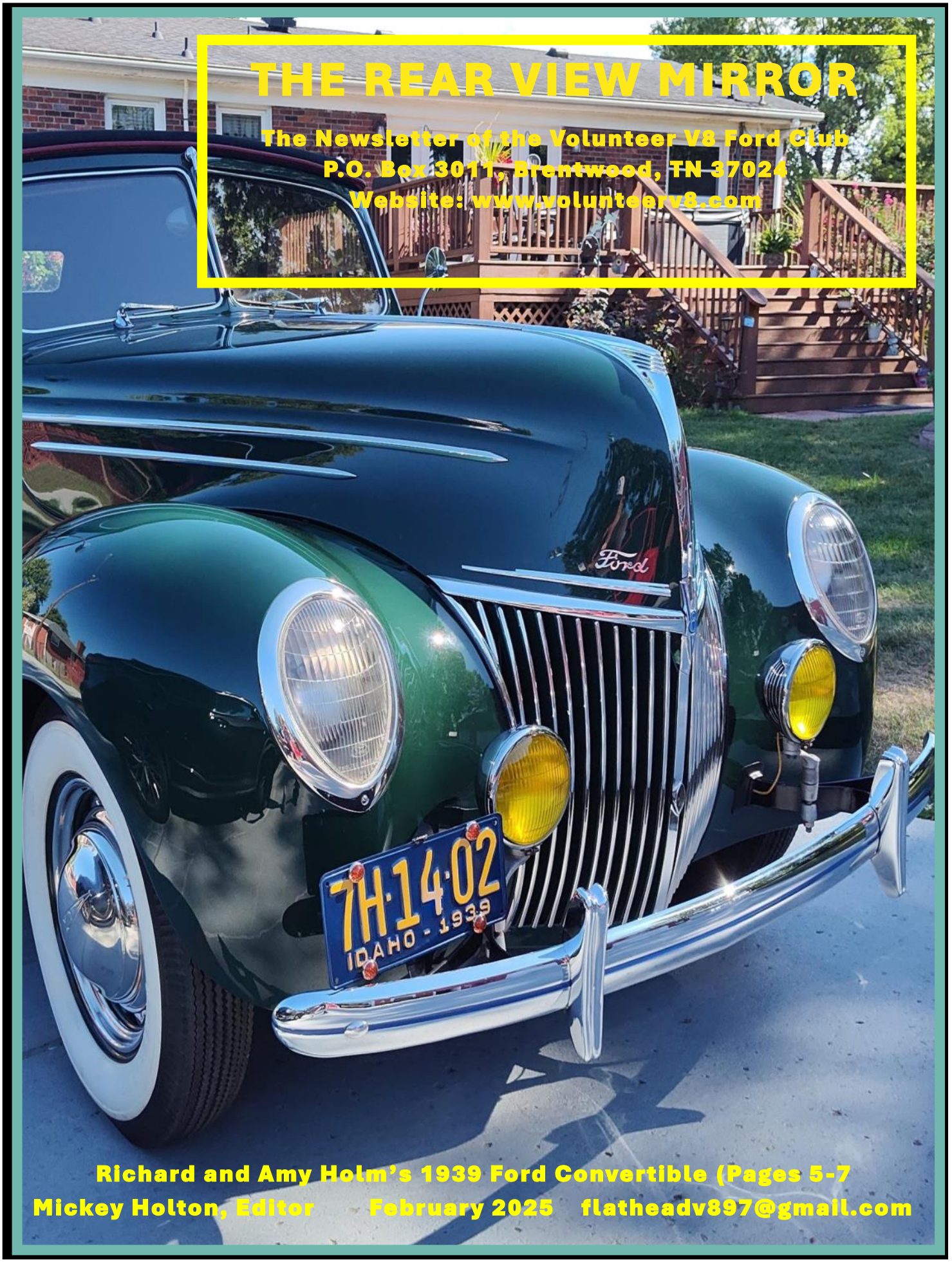


THE REAR VIEW MIRROR

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

Richard and Amy Holm's 1939 Ford Convertible (Pages 5-7

Mickey Holton, Editor February 2025 flatheadv897@gmail.com

HAPPY VALENTINE'S DAY!

Website: www.volunteerv8.com

The Rear View Mirror

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

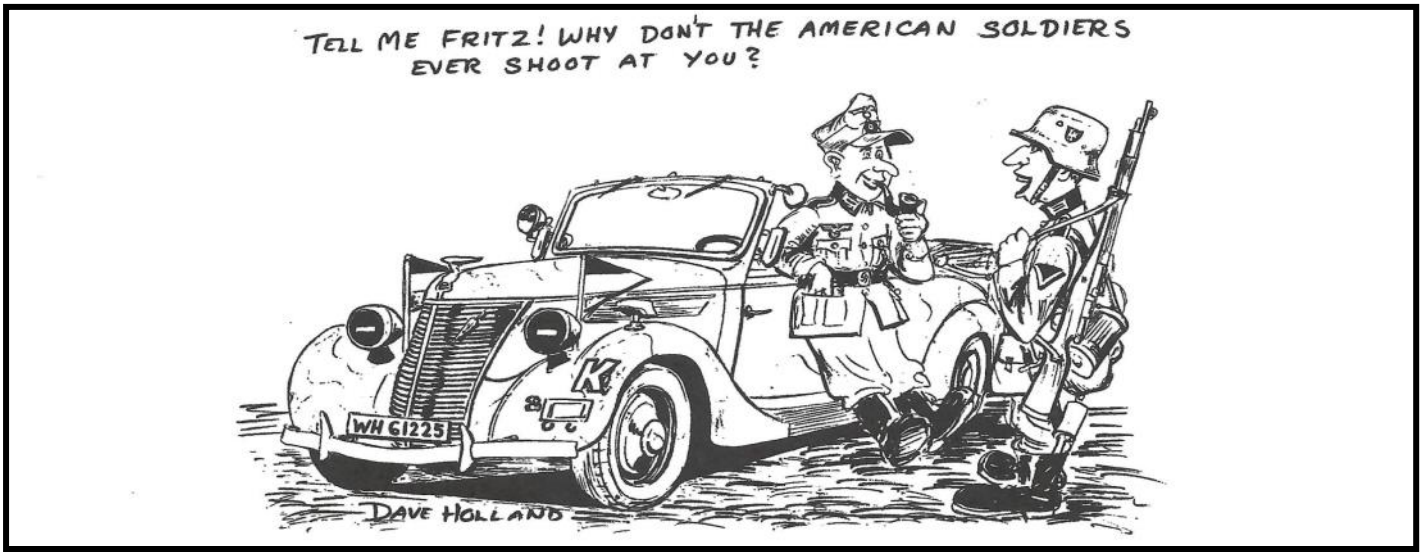
Mickey Holton, Editor **February 2025** **flatheadv897@gmail.com**

CONTENTS

MESSAGE

Dear Friends, by now, you know that I've experienced the greatest loss of my life...Barbara Holton, my wife of 56 years. You are probably asking how I could put together a newsletter in light of what has happened. Actually I almost had it done when she suddenly got ill and passed. I only had one more thing to add to it to make it happen and that arrived today so I finished it quickly. It was good distraction when I needed it, too,

The cold weather sure puts a damper on anything old car related but I do hope you will be able to go and find that special piece you need to find that project. Best Regards, Mickey Holton



2025 CENTRAL NATIONAL MEET

SPRINGFIELD, ILLINOIS

JUNE 22 - 26, 2025

Come join your fellow V-8 friends and family for a V-8 Family Reunion. The Northern Illinois Regional Group is hosting the 2025 Central National Meet in Springfield, Illinois from June 22 - 26. We are planning a fun and exciting event. We can't have a family reunion without you. We hope you will plan to attend.

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

Member Car of the Month

1939 Ford Convertible
Richard and Amy Holm
McCall, Idaho

My late father was an owner of several Shoebox Fords, and thus joined the Early Ford V8 Club in 1984 at the inclusion of this era of vehicles. I grew up tinkering with him on his old cars, and subsequently from a young age, was an avid reader of the V8 Times. While post-war flatheads frequented the garage, I longingly admired the pre -war vehicles in the club magazine and enjoyed hearing my grandfather's stories of his early flatheads, with his first being a 1935 Ford, and vowed one day to own one.

In 2018 I became serious about buying a 1930s Ford and narrowed it down to a handful of prospective years and models. My goal was to find a near Dearborn quality car that I could also treat as an occasional driver. In 2020, one caught my eye in Hemmings, a 1939 Ford Convertible Coupe. After several telephone conversations and emails with the seller, I decided this car checked all the boxes.

Ignoring my own advice, I bought the car based on a few pictures and purchased it without an inspection. The car turned out to be a solid, straight, fairly original car with nice bright work, top, running boards, and script glass, but the mechanical disappointments slowly started to unfold beginning with the first oil change when I discovered coolant in the engine oil. Then things began to domino from there. Several attempts were made at trying to remedy the problem with inexpensive fixes. Along the way, I met and consulted with Michael Driskell, as well as his father, Danny. I could not have been

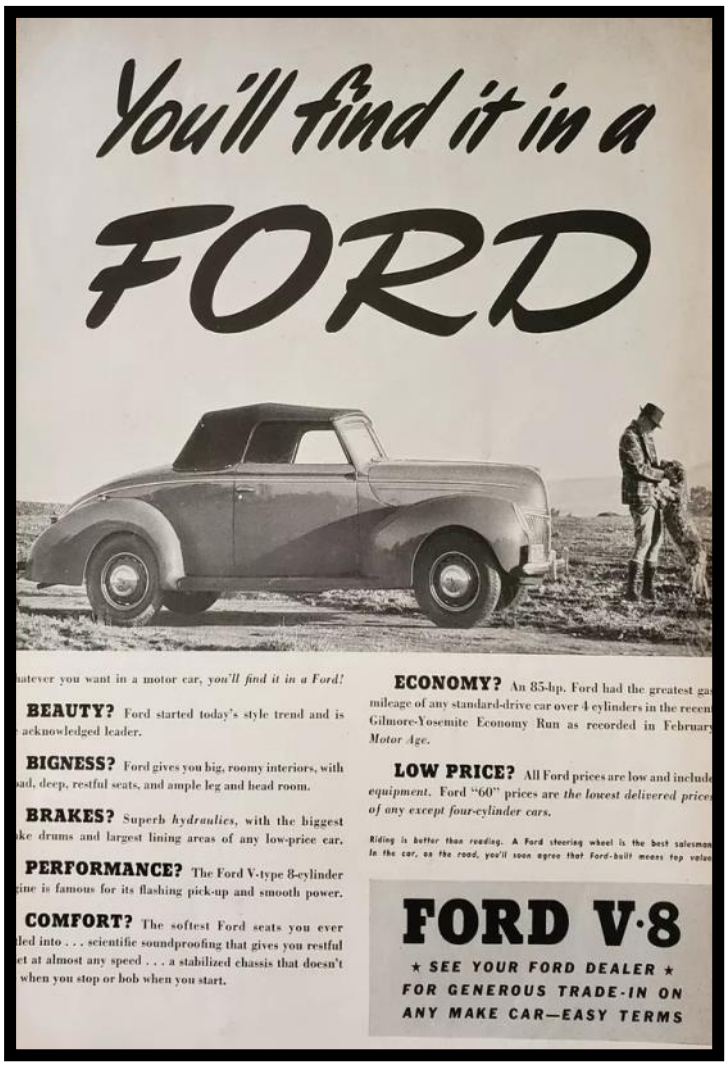
luckier! Michael also introduced me to Mike Kubarth who has proven to be a gem of a person and a tremendous resource.

In the end, there was no choice, but to pull the motor and transmission and ship them to Michael. Over the course of one winter I started what I thought was going to be a simple “refresh” on the motor compartment, firewall, floorboards, etc., but as I started to peel the onion back it turned into a bigger project. The car was a product of an early 1980s frame-on restoration, many aspects of the car had been well done, but the work and mechanicals had aged. And, at the time the car was restored, nary an original bolt, nut, or washer was correct to Dearborn standards.

A very long story short, I reassembled everything I had torn apart and the car was ultimately shipped to Michael in McMinnville, Tennessee, where he finished the majority of the project: new wiring, new motor, rebuilt radiator, new clutch, rebuilt transmission, universal joints, repaired the rear end, new kingpins, steering box, various front end components, completely rebuilt the brakes, and along the way continued replacing incorrect hardware.

