

THE REAR VIEW MIRROR

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



Kevin and Nancy Gail O'Rourke's 1933 Ford Coupe (See Page10)
Mickey Holton, Editor January 2025 flatheadv897@gmail.com

HAPPY NEW YEAR!

The Rear View Mirror

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

Mickey Holton, Editor

January 2025

flatheadv897@gmail.com

CONTENTS

1. Cover—'33 Ford Coupe
2. Contents, Message, New EFV8CA President
- 3-4. Summary of National Directors Meet
5. Dues for 2025
6. 37th Annual Stones River Swap Meet
- 7-9. 2024 Christmas Dinner
10. Member Car of the Month...1933 Ford Coupe
11. Original 1933 Ford Tudor Sedan
- 12-15 Blast from the Past...1933 Ford
- 16-20. Is it or Isn't it a '33 or '34 Ford?
- 21-23 Edsel Ford's Hot Rods
24. Grease Pit Poet
25. Tech Tip...When your car won't start
26. In the Kitchen
- 27-28. 2025 Central National Meet
29. Ford V8...The Greatest Thrill in Motoring!
30. Merry Christmas and a Happy New Year!

MESSAGE

Dear Friends...Yes, this first newsletter of 2025 is being sent early mainly because I finished it early and also because I wanted some extra time for other activities leading up to the new year. I hope you don't mind getting it early.

Our Christmas dinner on the 17th was a success and, I think, a good time was had by all attending. If you weren't able to make it you missed a great evening. The silent auction resulted in a good addition to our class treasury.

I know you've gotten reminders but I do want to remind you again that dues for 2025 (\$20.00) are due by January 31st (see Page 5). Thanks to all of you who have already paid!

The Stones River AACA swap is February 2nd, 2025, and we will have a booth there. See Page 6 for details.

See you in 2025...in my '40 Standard Coupe!!!

Mickey Holton



**CARS AND COFFEE
DECEMBER 14, 2024**



NEW EFV8CA PRESIDENT

David Gunnarson (Virginia) was elected by the EFB8CA Board of Directors for a one-year term as our new National President, Dan Castellini Vice-President and John Emmering was reelected Secretary (see Page 6).

Summary of November & December 2024 National Board Meetings

From the National Board

Dec. 12, 2024

With much business pending the Fourth Quarter 2024 Meeting of the Early Ford V-8 Club of America was conducted in three sessions. The first on Saturday November 9, the second held on Saturday November 16, and the third on Wednesday December 11. National President Connie Hall called both Saturday meetings to order at 10:00 am CST and the Wednesday meeting at 7:00 pm CST. The meetings were conducted over Zoom. A quorum of Directors was present at all the meetings. Minutes of the Third Quarter 2024 Board of Directors Meeting were approved.

Treasurer's Report: David Rehor presented four written reports that he had previously distributed to the Directors which covered the third quarter and year-to-date surplus/deficit, year-to-date budget performance and a balance sheet. The Treasurer's reports were approved.

Membership Update: Additionally, David Rehor reported that membership had increased 1.5% with thirty-eight new members added during the third quarter 2024, however our total membership loss for the year was 7.09% and membership currently stands at 5,881.

Audit Committee Report: Audit Committee Chairman Joe Valentino presented his report. He explained that the Club had been granted an extension for filing Federal Income Tax until November 15, 2024, and that our CPA Firm, James, and Associates will be directed to submit the Club's completed income tax return to meet that deadline.

2025 Scheduled National Meet

Central National Meet, Springfield, Illinois June 22-26, 2024 *"A V-8 Family Reunion"* sponsored by the Northern Illinois Regional Group #8. For Early Registration forms check the EFV8CA Website www.earlyfordv8.org or go to <https://2025cnm.com>

V-8 Times/Roster Report: Editor Shannon Olson gave a report concerning the Membership Roster planned for 2025. Due to increased printing and postage costs the Board has decided that future Membership Rosters will be sold through the online store for an additional charge. The exact cost was not determined but it is planned that the rosters will be offered at a very reasonable price. The last annual roster included with membership cost the club \$23,000 to produce and mail which has proven to be prohibitive. Ms. Olson explained that most other car clubs offer a roster at an additional charge to those desiring a copy. Full details on the new 2025 Membership Roster, including the price and details on how to place an order will be announced.

Accessory Sales Report: Michael Driskell, who heads Accessory Sales, reported on issues related to the Club's Online Store. He reported that 250 copies of the new 2025 Ford V-8 Calendar have been printed. The Board agreed that calendars would be offered in the online store for \$10.00 each plus postage. There also was an agreement to order 200 more

V-8 Times Flash Drives to replenish the stock. Work is being done to produce a 55-Year Membership pin to be offered in the online store. The Board also agreed to further develop Michael Driskell's proposal for a new Business Membership plan for businesses related to the Early Ford V-8 hobby.

Website Reports: The Board approved an expenditure of up to \$1,500 to Big Giant Media to update the club's website. Some of the changes desired will allow easier access to the membership forms and provide an opportunity to sell advertising on the website. Web Administrator Bruce Nelson presented his report. He announced he was planning to change product shipping on the webstore to a weight basis and that he would test the new system.

Directors Election Report: Dave Collette reported that the election results have been tabulated and the new Directors, beginning their three-year terms in January 2025, are Steve Boscovich, California SW 3, Joe Reger, Northwest, and Jim White, South Central Region. Steve Kroeger was elected by the board to fill the position of North Central Director due to the sudden passing of Lou Mraz. The Board of Directors elected Dave Gunnarson for a one-year term as our new National President, Dan Castellini Vice-President and John Emmering was reelected Secretary.

Membership Drive: Dave Gunnarson reported that William "Mickey" Holton of Tennessee was the outstanding achiever in the membership drive, recruiting twelve new members.

Tour Reports: The "*Hidden Treasures National Driving Tour*" organized by Bruce Nelson to take place in Minnesota and northern Iowa August 5-9, 2025, was approved, as was the "*Mile High Tour*" planned for Colorado by Lou Mraz. Details of the tours will be announced.

By-laws and Policy Manuel: Revisions to the by-laws were presented and approved. The by-laws committee will continue to work on updating and revising the club by-laws. Dave Gunnarson explained that he is working on a revision of the Policy Manual for future approval.

President's Updates: President Connie Hall drew attention to the draft of a Business Continuity Plan that is presently still under development. For use in coping with unusual events and emergencies, the plan covers objectives, operations at risk, recovery strategy, business interruption events, governance, recovery teams, communications, and includes a contact list. President Hall, whose term is ending, thanked the Directors for all their efforts in the past year and expressed gratitude for the opportunity to have served as National President during 2024.

Respectfully Submitted by:

John Emmering, National Secretary

DUES!

YES! DUES FOR 2025 WILL COME DUE BY JANUARY 31ST, 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.

**37th ANNUAL
STONES RIVER REGION AACA
SWAP MEET**

Sunday, February 2nd, 2025

6:30 AM to 3:00 PM

The Fairgrounds Nashville

.....

The Volunteer V8 Ford Club will have a space at this year's Stones River AACA Swap Meet. If you have any extra parts (no junk, please!) that you would like to donate to the club for us to sell, please call me at

615-815-9203

and I will be glad to pick it up!



Volunteer V8 Ford Club

Christmas Dinner

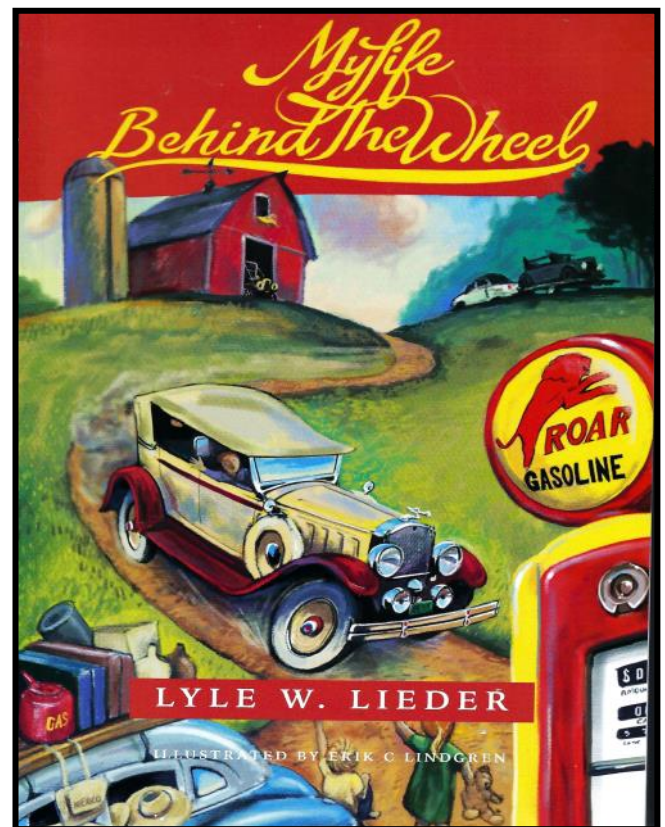
December 17th, 2024

December 17th saw the Volunteer V8 Ford Club's annual Christmas dinner being held at Fabian's Mexican Restaurant in Brentwood, Tennessee, with 65 members, spouses and guests in attendance.

In addition to the obvious friendship and camaraderie enjoyed by all Volunteer V8ers, the night was highlighted by a silent auction of Ford restoration books, earned by recruiting 12 new members to the EFV8CA, plus several other donated items as well as an opportunity to purchase some of the 2025 ERFV8CA calendars. Before dinner was served, we also had a Ford Quiz that tested our members' knowledge of Ford history.

