subtle and others quite obvious. The styling changes in the front end couldn't be missed, with a longer hood extending forward and down over the chopped off vertical grille for a nice streamlined effect. Fenders became convex in design, like Chevrolet and Plymouth, and came in two sections (having been a single unit in 1935). The horns were moved in out of sight behind round grilles under the headlights, helping to create an uncluttered front end.

Headlights were slightly altered from 1935 with a more rounded lens and wider chrome rim. In the rear the spare wheel was entirely enclosed by a metal drum-type cover. It came in two styles to differentiate between DeLuxe and Standard models. The former included a chrome ring on the face plate as in 1935, and a pseudo hubcap, hinged at the bottom, which concealed a key-operated locking device. Standard tire covers did not have the ring or chrome hubcap in the center. Indicative of what was to come, the trunk model Convertible Sedan had no cover at all. It didn't need one, since its spare wheel was moved inside the trunk.

It takes an expert to tell a '36 bumper from a '35 because they appear to be identical. The clue is in the bumper ends. The '36 bumper curves sharply in here, whereas the '35 is virtually straight. The bumper brackets are different and there are even slight differences in the respective bumper guards.

In 1935 the outside door handles were straight. The early '36 Fords also had straight handles, but they weren't identical. Later '36 Fords all had curved handles.

There were three main improvements in the



CENTER STAGE 1936 FORD

dome light, two swinging-type sun visors and an arm rest on the left front door for the driver's convenience. Upholstery was available in a choice of Mohair, Broadcloth or Bedford Cord (Mohair or Broadcloth in Coupes). Seat cushions in the Cabriolet and Convertible Sedan could be covered in genuine leather or Bedford Cord. As before, rumble seats in the latter two cars were covered in tan artificial leather.

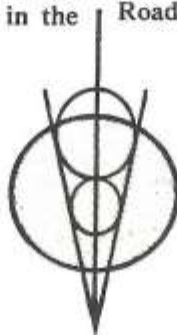
Cars without DeLuxe appointments had only one horn (concealed behind one of the circular grilles), one tail light and one sun visor. Radiator grille was painted the same color as the body. Interior hardware was in butler finish nickel and the upholstery was wide wale Bedford Cord.

The DeLuxe Fords of 1935 had metallic gray dashboards, while the Standards came with maroon. 1936 saw the return of woodgrained dashes—walnut on DeLuxe and mahogany on the Standards. Early 1936 Roadster and Phaeton dashboards were gray, but these too were woodgrained toward the end of the model run.

In Sedans, the rear seat back swung forward to expose useful storage space. Touring Sedans had an integral trunk in the rear deck. Coupes, Cabriolet and the Roadster had a large parcel shelf at the rear of the seat.

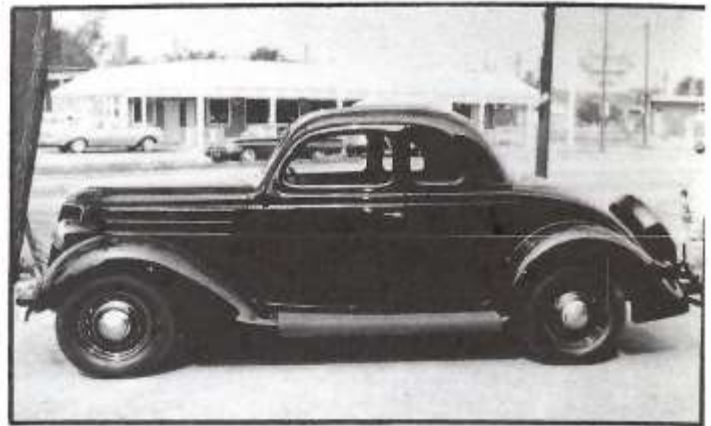
Instruments had silver gray or brown dials to harmonize with interior appointments. DeLuxe car dashboards were fitted with 100-mile speedometer, trip mileage recorder, ammeter, water temperature indicator, electric fuel and oil gauges, cigar lighter, pivotal ash tray and glove compartment. Radio controls were fitted into the ash tray opening in case the buyer opted for a radio and gave up smoking.

