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

## Happy Father's Day—June 16th, 2024

Mickey Holton, Editor | June 2024 | flatheadv897@gmail.com

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What kind of car is this? See pages 19-22 to find out.

**MESSAGE**

Dear Friends...as I write this and am putting the final touches on this month's newsletter, we have had some torrential rains along with severe winds and some tornadic weather. I sincerely hope you have had no or very little damage. It seems like the month of May has become "the" bad weather month (remember the flood of 2010).

The 2024 EFV8CA Central National Meet will be held June 17th-21st in Auburn, Indiana and some of us will be attending. You can be sure I will have a full report on it in the July newsletter.

Let's also hope the summer will not be so hot this year so we can enjoy our Early V8 Fords.

Mickey Holton

## New Member

**Curtis Wilkes**
**4133 Twin Hills Lane**
**Antioch, TN 37103**
**615-210-8006**
**cl02wilkes@gmail.com**
**1950 Ford Sedan**

**Curtis was a member of the Volunteer V8 Ford Club in the past and now has rejoined.**

**Welcome back, Curtis!!!**



HAPPY

# Father's Day

**Also see Page 6**

# Volunteer V8 Club Picnic, Saturday, May 4th, 2024

It was a shaky proposition on the morning of Saturday, May 4th and thoughts were given to cancelling the picnic because of weather forecasts that predicted a rainy morning but cooler heads prevailed and we decided to move ahead. A great crowd of about 50 Volunteer V8ers braved the rainy weather (and it DID rain "up a storm"...pun intended) to attend. Much to our surprise, three very brave members did drive their Early Fords...Steve Jordan, Curtis Gibbs and Cameron Ahler!

Everyone seemed to enjoy the picnic (in Danny and Sharon Driskell's garage) and the excellent hamburgers and hot dogs along with all the other delectables brought by members. Enjoy the pictures attached.



















Curtis Wilkes and Glenn Nabors









**Curtis Gibbs with his 1940 Ford Tudor Sedan**




Steve Jordan's 1932 Ford Pickup



Curt Gibbs' 1940 Ford Tudor Sedan



Cameron Ahler's 1936 Ford Cabriolet

# Cars and Coffee, May 11th, 2024

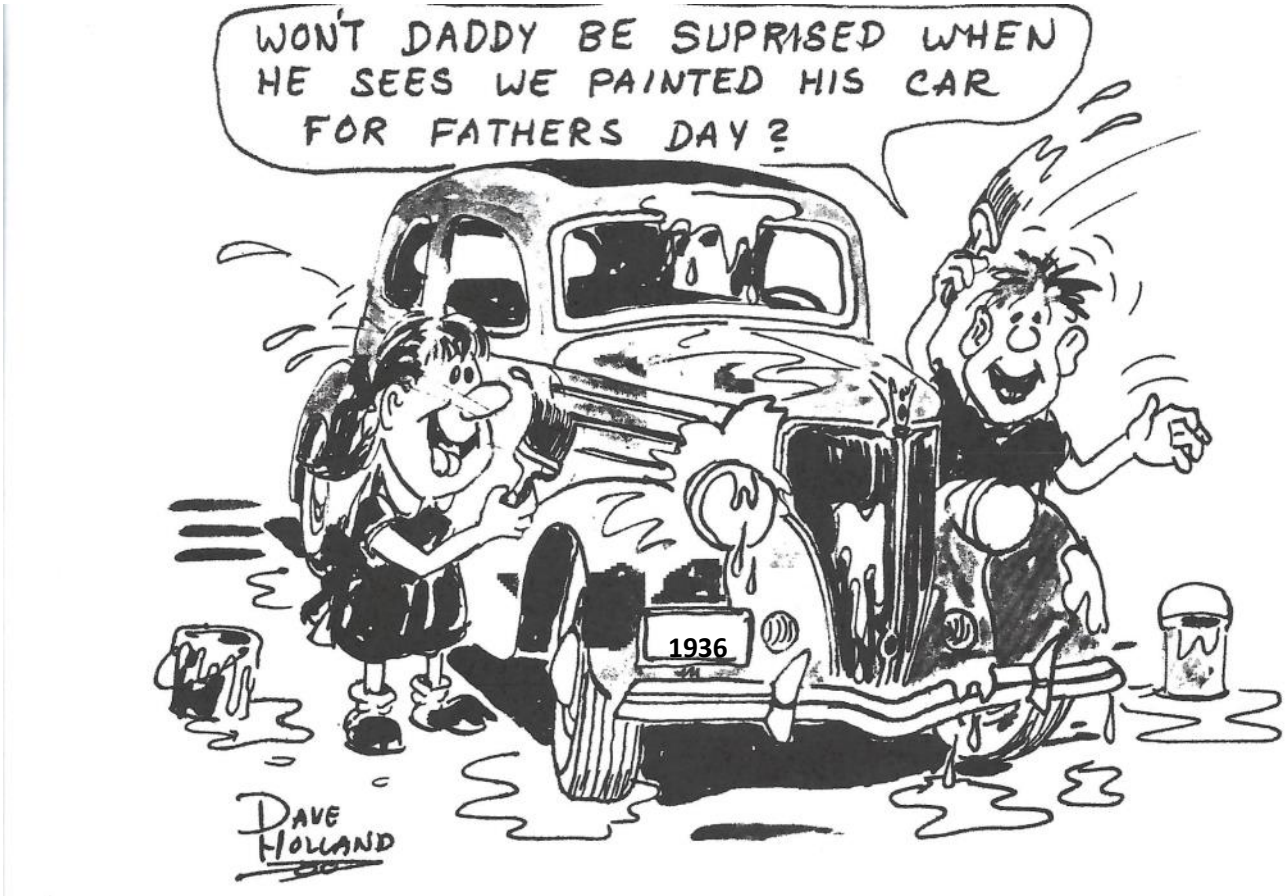








Always on the lookout for new members!




V-8 TIMES, March-April 1970

# Letter to the Editor...from Steve Jordan

April 29/2024

Dear Mickey, Here's just a "short" fun anecdote for the club newsletter:



One Sunday recently club member Kevin O'Rourke and I were going to meet up briefly for something. I live in Nashville, he lives out from Franklin. What we were meeting about wasn't going to take but a minute, so we decided to meet up at the kids softball fields in Grassland where he was going to be anyway that afternoon. For fun, he drove his 1933 Ford car. He got there before I did and parked his car conspicuously on the edge of the parking lot most easily visible to anyone driving in off the main road into the softball fields (the softball fields have more than one lot).