Club members Phil and Celika Leider ('41 Lincoln Continental Convertible, September-October 2024 V8 TIMES), were gracious enough to donate two boxes of the book, ***My Life Behind the Wheel***, written by Phil's grandfather, Dr. Lyle W. Leider, about his life-time of collecting and driving antique and classic cars. Members received a free copy of the book for which they all seemed very pleased. Having already read the book, I can enthusiastically recommend it to all fellow V8ers.

It was a great end to a great year for the Volunteer V8 Ford Club and a good omen for an even better year in 2025!







MEMBER CAR OF THE MONTH

1933 Ford 5W Coupe

Kevin and Nancy Gail O'Rourke

Franklin, TN

HOW I FOUND MY '33 FORD COUPE

By Kevin O'Rourke



Brad Whitfield and I met 36 years ago; he had a '62 Corvette and I had a '59. We took our sons to baseball practice in Bellevue, Tennessee. As 36 years passed, we talked once a week. One day, we met for a beer on Charlotte Pike in Nashville. I told him I was looking for an old Ford truck and he said he knew where a '32 was just a few blocks away and said he had been putting notes on the man's door for years.

So, we went to see the '32 Ford pickup and another old car under cover. It had the shape of a coupe and Brad said he'd be interested in the coupe. The next day, as I was putting a note on the door of the owner, a man, Steve Jordan, came out. He told me the '32 was not for sale, so I told him my long time friend, Brad Whitfield, was interested in the coupe under cover. Steve said if he was going to sell one, he'd sell the coupe. We pulled the cover off the coupe and I could not believe what I saw...a 1933 Ford 5 window coupe! I told Steve that if Brad did not take it, I would. Brad didn't have room for it, so I bought it and made another good friend...Steve Jordan.



After buying the '33 and after doing some cosmetic refreshing of it, I took it to a local Cars and Coffee on a Saturday morning and there I met several members of the local regional group of the Early Ford V8 Club and, after talking to them, became a member of both the national club and the regional group.



My thanks to Brad and Steve for helping me put the '33 in my possession. It was my favorite car since I was young. I love it and I love driving the '33!

Note; This article appeared in the November-December 2024 issue of the V8 TIMES.



Original 1933 Ford Tudor Sedan seen at Hershey 2024



BLAST FROM THE PAST...THE 1933 FORD

V8 TIMES—MARCH-APRIL 1976



1933 Issue



Photograph by Charles Seims

**Vol. 13
No. 2**



TIMES
for the *Ford* V-8 enthusiast

**Mar/Apr
1976**

Published by the Early Ford V-8 Club

The New Ford "Forty"

ON HIS LAST day in office—March 4, 1933—Herbert Hoover left one final poser for his successor, Franklin Delano Roosevelt. That was the day the banking system of the United States collapsed. This news was the final defeat in a disastrous term of office for the weary outgoing President. Not quite three-and-a-half years had elapsed since the stock market crash had plunged the U.S., and most of the world, into the most disastrous economic debacle in Western memory. Twenty-five percent of the labor force was unemployed. Hourly wages had dropped 60 percent since 1929, white collar salaries 40 percent.

It was certainly an inauspicious time for the auto makers, and especially the Ford Motor Company, which had introduced its all-new car on February 11th. Competition was fierce as Chevrolet and Plymouth battled Ford for sales in the low-priced market. Late in the 1932 model year Ford had introduced the V-8 engine to this competition, one of his triumphs over the objections of his subordinates, who had been pushing for a six-cylinder engine. Instead, he had jumped from a Four to an Eight, and it was not until 1936 that he was persuaded to try a Six in competition with the other low-priced cars. The V-8 was another master stroke by the industrial genius, perhaps the last momentous one of his illustrious career.

"The Rouge is so big," he told a writer for *Fortune Magazine* in 1933, "that it is no fun any more." Afterward, he moved his private office to a place where there was more fun—the Engineering Laboratory in Dearborn, four miles from the plant. Adjacent were Henry's two pet projects: the museum in which he pursued his own peculiar brand of history, and the Greenfield Village where a strange assortment of memorabilia had been collecting since the Model T days. It may have appeared that the 70-year-old patriarch had semi-retired, but he never relaxed his dictator's grip on the company.

Despite the saturnine outlook in the country, Ford introduced the 1933 models on a note of high optimism. "The greatest car in all Ford history enters the field" announced **Ford Dealer & Service Field*** for February 1933 . . . "and the greatest value in the entire record of automotive production. Big—Beautiful—Powerful—Perfect!" **Ford Dealer & Service Field** may not have been associated with FoMoCo, but it was dedicated to the interests of Ford dealers, service stations, garages, parts and accessory dealers in products for Ford cars, so it could be excused for being somewhat biased.

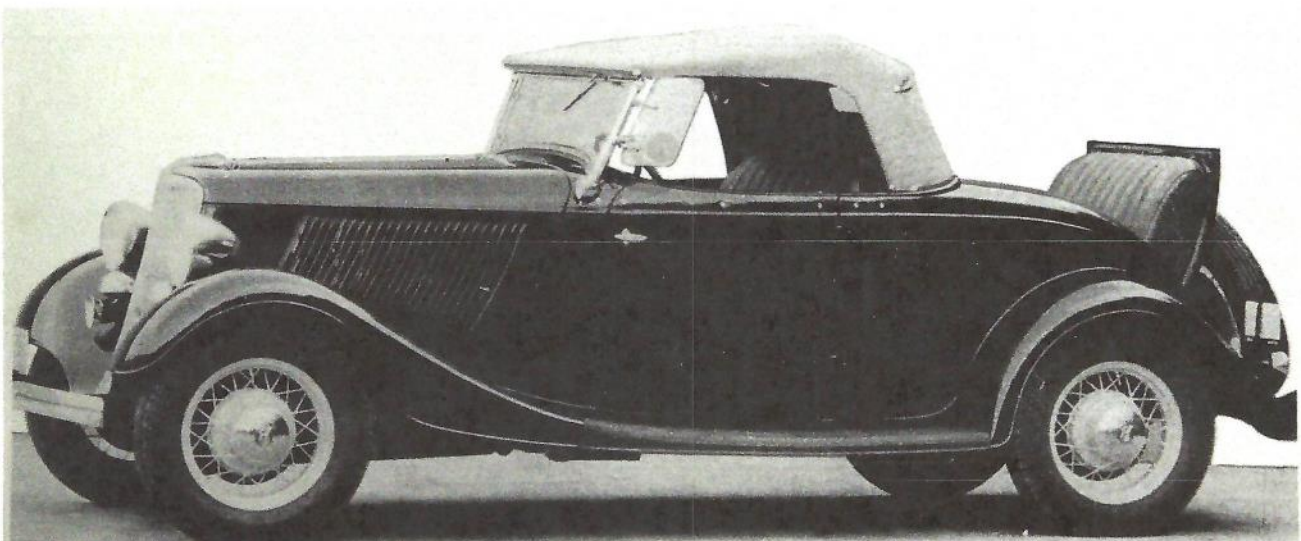
The '33 Ford and its successor, the '34, further advanced the streamlining begun in 1932. In fact, many collectors today regard these two as the best looking Fords ever built. The flowing fender lines, slanting windshield and grille, helped enhance the longer look. The very earliest '33 models had skirtless front fenders, but these models are rarely seen today.

The '33 Ford offered increased body size on a 112-inch wheelbase, nearly a foot longer than the '32. Consequently, there was more leg room and greater passenger comfort. The bodies were also wider, permitting wider seats. Hard to believe, but there was more head room, despite the fact that the car was actually lower than the '32. The new design was designated as Model 40.

THE MOTOR

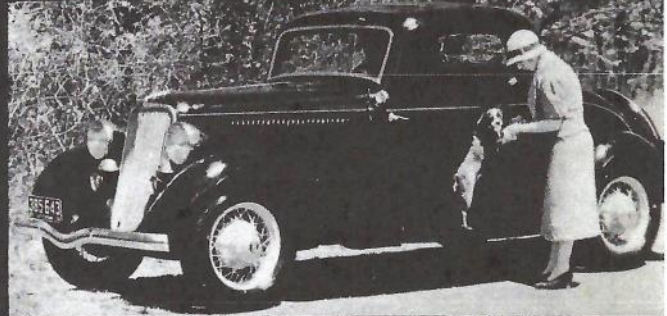
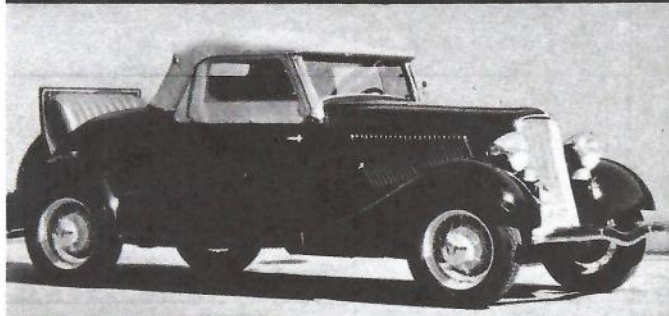
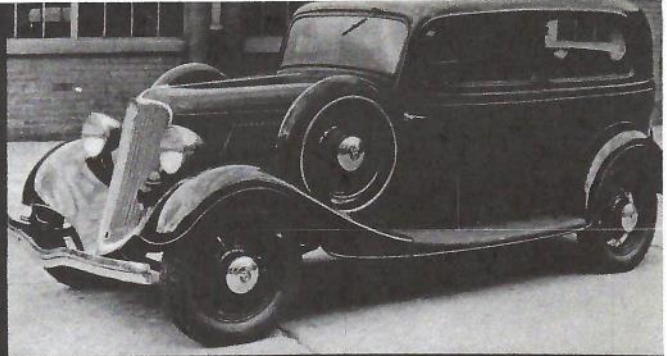
A 75-hp V-8 engine was capable of sustained speed of 80 mph (a four-cylinder 'Model C' engine was an option that year). The increased power was obtained by the use of aluminum alloy cylinder heads and redesigned combustion chambers, permitting a higher compression ratio without the usual disadvantage of requiring premium gasoline.