A very popular option, especially by modern

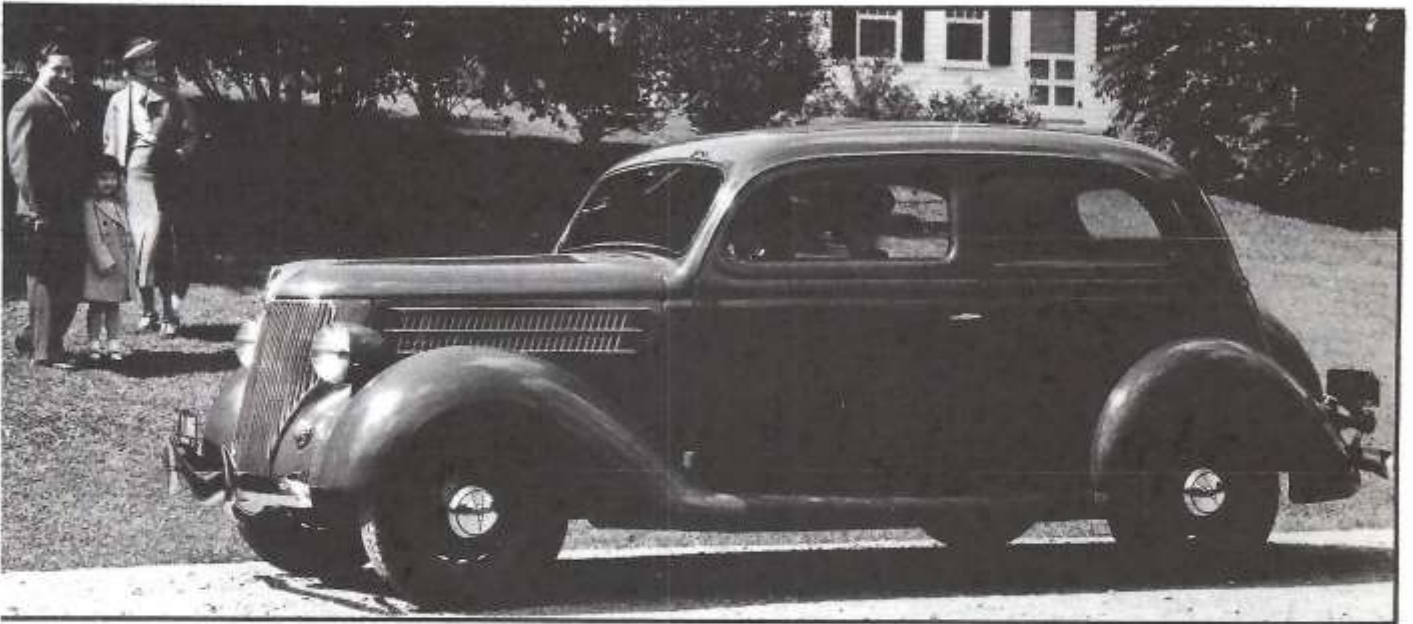




This is the Deluxe 3-Window Coupe, according to the chromed grille and windshield frame. Whitewalls on closed models in 1936 were rare. Photo is from the Ford Archives.



Standard 5-Window Coupe owned by Bill Fox of Dolton, Ill. The 5-Window was low car on the '36 price scale at \$510, or \$535 with a rumble seat.



The Standard Tudor was a popular family car with 174,470 sales, more than any other model that year. Ford Archives photo.

owners of '36 Fords, was the "banjo" steering wheel. Like whitewall tires, the original buyers seldom ordered such non-essential extra cost items, though you'd never know it today! Banjos, whitewalls, chrome running-board strips and even beauty wheel rings on Standard models almost seem de rigueur at car shows today. So far as we have been able to ascertain, the banjo wheel was not offered as an option until 1936, but here again, many 1935 restorations are so equipped. If a reader can provide proof that the banjo was an option in 1935, we will print a correction in the next issue of the V-8 Times.

Late in the model year Ford introduced some cosmetic changes to bolster sagging sales. Chevrolet led the market in 1936 and Plymouth slipped into second place for the first time. In addition to several new "Easter Colors," the Roadster and Phaeton now had the woodgrained dash and an oval rear-view mirror. Early '36 open cars had instruments with a gray background and small red dividing marks on the needle scales. These instruments were now painted with a tan background and the tiny dividers were omitted. Lastly, the metal top mechanism was now offered in a neutral tan rather than chrome.

Despite the fact that 1936 Fords are most sought after by collectors today, sales in 1936 were disappointing.

There were a number of reasons why Ford was losing favor with the buying public, but they all boiled down to the fact that Henry Ford was an obstinate man and his cars were behind the times. The public wanted hydraulic brakes, but he insisted that mechanical brakes were more dependable. They wanted independent spring suspension, but he stuck by his guns that the old wagon springs were as sound in principle as the wings of a gull in flight. Chevrolet was offering hydraulic brakes, a steel top and shockproof steering. In contrast, Ford clung to mechanical brakes, a fabric top insert for closed models, and a suspension setup that even Ford's own engineers realized was obsolete.

As the year wore on, common gripes recorded by dealers were groaning or seizing brakes and overheating. Sales fell. Total sales for the year amounted to 748,000 passenger cars to Chevrolet's 930,000. Before the year was ended, the factory came up with what seemed like clutching for the proverbial straw at the time, but was in fact an indication of a trend to follow. It was announced that anyone would be able to buy a new Ford on terms of \$25 a month with 24 months to pay. There were outcries that such leniency would ruin the industry, but today's friendly finance plans are the outcome of one more



Early 1936 Convertible Sedan (left) had no trunk like the Phaeton. But later in the year Ford introduced the Convertible Touring Sedan which had a beautiful and functional trunk which was hinged at the top and housed the spare wheel with plenty of room left for luggage, etc. Interesting sidelight: Still no whitewall tires on this top of the line DeLuxe Ford! Ford Archives photo.

example of Ford's ingenuity.

Note: There were two new body types in 1936, designated as a "Tudor with trunk" and a "Fordor with trunk." The two sedans "with trunk" were similar to the two Touring Sedans, but did not include DeLuxe equipment. In another year they would have been referred to as "Standard Touring Sedans."

Cars without DeLuxe equipment came supplied with black fenders and sheet metal. When fenders and sheet metal were desired in the same color as the body, there was an extra charge of \$5.00.