By the time I made it down to Grassland, the kids games had started and Kevin had gone up to whatever field he was supposed to be at and so I found Kevin's car but no Kevin. He was looking for me and I was looking for him but because….wouldn't you know...in the half an hour's time that I was there, we never did end up meeting. Ha!

Well, I knew that Kevin had just gotten his car back from having some touch-up paint work. He told me that he had told the man who had done the work that "I don't want to look down the side of the car and see two colors," meaning Kevin expected a true color match and told the man so. Well, I know what matching paint looks like so that was interesting to me, too, and it interested me to see what kind of job the fellow had done.

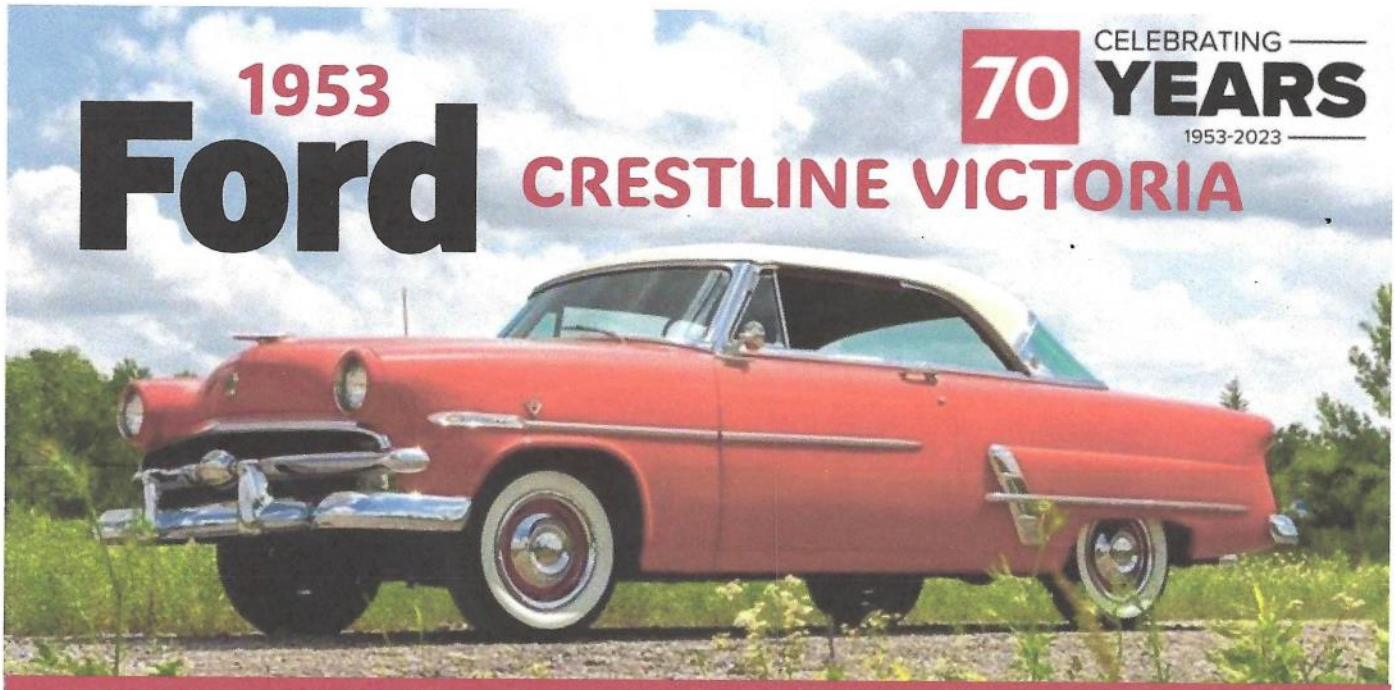
I had parked in a different parking lot from where Kevin had parked. We didn't meet up but I thought, "Heck, before I go I'm just going to go over myself and look at his paint." I knew by then that Kevin wasn't at his car, but I thought, "Well, I can at least eyeball it for whatever its worth." Kevin was parked near the asphalt's edge, completely different from the configuration of the rest of the vehicles—no other cars were parked anywhere near him. I walked to where his car was parked and began circling it, moving in close to it then standing back from it, looking to see what I could tell about the new paint. No one else was at the car, just me, and with me going around the car, standing still sometimes and sometimes moving, anybody seeing me would have reasonably associated me with the car and, although I didn't see it coming, that's exactly what happened. People seeing me thought that I had at least ***something*** to do with Kevin's car and while I was at the car, three couples passed,

"Beautiful car," said the first couple. "That's a gorgeous car," the second couple complimented me. The third couple was different, a couple of boys who I guessed were ten or eleven years old and were there just like the other kids, just having fun at a softball game on a Sunday. Well, they were bowled over by an antique car that, naturally, they weren't able to put together with any similar thing from their world. Both boys slowed down and stopped, looking at the car. "Man, what year is it?" one of the boys asked me. "It's a 1933," I said back. "1933?!," the boy said as both said something to each other. Then, one of the boys said, "How much is it worth?" I put up my hands to indicate that I had no answer and smiled. The boy who had asked then said, "A million dollars???" as they both looked at me, inquiringly. "No, probably not that much," I laughed. "It's great!" the boys said, picking their steps back up and moving along towards the ball field finally.

Economists say that value is to be measured in all things by either cost of production and in a thing's utility in use by the consumer. I don't know about that. Stopping happy ten-year-old boys in their tracks for a moment on their way to see some Sunday afternoon softball, well...it takes something of value to do that now, doesn't it?

Steve Jordan

Sorry...no Member Car of the Month for this month. I'll try harder next month.
Here's a feature on the 1953 Ford Crestline Victoria




## This top of the line Ford V-8 was truly *"Boss of the Road"*

By John Emmering

Half a century of automotive progress was showcased in the brand new 1953 Fords. The Crestline Victoria model was the brightest example of what Ford had to offer that year. 70 years ago Ford Motor Company was celebrating it's 50th anniversary as it introduced its 1953 models. These cars bore a special 50th anniversary medallion on each horn button. The '53 Ford is also remembered as the last year the flathead V-8 engine would be used in Ford cars produced in America.

One might think Ford Motor Company might have chosen 1953 for a big model change but the change in body style had already come in 1952. The 1952 models got a new lower body easily distinguished from the 1949-1951 model run. This 1952 body was shared with the 1953 Fords with some improvements. There was a slightly altered grill and front parking light treatment in 1953 and taillight lenses were altered too for better visibility from the side and rear of the car.