Reportedly, the vehicle was sold new in the San Francisco Bay Area. As per the frame number, its original transmission dated to February 1939, and while it’s hard to pinpoint the exact assembly, the vehicle does feature a number of “early style” components: hood latch, cable driven carburetor choke and throttle knobs, battery tray, radiator, horns, etc. To the best of my knowledge the car was kept in the Bay Area through the mid-1970s. The oldest confirmed owner is Thomas Shea of Fremont, who purchased it in 1975. Shea was a member of the Early Ford V-8 Club. It is my understanding that in 1978,Shea brought the car to a club swap meet in California where it was acquired by Terry Tindle, also a club member, from the Portland, Oregon, area. The same

year Tindle flipped the car to friend, Stan Dietz of Canby, Oregon. Stan was known in West Coast car circles for his outstanding g body work and restorations. In the 1950s and 1960s several of his cars were featured in Rod & Custom and Hot Rod Magazine. Under his eleven year ownership he restored the vehicle. Then in 1989 the car was purchased by longtime EFV8 Club Technical Advisor Alan Darr. Alan made some upgrades to the car and often drove it to club meetings and events along with his other vehicles. After Alan's death in 2016 the car sat and was ultimately sold briefly to an individual in Iowa, where it again was unused, until I purchased it. After nearly five years of work (much credit is given to Michael), I have finally been able to enjoy driving the car, and my punch list is dwindling.



The V-8 TIMES

for the Ford V-8 enthusiast

Vol. 10, No. 6
Nov./Dec. 1973

PUBLISHED BY THE EARLY FORD V-8 CLUB OF AMERICA, INC.

THE EARLY Ford V-8 CLUB OF AMERICA

Featuring 1939 FORD CARS

Presenting

THE NEW FORD V-8's FOR 1939*

- **Beautiful Body Lines**
- **Safe Hydraulic Brakes**
- **New Interior Values**

by Murray Fahnestock
Technical Editor

FORD DEALER & SERVICE FIELD
November 1938

THE 1939 FORD car line really includes three cars: The DeLuxe Ford, with its 85-hp engine; the 85-hp Ford, formerly the Standard; and the 60-hp Ford. These will be described in the order named, because the greatest changes have been made in the DeLuxe Fords.

DeLuxe Ford V-8 Cars

The DeLuxe Ford V-8 has been planned and built for those who insist upon economical transportation, yet want extra personal conveniences, plus more style and luxury than offered in Ford V-8 cars. The DeLuxe Ford sets a "new high" for quality in low-price cars.

The DeLuxe Ford, with wholly new streamlines, has a modern and distinctive appearance of its own. With its low radiator grille and with deep top of hood, it reflects the influence of Lincoln-Zephyr styling which is so popular this year.

The long lines of the DeLuxe Hood are unbroken by louvres. The air, taken in through the low radiator grille in bright metal, is allowed to escape out through protected openings under the rear ends of the front fenders. The wide-spaced headlamps are set into the fenders, as in the Lincoln-Zephyr, instead of into the catwalk, between fenders and hood, as in the Ford V-8.

The words, "Ford DeLuxe" in script letters of chrome, are divided at the front of the hood. The hood handle is concealed in a vertical extension of the radiator ornament. The entire hood assembly raises, for easy servicing of engine, adding water to battery, etc., thus making engine accessibility a feature of the DeLuxe Fords.

Steel exterior hardware and moldings are of rustless steel, thus ensuring their shining beauty for the life of the car.

The DeLuxe Fords are available in five body types—the Tudor and Fordor Sedans, the Coupe, the Convertible Coupe and the Convertible Sedan. Sedans have the same roomy interior as formerly. Coupe is entirely new in design, with long, flowing lines.

Convertibles are more attractive, with seats finished in genuine leather of antique design in light russet shade. Choice of two top material colors, tan-gray with tan edging and black with red edging. Convertible Coupe has rumble seat, with spare tire mounted back of driver's seat. Rear quarter windows in Fordor Sedan are pivoted type. Windshields open on closed body types.

There are two upholstery selections for the closed cars, high quality broadcloth of leather design, and a new mohair, of striped pattern, both in taupe color. Seats are in a smart paneled design.

DeLuxe Fords are available in seven colors.

The interiors of the DeLuxe cars are luxuriously appointed. Cushions in all body types are of entirely new construction to allow freer spring action. They are notably deeper, and the paneled effect in the tailoring gives them added smartness. Driver's seats are adjustable in all body types.

The DeLuxe Fords have the modern gauges, glove compartment, grille for radio speaker installation, cigar lighter, ash tray, choke, throttle and other controls, well grouped on newly-designed

**Provided by Bob Lincoln, Mt. Vernon, Ohio*

instrument panels. There is a headlight beam control, operated by the touch of a toe, and a beam indicator on the panel. Cars are equipped with two sun visors, and dual windshield wipers, with dual control.

The DeLuxe instrument panel has a golden grain mahogany finish, with strips of rustless steel between the instruments. The glove compartment has a lock, and a clock. There is a dimming switch for the instrument panel lights. All knobs are recessed into the panel—for greater safety of the passengers.

All Ford cars are now equipped with hydraulic brakes. Pedal action is exceptionally easy, and the brake shoes work in 12" cast iron drums, with linings 1¾ inches wide for a total of 162 square inches of brake lining—for quick stopping and longer life.

The Ford hydraulic brakes are of the normally energized, independently anchored, two-shoe type, with double piston pressure wheel cylinders.

Wheel brake cylinders have large ends forward. Forward ends of front cylinders are larger than forward ends of rear wheel cylinders. Diameters are 1¼" for front cylinders of front wheel brakes; 1-1/8" front cylinders of rear wheel brakes and 1" for rear cylinders of both front and rear wheel brakes. These dimensions place 55% of the braking effort on the front wheels, where it will be most effective in making quick stops.

Master cylinder is rigidly mounted on the X member of the chassis frame, with pedal bracket bolted thereto. Pressure tubing is carried down both rear radius rods to the rear wheels. Only one flexible tubing is needed for the two rear wheel brakes, this being attached between the front end of the torque tube and the master cylinder at the place of least motion, thus minimizing tube movement. The layout of the tubing to the front wheel brakes is conventional, one tubing going directly over the top of the chassis frame to the left hand front brake, while the other crosses over in front of the engine and over the top of the chassis frame to the right hand brake.

The parking brake handle is of the pistol grip type, and is under the instrument panel to the left. It actuates the shoes on the two rear wheel brakes through flexible steel cables.

The 1939 Ford DeLuxe is powered by an 85-hp V-8 engine of even more rugged construction than the 5,000,000 Ford V-8 engines already in use. The most notable change is mounting the fan directly on the crankshaft, so that no power is wasted in a fan belt. Since the belt only has to drive the generator and water pumps, so little power is transmitted through the belt that the belt has exceptionally long life. This also gives quieter operation.

Another new and unusual feature (in fine car engines) is that valve seat inserts are provided for the intake valves, as well as valve seat inserts for the exhaust valves. Through the use of these valve seat inserts of hard, heat-resisting Tungsten steel, both intake and exhaust valves retain their accuracy of timing and gas-tightness for much longer periods, thus saving gasoline and reducing maintenance

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1939 FORD CARS . . . *Continued from page 4*

lettered this legend:

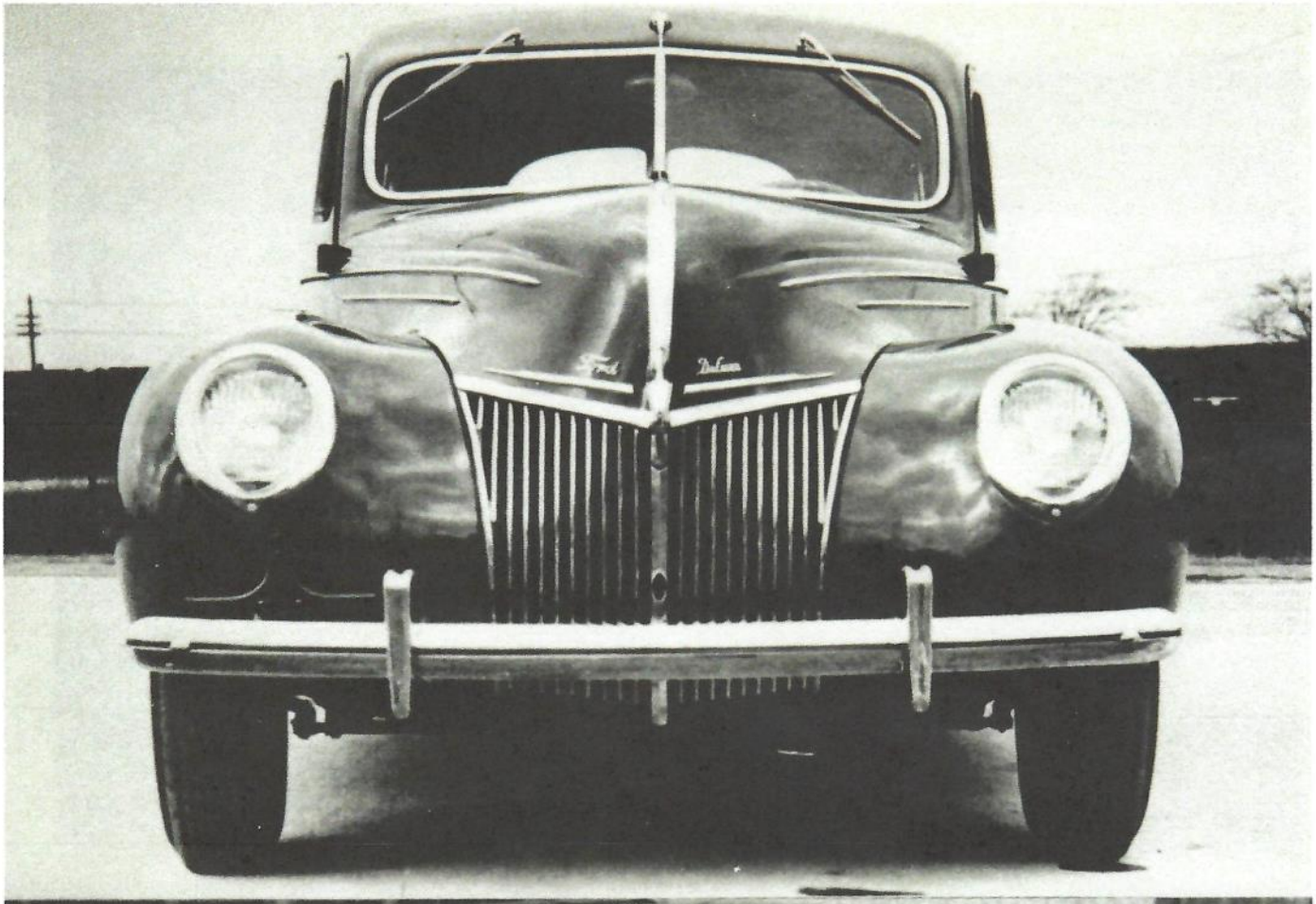
Enroute
GOLDEN GATE EXPOSITION
to
NEW YORK WORLD'S FAIR
and Return