Additional Stripes and Wheel Colors

Three optional wheel colors and stripes were available as announced in the "Revisions for Car Salesman's Handbook" dated February 1936. These were offered for all passenger cars at \$5.00 extra cost, as follows:

<i>Wheel Color</i>	<i>Stripe</i>
--------------------	---------------

Tacoma Cream Enamel	Tacoma Cream Lacquer
Medium Apple Green Enamel . . .	Bright Apple Green Lacquer
Med. Poppy Red Enamel	Med. Bright Poppy Red Lacquer

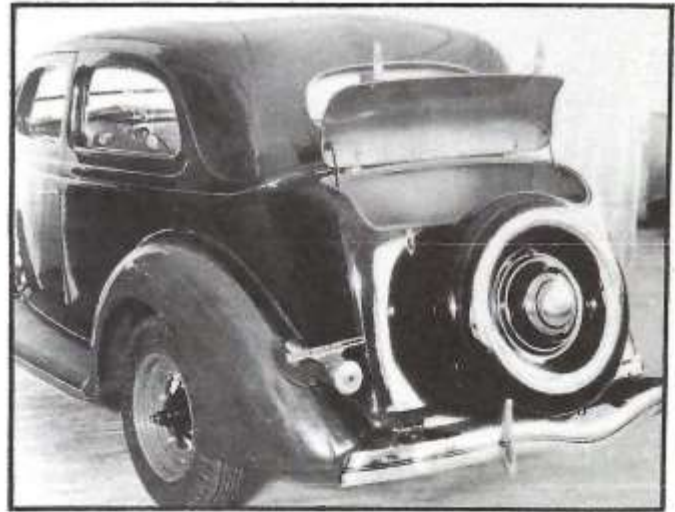
These color combinations were available on any color of passenger body, but had to be ordered through assembly branches.

DeLuxe Colors on "Standard" Models

When DeLuxe colors were desired on cars without DeLuxe equipment, including painting the fenders and sheet metal the same color as the bodies, there was an extra charge of \$15.00.

New Method of Making Wheels

The centers of the 1936 Ford wheels were riveted to the rims at each spoke end. This was similar to the method previously used for attaching the rims of the truck wheels where great strength was required. Salesmen



This may be a prototype. Tire cover and stainless steel strip on the running board suggest DeLuxe; yet there is only one tail-light. Trunk was a nice styling touch but not easy to load. Ford Archives photo.

were cautioned not to say that the wheels were of "one piece welded construction" as was the case with the wire wheels.

Special Wheels

For service over bad, rutted roads where additional road clearance was desired, such as rural mail delivery and road construction work, "high wheel" equipment was available on passenger and commercial vehicles (except the Sedan Delivery and Panel Delivery). Steel spoke wheels, 18 inches in diameter, fitted with 6.00 x 18 4-ply tires were used. These wheels provided one inch greater road clearance, or a minimum of 9.75 inches.

When this wheel equipment was furnished it was necessary to use hubs of the 1935 type. The speedometer



One of the most desirable Fords these days of the early V-8 years has to be the '36 Roadster. It proved to be the last of the genre because in 1937 Roadsters (and Phaetons) had windshields integral with the body like the Convertibles. What was wrong with the buying public in 1936? Ford Archives photo.

1936 PRODUCTION FIGURES

Phaeton	Conv. Sedan		Roadster	Cabriolet	Club Cabriolet	3-Window Cpe. (DeL.)	5-Window		Tudor Sedan		Station Wagon
	Std.	DeLuxe					Std.	DeLuxe	Std.	DeLuxe	
5,555	5,601		3,862	14,068	4,616	21,446	78,534	29,938	174,470	20,519	7,044
\$590	\$780		\$560	\$625	\$675	\$570	\$510	\$555	\$520	\$565	\$760
Fordor Sedan		DeLuxe Touring Sedan		Std. Touring Sedan		Sedan Delivery		Panel Delivery		Closed Cab Pickup	
Std.	DeLuxe	Tudor	Fordor	Tudor	Fordor	Std.	DeLuxe	Std.	DeLuxe	Std.	DeLuxe
31,505	42,867	125,303	159,825	166,018	39,607	7,592	209	11,958	5,030	67,163	2,570
\$580	\$625	\$590	\$650	\$545	\$605	-	-	-	-	-	-

PAINT COLORS

PASSENGER CARS – STANDARD (Tudor, Fordor and 5-Window Coupe)