There were several more big changes which were difficult to see at a glance. New two stage door checks allowed the doors to open wider when entering with parcels. The inside hood latch was removed, which may not be an improvement. The front suspension was altered with new support plates and rubber compression bumpers. This gives the '53s almost twice the steering wheel travel as the '52s. The rear leaf springs were made to be a bit softer and the shock absorbers recalibrated for a smoother ride.

By June of 1953 "Master Guide" power steering was made available for an additional $125 and power brakes were offered also for a charge of $35. Restrictions with production during the Korean War had Ford off to a late start producing the 1952 models and only 621,783 were sold. Ford roared back with a "blitz" producing twice as many cars in 1953. It was said that they produced cars even though the orders might not have been there. They got them to the dealers in an effort to beat Chevrolet. Ford had a great sales year but still fell a bit short of Chevrolet in sales.

A 1953 Ford was test driven by a driver from *Speed Age* magazine. He reported in the March 1953 issue as follows; "In city traffic where most of the test was done, the ease of handling and its snap up to 35 MPH is equal to any. Much of the new ease built into the 1953 Ford can be directly traced to a stronger frame and redesigned front and rear suspension systems" The test driver used a car with the optional automatic transmission. He reported that "the automatic transmission would not satisfy the nervous driver who wants to beat the pack."

The 1953 models fell into the economical Mainline models, the intermediate Customline cars and the top of the line Crestline which included the Victorias, Convertibles and a four door station wagon. Ford sold 128,302 of these beautiful Crestline Victorias. Fortunately a good number have been preserved and are in the hands of admiring Ford V-8 collectors.















**SPECIFICATIONS 1953 FORD**
**Crestline Victoria**

| | |
|---|---|
| **Engine:** | **V-8 L-Head 239.4 cu** |
| **Horsepower** | **110@3800 rpm** |
| **Transmission** | **3-speed manual** |
| | **Optional Overdrive** |
| | **or 3 speed automatic** |
| **Brakes** | **four-wheel hydraulic** |
| **Wheelbase** | **115 inches** |
| **Curb weight** | **3,153 lbs.** |
| **Price new** | **$2,300** |
| **Average Value** | **$27,000** |





# *The restoration of*
# 68 - 700C - TS
## A REGIONAL GROUP PROJECT

KENNETH A. BROWN
*Corresponding Secretary, Greater Pittsburgh Regional Group*

A MAJORITY of the viewing public would doubtless have difficulty discerning any effect of the project which is the subject of this article. Not so with Early V-8ers, however, and we hope you will enjoy our tale about a typical group of enthusiasts and the rather ambitious restorative project which they undertook during a six-week period in the Spring of 1979.

The Greater Pittsburgh Regional Group is probably much like yours—a collection of "doctors, lawyers, indian chiefs"—and other misfits whose Sunday afternoon meetings in Winter are often held at a member's barber shop; who think Summer tours are very important (but are usually too busy to participate in same); who have a great annual Christmas party; and who mostly specialize in tire kicking, prowling flea markets and supporting each other's efforts to coax our old V-8s, nearly half of which are still in temporary retirement, back into action. Out of such activities has grown a fellowship which was further strengthened by this endeavor.

If the Pittsburgh RG is unique in any way it has to be



Photo by WALTER E. EISEMAN



Photo by WALTER E. EISEMAN

the predominance of 1936 model year cars owned by its members. Past Club President Yeager drives a '36 Roadster; 1978-79 Club President Strutz has two roadworthy '36 Roadsters and other '36s in various states of restoration. Jon Anderson can choose between driving his '36 Tudor or his '36 Phaeton; John Ruhl's beautifully restored '36 Sedan has devastated East Coast concourse competition since 1976; Treasurer Jim Anselm tours in a '36 Five-window; Jack McCabe's restored '36 Phaeton has been dazzling Pittsburgers for most of a decade. Even your author expects to have a functioning '36 Phaeton by the time this gets into print. In total, nearly one third of the cars in a recent club roster were of the 1936 vintage.

Small wonder then, that the membership was quickly attracted to a project involving a very special 1936 Ford!

Our tale begins in the Fall of 1935 when the then Allegheny Ludlum Steel Corporation and the Ford Motor Company agreed to build six cars with stainless steel bodies. Actual assembly, which entailed developing numerous special forming and welding techniques, took place sometime near the end of the 1936 model run. The Pittsburgh relic carries frame number 18-3330716 and the body number which heads our article, 68-700C-TS-27466.

The six cars were initially used by Allegheny Ludlum representatives in various USA cities. Each had a spectacular and legendary existence while being used for a combination of promotional and business duties, generally through the World War II era. Not having time or talent for extensive historical research, we leave to others the development of the subsequent histories of the six cars. An interesting booklet on the subject, published by Allegheny Ludlum around 1960 when a pair of stainless Birds were being launched, indicates that all six cars eventually passed out of the company's hands and that the whereabouts of at least two cars was unknown in 1960.

The car which is the subject of our article, however, was repurchased by the company during the 1950's and is apparently the original "New York" car which had been sold in 1946 (after some 250,000 recorded miles) to a company representative in that area. It was restored to use and eventually resold to another Allegheny Ludlum employee in Pittsburgh who toured North America extensively in it before its reacquisition by the Steel Company. Their 1960 article indicates that this car had, by then, been driven more than four hundred thousand miles and was on engine number four.

Mercifully, the pace seems to have slowed. One of the exciting moments during our rehab was when we discovered under the header panel, while installing a R.H. wiper, the receipt for the current (number five?) engine, a 1937 block to which 1936 heads and water pumps have been adapted. It was installed in 1963 and the odometer indicated that only approximately 10,000 miles had been added in the ensuing 16 years. Current indicated mileage is 68,000 which, assuming the validity of the reports of pre-1960 use, could mean 468,000! Today, the stainless '36 reposes in quiet dignity along with its later T-Bird and Lincoln cousins in a storage area—being removed only occasionally for some exhibit or public event.

It was while driving the '36 to such an event late in 1978 that Club Secretary Gary Wright found it to be in a state of rather serious functional deterioration and conceived the idea of a club restoration project. A closer inspection, during a club meeting a month later, disclosed a plethora of non-authentic remains from earlier restorative efforts as well as many worn parts. A letter was sent by the club to Allegheny Ludlum, identifying and pricing over fifty major items which we felt merited attention, together with our offer to locate the needed parts and contribute the labor to install if the owner would cover our cash outlay. Happily, this offer was accepted and the project got underway with the acquisition of parts via mail order and at various Eastern flea markets in the Spring of 1979.