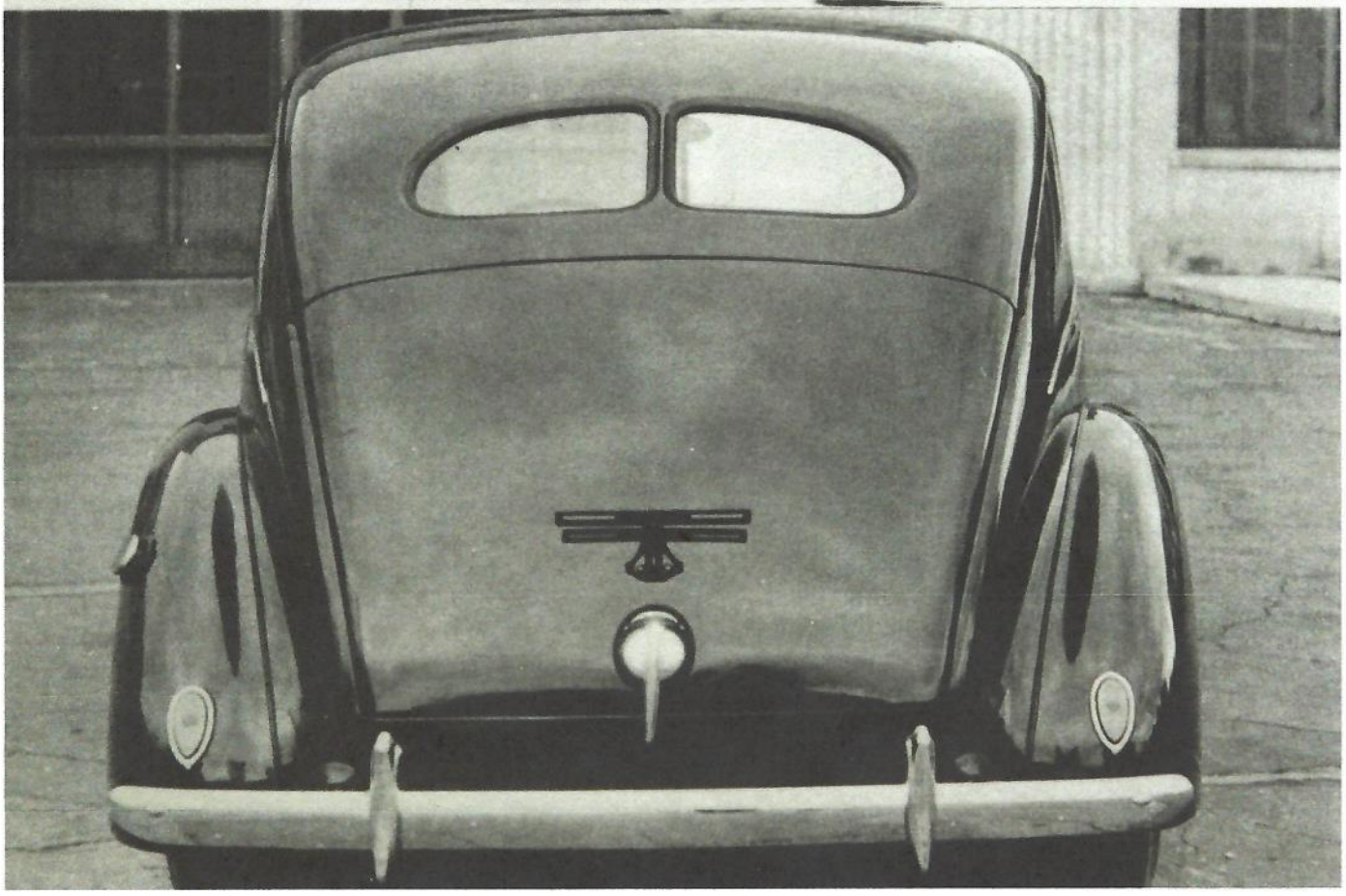
The New York World's Fair opened on April 30th, and when the milestone '39 Ford arrived, it was placed on display in the Garden Court. By the time it returned to the Golden Gate Exposition, it was covered with the license plates of all the states through which it passed, all bearing the numbers, "27-000-000." (For further reading on Ford and the New York World's Fair, see the pictorial feature in the Vol. 3, No. 5. issue of Lorin Sorensen's publication, FORD LIFE.)

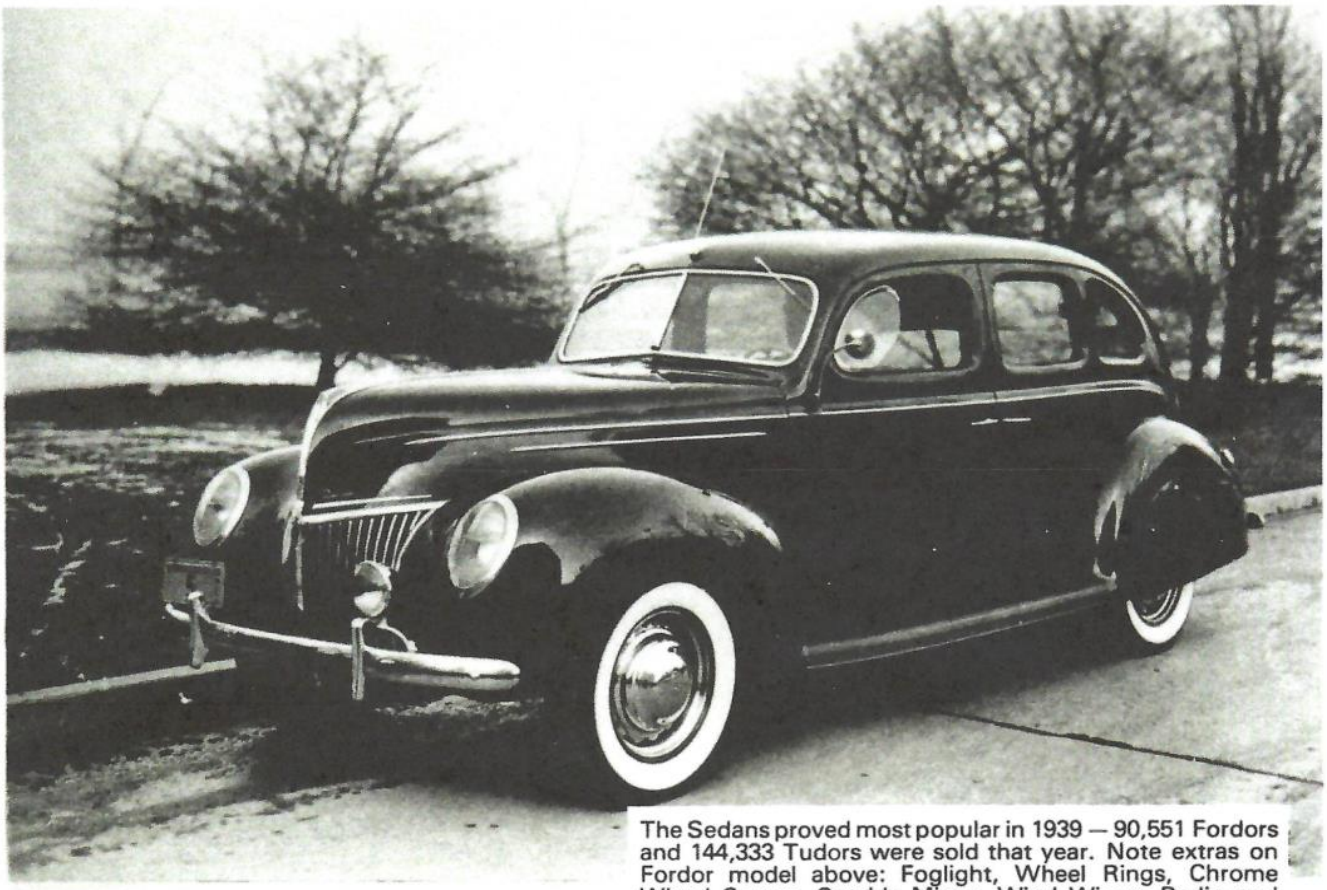
The editor wishes to thank the many kind people who lent valuable literature, photographs and other artifacts upon which the following '39 feature was constructed. We are especially grateful to Robert Lincoln (Ohio), Ralph Hubbard (Pasadena), Gordon Chamberlin (Santa Monica), Dick Green (Castro Valley), John Ryan (Santa Rosa), Tom Bliznik (Michigan), Joe Price (Sebastopol), Gene and Ray Miller (Salt Lake City), and Joe Rodota (Santa Rosa).

I'd like to extend my personal thanks to George H. Dammann, author of "Illustrated History of Ford," "Fifty Years of Lincoln-Mercury" and a whole raft of automobile picture books recommended for your collection and ready reference. Several of the photographs in this issue appeared first in George's books.

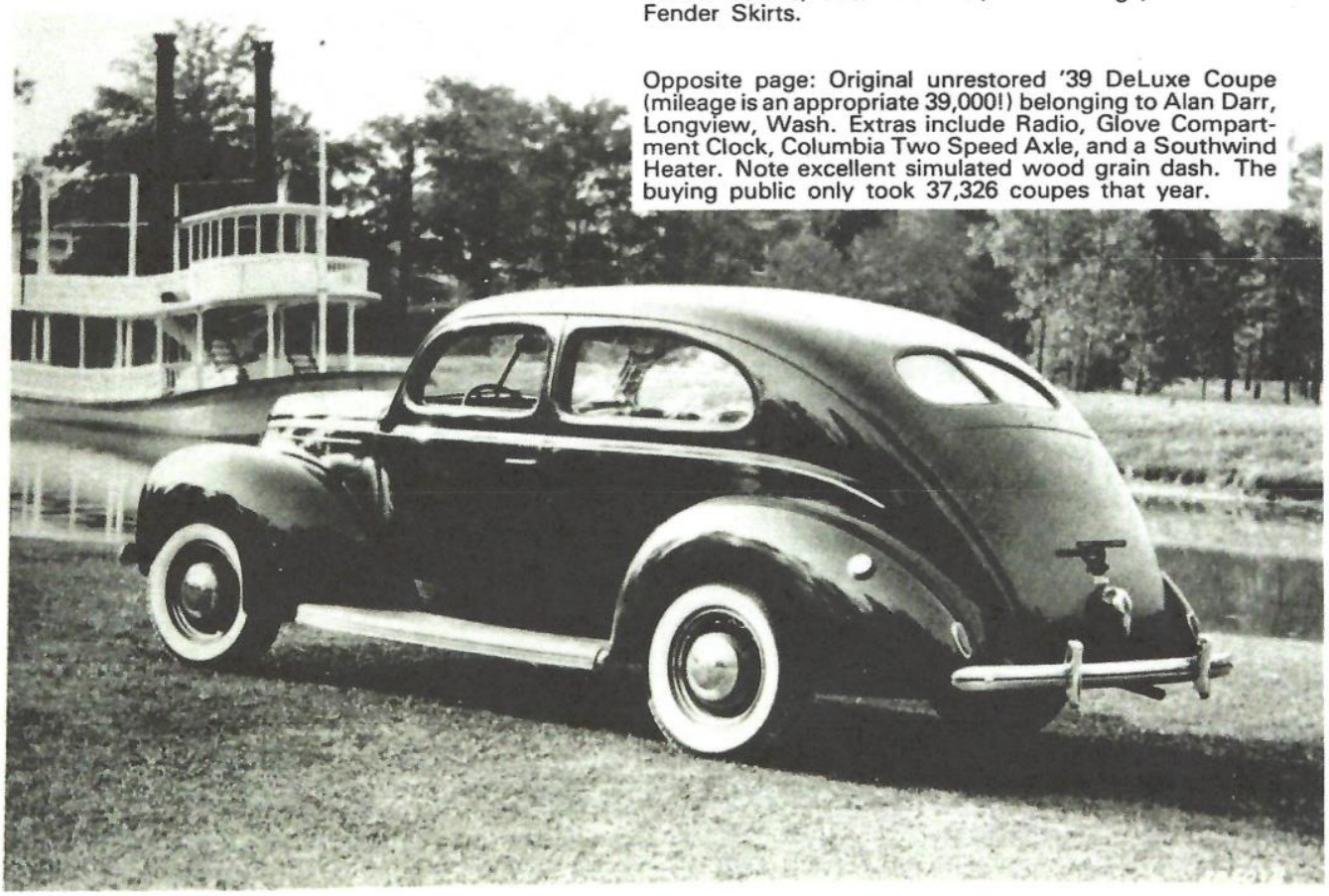
Cover picture: Don Criteser's eye-catching '39 Sport Convertible, an Ed Schonneker photo (Portland). Back cover: Looking like a '74 model is this Standard Tudor belonging to Jay Harris, San Diego, California.







The Sedans proved most popular in 1939 — 90,551 Fordors and 144,333 Tudors were sold that year. Note extras on Fordor model above: Foglight, Wheel Rings, Chrome Wheel Covers, Outside Mirror, Wind Wings, Radio and Fender Skirts.



Opposite page: Original unrestored '39 DeLuxe Coupe (mileage is an appropriate 39,000!) belonging to Alan Darr, Longview, Wash. Extras include Radio, Glove Compartment Clock, Columbia Two Speed Axle, and a Southwind Heater. Note excellent simulated wood grain dash. The buying public only took 37,326 coupes that year.

with the 85-hp engine. Still lower, with the "thrifty 60" engine.

The 1939 Ford V-8 cars are offered in three body types, the Tudor and Fordor Sedans, and the Coupe. The Sedan bodies are longer and more roomy, with the same body dimensions as the former DeLuxe types. There is a new Coupe body, with more modern, more graceful lines. The spare wheel is mounted upright in the luggage compartment.