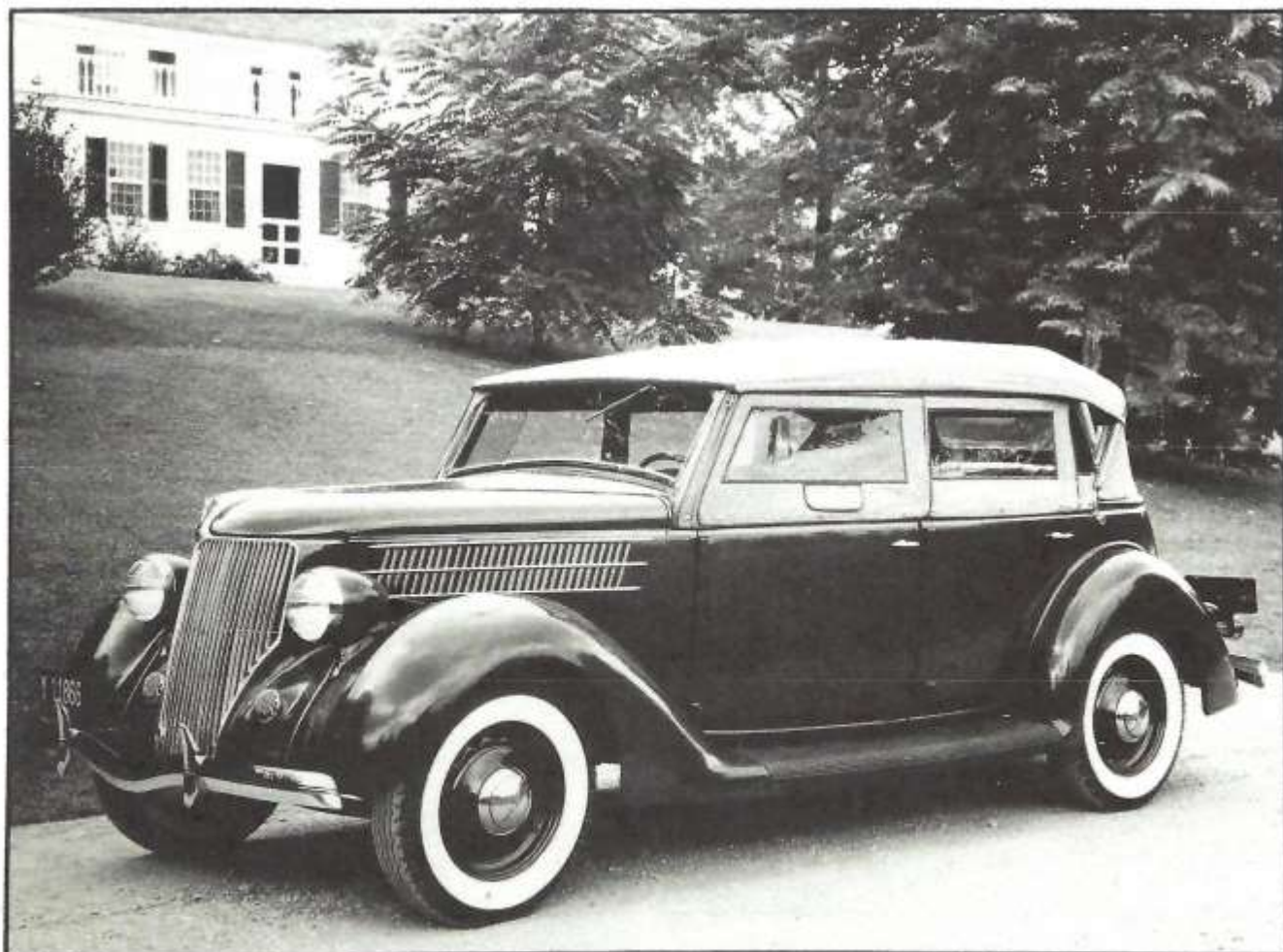
Body	Stripe	Wheels
Medium Lustre Black	Bright Apple Green	Black Japan
Gunmetal	Bright Poppy Red	Black Japan
PASSENGER CARS – DELUXE		
Cordoba Tan	Bright Poppy Red	Cordoba Tan
Washington Blue	Tacoma Cream	Washington Blue
Gunmetal	Bright Poppy Red	Gunmetal
Vineyard Green	Silver	Vineyard Green
Medium Lustre Black	Bright Apple Green	Black Japan
Bambalina Blue	Tacoma Cream	Bambalina Blue
Desert Sand	Bright Poppy Red	Desert Sand
Light Fast Maroon	Gold	Light Fast Maroon
Armory Green*	Silver	Armory Green

COMMERCIAL CARS & TRUCKS

Medium Lustre Black	Bright Apple Green	Black Japan
Gunmetal	Bright Poppy Red	Black Japan
Vineyard Green	Silver	Black Japan
Washington Blue	Tacoma Cream	Black Japan
Cordoba Tan	Bright Poppy Red	Black Japan
Desert Sand	Bright Poppy Red	Black Japan
Bambalina Blue	Tacoma Cream	Black Japan
Light Fast Maroon	Gold	Black Japan
Armory Green*	Silver	Black Japan
Vermilion	-	-
Demonstrator Yellow (w/Black Fenders)	-	-
Medium Cream	-	-

Note: Black fenders were optional on all commercial cars.

*Replaced Vineyard Green in mid-May, 1936.



Only a true Phaeton fancier could love a car that required standing out in the rain to install snap-on curtains. What many did not realize was that, with a Ford heater, the occupants were as snug as in any closed car. We've owned T-Birds that leaked far worse. Ford Archives photo.

Henry Ford Health System

How Henry & Clara Ford rescued Detroit's Health Care

The time was the early 1900s. The nation was in the midst of an industrial and manufacturing revolution and Detroit was at the forefront led primarily by automotive pioneer Henry Ford. It wasn't long before Ford Motor Company became an industrial giant that spanned the globe.

With the workforce at Ford and the population of Detroit rapidly growing, so too were the health care needs of the community. Henry Ford understood the importance of keeping a healthy and productive community and he envisioned creating a hospital for the working man.