The Ford Model 18 had a compression ratio of 5.5 to 1, and a compression of 115 lbs. per square inch. The Model 40 was 6.33 to 1 and 138 lbs. compression. Bore

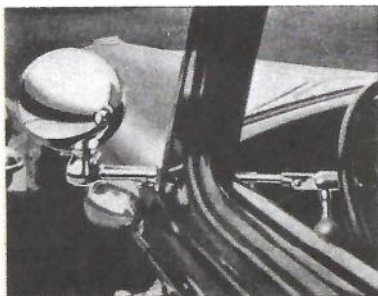


NEW FORD DELUXE ROADSTER—One of the most desirable cars today, the Roadster has particularly beautiful and flowing lines, genuine leather seat. In every detail one sees carefully planned harmony and good proportion. For the first time in 1933, Ford cars had the new skirted front fenders, although a few very early models did not have them.

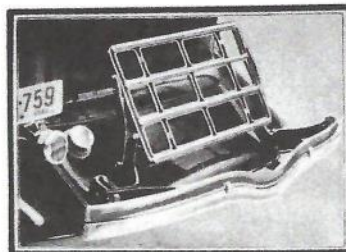
Photo courtesy of the Ford Archives.



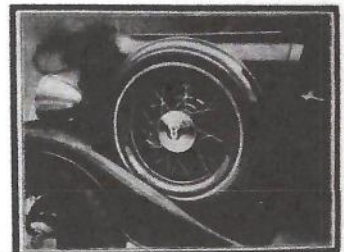
Top left: The top of this cute '33 Cabriolet was made of long-wearing waterproof cloth interlined with rubber, folded neatly into a recess behind the seat. A neat boot completed the very trim lines of this all-weather model. Rumble seat was standard equipment and the rear window had a sliding fastener seam. Top right: A Standard Tudor Sedan (note only one horn and lack of cowl lamps) equipped with one obvious accessory, twin fender mounts. This family model sold very well because it offered high performance at low cost. Passenger seat slid forward for easy entry into the rear seat. Bottom left: Side curtains are rarely seen in position on Roadsters today, but were very important when the car was sold. Windshield wings easily folded inward when curtains were used. Bottom right: Another popular choice with John Q. Public was any one of the four Coupes offered in 1933 (3-Window and 5-Window in Deluxe or Standard versions). Could be supplied with a rumble seat if desired. Photos courtesy of the Ford Archives, Dearborn, Michigan.



SPORTLIGHT... **\$14.50**

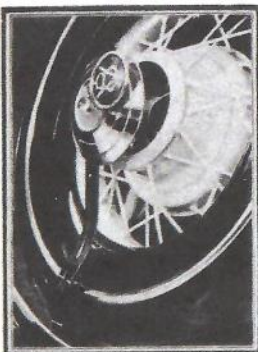


LUGGAGE
CARRIER
\$6.00



FENDER WELLS **\$7.00**

SOME 1933 ACCESSORIES

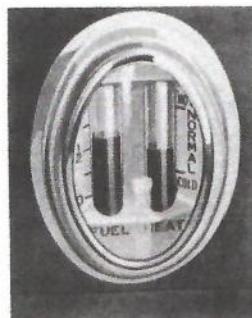


SPARE
TIRE LOCK... **\$2.25**

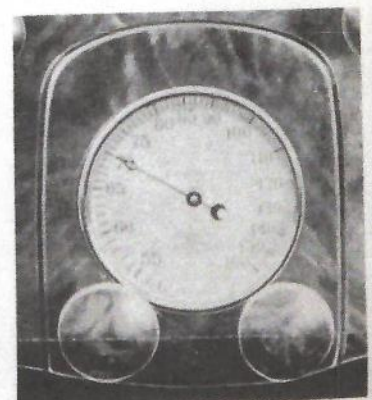
METAL TIRE
COVER...
\$5.00



FABRIC TIRE
COVER....
\$2.00



HEAT
INDICATOR.....
\$3.95



FORD RADIO... **\$44.50**

and stroke were the same on both engines. Pistons were aluminum too, of course, and designed to greatly reduce the consumption of oil. There were three rings on each piston, the upper two being compression rings and the bottom one for oil control. The aluminum cover over the valve chamber (which also functioned as the intake manifold) was changed slightly at the front end to provide an improved mounting for the generator. Ford abandoned the aluminum oil pan in 1933 for pressed steel, which provided better protection from flying stones.

The higher compression of the cylinder heads made it possible to use smaller spark plugs (18 millimeter) of high heat resisting type. Ignition coil was new and of compact design. The exhaust manifold, on the left block of cylinders, was bowed out to allow easier access for the dip stick.

The four-bladed fan was of the same 15½-inch diameter, but slightly altered in design to give greater cooling efficiency.

THE BODY

In addition to the 112-inch wheelbase and streamlining already mentioned, the Model 40 introduced the controversial "suicide" doors to the Ford line, i.e., they were hinged at the rear to open into the wind if the car were in motion. The chief advantage was easy access, and these were from one to three inches wider than the ample doors which featured the 1932.

The now familiar ventilator in the cowl was continued. Extra ventilation was obtainable by opening the windshield which was of the hinged type. All windshields were of shatterproof glass, but the DeLuxe models had

shatterproof all around. Even the windwings in open models were made from shatterproof glass.

The DeLuxe models were quickly recognizable by their chrome windshields, dual horns, cowl lights and twin tail-lights. Standards had one horn, one tail-light, and no cowl lamps.

The 14-gallon fuel tank was the same as the '32 but of slightly different design. The steering wheel was a three-spoke, steel core type, with the position of the spokes changed to give the driver a better view of the instruments. The radiator was slightly larger, and the 24 louvres on each side of the hood also helped cooling.

X-CHASSIS FRAME

A new frame was one of the outstanding features of Model 40, being of the double channel, double drop type with a deep X-member in the center which greatly improved the lateral and torsional strength. A change was made in the spring shackles. These were not rubber insulated, but had special woven fibre bushings which were impregnated with graphite and oil to outlast the car without the need for further lubrication.

WHEELS AND TIRES

Ford offered wire wheels one inch smaller for 1933 and tires which were 5.50 x 17 as compared to the 5.25 x 18 tires used on the '32. The extra tire size had the advantage of increased load carrying capacity and safety, with improved comfort and appearance. The larger tire also compensated rather well for the reduction in wheel diameter, so that the road clearance remained around nine inches.

PAINT OPTIONS

Body	Stripe	Body	Stripe
Black	Vermilion	Emperor Brown Medium . . .	Tacoma Cream
Brewster Green Medium	Silver (French Gray)	Duncan Blue	Silver (French Gray)
Old Chester Gray	Tacoma Cream	Coach Maroon	Vermilion

Dash Colors

Standard—Coach Maroon	DeLuxe—Burl Grained Walnut	Commercial—Body Color
	Hardware—Black	

PRODUCTION FIGURES

PHAETON		ROADSTER		3-WINDOW COUPE		5-WINDOW COUPE	
Standard	DeLuxe	Standard	DeLuxe	Standard	DeLuxe	Standard	DeLuxe
640	2,206	202	4,801	6,884	16,735	32,659	11,525
Price \$495	\$545	\$475	\$510	\$490	\$540	\$490	\$540
TUDOR SEDAN		FORDOR SEDAN		CABRIOLET	VICTORIA	SEDAN DELIVERY	
Standard	DeLuxe	Standard	DeLuxe				
111,870	51,569	23,323	50,685	8,325	5,240	2,296	
Price \$500	\$550	\$560	\$610	\$585	\$595	N/A	
PANEL DELIVERY		STATION WAGON		PICKUP			
Standard	DeLuxe			Open Cab		Closed Cab	
1,040	916		1,654	306		33,748	
N/A	N/A		\$640	N/A		N/A	



TELLING THE difference between a '33 or '34 Ford may appear on the surface to be a simple matter, but not so. There are a number of major distinctions between the pair but because of many subtle changes in accessories, the problem can become confusing if a previous owner has done some parts swapping.

For instance, it is possible for an individual to perform the necessary changes to the firewall and then change to a '34 hood, grille and inner fender panels making a '33 look much like a '34. Other items such as wheels, hubcaps, bumpers, etc. can be changed to make it very difficult to distinguish between the two.

To further complicate matters one must be sure whether he is dealing with the standard or deluxe versions, since the standard of one year may have been the deluxe of the previous one. But in an attempt to get some of the major differences clearly established and list some of the more common or popular accessories we have enlisted the help of Early Iron. (Located at 1000 S. East End Ave., Pomona, CA 91766, (714) 629-3182 — they specialize in Fords and Mercurys from 1932 to 1951.) Working with them we have come up with a list that shows the most commonly accepted differences and accessories for '33 and '34 Fords.