We then swung into action with almost military precision:

***May 4, 1500 Hrs.***—Treasurer Jim Anselm, properly cleared, obtains car from its secured storage area and secretes it on an idle receiving dock ramp behind his place of business.

***Early evening, same day***—Secretary Gary and author's son Tim arrive at ramp. Car starts promptly and slips into Friday evening traffic. Escort trails briefly before departing to attend to own problems.

***Slightly later, same evening***—first Crisis. Emergency phone call at local hardware store for "—man trying to buy #6-36 [bet you don't remember where #6-36's are used on your '36] set screws" summons author to car wash. Gary and Tim too enthusiastic with scrub lance while cleaning engine—it won't start. It eventually did, however, and was stowed for the night in author's garage.

***May 5, 1400 Hrs.***—Next Crisis. This time it *REALLY* won't start. Finally made Saturday afternoon trip to suburban residence of member Jon Anderson, who con-

tributed garage space for the project, on the north end of a southbound tow bar. Even under such ignominious circumstances it is a spectacular vehicle!

From there on any semblance of precision disappeared. Some of the items discovered in our initial survey were:

—Obviously incorrect: 1935 bumpers and guards, 1940 R.H. engine conduit, wrong horns, intake manifold, o/s mirror, '37 banjo wheel and light rod, lighter, pedal pads, crankcase breather, door handles, carburetor, fan belt, floor mats;

—Visibly worn: Steering gear, brakes, cooling hoses, door latches, body seals, pads, lacing, grommets, gas tank seal, wiper hose, heater hoses, ignition system, exhaust system, trunk locks, and all wiring;

—Missing: Distributor-to-conduit seals, owner's manual, door hinge pin, fender welting, various pads and grommets, radiator apron, R.H. windshield wiper;

—An unbelievable electrical system, which included recognizable remnants of at least three wiring harnesses in the primary circuit, a converted generator and regulator system, floor mounting dimmer switch, etc.

Although materials were obtained and installed to correct most of the above discrepancies, consensus was that a few "modifications" had to remain. Thus, while the lighting controls and generating systems were returned to stock, the push button starter and sealed beam light systems were left as a concession to the variety of people who drive the car. Likewise, no thought was given to altering the basically attractive red vinyl interior of the red dashboard. The hot water heater (later Ford Script) was also allowed to remain in deference to those who refuse to relive the battle between Northern USA Winters and Henry's manifold heater.

Other problems surfaced only after the car was dismantled. Confronted with the impossibility of installing a '36 floor mat around a '37 transmission tower, we altered the mat. The hydraulic brake system, so neatly installed that it looked like a possible factory retrofit, was found to be totally tubed in copper. Rebuilt and refitted with steel tubing it, too, was allowed to remain.

We encountered, as had earlier restorers of this vehicle, a series of problems which stem from the fact that not *all* of the body steel is actually stainless. The firewall and floor, for instance, are carbon steel—the latter having been patched many times. The lip inside the rim of the trunk opening to which the weatherstripping and various parts are attached was not stainless and was found to be quite corroded and most difficult to mend.

Actual work on the car got off to a fast start on Sunday, May 6th, when the fifteen or so members attending the scheduled monthly meeting removed all front end sheet metal, both bumpers, the radiator, engine accessories, seats and complete interior and the rear fenders. Teams had already been formed and assigned such chores as the brake rebuild, complete rewiring, engine detail, cooling system, steering gear, exhaust system, and so on. Although the pace slowed considerably after opening day, smaller groups of members, often accompanied by teen-age offspring, spent many Spring evenings and off-days at the Andersons' pursuing their assigned chores. Meanwhile consuming snacks served up by generous hostess Mary Anderson and virtually wiping out host Jon's hardware and small parts inventory.

Our target schedule was to have the '36 ready for a



Photo by WALTER E. EISEMAN

display commitment which its owners had made for the weekend of June 23rd in York, Pennsylvania. In a manner of speaking we made it—but barely! The car did get to York—and was, in fact, photographed there by *Old Cars*. Fortunately, its exhibitors arrived to claim their quarry with a trailer, since the tight schedule had left no time for a thorough check-out or test driving and the car ran poorly, at best. After its return from York, however, a combination of battery and fuel pump problems were resolved and the car was returned to its owners in roadworthy condition once again.

On September 8, 1979, Allegheny Ludlum Industries, Inc. (as the firm is now known) acknowledged the completion of the project and expressed their thanks to the Pittsburgh Regional Group by hosting its members at a reception and by taking a group of pictures of club members and their cars together with the stainless '36. A company newsrelease on that event, including a picture of RG members and their cars, appeared in the October 29, 1979, issue of *Automotive News*, a Detroit trade publication.

Our regional group members, in turn, want to thank The Early Ford Store of Springfield, Ohio, Southside Obsolete of Minneapolis, Dennis Carpenter, and Old Time Auto Parts of Cottage Grove, Wisconsin, all of whom provided prompt and reliable service in furnishing various parts used in the restoration.

Be it also noted that the project was made possible only by the tremendous organizational efforts of Club Secretary Gary Wright and by the generous donation of space and equipment by members Jon and Mary Anderson of McDonald, Pennsylvania.

Given the opportunity, would we do it again?

Certainly not with a six-week deadline! Otherwise, as with most adventures related to our hobby, it was great fun and an experience beneficial both to the organization and its members.