The Ford for 1939 has new front end and hood. The headlamps are recessed in front fender aprons. Cooling air for the engine enters through the full grille at the front of the hood, and passes out through unobtrusive louvres at the rear of the hood sides. The grille is brightened by the use of rustless steel while the exterior moldings are also of rustless steel. There is new body hardware, including door handles with outer ends curved inwards for greater safety.

The 85-hp engine used in the Ford V-8 cars is practically the same as the engine used in the DeLuxe Fords, with such new features as: valve seat inserts for both intake and exhaust valves; the larger and heavier crankshaft with 2.5" main bearings and heavier crank cheeks; and the 14 mm. spark plugs in the cast alloy iron cylinder heads. The only difference being that in the 85-hp engine for the Ford V-8 car, the fan is mounted in the usual position with the generator. On the DeLuxe Ford, the fan is mounted directly on the crankshaft, as previously mentioned.

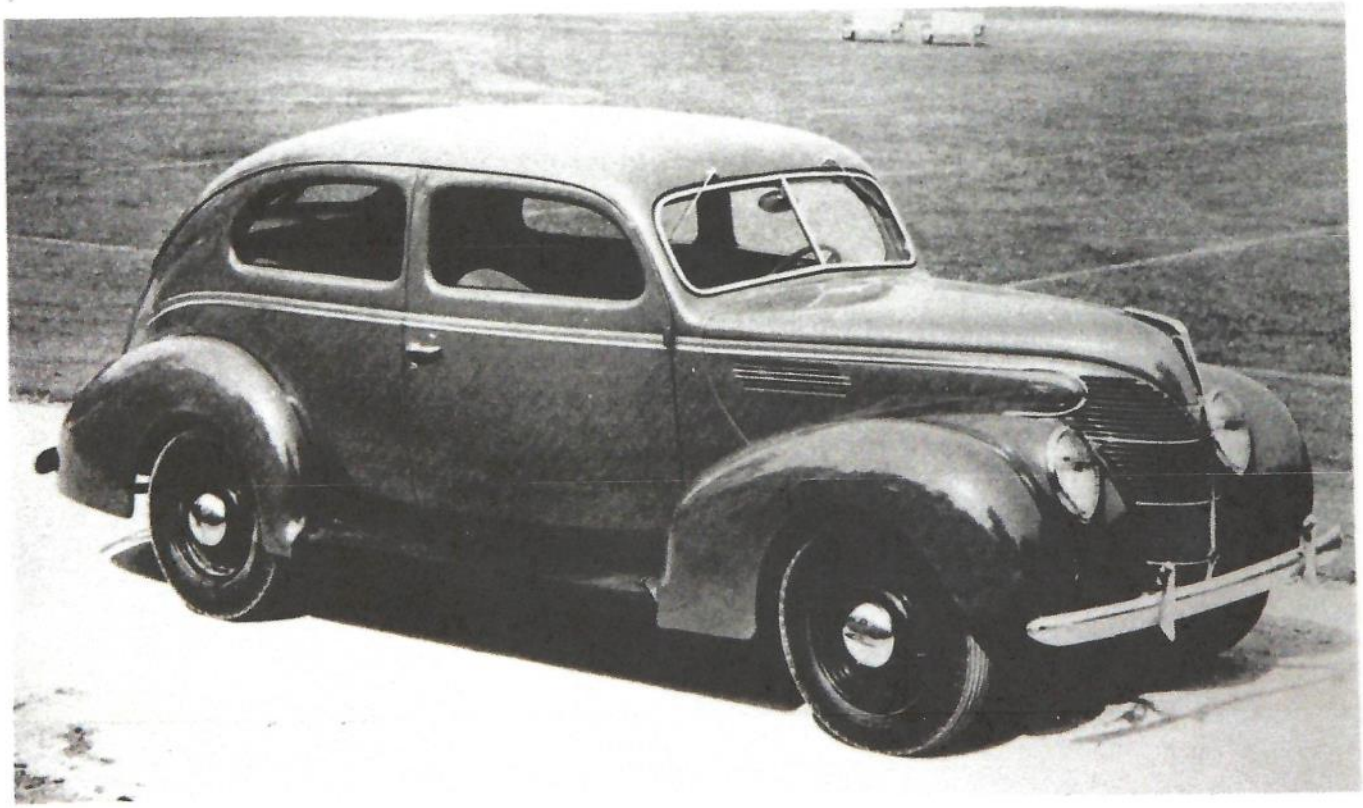
The 60-hp engine, as also used in the Ford V-8 car, is practically unchanged, with the exception of new piston rings (which are thinner and have steel inner expander springs). Center (compression) and lower (oil control) rings are of this type. Cylinder heads of the "60" are aluminum alloy, permitting a compression ratio of 6.6-to-one to be used.

The attractive interiors of the Ford V-8 bodies show careful consideration for the convenience and comfort of driver and passengers. The cushions are deep, and are wide enough for three people. There is a small piping design on the seats. There are two choices of seat upholstery, mohair and broadcloth, both in taupe color. There are arm rests on each side of the rear seat in Sedans.

The instrument panels of the Ford V-8 cars are new and finished in grained, antique mahogany. The plastic control knobs are recessed for greater safety of the occupants of the car in case of a sudden stop. The windshield ventilation control knob is rubber-covered and mounted on top of the instrument panel.

The newly designed instrument panels include the modern gauges, glove compartment, grille for radio speaker installation, cigar lighter, ash tray, and other controls.

The headlight beam control is operated by the touch of a toe, and there is a beam indicator on the panel. All Ford V-8 cars are equipped with sun visors, and dual windshield wipers with a single control. There are also dual electric horns on the Ford V-8.



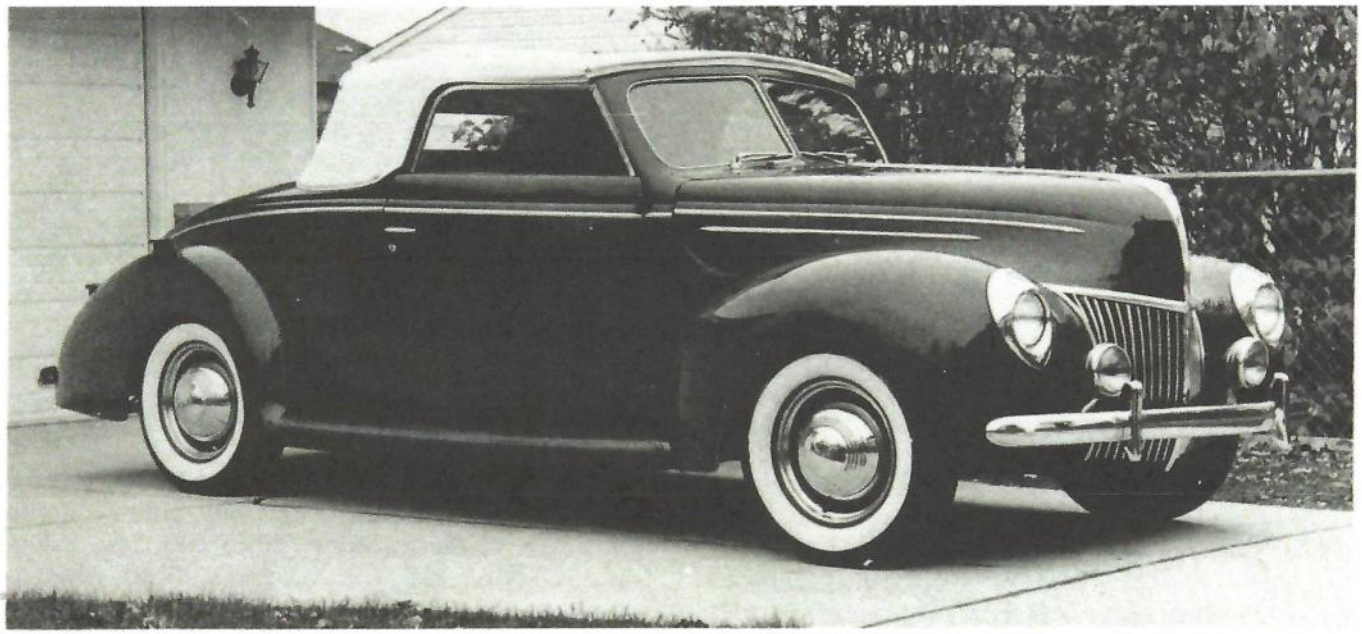
Driver's seats are adjustable in all body types.

A feature of the bodies of all 1939 Ford cars is their silence, achieved as a result of exhaustive road research into the cause and correction of car noises. By minor changes in design, and by the use of newly-developed sound insulating materials, engine and road noises are effectively kept out of the car.

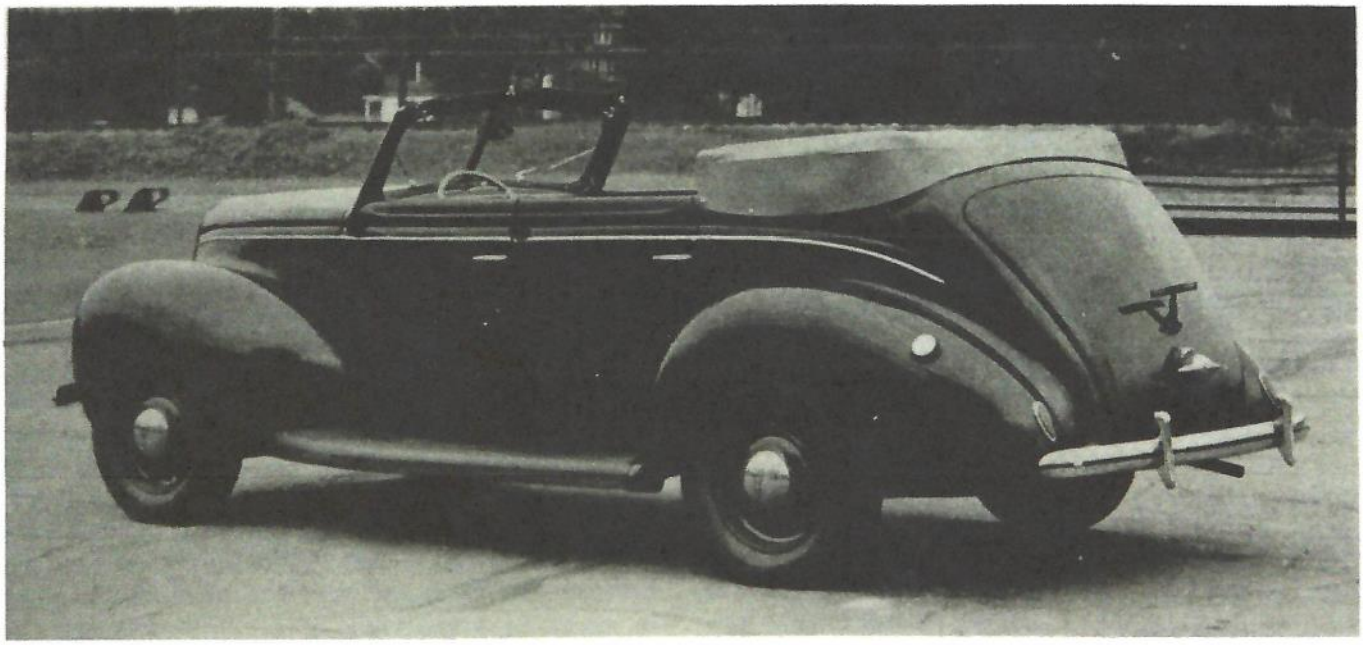
The bodies are of all-welded steel construction, and are fitted with safety glass throughout. They have clear-vision ventilation, and a ventilating windshield. All body types have large luggage compartments, and large shelves for parcels as well.

Proved Ford engineering such as the Ford centerpoise ride (which allows the passengers to ride between, instead of over the axles) is continued in the new models. The springs are of chrome-alloy steel, and are of the transverse cantilever type. All Fords also have four double-acting adjustable shock-absorbers. They have rigid, deeply channeled frames, reinforced with an X member. Wheelbase for both Ford V-8 and DeLuxe Fords is 112 inches.

These cars seem certain to dominate the low-priced field for 1939.