The year 1909 marked the beginning of a movement to establish a new hospital in Detroit. The Detroit General Hospital Association was organized to plan and build the Detroit General Hospital. With Henry Ford as chairman, the Finance Committee purchased twenty acres of land bound by West Grand Boulevard, Hamilton, Byron and Bethune Avenues. Plans of a pavilion type of hospital, drawn up after committees had studied the leading hospitals in Europe and America were accepted and the work of building began.

In 1912 ground was broken for the first building unit. However, enthusiasm soon lagged and subscriptions were insufficient to carry the project through. The foundation of the building remained unfinished for eighteen months. In 1914 it was suggested that the City of Detroit take over the entire project.

Henry Ford objected and offered to repay subscribers and assume the outstanding debts and contracts for the buildings of the Detroit General Hospital. On June 26 1914 the present site of the Henry Ford Hospital was deeded to Henry and Clara Ford.

Henry Ford Hospital 1915. On September 8th 1915 the articles of incorporation for the Henry Ford Hospital were recorded. Five days later Henry Ford and his wife deeded the property to the Henry Ford Hospital, Incorporated. A board of trustees was elected with Henry Ford as President and his son Edsel as Vice President.

On October 1st 1915 the first patients were admitted at Henry Ford Hospital. Shortly after that Henry Ford met Dr William Mayo of the Mayo Clinic in Rochester Minnesota. Ford was impressed by Mayo's description of new methods for hospital operations including a closed staff of employed physicians who worked exclusively in and for the hospital.

Henry Ford felt it was important to attract excellent staff members for the closed staff of his new hospital. Dr Frank J Sladen a former resident physician at the Johns Hopkins Hospital who came to Detroit to serve as the Chief of Medical Service for the Detroit General Hospital was appointed Physician in Chief. In 1916 Dr Roy McClure – a gifted young surgeon also from Johns Hopkins – was recruited as the Surgeon in Chief.

The war in Europe escalated and on April 6th 1917 President Woodrow Wilson and the US Congress declared war on Germany and the country began to mobilise for the war effort. Henry Ford offered the hospital to the US Government for use as an Army hospital for the duration of the war. The hospital was closed in the Summer of 1918 and all remaining staff who could pass the military physical entered the service. For the next 11 months Henry Ford Hospital would be known as the US Army General Hospital No. 36. After the war ended on November 11 1918 hospital facilities were needed to care for the hundreds of wounded and ailing American soldiers as they returned home. Some soldiers brought the dreaded Spanish Flu with them. No 36 cared for 2000 wounded soldiers without a single death during the 11 months of its existence.

The hospital was returned to Henry Ford by the Government on January 1 1920 and the original staff returned from their army service and again opened the hospital. That same month a second influenza epidemic arrived and 300 emergency beds were made available for the city. Seriously ill patients flooded the hospital many of them dying. Almost 9000 Detroiters fell victim to the infection. With the war and the epidemic over construction resumed on the hospital. On December 21 1921 the 50000 square foot main hospital opened with a completely equipped diagnostic clinic, staff and 500 bed capacity. It offered the finest care and hospital surroundings available anywhere in the country. Drs Sladen and McClure had been trying to persuade Ford for several years to go forward with an addition of a Nurses' School to the hospital and in 1912 he suddenly agreed. The Clara Ford School of Nursing and Hygiene opened in 1925 with 300 rooms to house students. A new Education Building connected to the home by a basement tunnel contained classrooms demonstration rooms and lecture halls.

In 2020 the Henry Ford Health System continues its mission of providing excellent care for the citizens of Detroit. Just as it fought the 1918 Spanish Flu Pandemic it is now helping win the fight against the Coronavirus pandemic today.

It all started with Henry and Clara Ford.



**I'VE GOT THE, TEACHING MY WIFE TO
DRIVE MY EARLY FORD V-8, BLUES**

(Can be sung with any good blues tune)

1st Verse

*Oh, I love my Baby like a honey bee loves
the hive
Yes, I love my Baby like a honey bee loves
his hive.
But she loves my Ford and she wants to
learn to drive.
Ease out the clutch.
Add gas, a touch.
We're airborne, honey, that was far too much.
Oh, I love my baby like a honey bee loves
his hive
Don't back up, sweetie, cause I think he's
still alive.*

2nd Verse

*Oh, I love my Baby like the rooster loves
the dawn.
Yeh, I love my Baby like the rooster loves
the dawn.
That's the choke rod, honey, not to bang
your purse upon.
Slow down a bit.
We're going to bit.
Lord, but these fenders are hard to get.
Oh, I love my Baby like the rooster loves
the dawn
But her charm bracelet catches, and turns
her headlights on.
One more time, Mama, you haven't used all
your gears yet.
Oh, I love my Baby like an elephant loves
his bay.
Yes, I love my Baby like an elephant loves
his bay.
If the elephant's smart, he'll stay out of
my Baby's way.*

*Now don't you cry.
It was a darn nice try.
We'd have beat that train, if you'd just
found high.
Oh, I love my Baby like an elephant loves
his bay.
But, she's an automatic mama and she'll
always be that way.
Ta-daa-da-----.*

THE GREASE-PIT POET
Bob McCoppin



**YOUR GO TO SOURCE FOR 1932-48 FORD
PARTS!**

OVER 50,000 PARTS IN-STOCK

SPECIALIZING IN :