**ABOUT THE AUTHOR**

**Ken Brown, now deceased, was formerly a member of the Volunteer V8 Ford Club before he moved to Maryland. While here, Ken had two cars that were prominent in the club, a 1942 Ford Woodie and a 1942 Ford Convertible . That '42 Ford Convertible is still in our club and is, as you probably know, owned and driven by Glenn Nabors.**

# The 1936 Stainless Fords

by Lorin D. Sorensen

*Of all the early Ford V-8's manufactured from 1932 through 1940, perhaps none are more fabled and elusive than the handful of 1936 Tudor Sedans fashioned from stainless steel by the Allegheny Ludlum Steel Corporation. These cars have become a legend in their time and many rumors and wild stories have evolved from the actual truth. The author, with great help from Mr. A. Murrin Held, Product Information Manager for Allegheny Ludlum Steel, now presents the accurate up-to-date facts about these fascinating 1936 Ford V-8's.*

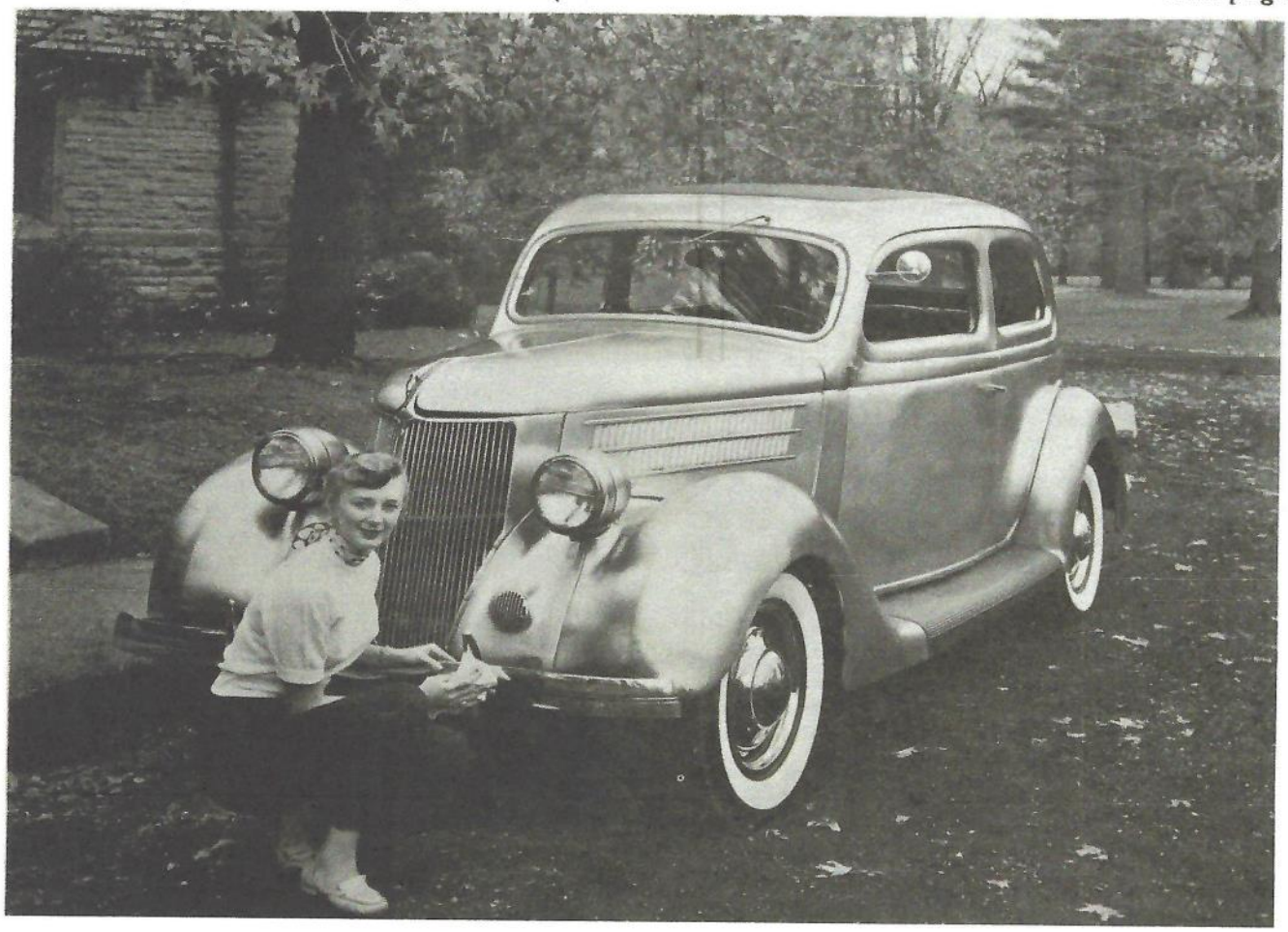
Our story begins in the fall of 1935 when Allegheny Ludlum Steel Corporation and the Ford Motor Company agreed to build six (6) cars with bodies made entirely of stainless steel.

The motive behind the building of the stainless steel cars was to provide the ultimate test for this metal which had proven so successful since its introduction into the automotive industry in 1930. Many questions as to the fabrication possibilities of stainless steel might also be answered in the production of these cars.

With these ideas in mind, Allegheny Ludlum asked the automobile company to furnish a bill of needed materials. These included everything from sheets of stainless steel to wood and metal screws. But problems lay ahead. Have you ever tried to whittle oak with a cake knife? Similar difficulties faced the auto company's craftsmen, because their tools were set up to handle carbon steel which is vastly different from stainless.

The first hurdle came in the stamping process where heavy presses shaped the flat

*(turn page)*



*One of two 1936 Ford Tudor Sedans which have been recovered by the Allegheny Ludlum Steel Corporation. Of the original six of these cars built, only four are known to exist.*

rolled steel. This die equipment had to undergo changes in order to form the sturdy stainless sheets. Another knotty problem was faced in the welding operation, but further tool adjustment and the best talent in the field finally surmounted each obstacle.

After months of arduous and patient labor, the six stainless steel cars rolled from the Ford assembly line with gleaming stainless bodies.

The stainless bodies, with standard floor pans, were mounted on production line chassis and were upholstered and trimmed the same as any DeLuxe Ford of the 1936 line. After normal factory testing, the cars were then driven to the Allegheny Ludlum plant at Brackenridge, Pa. From there, company representatives drove them to district offices in New York, Philadelphia, Cleveland, Chicago, Detroit and St. Louis.

With the stainless steel cars now on the road, the story takes on the aspects of both a family tree and Ulysses' Odyssey. For each car traveled its own highway and had a way of entering a bank of fog only to reappear again in an unexpected place, or perhaps to drop permanently from sight.

The six stainless steel cars began their duties in the six great American cities, as motoring proof of the benefits of stainless steel. The Chicago Ford was the talk of the town. To Allegheny Ludlum man, Mr. William MacFadden, it was almost routine to be driving down the Outer Drive to the shouts of other motorists who wanted him to stop so they might examine the stainless car. Unable to pause in the heavy traffic, MacFadden frequently signalled for the curious to follow him. Then he would drive to the end of the speedway, pull over to the side of the road, and deliver a short address on the benefits of stainless steel.