Starting with the hood it should be noted that the '34 is longer and has straight

louvers while the '33 is shorter and has tapered louvers. With the grille the most obvious difference is the width of the polished trim running around the grille. Also the crank hole at the bottom is noticeably different on each. The '34 grille also has more of a taper face to it and has a different radiator cap. The inner fender

panels inside the fenders and next to the frame rails are also another means of telling the difference. Here you are looking for a different-shaped bubble. On the frames the '34 is much more strongly built in the area of the front cross-member. (Note photo for a more detailed look.) The '33 dashboard has an insert that

is lacking on the '34 and this is generally the quick way to differentiate between the two.

Ashtrays, too, can be a clue. The '33 had a flip-top lid while the '34 didn't have this feature. The firewall presents one of the most common changes. The dimple used to hold the hood open is found on '34s but does not exist on '33s. One quick way to tell a '33 door from a '34 door is the vent feature found on '34s only. It was possible to roll the '34 window all the way up and then give the crank another partial turn and the window would move back just enough to yield an opening. This served as a side vent, but didn't appear on '33s. The headlight configuration is another popular means for distinguishing between the two. Basically, the easiest way to describe the difference between the headlights is in physical size. The '33 is taller, when placed on its face, than the '34.

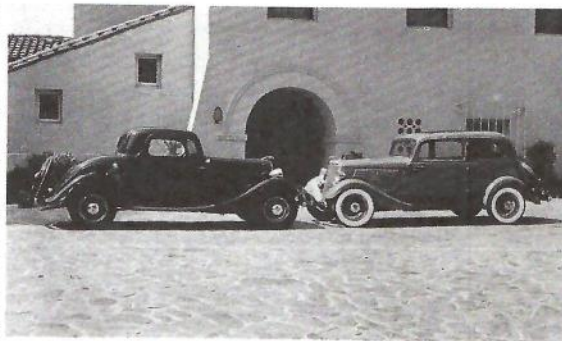
Bumpers and bumper irons fall into the same category. Because of the bolt spacing it would be very difficult, at best, to interchange '33 or '34 bumpers and bumper irons. On the bumpers the difference is very slight but you will note the curvature between each is different.

Sun visors have a very subtle difference but a difference nonetheless. The true '33 sun visor was strictly a pivot model that folded straight down, but the '34 Deluxe was capable of not only folding down but

IS IT OR ISN'T IT?

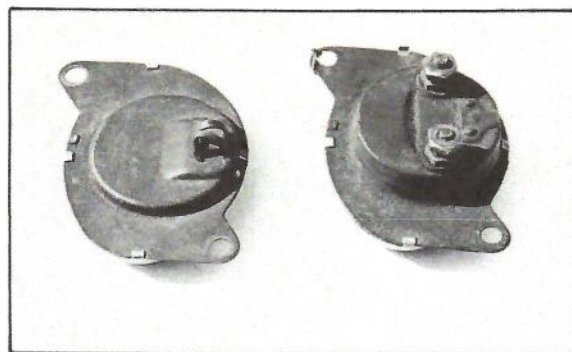
By Brian "The Difference" Brennan

Here are some comparisons and accessories that may help you differentiate between the '33 and '34 Ford.

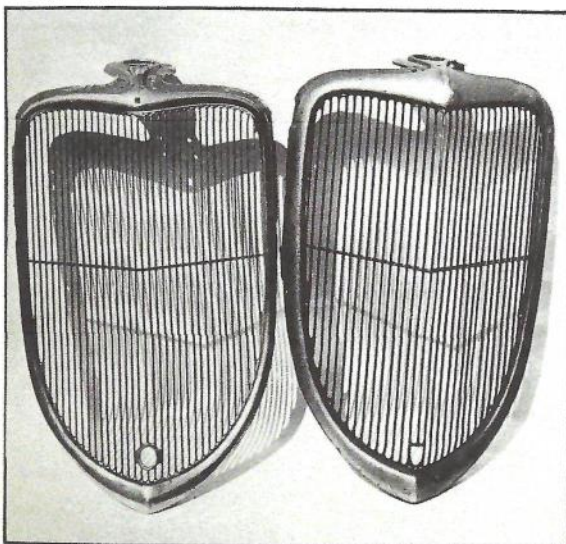




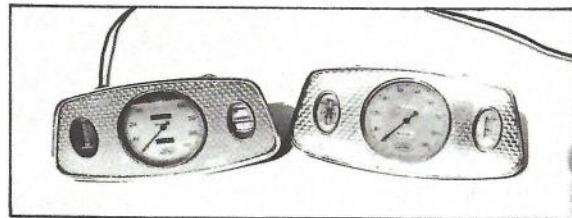
Top two hubcaps are '34 items while the bottom ones are '33. Top left cap is 4-cylinder type while right is V-8.



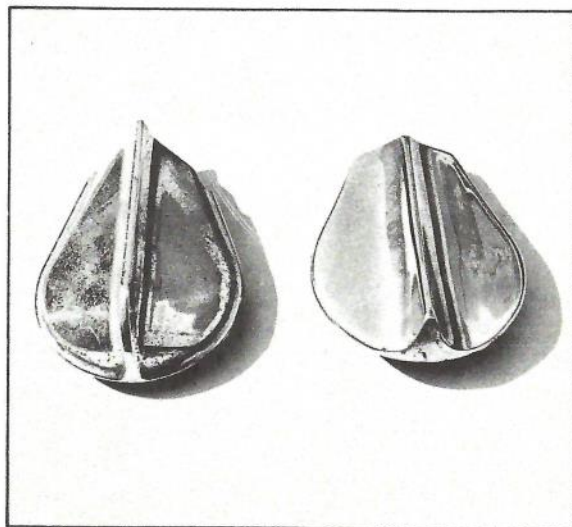
While the faces on these two ammeters are alike the difference is on the back. The one to the left is '34 and the right is a '33 model.



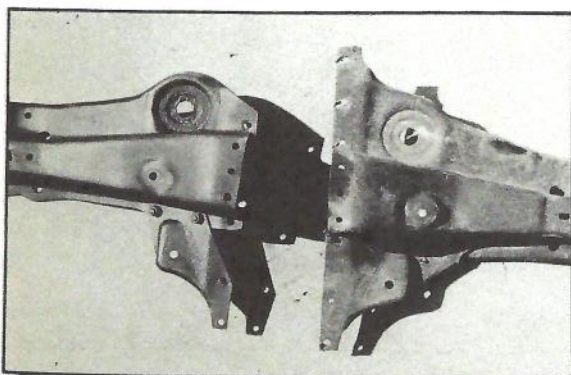
While some people seem to have trouble telling the '33 from '34 grille shell, there is some difference. Close examination should reveal three differences very quickly.



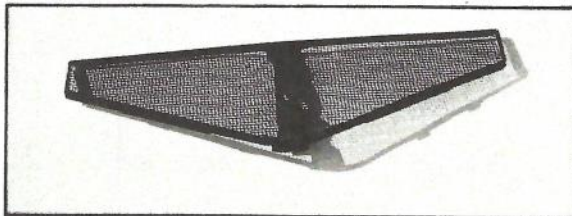
Dash assembly to the left features all the optional gauges while the one on the right is standard. Note the use of the dual temp gauge on the panel to the left.



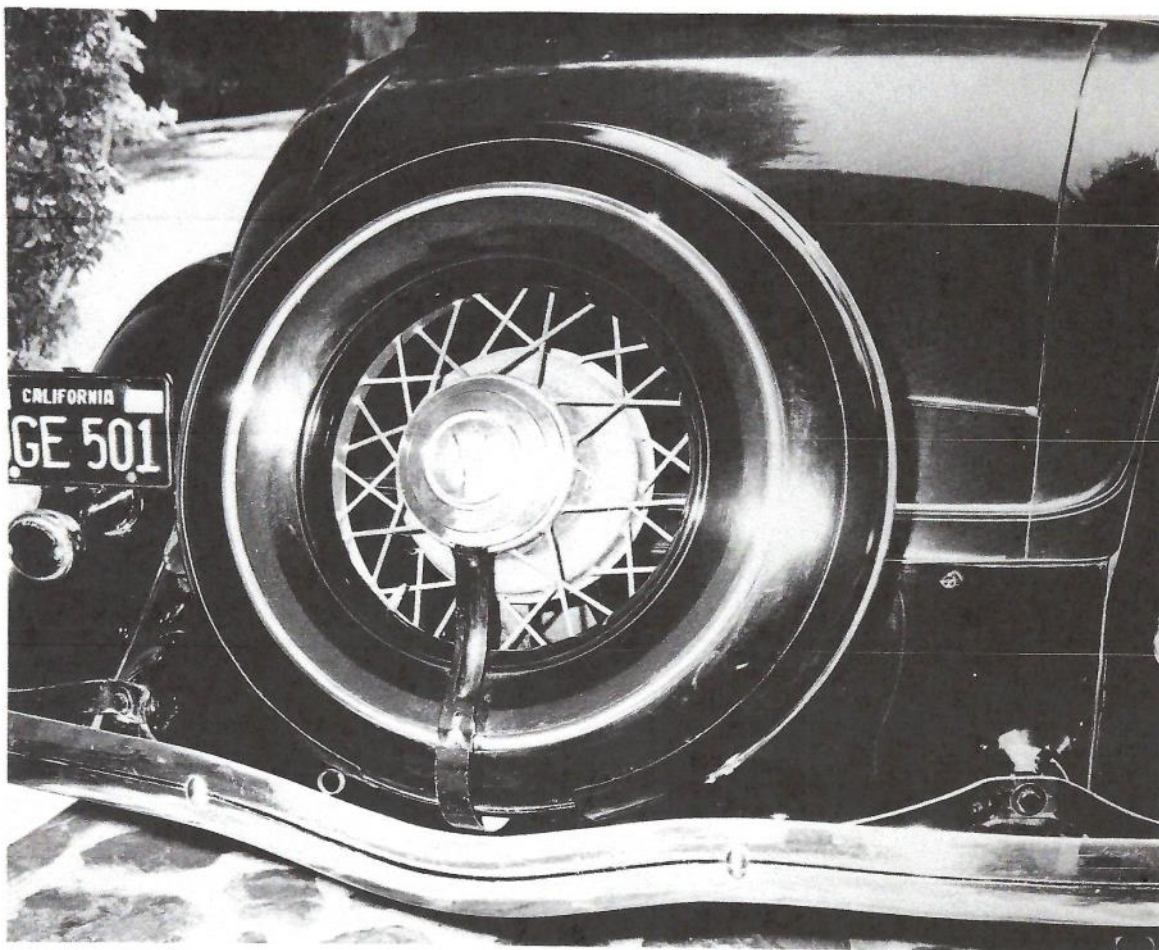
Radiator caps are another popular means of telling the difference. Left one is a '34 while the '33 is on the right.