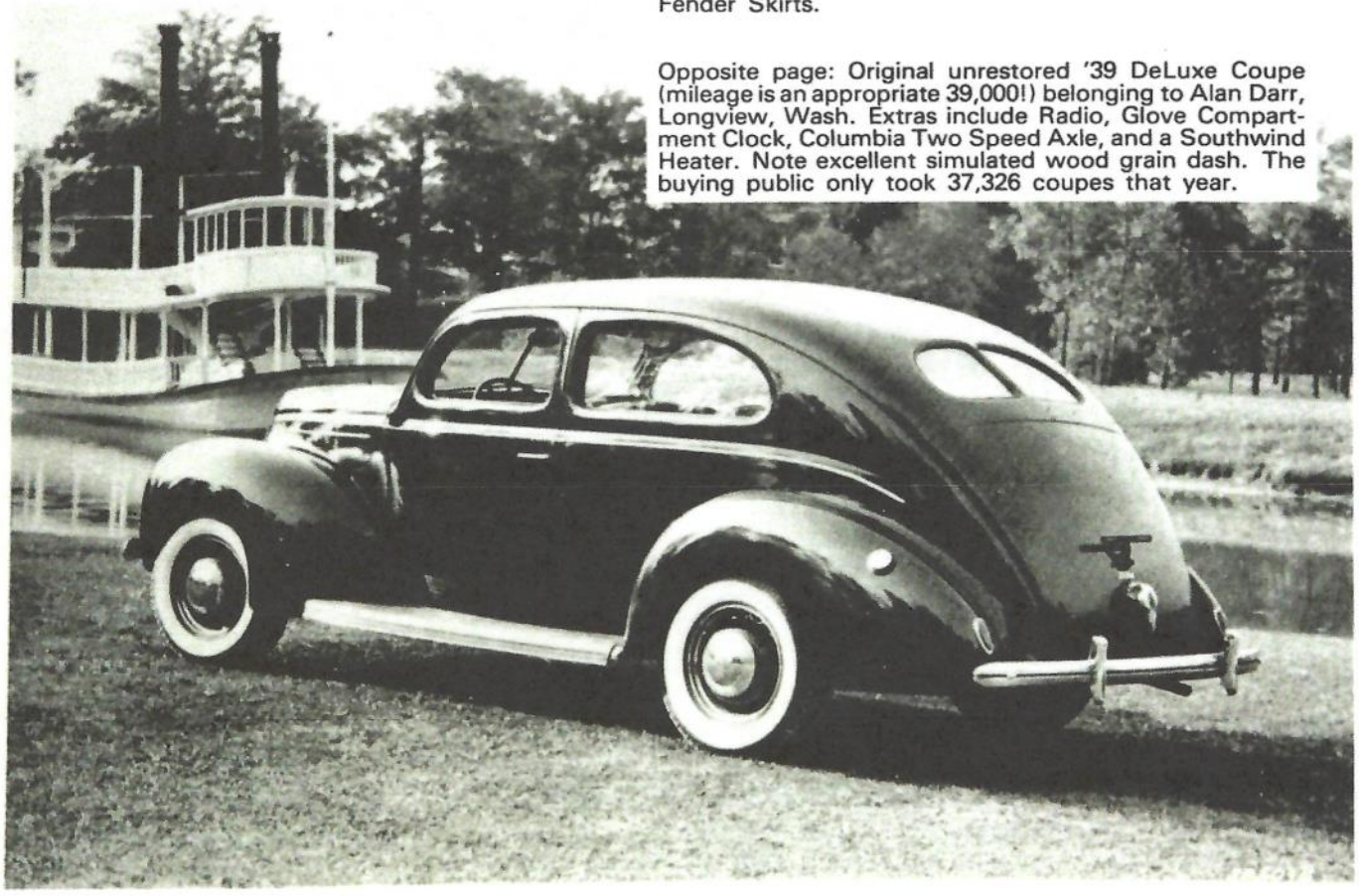


NOT QUITE KOSHER . . . Tom Bliznik's restored '39 Sport Convertible sports sealed beam headlights, still looks good. Total number produced: 10,422.



DIDN'T QUITE MAKE IT . . . Note the '38 style trunk handle on this prototype Convertible Sedan for 1939, and the single chrome strip. Production Convertible Sedans totalled only 3,561, prompting Ford to discontinue this model.

The Sedans proved most popular in 1939 — 90,551 Fordors and 144,333 Tudors were sold that year. Note extras on Fordor model above: Foglight, Wheel Rings, Chrome Wheel Covers, Outside Mirror, Wind Wings, Radio and Fender Skirts.



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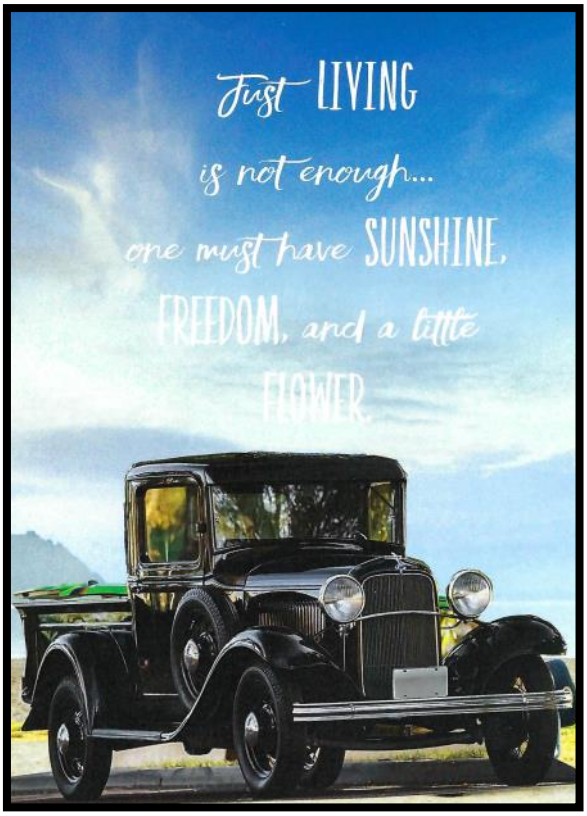


LETTER TO THE EDITOR

Dear Mickey,

Winter Solstice 2024

Old Fords that you think you know can always surprise you, This morning (a Sunday), I woke up just before daylight (couldn't sleep), so I finally just gave up and got up. Around seven o'clock I decided I'd drive down to Franklin and eat breakfast at a place I like. I had run errands yesterday in the 1932 pickup and it, accordingly, was at the very back of the car-port, so I just fired it up (no problem) to run down to Franklin.

I think when I left from the house it was about twenty-nine degrees. There were hardly any cars out and in no time I cleared Green Hills and was motoring down Hillsboro Road. At some point, I glanced down at the temperature gauge and I thought something looked a bit off about it. The reading seemed much too low. The truck, by then, was fully warmed up. It didn't look right so I paid a bit of attention. I thought…"Is something wrong?"

Well, it's true that the gauge didn't "look" right. It was reading completely steady. Then it hit me and I started laughing right out loud: me scooting down Hillsboro Road between 45 and 50 miles per hour with it 29 degrees outside, the thermostats were closing to try to keep the engine up to operating temperature! That, Mickey, is a cool-running flathead V8 when the thermostats have to cycle closed to make the engine run hot enough...ha!

Full disclosure: I run a modern aluminum radiator with a fan shroud and a custom coolant recovery set-up. I leave off a front license plate intentionally and I had the heater on in the cab, which siphons off a bit of the engine heat by design. Still...the old truck surprised me this winter morning. The thermostats had to close to make it run hot. As they say…"I'll take it!"

Steve Jordan

Is this why I bought a '40 Ford Standard Coupe?

Story and Photo provided by Mickey Holton

In September 2024, at a swap meet hosted by the Early Ford V8 Foundation in Auburn, Indiana, I was captivated by a 1940 Ford V8 Standard Coupe for sale there. As I said in an article published in the Early Ford V8 Foundation newsletter, I was struck by lightning. I've always admired and have wanted to own a '40 coupe but, for several reasons (mostly financial), I haven't.

I've had my fair share of Early V8s over the years, including a '40 Deluxe Fordor sedan, but never a coupe. So, when coming face-to-face with an original '40 coupe, drivable and in excellent mechanical condition at a price I could not ignore...I took the plunge and bought it. It is now in Nashville undergoing some mechanical upgrades that will make it a dependable driver for our local regional group activities.

Not too long ago, I was going through some old family pictures, and, to my delight, I came across one with my mother, Christine Holton, standing next to...you guessed it...a black 1940 Ford V8 Standard Coupe. I gauged this picture to have been taken in 1942 before my father was deployed to North Africa and Operation Torch because she is wearing his Army garrison cap.

Now, I wish I could say this '40 is the same one I bought or that someone in my family bought it new and it's been in the family since 1940...but I can't. It might have been a family member's car, but I doubt it very much and to claim it was it wouldn't be honest of me.

I started this off by asking is this why I bought my '40 coupe and somewhere in my mind I must believe that I had seen this picture before and, upon seeing the coupe I have now, a little voice said to me..." You've always wanted one, so buy it Now." So, I did and I don't regret it!

(Right) My mother, Christine Holton, standing beside a 1940 Ford V8 Standard Coupe, just like the one I recently purchased.

Have you had this happen to you? You purchase something and later find out about a past connection to something just like it?

The Smallest Displacement V8 Ever In A Ford Production Car

Story by Alex Lemieux

Ford Motor Company pioneered large-scale automotive manufacturing, creating the opportunity for an affordable mass-market car at the beginning of the 20th century. The culture it created was powered by a smattering of inline-four or inline-six engine configurations, but a point of bragging rights emerged when Cadillac introduced the first production V8 in 1914's Type 51. Not to be outdone, a few years later, Henry Ford acquired a struggling luxury marque and competitor named Lincoln, who had been working on their version of a powerful motor, the L-head V8.

Instead of recreating Lincoln's engine, Ford staffed an engineering team to create a new V8 for a successor to the Model A. Although many of the ideas were initiated by Henry Ford himself, the team led by Carl Schmaltz, Emil Zoerlein, and Ray Lard turned plans into production with the 3.6-liter "Flathead" V8 in 1932. Already with a foothold across the pond with **Ford** UK, as the popularity of automobiles grew, the company created a powerplant to suit the needs of discerning old-world buyers: the 2.2-liter Flathead V8.

The 136 cubic-inch V8 was unique at the time of its debut, particularly because it was smaller than the V8 it was based on. Most eight-cylinder configurations, primarily used in the U.S., have grown in size in their short history, and companies have focused on delivering higher outputs for larger vehicles and amateur racing enthusiasts. Ford's first Flathead—a 3.6-liter 221 cubic-inch unit—was known as a benchmark at the time. With 65 horsepower, it would easily ferry riders through cities and towns and had enough grunt to make transporting goods by horse and cart a thing of the past. Looking into the styles of driving in different international markets, Ford saw that European buyers favored fuel efficiency over brute force.

One of the most notable and obvious characteristics of a Flathead V8, or any Flathead-design engine, is the absence of tall cylinder heads on top of the engine block. The combustion chamber is within the block itself, and the intake and exhaust valves sit on either side of the piston, which is why Flathead engines are sometimes called “side valves” or value-in-block engines. Since the camshaft is deep in the bowels of the block, the system works far simpler than an overhead-valve (OHV) design or an overhead cam design that requires additional parts and systems to maintain balance, such as pushrods or timing chains.

With their simple design, Ford's Flathead V8s were far more cost-effective to make and service, meaning eight cylinders were no longer restricted to those living the grand tour lifestyle. Simplicity also meant they could be easily maintained and repaired, which came into play with the fact that Flatheads liked to consume oil more than others. Some early stories purport that the engine would sometimes consume the entire four-quart capacity between fuel fill-ups. The overall design was advantageous for automobile engineers at the time, who were looking to streamline boxy bodies as the deck sat far lower than engines with OHV designs, but there were some drawbacks.

Two of the biggest issues with Flathead engines are inefficient airflow and poor heat dissipation. Internally, the path of the air-fuel mixture from the single-barrel or two-barrel downdraft carburetors was more complicated than it would be if the value were located above the

combustion chamber, which would limit top-end power. Also, since the exhaust valves are inside the block, temperatures would be higher than other forms of power generation, further limiting the Flathead's potential. Regardless, Ford thought it would be an optimal base for a European economy car. Ford thought it could increase its market share in times of economic duress. During Europe's interwar period, fuel prices and tax regulations made owning most cars out of reach for the average working individual. The Detroit giant relied on its prioritization of simplicity in creating a smaller version of its popular engine that would hopefully propel drivers all over the continent with American-made engines.

Key Engine Features

- Low compression (6.6:1) for improved reliability.
- A maximum speed of 70 mph.