In the company's New York office, three men shared the New York stainless car through most of the war years, adding more than 100,000 miles to the veteran vehicle's log. With rationing, it was not unusual for one man to drive the car into New York City from his home in New Jersey, another to have it for the day on business up in Connecticut and a third to take it home with him to Westchester County.

Toward the end of the war, a rash of stories made the rounds in St. Louis that brought to mind "The Legend of Sleepy Hollow." It seems that residents of one outlying district regularly saw a glowing, ghostly car speeding over the darkened roads late at night. Wiser parents, who used this eerie apparition to get their children to bed could thank the driver of one of the stainless Fords for their convenient persuader.

One day a group of Allegheny Ludlum men, waiting at a traffic light at City Hall, in Philadelphia, were held up for ten minutes by a mounted policeman while other cars streamed through the intersection. Finally the officer came over to the car as if he intended to give them a ticket and asked, "Can I buy a model like this?"

The officer well might ask about buying a "model." The car's weather-proof finish hadn't changed since it left the manufacturer's assembly line.

After the Philadelphia car was sold in 1940, company employees regularly checked with the owner to see how the nostalgic old Ford was holding up. In 1948, the stainless car was still in operation, although it had outdone four engines. The all-stainless body was still going strong.

In Detroit it was the same story all over again. The 1936 car had really gone through the war, used both as a vehicle for business as well as family use. Before the old car could fall into disuse, after the war, an ardent antique car collector, Mr. F. D. Crawford of Thompson Products Inc., in Cleveland, arranged to buy it from the company. He then presented it to the Thompson Products Museum where it can be seen today.

While the whereabouts of the cars originally driven to Cleveland and St. Louis began to fade into obscurity shortly after World War II, life was beginning anew for two others. In Chicago, the stainless car had virtually been on the blocks for several years after a near accident nearly cost Mr. MacFadden his life.

Although the stainless bodies of each of the six Allegheny Ludlum cars were still just as good as new, after ten years and an average of some 200,000 miles on the road, many other parts were badly deteriorated. While driving along Michigan Avenue, in 1946, MacFadden's foot went through the rusted non-stainless floor boards of the Ford and he lost control of the car. Holding onto the steering wheel with one hand, and fighting to extricate himself with the other, MacFadden rode the careening auto across the center divide and into the lanes of oncoming traffic. Luckily he was able to avoid a head-on collision and bring the stainless car to a stop without an accident. But the damage had been done. To prevent possible accident, the 1936 car was retired.

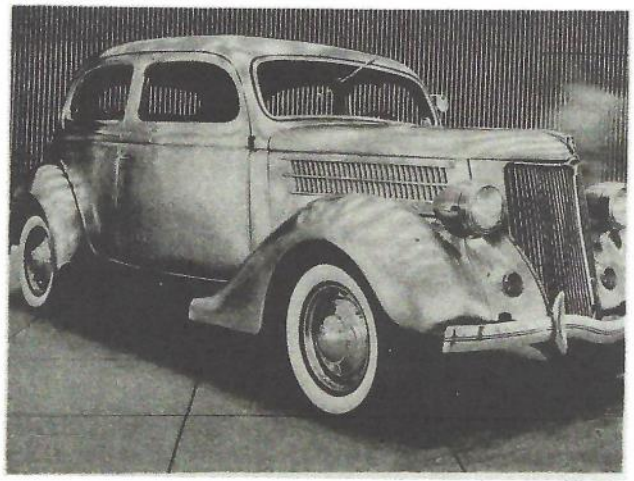
A company salesman told MacFadden that he knew a man who wanted to buy the car. MacFadden was reluctant to get rid of the relic but when he learned something of the prospective buyer, his reluctance faded away.

For his buyer, Dr. Jerome Vlk, happened to be a stainless fan. A prominent orthodontist in the Chicago area, Dr. Vlk had pioneered the use of stainless steel in the practice of straightening teeth.

Thus the Chicago stainless steel Ford passed into knowing and loving hands where it has remained to this day. Since purchasing the Ford, Dr. Vlk has had many opportunities to capitalize on his stainless relic but has declined to do so. One offer was from a Wyoming restaurant owner who offered $3,200.00 for the car so that he might exhibit it as "The only perpetual car in the world."

In 1947, Gerald Richards, a painter at the company's Brackenridge plant, bought one of the 1936 Fords. This car was to travel farther afield than any of the six original stainless steel models. For Richards packed his family into the old car and toured from the Gulf of Mexico to the Canadian woods. By 1954, the same old problem of a sturdy stainless body, but deteriorating insides, had become a pressing one. Slowly but surely Richards began to keep his stainless steel car in the garage, taking it out only to placate the curious.

At this point, another Allegheny Ludlum employee, Mr. Ian Kiltie of the company's Dettoit office, contacted Richards and bought the car. His interest was that of a classic car collector, but his purchase became of great interest to the company, since they had long since parted company with the six original cars. The value of the stainless steel car, both as a historical item and as a metal monument, was very much on the minds of Allegheny Ludlum officials. Here was a dramatic way not only to tell but to display the story of stainless steel on the road.



With one of the 1936 stainless Fords back in their hands and undergoing restoration, Allegheny Ludlum began the search for the other five. Their investigators located the Detroit car in the possession of the Thompson Ramo Wooldridge Museum in Cleveland, Ohio where the car is on display, alternately with other museum pieces. The Chicago Ford is still the proud possession of Dr. Vlk, the orthodontist, in Chicago. The stainless car purchased by Kiltie is owned by Allegheny Ludlum and one of the Fords was found to have led a scrap drive during World War II and, becoming too industrious, ended up in the melting pot.

That accounts for four of the original six stainless steel Fords, but what happened to the other two? The fifth missing stainless Ford was purchased from a private collector after a long search by the company. In 1956 Allegheny Ludlum put one of their men on the trail of the missing car.

The missing car was traced to Philadelphia where it was sold to a used car dealer who in turn sold it to: 1) a night club owner of northeastern Pennsylvania who used it as a gimmick outside the club; 2) a couple interested in cars who had it shipped to California for use by their son; 3) a car collector from the deep south who had it shipped to Alabama and was going to put it in top condition, then resell it.

There was a fire at the used car dealer's lot and the records were burned so the trail ended with three interesting but impossible leads to follow. If anyone knows where this lost car might be, Allegheny Ludlum would certainly be interested in hearing about it.