Front crossmember to the left is '33 while one on right is '34. In '34 it was made with more heft to support the now-more-popular V-8.



Vent screen was found on only the '34s as a standard item. If you see one on a '33, somebody has been playing around.



Spare tire cover for '33 has outside trim ring where '34 doesn't. Note '33 hubcap and absence of bumper guards.

swinging toward the side window. Hubcaps were different, too. In '33 there was one style used while in '34 a hubcap was used to single out a V-8 from a 4-cylinder-powered car. Best way to show the differences here would be to look at the photos. And back onto the interior, the header panels bore a few differences. In the upper corners the '33 was squared off while the '34 had rounded edges. Two more quick distinguishing features were the grille emblem and the spare-tire covers. Here again, is another one best left for the photos to show.

An interesting point, and one left open for discussion, is the subject of pinstriping. Our sources say that the '33 had two lines running around the body while the '34 had three. Three additional changes to note if you really have a sharp eye: the choke and throttle rods, locking rear spare tire

mount and hood handles. On the subject of handles, the inside units were different on the standard and deluxe models for each year. The standard version were plain while the deluxe ones had a marble-type finish.

The front seats tell yet another story. The '33s were hinged on the back so that the unit could be folded entirely forward. On the '34 the back was solid, no hinges, and the whole seat folded forward without losing its shape. It takes a sharp eye indeed to differentiate between window moldings on the two. Not because they are that difficult to spot, but one must be aware of whether or not they are on a standard or deluxe model.

On the engine there were several quick ways to tell the difference. The '33 engine employed the helmet-type air cleaner while the '34 used the

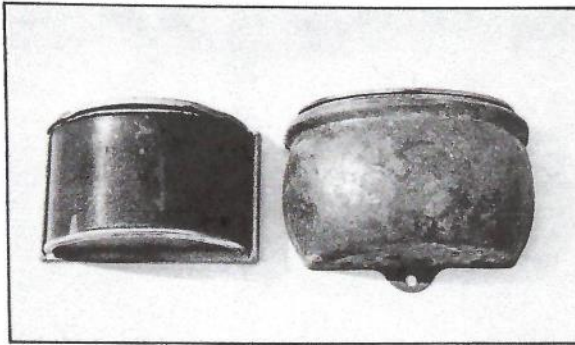
fresh-air type. Carburetion on the stock '33 was a single-barrel Detroit Lubricator and its counterpart on the '34 was a two-barrel Stromberg 48.

This next short list gives some of the most widely accepted Ford authorized factory accessories. The dual temp, which is shown in the dash (note photo), is a very much sought-after accessory today. Bumper guards were available from both Ford and outside sources. The easiest way to tell a genuine pair is to look for the colored body line running through the guard just as it would appear on the bumper. A radio was offered by Ford and this is in great demand today as since it was a real luxury then and not many were purchased. An accessory just for the '34 was the Greyhound ornament for the top of the radiator cap. The oil-bath air cleaner and the Stromberg two-barrel were designed for the '34s but could

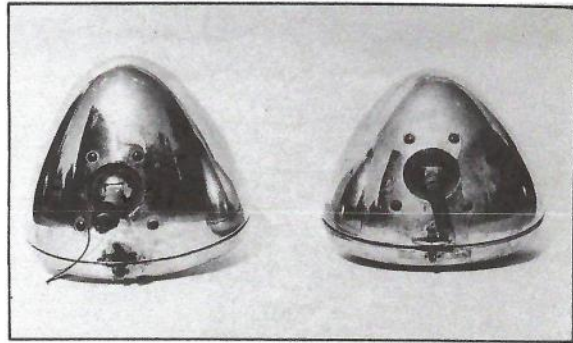
be used on '33s when this carburetor was used in place of the Detroit Lubricator.

Other items to be found in both Ford and aftermarket parts books were grille guards. There is a difference so be on the lookout. A popular non-Ford option was the oil check. Even though it wasn't a Ford item many dealers installed them. Other rare items much in demand today are fog lights, accessory trunk and dual wipers. Beauty rings were items dealers would install to "juice" the car up for quicker sales.

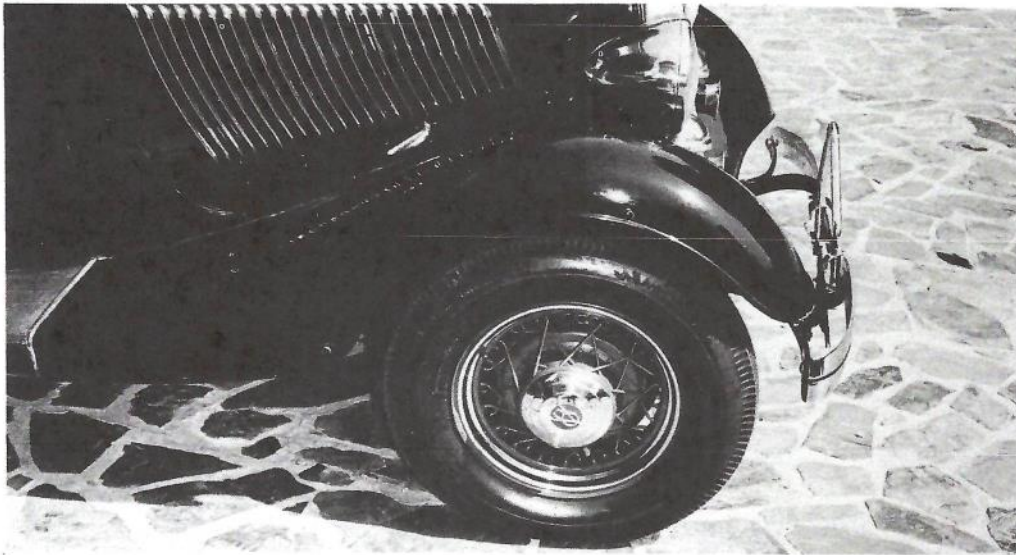
But if you were really looking for rare items, try finding a locking glove box, glove box clock and accessory tool box mounted on the firewall. These are all Ford items that are really tough to come by. All of the listings given are a bringing together of the most popular and widely accepted parts so we are sure you will find others, but at least this will get you started. ■



Ashtray to the left is '33 while the '34 unit is on right.



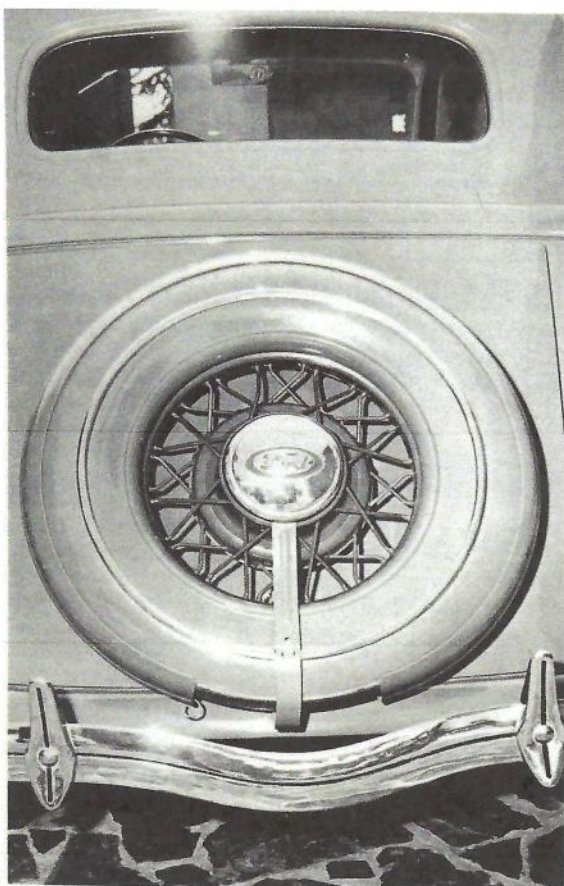
Larger headlight to the left is a '33 while the '34 is on the right.



Note the use of the beauty ring on the wheel and the '33 hood, single handle, and the '33 lights.