The 1937 model had tin sides on the block.
The engine was introduced to the British market in 1935; unlike the 221 cubic-inch blocks it's based on, Ford's 136 Flathead (coded the V8-74 but commonly referred to as the V8-60) used cast iron heads instead of aluminum ones. Additionally, the 221 features Stromberg 97 carburetors from the factory, whereas the 136 used the Stromberg 81. Built at Ford UK's Dagenham plant, the small V8 was tailored for a new line of mid-size passenger cars and commercial trucks.

The 2.2-liter Flathead found its way into several Ford vehicles in a new lineup in Europe. Designed to combat taxation through engine bore size in Britain and other government regulations, the following were aimed at customers in the European auto market looking for smaller, more affordable cars.

- Ford Anglia: A British compact car sold primarily in the UK.
- Ford Prefect: An upmarket version of the Anglia, also sold in Australia.

Matford Alsace (Ford F-472A): A four-door sedan manufactured by Ford Socit Anonyme Franaise (SAF) in France.
The Flathead's competition was inline-four engines, seen in the Austin 7 and the MG Midget in the UK market. Ford's 136-cube powerplant provided greater power delivery than Britain's domestic options. Austin's 7 was tiny, roughly two-thirds to three-quarters of the size of a standard Ford passenger car, and with a horsepower rating barely climbing into double digits. MG's offering was comparable in size to the Austin 7 with more than twice the power, but nothing held a candle to Anglias, Prefects, and others with power outputs seen in cars far above its price point.

Coming off success in Europe, Ford believed it was time to unveil the 2.2-liter V8 stateside. Given the lingering Great Depression, a thrifty V8 car was seen as appealing to the American public—at least, that's what Ford's marketing team thought. Despite its beneficial fuel efficiency and relative ease of maintenance, American customers did not take to the smaller engine.

In 1937, Ford altered their lineup to include the small Flathead as an entry-level V8. It was overshadowed, however, by the original Flathead (featured in the Model 78), which had 85 horsepower, compared to the Model 74's 60 horsepower. Critically, pickup truck customers heavily favored the bigger 221 cubic-inch Flathead for blue-collar and commercial work that didn't have fuel efficiency as its highest priority.

(Provided by Jim Bynum)

Ford was already building their 226 straight-six to replace the 136 Flathead, which occurred in 1941, putting an end to the engine's less than a decade-long history. However, the same couldn't be said across the Atlantic.

The upheaval of WWII caused nearly all auto operations to cease in Europe, save for military transport purposes. After the Allied victory, Ford's European arm reintroduced the Ford F-472A in France, which was a rebadged Matford made in Alsace from before WWII featuring the small Flathead V8. In France, the 60-horsepower engine was also placed in Ford's Vedette, a large four-door sedan, and in the Ford Pilot, which sat above Britain's Prefect and also made it to the Australian and New Zealand markets.

By 1952, Ford SAF was working on an upgraded version of the Flathead. Known as the Aquilon, it was essentially the same engine bored out to 144 cubic inches. Yet, it wouldn't stay a Ford engine for long. In 1954, Ford sold its French operations to Simca, which continued to build the engine until 1960, then ended production of what was once Ford's smallest production V8.

Three of the English Fords with the small displacement V8

(Top Left) Matlock Alsace Ford

(Top Right) Ford Prefect

(Bottom Left) Ford Anglia

Provided by Jim Bynum)

How the Ford Crown Victoria Became An Enduring Symbol of Durability

(In order to give you the most up-to-date and accurate information possible, the data used to compile this article was sourced from Ford and other authoritative sources, including J.D. Power, CarEdge, RepairPal, and Consumer Reports.)

Known locally for its service in the line of duty, the Ford Crown Victoria is an enduring symbol of the hard-working American spirit. This is thanks to numerous factors, many of which hold records in the automotive history books. In recent times, the Crown Vic has experienced a resurgence in popularity as it has come into its own as a “classic” in some cases, with the rarer versions fetching high prices at auctions and private sales.

Its hearty build quality, ample replacement parts, and customization potential make it a prize among custom shops and muscle car groups, as its dimensions and components allow for easy, quick upgrading. Let's take the history of the Crown Victoria, and look at what makes it so reliable, as well as which years you should be looking for if you're in the market.
The Ford Crown Victoria name was first introduced as a trim level for the Ford Fairlane in the mid-1950s, which was short-lived. The name was later used to usher in a luxury trim for the 1980 Ford LTD, which, by then, rode on the legendary Panther platform, an aspect that would go on to define the Crown Vic, as well as the Mercury Marquis and Lincoln Town Car.

The Crown Victoria name would go on to be an LTD trim level until the 1990s, when it eventually earned its stand-alone model status - still riding on the Panther platform. The Panther was an 'old school' body-in-frame design, which wasn't uncommon in those days, though today this construction is most often used to underpin rugged SUVs and pickups.

The body-on-frame construction was one of the leading factors behind the Crown Victoria's durability, as it lent robust, reliable machinery a durable environment to perform with ample space to upgrade the vehicle depending on trim levels and buyer preference. The 1990s saw it evolve to include modern (for the era) components, as well as ample power upgrades and style tweaks. While the Panther platform Ford LTD was designated for police cruiser duty, the Crown Vic police cruiser is the one most associated with the boys in blue.

Police Duty And Livery

The Crown Vic Police Interceptor (CVPI) hit the streets in the early 1990s, and included upgraded performance parts, like a more powerful engine, heavy-duty suspension, and a reinforced structure, to name a few aspects. When it first donned the police livery, the Chevy Caprice Police Interceptor was still the primary choice for the force, though that would change when GM discontinued the Caprice in the mid-1990s, making the Crown Vic the new primary police cruiser option. It would later receive a design over-

haul in 1998, which gave us the CVPI we know and love, or hate, depending on your stance. Design, upgrades, and features aside, the ever-reliable Panther platform persisted.

Taxi And Fleet Car Employment Still Holds True

The hearty Panther platform was simply resilient, and parts were plentiful and cheap. Furthermore, the influx of Panther platforms on the used and custom market meant that you could easily find cheap repairs, as darn near everyone understood the inner workings of the Crown Vic's layout.

This easily interchangeable aspect of the Crown Vic, and others that utilized the Panther platform at this time, made it ideal for fleet cars and taxis, as they saw regular high mileage and often required cheap replacement parts and repairs to remain viable — both areas the CV excelled in. In other words, it's the perfect swap-and-go model, which is a huge asset, and money-saver, when it comes to putting in the long work hours.

As mentioned, the Crown Victoria was everywhere, from police cruisers to taxis and fleet cars. Even passenger cars with luxury vehicle trimmings were sold like hotcakes. This simply meant that the market was flush with replacements, should a CV fall in the line of duty. With scrapyards, tow yards, and auction houses all doling out CVs left and right, it was never hard to get one back on the road. On top of that, the parts were, for the most part, robust and durable. In fact, many Crown Victorias have eclipsed 200,000 miles on their original parts, with the above video documenting a 1,000,000-mile example.

Affordability is one of the key driving factors that attracts classic car and muscle car folk when searching for a project car. The CV is essentially a blank canvas on which buyers build their ideal sedan. It becomes even more attractive when you consider the long-term viability and affordability, as there are STILL a crap-ton of Vics occupying scrapyard real estate. Many with working components ripe for the picking.

One Of The Most “American” Cars Ever Built

When we think of the best classic American models, we often conjure up images of rowdy muscle cars and large luxury carriages. The Crown Victoria is both, with ample muscle and trim that allows it to, essentially, accomplish what few other American models have been able to. The Panther platform was utilized for 33 years, the longest in American car history, with numerous models besides the CV, including the Mercury Marquis, Marauder, and Lincoln Town Car, all earning a significant following of their own during and after their heyday. This is all thanks to the robust, reliable, easily repaired platform and machinery that ushered in an era of garage tuners and cheap muscle cars — which are as American as baseball and apple pie.

When speaking of reliability, the Crown Victoria is a definite candidate in terms of resilient American cars, though not every model year boasts the all-out resilience that some of the most reliable CVs do. The 1995, 1997, 2004, and 2007 model years are the most celebrated in terms of reliability, with the 2000s models also benefiting from upgraded machinery and a better power-to-comfort ratio. The durable Panther platform and upgrade-friendly dimensions made for a long-lasting muscle car that could

Blast from the Past!

From The Volunteer V8 Ford Voice Newsletter
January, 1994

KLARE: Fem spreke bestemødre i årets festivalkomité er på vei mot nok en vellykket Bestemorfestival, i en tidsriktig Ford Cabriolet fra 1936. Fra venstre Beathe Sundfær, Inger Løken, Vigdis Wærnes, Karen Edvardsen og Turid Høyersten Holm. *Foto: NTB*

Festival i Bodø til helgen:

Bestemødre skal feires

Bodø.
Bodø er underveis mot en «Bestemorfestival» som skal bli enda bedre enn fjorårets. Til helgen braker det løs. Da er bestemødre fra hele landet invitert til bestemorbyen.

Bestemorfestivalen ble arrangert for første gang i fjor. Det ble et humørfylt og annerledes arrangement som trakk 15 000 mennesker. Festivalen var en suksess, og det ble bestemt at landets bestemødre heretter skulle feire seg selv hvert eneste år. I vinter bidro Bodø kommune og Nordland fylkeskommune med noen hundre tusen kroner som gjorde det mulig å omforme entusiasmen til handling, og til helgen, fredag 25. juni, skjer det igjen.

Bodø-bestemødrene og sannsynligvis et par tusen tilreisende «kolleger» samles rundt et arrangement som inneholder noe for enhver smak. I tre dager kan bestemødrene gå på pub, se kirkespill om Petter Dass, sparke fotball eller skyte på leirduer. De kan delta i seminar om bestemor i litteraturen, overvære draktparade fra «bestemor»s tid, fordype seg i nordnorske mattradisjoner eller bli med på nattlig flytur over Svartisen.

Lørdag er det underholdning som forslår. Arrangørene har samlet artister med bestemor-appell. Knut «Helan» Borge er konferansier for et show som spenner fra Benny Borg, Lasse Kolstad og Kine Hellebust til Erik Bye. Rosinen i artistpølsen blir søstrene Bjørklund. Bortsett fra et par fjernsynsopptredener har ikke 1950-tallets mest populære sanggruppe stått sammen på en scene på over 30 år. Gjensynet på Bestemorfestivalen blir stort. Et annet av lørdagskveldens høydepunkter blir kåringen av årets bestemor.

Trenger bestemødre

Festivalen er fylt av moro og humør, men også av engasjement og hjertevarme. Internasjonal solidaritet står på programmet, men bestemødrene glemmer selvfølgelig ikke barnebarna. Bestemorfestivalen i Bodø har satt i gang et program for å koble besteforeldre og barnebarn som ønsker kontakt med hverandre. Over hele landet finnes bestemødre (eller -fedre) som ønsker kontakt med barn, og barn som savner voksne med tid til å være sammen med dem. Man trenger ikke bare ha kontakt med dem man er i slekt med, besteforeldre og barnebarn kan møtes uavhengig av slektsgrenser, mener bestemødrene i Bodø. NTB

This photo, courtesy of *V8 FORUM*, EFV8CA Reg, Grp 104, Oslo, Norway, proves that V8ing is also alive and well in foreign countries

ODE TO FLO AND A V-8'S GO

In 1940, I bought, in May
a 35 Standard Ford Coupe.
For 300 dollars (my very last dime)
and a 28 Essex, that Ford was mine.

It was green with yellow wheels.

I was courtin' around with a girl named Flo.
A cute little redhead gal I know.
And we headed out where the road was straight.
Just her and I in that Ford V-8.

She cozied right up to me.

I was doing 80 and I felt alive.
When Flo said, "Honey, y'all let me drive."
But I just laughed and shook my head.
I could see Flo's face was turnin' red.

But I wasn't about to.

All of a sudden Flo reached past me,
flicked off the switch and turned the key.
And pulling it out, she said, "You jerk,
Y'all let me drive or your car won't work."

She was always teasin'.

Then I recalled what the salesman said.
"When the key is out and the engine's dead
The car won't steer either left or right."
So there I sat with it locked up tight.

On loose gravel!

Well, we took off when the road turned right
And sailed away like an airplane flight.
Flo looked stupid and quite unreal
at me still yanking that locked up wheel.

She tried to put the key back!

My mind was working in an awful rush.
As we went tearing through trees and brush.
My thoughts of Henry would have made you laugh.
And what he could do with that locked up shaft.