NOS, USED, AND REPRODUCTION PARTS

TRANSMISSION REBUILDING

DISTRIBUTOR REBUILDING

FUEL PUMP / CARBURETOR REBUILDING

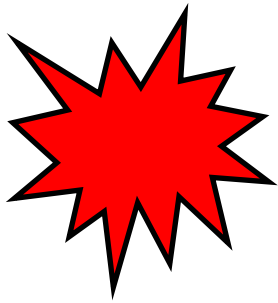
CORRECT EARLY FORD FASTENERS, AND HARDWARE

THIRD GEN AUTOMOTIVE

2600 OLD NASHVILLE HWY

MCMINNVILLE, TN 37110

844-327-5988 / 844-EARLY-V8



BLAST FROM THE PAST

September 2024 Rear View Mirror

Tim Babcock's Uncle Tom's Ford Cap

If you read the September 2024 issue of this newsletter then you will remember the story by Volunteer V8 Ford Club member Tim Babcock about his Uncle Tom Roberts in WWII and the 1940 Ford Convertible he owned back in the day, the same car Tim and Pat Babcock have now. Turns out Tim also has the Ford cap his uncle Tom wore for a long time and Tim shared a couple of the pictures of the hat and the "medallions" he pinned on them. Here's a recap of what's on those medallions.



...Arizona Classic Thunderbird Club;

...EFV8CA Eastern National Meet, July 26th-29th, 1984, Ohio;

...Indianapolis Motor Speedway;

...New V8 Ford;

...Oshkosh 1984, EAA;

...EFV8CA Western National Meet, "Put On The Ritz,"

Bend, Oregon, 1987, Judge;

...'40 Forever;

...Vail;

...Air Force Museum;

...EFV8CA Western National Meet, Venture, 1985;

...It's Ford for '40.



Tech Talk

The Difference Between DOT 3 and DOT 4 Brake Fluid



It is very important to take care of your brake system, because this is one of those things you really want to function properly in any emergency situation.

Changing the brake fluid is one part of taking care of your brake system, and you should replace it once every one or two years. Otherwise, it may cause rust inside the brake system and damage other parts.

There are two general types of brake fluids that are produced: silicone or glycol basis. Dot3 and Dot4 are popular glycol-based brake fluid options available for many vehicles. While Dot3 is popular with normal drivers, Dot4 is more common in newer car models.

But what is the difference between them, and can you mix them with each other?

Dot 3 vs. Dot 4 Brake Fluid Differences

The main difference between the Dot 3 and Dot 4 brake fluid is the boiling point. The Dot 4 brake fluid does have both a higher wet and dry boiling point and is better suited for higher performance.

Both Dot 3 and Dot 4 brake fluids are glycol-based products used in your braking system. They are hygroscopic and absorb water from the atmosphere, which means that care must be taken when storing and regularly replacing potentially contaminated fluids.

Type	Wet Boiling Point	Dry Boiling Point	Composition
DOT 3	400°F/205°C	285°F/140°C	Glycol Ether
DOT 4	445°F/230°C	310°F/155°C	Glycol Ether/Borate Ester
DOT 5	500°F/260°C	355°F/180°C	Silicone
DOT 5.1	500°F/260°C	355°F/180°C	Glycol Ether/Borate Ester

Can you mix Dot 3 and Dot 4 Brake Fluid?

Yes. Dot 3 and Dot 4 brake fluid can be mixed. That's because both of them are glycol-based brake fluids, which means that they are compatible with each other. However, if your car has Dot 4 from the factory, it's not recommended to fill it with Dot 3; the other way around is fine.

If you have Dot 3 in your car from the factory and you know that you are often driving with a trailer or in steep hills, we strongly recommend refilling it with Dot 4 instead.

Can you mix Dot 5 with Dot 3 and Dot 4?

Dot 5 is a silicone-based brake fluid. It does not absorb water from the air and is not compatible with ABS systems. It maintains its integrity and works well. It also has a higher boiling point than the brake fluids Dot3 and Dot4, making it more compatible with excessively aggressive driving.

However, it is not compatible with Dot 3 or Dot 4 liquids and should never be mixed with them. You must also follow your manufacturer's recommendations to know whether your braking system is compatible with Dot5 brake fluid.

RUMBLES, RG #109, September 2024

Cleaning Reflectors for Better Headlighting

John Tomlinson, Knoxville, TN

I began to notice a decline in headlight illumination on my '36. While poorer eyesight from advancing age could account for some of the problem, I peered through the headlight lens in the daylight and saw that the original reflectors looked brownish. The silver coating on the reflectors had become tarnished and the tarnish (silver sulphide) needed to be removed. Since the silver coating on original reflectors is quite thin, I did not want to use an abrasive-containing silver polish. So I looked for a method that would remove tarnish without removing any silver. The electrochemistry of aluminum foil, hot water, salt, and soda (all household items) as well as available information on-line, came to my rescue. Steps in the outdoor process:

1. Place a sheet of aluminum foil (shiny side up) at the bottom of a plastic container;
2. Drop onto the foil maybe half a cup of soda (bicarbonate as used in baking is OK, but some references noted better performance with soda carbonate as is used for washing);
3. Add salt (I used Kosher without iodine but this might not be important) maybe a spoonful;
4. Pour boiling water on top of the foil and stir. Lots of bubbling will occur and subside as the soda preps the aluminum sheet at the bottom;
5. Place the reflector (shiny side facing the aluminum) into the container so that it is touching the aluminum (important for electrical contact) and is covered by the hot water;
6. Wait 5-10 minutes then remove the reflector and rinse it off.