Same shot as before but this time of a '34 to show the differences. Can you come up with six differences?



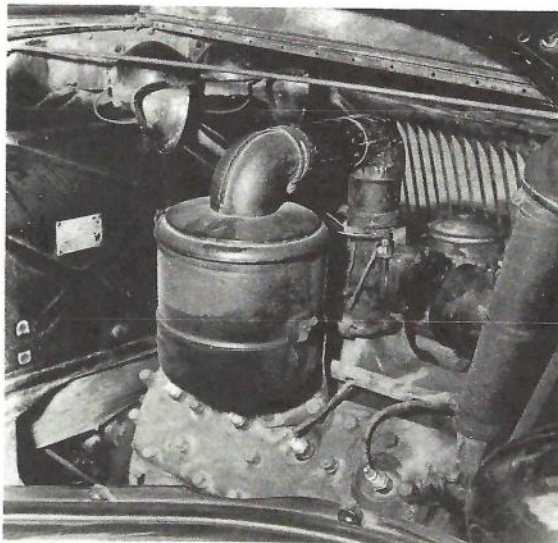
Factory-installed bumper guards are an option. Note '34 4-cylinder hubcap used on spare tire. Bolt hole spacing is different on '33 and '34 for bumper irons.



Firewall dimple appears on '34s only but many rodders put one on their '33s.

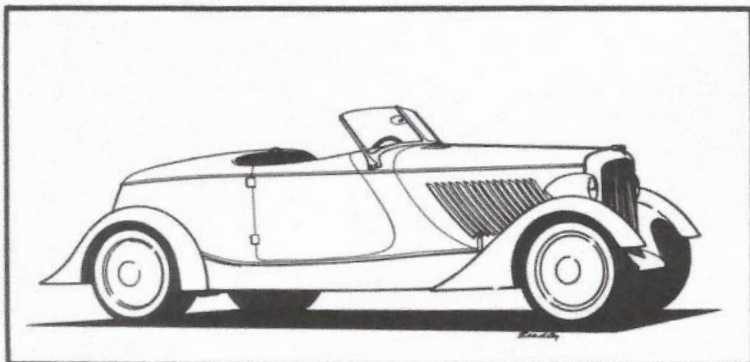


On '34s the front windows were built in such a fashion that they created a vent window when the crank was given an extra turn.

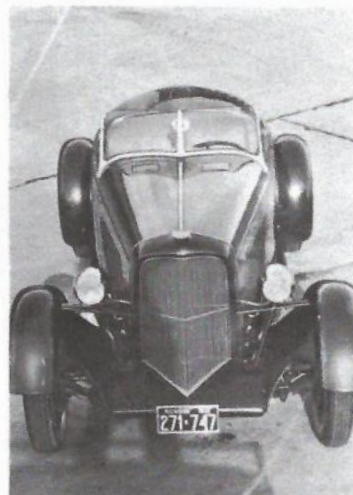


Oil-bath air cleaner was made for the 2-barrel carburetor. They were found on '34s or late '33s which did away with the single-barrel carburetor.

EDSEL FORD'S HOT RODS



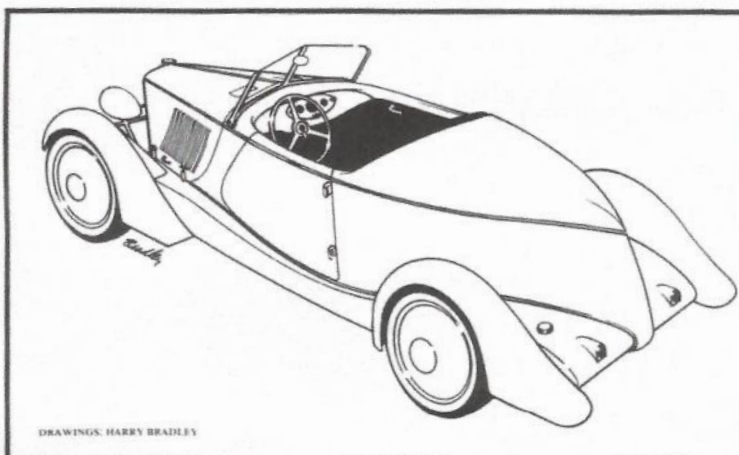
Edsel's 1932 boat-tail speedster carried V-8, had aluminum body, no running boards, smooth lines.



Car used B grille, with bars giving prow effect.



Prow effect repeats. Whether decklid opens is not known. Low tail lights keep rear uncluttered.



DRAWINGS: HARRY BRADLEY

Slanting louvers and door outline add to rakishness, as do wheel covers. Hood extends back to the windshield, incorporates twin vents. If the car had a top, it stowed out of sight beneath rear deck.

WHEN HE WAS 16, Edsel Ford built his first hot rod. He called it a speedster and made it look low and rakish. Not much is known about that car except that it had six cylinders and that Edsel cut off the tip of one finger on a lathe while building it. Whether it's the car shown here isn't certain—probably not.

Edsel Bryant Ford almost always lived in his father's shadow—so much so that we know relatively little about him today. No one has ever written a full-scale biography. Recent jokes about the Edsel car occasionally tend to make people think about the man the same way. But Edsel Ford's too-brief career was anything but humorous.

In 1919, at age 25, his father made him president of Ford Motor Co., a title that amounted to legal fiction. Henry ran the company his own way and made the major decisions. During his

24 years as president, Edsel remained pretty much under his father's thumb. Yet he always strove to improve the basic product.

Mr. Henry Edmunds, director of the Ford Archives, writes, "He was responsible for many good things in the Company's history: insistence on verve and dash in product styling, on a reliable and safe product, on fair and courteous relationships with dealers and the public. He possessed an unquenchable sense of fitness, an insistence on doing the right thing. A single instance among many would be his little-known achievement in making Ford Overseas a strong segment in the Ford marketing empire."

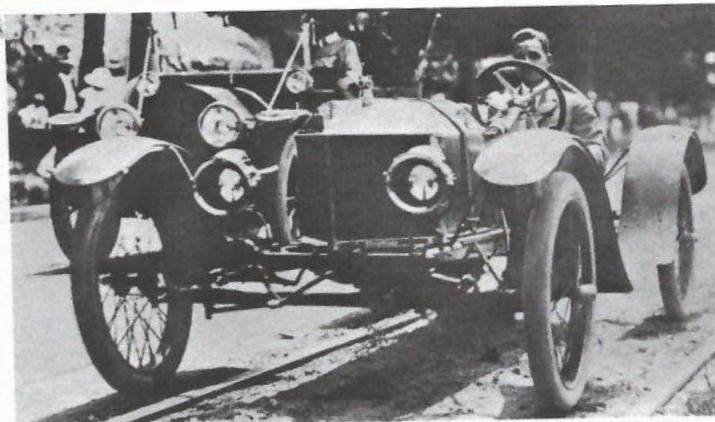
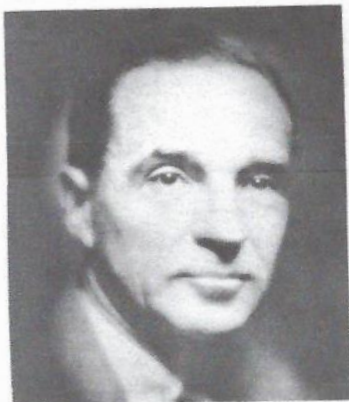
"He did all the essential things that Henry refused to do, and consequently held the Company together during several crisis periods in the 1930s. In true retrospect he seems less a tragic figure than popularly supposed. Without

him, the Company might never have attained the solid image it has today."

Edsel enjoyed cars—especially car design. It was his hobby as well as his specialty. He had other hobbies: photography, fast boats, painting, and sports, but cars remained his lifelong favorite. This love must have gone back to an early admiration of his father.

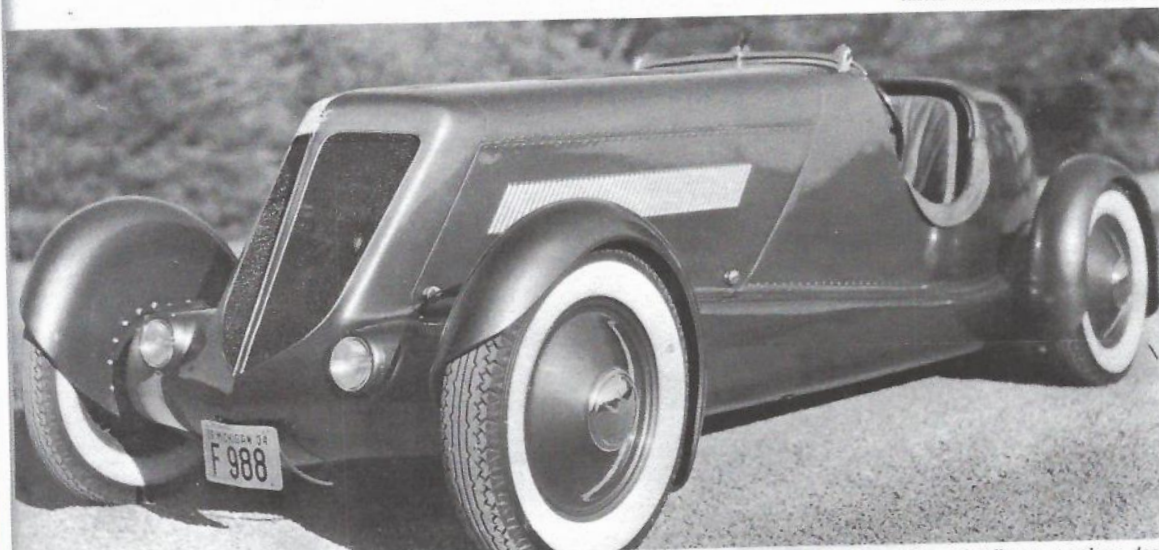
During childhood, Edsel and Henry worked on cars side by side. Later, Edsel became more fascinated by the shapes of automobiles than by their inner workings. In his teens, he built several speedsters, mostly T-based. He was simply indulging in a common pastime of the day, one shared by quite a few young men with money, the difference being that Edsel had an unlimited supply of parts.