Allegheny Ludlum Steel Corporation continues to promote stainless steel in automobiles. On Monday, July 11, 1960 an all stainless steel bodied Thunderbird rolled from the Ford factory assembly lines near Detroit and in late 1966 an all stainless bodied 1967 Lincoln Continental took to the highway to promote stainless steel.

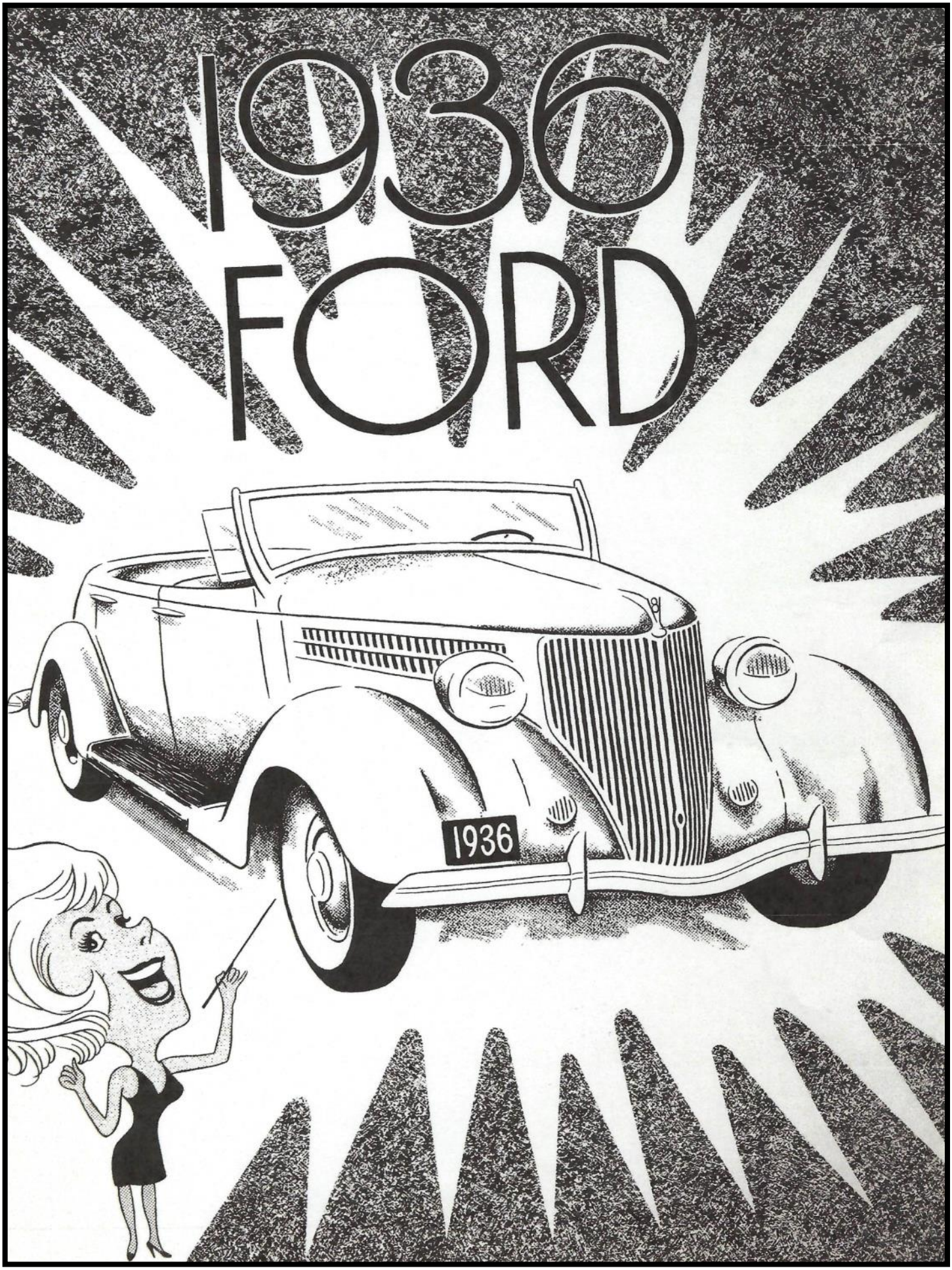
Allegheny Ludlum Steel Corporation displays their two veteran 1936 stainless Ford V-8's, along with the 1960 Thunderbird and 1967 Lincoln Continental at a number of functions throughout the year in the U.S. These functions generally have to do with metal, such as the American Society for Metals, and for special functions of the company such as an open house or a new facility, etc. Tentative plans call for sending one 1936 Ford to the Los Angeles area for display, in late 1969.

How long will the stainless steel car bodies last? Company officials honestly don't know. In the meantime, our advice is, don't take any bets because you might not be around to collect. These stainless steel cars may well outlast all of us. That's why they like to say: Nothing stays so permanently beautiful as Allegheny Ludlum Stainless Steel.

One of the steel 1936 Fords is in the Early Ford Foundation Museum In Auburn, Indiana







1936 FORD
1936

# Henry Ford Built a Car with Exterior Made of Soybean Plastic in the 1940s?

At 2,000 pounds — half the weight of a steel car at the time — the vehicle comprised 14 plastic panels attached to a tubular steel frame.