Shown at the right are before/after photos. The aluminum has a greater affinity for the sulphur in tarnish than does silver, so sulfur ends up attached to the aluminum foil leaving the silver freed. Voila!



In the Kitchen

PUMPKIN PIE CAKE

*Bobby Ann Bonar
Shawnee, KS-RG #55*

1 (29-oz.) can pumpkin	1/2 tsp. nutmeg
4 eggs	2 tsp. cinnamon
1 (13-oz.) can evaporated milk	1 1/2 c. sugar
1 tsp. ginger	1/8 tsp. salt

Mix all ingredients together and pour into a 9 x 13-inch ungreased pan.

1 box dry yellow cake mix	1 c. melted margarine
1 c. chopped nuts	

Sprinkle a box of dry yellow cake mix over the top of the mixture in pan. Pour melted margarine over the cake mix. Sprinkle nuts over all. Bake at 350° for 1 hour or until done. Refrigerate. Top with whipped cream when serving.

RHUBARB CAKE

*Cathy Tabako
Coon Rapids, MN-RG #46*

1/2 c. oleo	2 c. flour
1 1/2 c. sugar	2 c. chopped raw rhubarb
1 egg	1 c. coconut
1/2 tsp. salt	1/2 c. nuts
1 c. sour milk (to sour milk, add 1 tsp. lemon juice or vinegar)	1 tsp. soda

Mix above ingredients. Put in greased and floured 9 x 13-inch pan. Sprinkle top of cake with cinnamon and sugar. Bake at 350°, about 35 minutes.

RHUBARB CAKE

*Joan Osmundson
Washburn, IA-RG #77*

4 c. diced rhubarb	1 stick margarine, melted
1 (3-oz.) pkg. strawberry Jello	1 1/2 c. water
1 reg.-size pkg. yellow cake mix	1 c. sugar

Preheat oven to 350°. Place diced rhubarb in the bottom of a 9 x 13-inch cake pan or glass baking dish. Evenly spread the sugar over the rhubarb. Then spread the dry Jello mix over sugar. Then spread the dry cake mix over Jello mix. Carefully pour melted margarine over dry cake mix. Carefully pour the water over margarine. Bake for 35 to 45 minutes.

V-8ers Delight

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

Copyright © 1998
Cookbooks by Morris Press

All rights reserved. Reproduction in whole or in
part without written permission is prohibited.

Printed in the U.S.A. by



For information on having your cookbook printed, write for
our FREE information packet or call Toll-Free at 1-800-445-6621.



Early Ford V-8 '99 Central National Meet

*Omaha, Nebraska
July 20-24, 1999*



Jerry VincentiniChairman
215 Heavenly Drive, Omaha, NE 68114

Ray MoyerCo-Chairman
5015 South Street, Lincoln, NE 68506

FOR SALE—1941 Ford Pickup



(ABOVE) LORI POTTER'S 1941 FORD PICKUP, 2 OWNERS, RESTORED, \$42K OBO , 248-821-1600

Volunteer V-8 Ford Club member, Ron Buck, has two 1940 Fords, a Deluxe Coupe and a Convertible and both are street rods. His email to me said, "Mickey, I'm gonna let one of my 40's go and see which one goes first." Following is the info on both cars:

1940 Ford DeLuxe Coupe. Owned for 22 years. Total frame off restoration. One year ago upgraded the original chassis and drive train to a TCI chassis, crate 383 stroker with Holley sniper fuel injection 9 inch rear, coil over and disc on all four corners. Custom interior leather and suede and berber carpet. Asking \$72,500 or \$71,000 to club members.



1940 Ford Convertible, all Henry steel, Corvette 350 , Corvette independent rear, 700r4 overdrive. Great cruiser! \$26,500. 1940 Ford Convertible, all Henry steel, Corvette 350 , Corvette independent rear, 700r4 overdrive. Great cruiser! \$26,500.



.....

Three (3) two barrel Carbs for Flathead Ford engine... \$500...Call, text or email: Rama Renegar, 407-509-8335 (Murfreesboro, TN)...ragener@hotmail.com



For Sale: 1956 Lincoln Continental Mark II



Contact:

John Looney
209 Addison Avenue
Franklin, TN 37064

919-599-3753, john.looney@duke.edu

For Sale: 1940 Standard Fordor

'49 Flathead, automatic transmission, needs paint and interior, vintage heat and air, new Pete & Jakes 4 inch drop disc brakes, professionally wired with fuse box, banjo steering wheel, new Vega steering box with flaming river column, original seats, electric wiper motor. Will drive anywhere...\$18,500.



Call:

John Palmer
615-406-2057

Also:

'40 Ford truck with new bed, disassembled, \$12,500.

Call John Palmer,
615-406-2057

If you have anything for sale...a car or cars, parts, etc...please send me a description and a photo(s) and I will be happy to put it in this newsletter.