I should have kept the Essex!

Now we came down with an awful clout.
Over and over and round about.
But the Ford steel body saved the day.
With cuts and bruises we walked away.

But, we bled a lot!

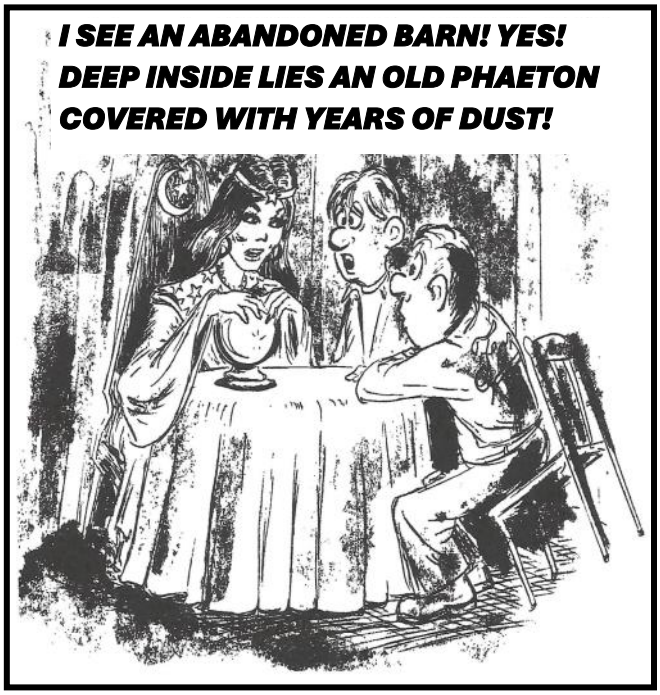
My Ford was gone and Flo was too.
She said, "My love for you is through.
We've traveled fast and traveled far.
But what good is love without no car?"

"And you was a drag anyway."

Now, there's a moral that I'll relate.
If a gal wants to drive your Ford V-8
Just pull off the road, down a lane that's dark,
And give her a kiss with a sweet remark.

And try to work out your differences.

V8 TIMES, March-April, 1969



V8 TIMES, Sept-Oct, 1968

BY LOREN KNUTSEN

Automotive Generators:
How They Work and What They Do

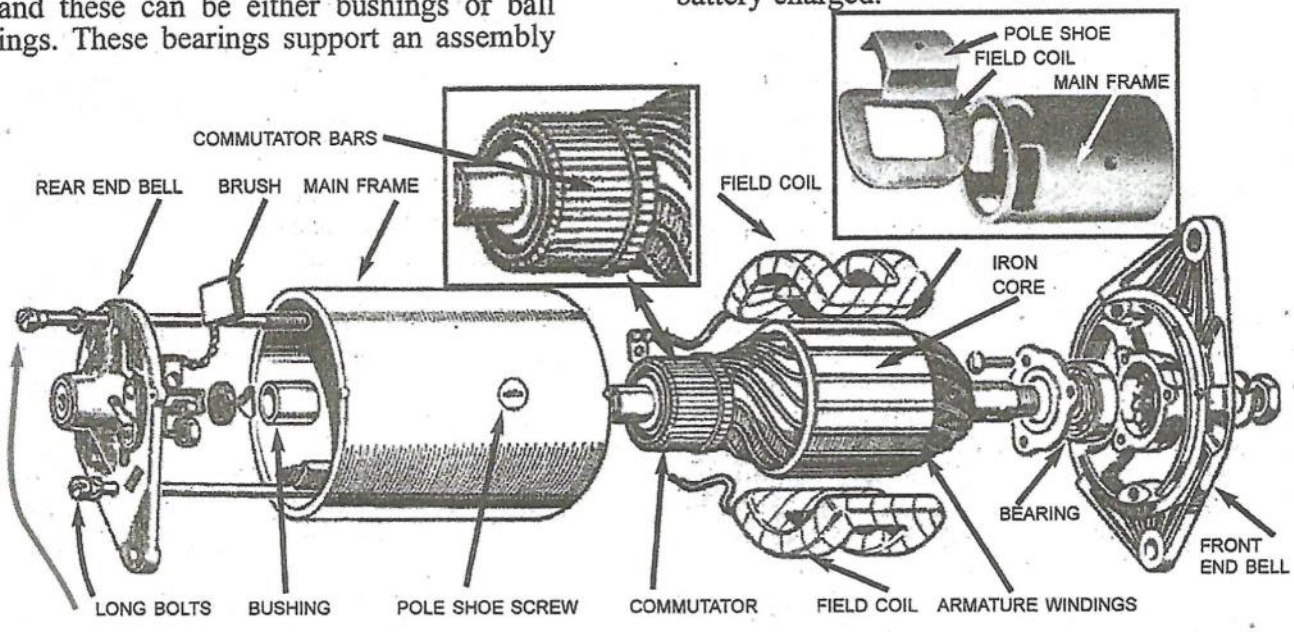
Before we start writing about the hidden workings of D. C. generators as used in older cars let's begin by explaining some of the terms that are used to identify the parts and functions of the generator.

To begin we should identify the proper name for the generator case or housing and that is the **main frame**. On each end of the main frame is an end piece called an **end bell** held in place by long bolts that pull them together against the frame. Inside the frame are some iron pieces that are held in place by some large screws. These pieces are called **pole shoes** and the screws that support them are the **pole shoe screws**. The pole shoes are there to hold some copper wire coils in place and these coils are called **field coils**.

Each end bell has a **bearing** in the center, and these can be either bushings or ball bearings. These bearings support an assembly called an **armature**. The center of the armature is a shaft that rests in the end bearings where it is free to rotate. Mounted on the shaft are many laminated layers of iron called the core. These core laminations are punched in a way that when pressed onto the shaft they become the support for many coils of copper wire.

On one end of the center shaft there will be a drive system using either a V-pulley or a gear to cause the armature to rotate when the car's engine is running. On the opposite end of the shaft there is a collection of copper bars that are fixed to the shaft but are electrically insulated from it and from the each other. These are called the **commutator bars** and this assembly is the **commutator**. The bars are separated from each other by insulating material, usually Mica. Soldered to these bars are many coils of copper wire wound in grooves in the armature core in one of many patterns depending on the end use of the generator. These coils are called the **armature windings**.

Surrounding the commutator is a collar which is attached to the rear end bell. It is a plate that supports a set of carbon blocks which are held in contact with the commutator bars by spring pressure. These blocks are called **brushes**. Attached to each brush is a wire with a terminal at the end. (More on where these wires go later.) Now that all the parts' names are familiar we will briefly try to describe how all these parts work to keep your battery charged.



What is Electricity and How Is It Created?

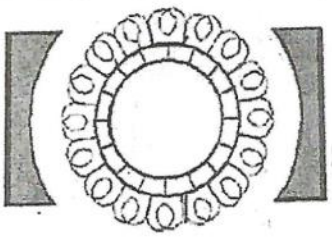
Michael Faraday, a British scientist, and Joseph Henry, an American scientist discovered that when an electrical conductor is moved through a magnetic field, electricity will flow through the conductor. It is created by the conductor moving through the magnetic field. This is known as Faraday's law of induction. If a piece of copper wire or a conductor is passed rapidly through a magnetic field, a small amount of electricity is produced. If that conductor is in the form of a coil, a greater amount of electricity is produced, and that is basically what the generator does. So just what is electricity? Simply put, it is a form of energy composed of electrons. These electrons can be contained in what are called conductors When properly collected and directed, they can do a multitude of valuable jobs. To do those tasks, however, they must not remain static; they have to move, and when they move it is called current.

Now just what is electricity made of? Actually it is just the flow of electrons through a conductor. An easy way to visualize this would be to compare it to water in a system, so let's do that. First we need the water and we have to contain it some way. In a pipe it is free to move but is confined to the pipe. That water can be compared to the quantity of electrons in a wire where they are free to move but are confined to the wire. In order to make the water move it requires pressure at the source and someplace for it to go at the other end. To make the electrons in a wire move it also takes pressure and here that pressure is called voltage. The amount of water movement is dependent on how much pressure is applied to it and how large the opening is at the other end of the pipe. With electricity the quantity of electrons moved is called amperage. With a given voltage a certain amperage will result depending on how it is restricted at the other end, and this restriction is called resistance.

The flow of electrons in a conductor is called current. Since all cars use Direct Current electricity we will only describe the difference between direct current (DC) and alternating current (AC). AC is a current that is constantly changing direction at a rapid rate. The outlets in your home have AC which reverses direction 60 times a second, hence 60 cycle AC. DC current does not change direction. It leaves one side of a battery or other source, and continues in a complete loop back to the other side of the source. What we call electricity is just the flow of electrons through a conductor, but a better word is current.

Electricity can be produced by moving a conductor through a magnetic field. If that conductor is in the form of a coil, it will produce more electricity than a single conductor through the same magnetic field. To enable your generator to produce electricity, the armature, which contains multiple coils of a conductor (wire), rotates within a magnetic field produced by the field coils acting on the iron pole shoes.

The pole shoes of a generator must be made into magnets before anything will happen to produce electricity. This is done in several different ways depending on the generator and the way it is wound. Basically a quick burst of electricity is passed through the field coils and that magnetizes the pole shoes however slightly. This is called polarizing, and it determines whether the generator will be a positive or negative ground. It is done with the generator in the car, but before the vehicle is started. See Motor's Manual for the correct method of polarizing your particular generator. Doing it incorrectly could damage the generator. This is where the many coils wound onto the armature come in. When the armature spins these coils rapidly pass through the magnetic field of the pole shoes. This results in electricity being produced in these armature coils.

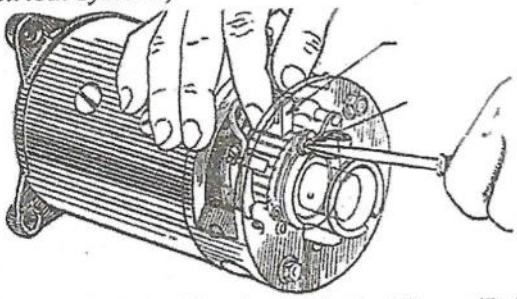


The brushes conduct the electricity produced to a remote location outside of the generator, usually the battery and other electrical circuits of our older cars. The brushes, which are also conductors, selectively sample or drain off the electricity produced in each armature coil by contacting the commutator bars in an appropriate sequence to provide the power we want from the generator.

The brushes are held in contact with the commutator by a spring. One of the main brushes is connected to the main frame of the generator. This is called the ground connection. The other main brush is the main output of the generator. A small portion of this current is routed

back through the field coils. This makes stronger electromagnets of the pole shoes, which increases the magnetic field and, in turn, increases the output of the generator. If your car is old enough (pre-mid-1930s), it may have a three-brush generator. The third brush is connected to the field coils and is adjustable. As it is moved to contact different commutator bars in relation to the main brushes the voltage output of the generator will rise or lower according to its position. Moving it (the third brush) in the direction of armature rotation will increase current, and moving it against the rotation will decrease current. When true regulation became available generators no longer had the third or movable brush.

(*Editor's note: Some generators have a fuse in the third brush circuit. This was a low amperage fuse – between 5 – 7½ amps – and was designed to keep the output to the field coils low enough so that an immense amount of electricity wasn't developed which could burn out parts of the generator or electrical system.*)

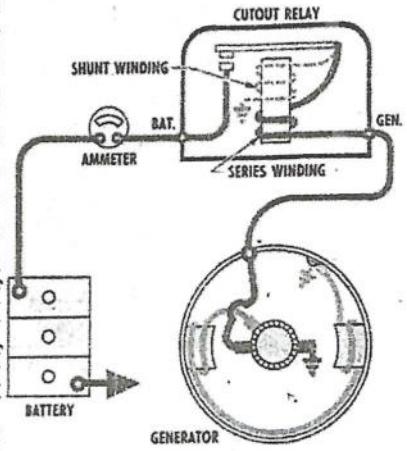


Adjusting the Third Brush on a typical Remy (Delco-Remy) generator.