During the Model T's heyday, Edsel began to keep a scrapbook of the car designs he liked best. These tended to be the larger, more exotic



These photos show Edsel as president of Ford Motor Co. (left) and behind the wheel of a Model T speedster he built when he was in his late teens.

PHOTOS: FORD ARCHIVES, HENRY FORD MUSEUM



In 1934, Edsel and E.T. Gregorie worked together to build another boat-tail, this time along race-car lines. It again used an aluminum body, had twin windscreens, mesh grille, low headlamps, cut-down doors, long hood. Cycle fenders were formed from single pieces of aluminum.

European makes—Rolls, Hiss, Benz, Daimler, Minerva, Italia, Mercedes, etc. Later Edsel began to paste in pictures of coachbuilt customs on the Model T chassis, mostly British, like those by Offord & Sons. Around 1918, he added 1-off American specials like Vanderbilt's custom Locomobile, George Brokaw's Marmon canoe roadster, William Wrigley's semi-touring, and a unique Hispano-Suiza phaeton he himself had helped design. He would draw circles around such items as the split windshield of a French Ballot GP car or the sweeping fender line of a Vauxhall.

In 1922, Edsel said, "Father made the most popular car in the world. I would like to make the best car in the world [Lincoln]." In 1926-7 it was Edsel who guided the styling of the Model A and gave it the mini-Lincoln look. Henry was too busy straightening out the innards to worry about the A's outlines. Or any car's outlines—

frankly he didn't care what a car looked like as long as it did what he wanted it to. E.T. Gregorie has noted that under Henry Ford, "...no one ever got a chance to see what a car looked like until they'd hammered together a prototype. The front end of the car—grille, fenders, lamps, and so on—was treated as part of the chassis."

Edsel regularly had cars built for his personal use. Some were Lincolns, but when he wanted something sprightlier, he chose Fords. One was a special dual-cowl phaeton on the 1930 chassis. This was designed together with Ralph Roberts of Le Baron and was built by Briggs Body Co. Records are unclear, but this might have been the experimental 400-AX, a model that stood between the A and the B.

Soon afterward, Edsel, together with Gregorie, built a 1932 Ford V-8 boat-tail speedster. This beautiful little car had quite a number of

radical features for its time: an all-aluminum body, pantalooned fenders, bullet headlamps, no running boards, a raked split windshield, twin cowl vents set into the extended hood, a very smooth exterior, and a V'd grille shell. Mr. Gregorie recalls, "The 1932 V-8 was built on a standard chassis—the aluminum body and fenders were built partly at the Dearborn engineering lab, with trim, paint, and final finish done at the Lincoln plant."

Then in 1934, Edsel called on Gregorie to build him another speedster. It again had an aluminum body, but this time it stood a good deal lower than the '32. Headlights were mounted at axle height, there were twin windscreens, no doors, and the overall effect was that of a pure racing car. This speedster was built during the summer of 1934 under Gregorie's supervision at the Ford airplane shop. It used standard Ford running gear.

continued

Edsel's Hot Rods

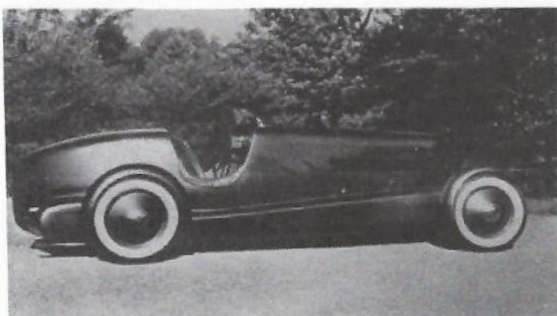
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Edsel Ford had no intention of producing any of these cars in quantity, and for the most part he kept them out of his father's sight. He garaged them inside a gardener's shed at his home. In 1940, he brought the 1934 car back to Dearborn for modifications to the grille and reupholstery.

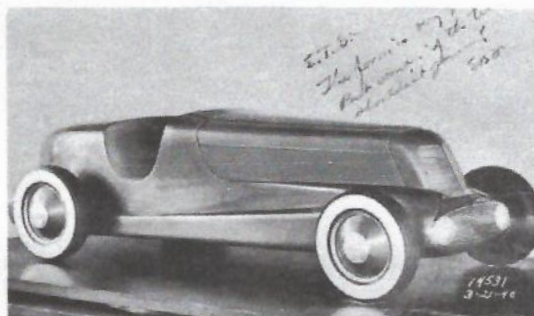
Edsel, of course, became the guiding light behind Ford's styling section. The Continental became his crowning achievement, but he also saw the Zephyr and most other pre-war Fords through their various stages of body design. Edsel died in 1943 of stomach cancer and undulant fever, and upon his death, both the 1932 and the 1934/40 speedster were sold. Where the 1932 went is unknown, but the later version, after turning up in Hollywood and having its picture taken with various starlets, ended up on a Florida used-car lot and was bought by a young sailor named Pallasch in 1958. His father, Earl Pallasch of DeLand, Fla., owns it today. It now has a hot-up Merc flathead, but basically it's the same car Edsel redesigned before his death. □



Long front end might have been made to simulate front-wheel drive, because at this time Edsel was involved in fwd Miller-Ford Indy assault. Low headlights, "shaved" look predate post-war hot rods.

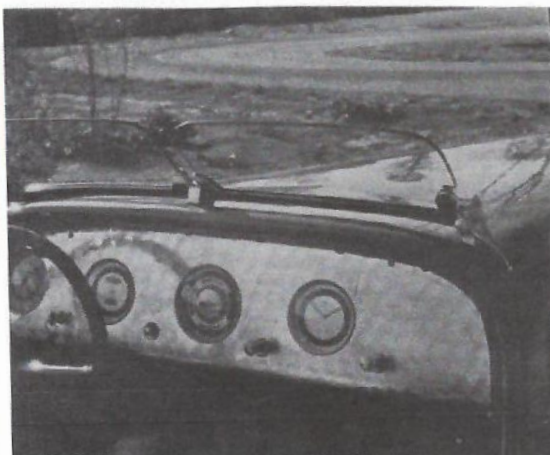


Edsel Ford kept this car until his death in 1943, but in '40 it underwent detail changes. These are outlined in wooden model at right, with double



grille. Notation from Edsel to Gregorie reads, "This form is very good, but wonder if two grills shouldn't join—?" Apparently they decided no.

PHOTO: EARL PALLASCH



The 1934 car's dashboard used Ford and Lincoln gauges in engine-turned aluminum panel. Tachometer from unknown source stands at the far left.



After Hollywood stint, car made its way to Florida, where Earl Pallasch (standing) bought it for his son in 1958. Pallasch still owns this hybrid.

*Out of water near Cowlick Wyoming.
Where the prairie is arid and dry.
Just me and the car and a buzzard
Who circles alone in the sky.*

*Steps down an old man from this relic.
And he shows he is used to the drouth.
For his wrinkled old skin is like leather
And tobacco stains circle his mouth.*

*"But me, I'll just charge you a fiver."
"And I'll water you down like a duck."
"Just pay me and take from the bucket."
"There's lots of it there on my truck."*

*Parked off to the side of the highway
With its' hood sticking high in the air.
And the old fellow frantically waving.
On his face such a look of despair.*

*"Gee, I'm sorry to see you have troubles."
"And surprised that I'd meet you again."
"But I'll tow you along for a twenty."
"Cause to me you are more than a friend."*

*Now, the garage at Cowlick Wyoming
Is a small and a dismal affair.
Two cars and a Jeep and a tractor
Fills all of the space that is there.*

*So the old boy, he pays me my twenty.
Then he says with a kind of a sneer:
"It's illegal to tow with no license."
"And I am the constable here."*

*Then he shows me his badge and his pistol.
And he adds with a sly little grin:
"I'm letting you off with a fifty."
"Cause I don't think you'll do it again."*

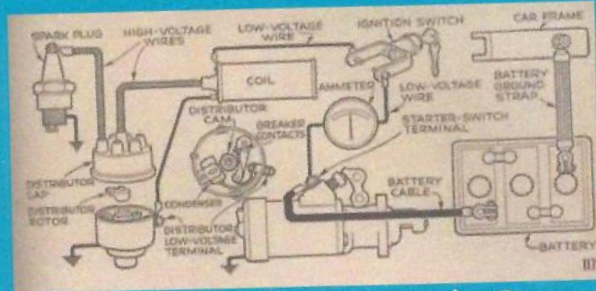
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TECHNICALLY SPEAKING

When your car won't start—What do you do?

Adapted from Popular Science *YOUR CAR, A HAND BOOK FOR AUTO OWNERS* — 1950



If your Early Ford V-8 won't start the chances are that the trouble will be in the fuel system or the ignition, most likely in the latter. With the ignition switch turned on you can tell immediately whether you have gas in your tank, for the gas gauge needle should register. If you have gas, take a look at the ammeter. Its needle will show a slight discharge, which is proper; it may swing completely over to show a full discharge; Or that may show no discharge at all.