Send by text at 615-815-9203 or by email at flatheadv897@gmail.com

Local Car Shows...November 2024

November 1st-2nd: Shelbyville, TN - Street Rods by Michael Closing Sale at 122 Deery Street, Shelbyville, TN. Times: 9:00am - 4:00pm. We are closing the shop, and have 35 plus years of "Stuff" that needs to GO. Shop Equipment, Vehicles, Trailers, New Parts, Used Parts & Much More. For more information, call 931-680-0010. Be sure to view the attached [FLYER](#)

November 2nd: Woodbury, TN - 5th Annual Kyle Todd Memorial Cruise In & Car Show at Cannon County Square, 200 W. Main Street, Woodbury, TN. Times: 2:00pm - 5:00pm. NO Entry Fee!!!! Two shows: Vintage & New Models. Judged event with trophies, Judging begins at 2:30pm. Come out and support the Kyle Todd Memorial Scholarship and Grant. For more information, contact: thereedsofwoodbury@gmail.com [FLYER](#)

November 2nd: Winchester, TN - Winchester Christian Academy presents Classic Car Cruise In at 1230 South College Street, Winchester, TN. Times: 11:00am - 2:00pm. Come join our 1st classic car cruise-in and enjoy our annual chili cookoff tasting & fundraiser. Donations towards WCA will be accepted to enter. Awards include: People's Choice / Students Choice / Principals Choice. To register please call 931-967-5466 or email: wcaoffice@wcaedu.net [FLYER](#)

November 2nd: Shelbyville, TN - 4th Annual Faith & Fellowship Fun Show at Blankenship Community Church, 3602 Midland Road, Shelbyville, TN. Times: 9:00am - 2:00pm, Registration Fee \$25.00. Bring anything transportation related! Awards will be given based upon popular vote. Food, Door Prizes, 50/50 Raffle. For more information, blankenshipcc.events@gmail.com [FLYER](#)

November 2nd: Waverly, TN - Dixieland Truck Fest Truck, Bike and Car Show at 99 Pumpkin Creek Road, Waverly, TN. Gates open at 2:00pm, \$10.00 Entry fee. Food trucks, Vendors, Respect the Property and Leave the BS at home. Raising money for Aaron Goodwin and Family, who has been diagnosed with cancer. We are calling for all Motorcycles, Trucks, Classic Cars and Jeeps. There will be 1st / 2nd / 3rd Place trophies in each Class: Motorcycles / Trucks / Classic Cars / Jeeps. [FLYER](#)

November 9th: Columbia, TN - Antique Tractor & Car Show Fundraiser & Auction at Spring Hill High School, 1 Raider Lane (US Hwy 31), Columbia, TN. Registration starts at 8:00am, Parade of Power at 11:00am, Fundraiser Auction at Noon. Fun for the entire family!! Door Prizes, Skillet Throwing, Kiddie Corral, Tractor games, Wrench Toss, Pedal Tractors. Proceeds go to Future Farmers of America and SkillsUSA. For more information, call Brandon McCulloch 931-212-8373 or Gwynne Evans 931-698-5804. [FACEBOOK EVENT](#) [FLYER](#)

November 16th: Crossville, TN - 2nd Annual Veteran's Day Classic Car Show at Jet Park, 1400 Miller Avenue, Crossville, TN. Registration starts at 9:30am, Car Show from 11:00am - 3:00pm, Awards at 1:00pm. Awards will be presented to TOP 10, Best of Class and People's Choice. Classes include: Classic Car (1979 & below) / Classic Truck (1979 & Below) / Modern Car (1980 & Above) / Modern Truck (1980 & Above) / Imports / Rat Rods. Concessions, Silent Auction, 50/50 drawing. [FLYER](#)

So...how did you spend Halloween?

Jim Bynum, '41 Ford "Opera" Coupe owner, decided to use his Early Ford V8 at a "Trunk and Treat." Nice, Jim! I'll bet the kids loved it!



Jim Bynum's granddaughters, Willa (fairy), and Etta (Barbie)



SPEED & DESIGN
HOT ROD INTERIORS



GIL VIGIL
505.480.3461

ULTIMATE

AUTO GLASS & ELECTRONICS

Call or Text:

615-235-5346

request@ultimateautoglass.com

Mark Kicsak

(607) 729-1693



97 Hoodlum Hill Rd.
Binghamton, NY 13905
www.marksfordparts.com

NEW, USED &
REPRODUCTION

**Early Ford V-8
Foundation
Museum**



John Hoham, Executive Director

260) 927-8022 Office
260) 667-3775 Cell
info@fordv8foundation.org
www.fordv8foundation.org

PO Box 284
2181 Rotunda Drive
Auburn, IN 46706



844-EARLY-V8

AUTOMOTIVE

thirdgenauto.com

YOUR GO-TO SOURCE FOR 1932-48 FORD PARTS
NOW SELLING ROY NACEWICZ
FORD RESTORATION SUPPLIES

Visit our **NEW** website for items added daily



Scott Zaft

beclockwise@comcast.net

beclockwise.com

(H) 615-832-0418

(Cell) 615-584-3307

Monday thru Friday

8 Am—530 PM

Closed Saturday and Sunday

Pick up & delivery available

1245 Jeff Davis Dr.
Brentwood, TN
37027

Expert

Clock repair!

POLLY'S SERVICE CENTER

**KENNY POLLY
OWNER**

3200 Belmont Blvd.
Nashville, TN 37212

297-4901
297-7624

Pinstriping and Custom Art

Music City Paintworks

Pinstriping, Lettering & Custom Art

Anthony Monaco

www.musiccitypaintworks.com

anthonymonaco81@yahoo.com

Serving Nashville TN and Surrounding Areas