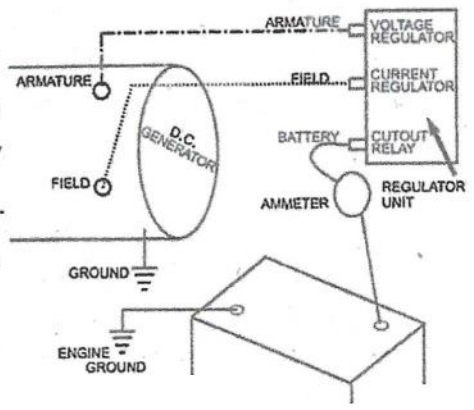
If you are old as I am, you will remember folks driving with their headlights on during the day. This was done because on a long highway trip and with no way to vary the output of the generator, the excess electricity produced would overcharge the battery and boil it dry. To partially avoid this happening, the manufacturers configured the coils in the generator to provide maximum output at about 25-30 MPH. As speed increased the output of the generator decreased. This was actually the first attempt at generator output regulation. Next came a temperature sensitive device (thermostat) in the generator with a switch that would open and cause the field current to go through a resistor which dropped the output of the generator until it cooled off.

Next came the so called two-stage regulator that used the same system but placed the switch in a case mounted on the main frame. Rather than sensing generator temperature it used a small heating coil wound on a bi-metal contact that switched the resistor into the field circuit.

We haven't mentioned the cutout yet, but here is a good place to describe that device. The cutout was an externally mounted little box that housed a simple contact set and a couple of coils. Its purpose was to disconnect the generator from the battery when the car was not running or when the engine was running too slowly to produce electricity through the generator. One coil was used to connect the generator to the car's electrical system when the generator began to show an output. This prevented the battery from feeding electricity back into the generator when the voltage of the battery exceeded that of the generator (at low speeds). The other coil was wound in reverse and worked to ensure that the main contacts did not remain closed when the engine was stopped.



About 1937 the generator manufacturers developed what we know as a three element full regulator. One element was the cutout. A second element was a device that varied its internal circuitry to provide a constant voltage output. The third element sampled the output current and controlled it depending on the condition of the battery and how much electricity had to be replaced to maintain it in a fully charged condition at all times. This type of regulation was used until the advent of the alternator which is used in more modern cars…but that's another story for another time. S.K.



The voltage regulator, as we know it today, controls voltage, amperage and acts as a cutout.

S.K.

Helpful Hints

- Refinish Antiques or Revitalize Wood: Use equal parts of linseed oil, white vinegar, and turpentine. Rub into furniture (or wood) with soft cloth and lots of elbow grease.

- Stalk the ants in your pantry and seal off cracks where they are entering with putty or petroleum jelly. Try sprinkling red pepper on floors and counter tops.

- For ease in sliding, rub wax along sliding doors, windows and wooden drawers that stick.

- A simple polish for copper bottom cookware: equal portions of flour and salt made into a paste with vinegar. Keep in refrigerator.

- Iron cleaner: Baking soda on a damp sponge will remove starch deposits. Make sure the iron is cold and unplugged.

- Remove stale odors in the wash by adding baking soda.

- To clean Teflon: Combine 1 cup water, 2 tablespoons baking soda, 1/2 cup liquid bleach and boil in stained pan for 5-10 minutes or until stain disappears. Wash, rinse and dry, and condition with oil before using pan again.

- Corningware cookware can be cleaned by filling them with water and dropping in two denture cleaning tablets. Let stand for 30-45 minutes.

- A little instant coffee will work wonders on your furniture. Just make a thick paste of your favorite instant and a little water, and rub it into the nicks and scratches on your dark wood furniture. You'll be overjoyed at how new and beautiful those pieces will look.

- For clogged shower head, try boiling it in 1/2 cup vinegar and 1 quart water for 15 minutes.

- For a spicy aroma, toss dried orange and lemon rinds into your fireplace.

- Tin coffee cans make excellent freezer containers for cookies.

- Add raw rice to the salt shaker to keep the salt free-flowing.

- Ice cubes will help sharpen the garbage disposer blades.

- Vinegar will remove rust and mildew stains from most chrome.

V-8ers Delight

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

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Vendor Setup on February 1, 2025 - 8AM to 3PM

NO SET UP ON SUNDAY

The Fairgrounds Nashville - Nashville, TN

Sponsored By: Stones River Region, AACA
Murfreesboro, Tennessee

$10.00 ADMISSION

CHILDREN UNDER 12 FREE

CONCESSIONS AVAILABLE

10'x10' Heated Indoor Spaces $60.00

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

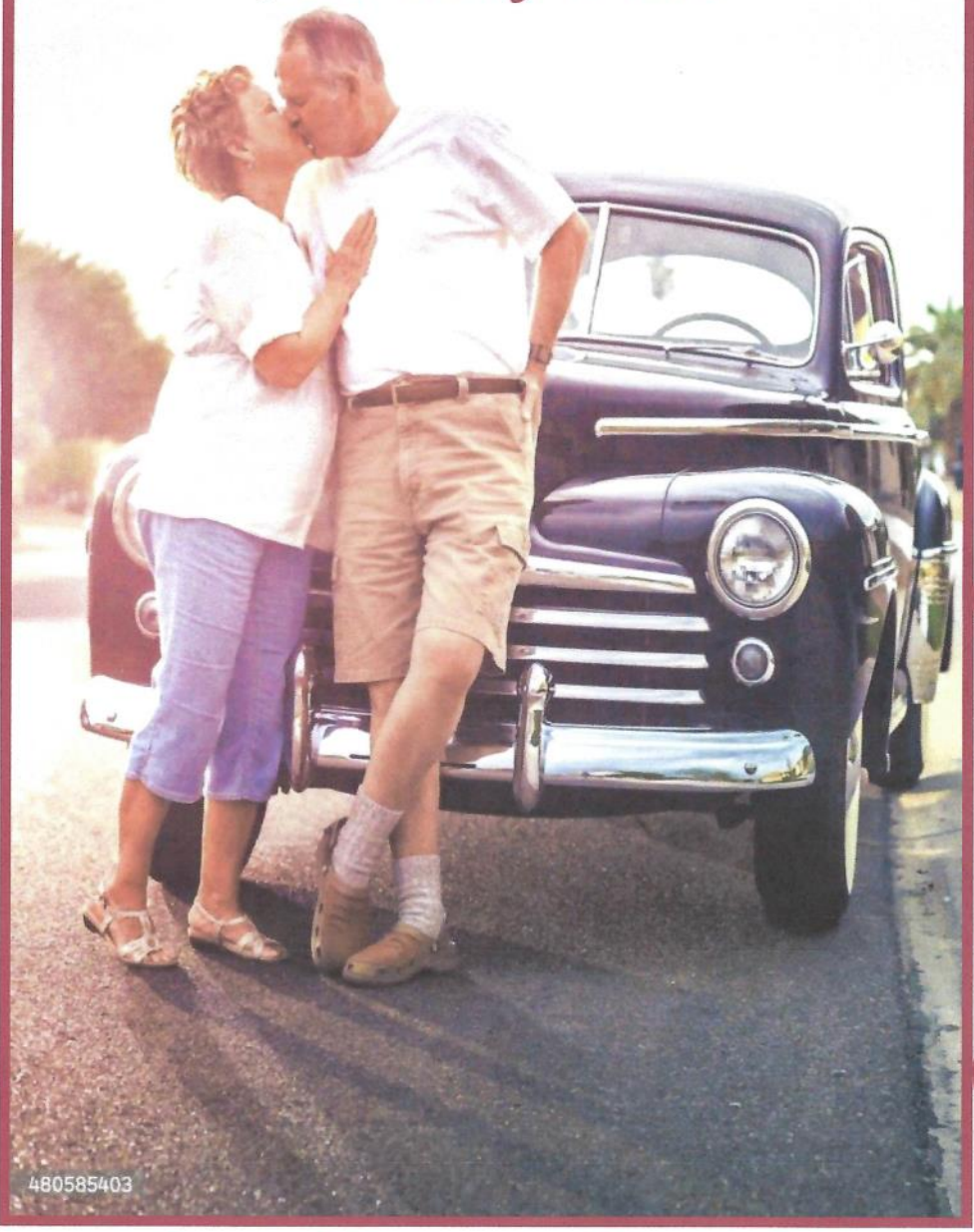
10'x20' Open Outdoor Spaces $40.00

For Vendor Information:
Stones River Region, AACA
P.O. Box 330818
Murfreesboro, TN 37133-0818
Phone: 615-631-3004

Website: stonesrivercarclub.com

Email: stonesriverswapmeet@gmail.com

Happy Valentine's Day!
February 14th



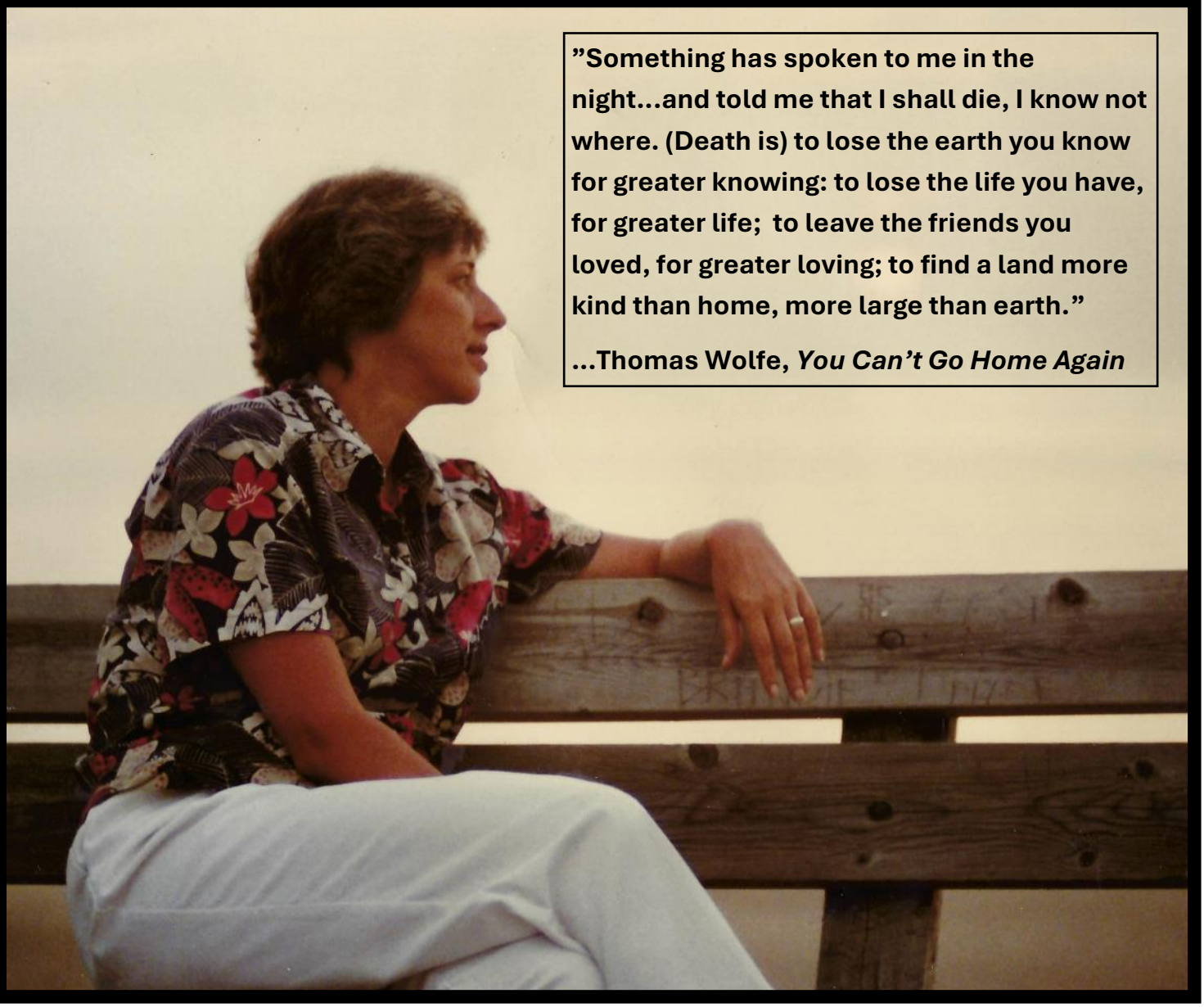
In Memory of…

Barbara Joy (Chapman) Holton

Born: Sept. 30th, 1942

Died: January 20th, 2025

“Miss Me…Let me go”



”Something has spoken to me in the night…and told me that I shall die, I know not where. (Death is) to lose the earth you know for greater knowing: to lose the life you have, for greater life; to leave the friends you loved, for greater loving; to find a land more kind than home, more large than earth.”

…Thomas Wolfe, *You Can’t Go Home Again*

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