Turn off the ignition switch quickly if the needle shows full discharge, for that is a sign of a ground between the switch and the coil, and it could burn off the insulation. Search out the ground and repair it. If the needle shows no discharge, it could mean a dead battery or that the breaker points in the distributor are open, or it may just be stuck.

When the ammeter needle shows a slight discharge, it indicates that the current is flowing. You will already have tried your starter; That's how you know you are stalled. But step on it again, and this time note whether the engine turns over freely, for if it does, then both the battery and the starter are functioning properly. If the starter is sluggish, however, it may be because of a weak or defective battery, or the battery terminals may be loose, corroded, or dirty. It also may be caused by a mechanical failure in the starter or starter switch, or by a broken cylinder head gasket that has allowed water to seep into one of the cylinders.

To determine what part of the starter circuit is at fault, turn on the light switch and step on the starter again. If lights go out or become dim the trouble is probably in the battery or its connections. Clean and tighten the battery connections and the cable terminals and replace any doubtful looking cable if you have a spare. The battery itself may be tested with either a draw meter or a voltmeter if one of these is available. A hydrometer reading should indicate better than 1.250 specific gravity for a battery that is in good condition, while a voltmeter reading taken across the positive and negative posts should indicate about 6 volts, or close to whatever the voltage of your system happens to be.

If the lights remain bright when the starter button is pressed, the trouble may be between the battery and the starter or the starter switch may be at fault. Try the connections in this part of the work at first. If they are clean and tight look for the disorder in the starter or the starter switch.

Should the ammeter needle refuse to budge when you step on the starter, there is no current flowing. This may mean that the breaker points in the distributor have been burned or that there is a loose or broken low voltage wire or connection between the distributor and the ammeter. With a screwdriver, ground the low-tension wire at the distributor terminal. If you don't get a spark with this test, the current is cut off somewhere in the connections leading back to the ammeter. Working backward, ground each of these connections with the screwdriver until you come to one where you do get a spark. The trouble will lie at this connection between it and the distributor.

If you get the spark at the distributor terminal, it is an indication that current is flowing at least that far, and it is usually a safe bet that the fault will be found in the distributor - most likely the breaker points will be burned or dirty. Take off the distributor cap and check the condenser terminal and the condenser hold down screw for tightness; Then examine the condenser lead wire for a break. Should these things be found in good condition, open and close the breaker points and watch for a spark. If you fail to get one, the points must be cleaned and adjusted.

This cleaning can be done effectively enough in an emergency with the abrasive strip from a book of matches, with a knife blade, with the sharp edge of a screw driver, or with anything else convenient that you can use to scrape the scale from the contact faces. If you have no gauge for setting the gap, a quick adjustment can be made by using a piece of newspaper folded into four layers. This thickness will be about .020 inches, which is the approximate gap setting for most distributors. Hope these tips help should your Ford V-8 ever decide not start when you are out touring.

APPLE CAKE

1 ³ / ₄ c. coarsely chopped apples	1/4 tsp. nutmeg
1 c. sugar	1/4 tsp. allspice
1 ¹ / ₂ c. flour	1/4 c. butter, melted
1 tsp. soda	1 egg, beaten
1/4 tsp. salt	1/2 c. raisins
3/4 tsp. cinnamon	1/2 c. nuts

Cut up apples in large bowl. Add sugar and let stand 10 minutes to dissolve. Sift dry ingredients; add to apples, stirring until just blended. Add butter and egg. Fold. Place in 7 x 11-inch pan. Bake at 300° for 40 minutes. Sprinkle with powdered sugar before it is cool.

RAW APPLE CHIP CAKE

Pat Gosnell
St. Louis, MO-RG #124

2 c. sugar	1 tsp. salt
2 eggs	3 c. diced apples
1 ¹ / ₄ c. salad oil	1 c. chopped nuts
1 tsp. vanilla	1 c. coconut
1/2 tsp. baking powder	

Mix well all ingredients. Bake in 9 x 13-inch greased pan for one hour at 350°. Must be baked in one pan.

BANANA DELIGHT CAKE

Cathy Beebe
Camden, NY-RG #59

1 (8-oz.) pkg. cream cheese	1 banana
1 ¹ / ₂ c. milk	1 med. Cool Whip
1 (3 ¹ / ₂ -oz.) pkg. vanilla instant pudding	1 pkg. yellow cake mix
1 can crushed pineapple	Nuts

Make yellow cake mix according to directions. Bake in a cookie sheet for 15 minutes. Cool. Mix in bowl: cream cheese, milk and instant pudding. Beat until stiff. Spread on cake. Next, spread on drained crushed pineapple. Slice banana and place on top of pineapple. Top all this with medium-size container of Cool Whip and sprinkle with nuts (optional).

V-8ers Delight

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

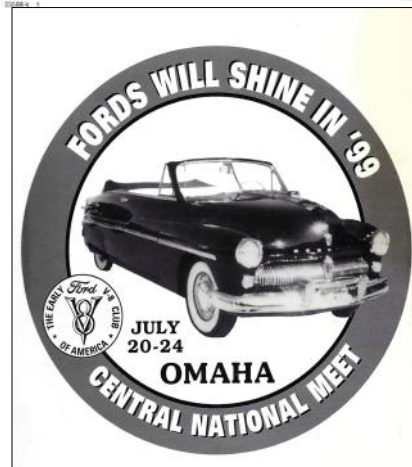
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You will receive information about making hotel reservations with your paid registration.

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FOR SALE—1941 Ford Pickup



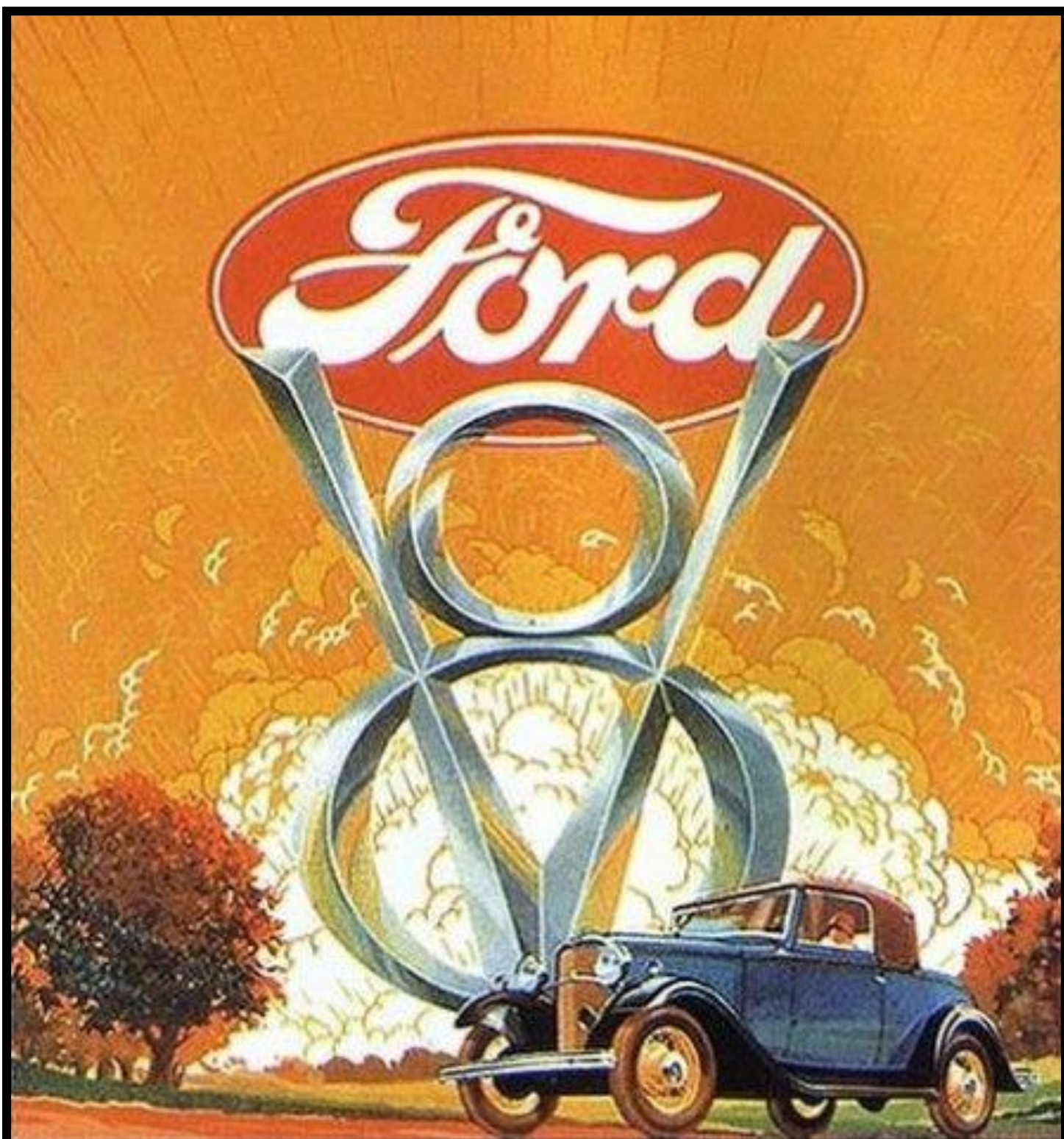
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