By **Madison Dapcevich** Published May 25, 2024

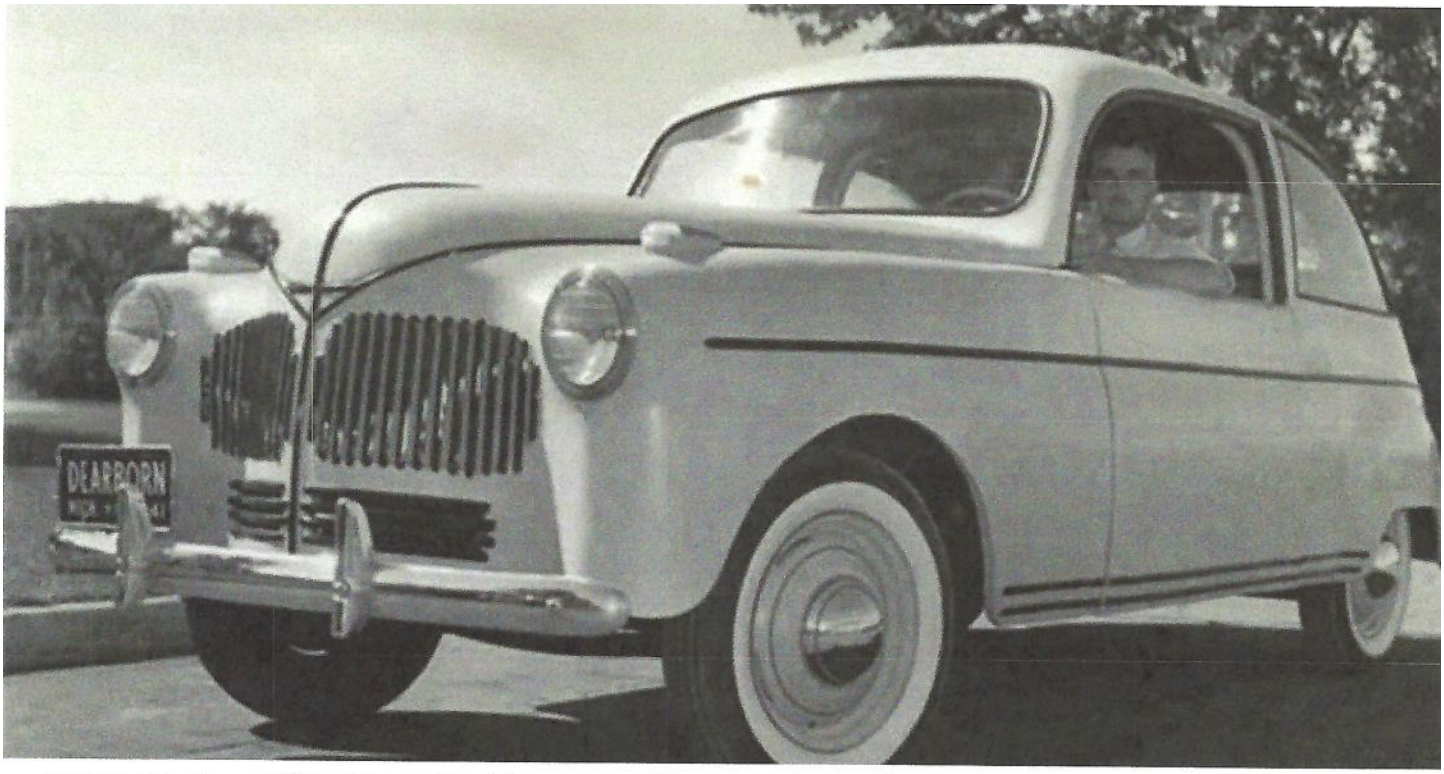



*Image courtesy of The Henry Ford Museum of American Innovation*

There is no record of the exact formula Ford used to make the plastic components of the automobile. Contemporaneous sources claimed that in addition to soybeans, it was composed of other agricultural crops such as hemp, wheat and flax. One newspaper described the vehicle as "part salad and part automobile."

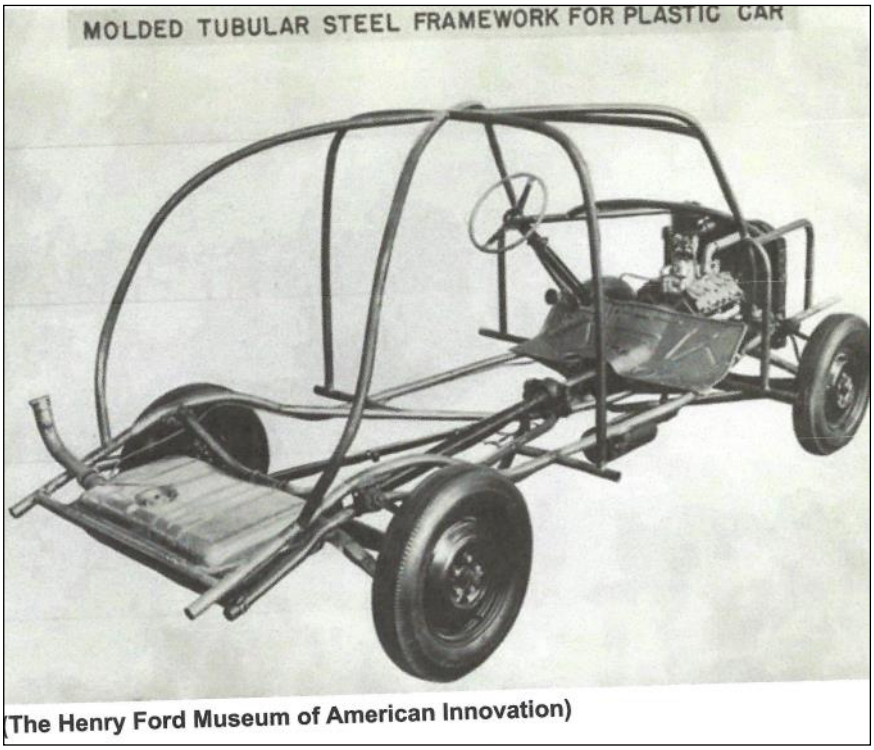
That the founder of Ford Motor Co., Henry Ford, invented a vehicle made of soybean-based plastic in the 1940s is a claim that has permeated corners of social media for **more than a decade**. From posts shared to **Instagram** in 2024 to photos on **Facebook** in 2018, Snopes found **evidence** of this claim **existing** in **dozens of iterations** across the web, including the below post shared to Reddit in 2020:

Snopes determined that the above image is genuine. However, according to **The Henry Ford Museum of American Innovation**, no record of the product's plastic formula exists. As such, the exact ingredients of the vehicle are unknown.

That being said, the book "**Henry Ford and his Researchers: History of their Work with Soybeans, Soyfoods and Chemurgy**" outlines Ford's soybean research between 1928 and 2011, with references to various newspaper articles and other contemporaneous sources. Based on this information, we've rated this claim as "True."

For example:

- A July 28, 1941, article published in the Christian Science Monitor outlined an "experimental motor car" announced by Ford that was "made chiefly of plastic cellulose fibers."
- An Aug. 14, 1941, article syndicated by The Associated Press reported that the product was the result of 12 years of laboratory work that resulted in a "plastic body composed of approximately 70% cellulose and 30% resin binder."
- An Aug. 29, 1941, article in Detroit Free Press noted that the "Ford plastic car… made from farm products, was on display.



(The Henry Ford Museum of American Innovation)

Henry Ford was interested in finding new industrial uses for farm products and by 1931 he had settled on soybeans as having the most promise… Sometime in late 1937 or early 1938 large sheets of soybean plastic were made and Mr. Ford was so proud of it that he would jump up and down on it and brag to reporters or anybody else that happened to be around…

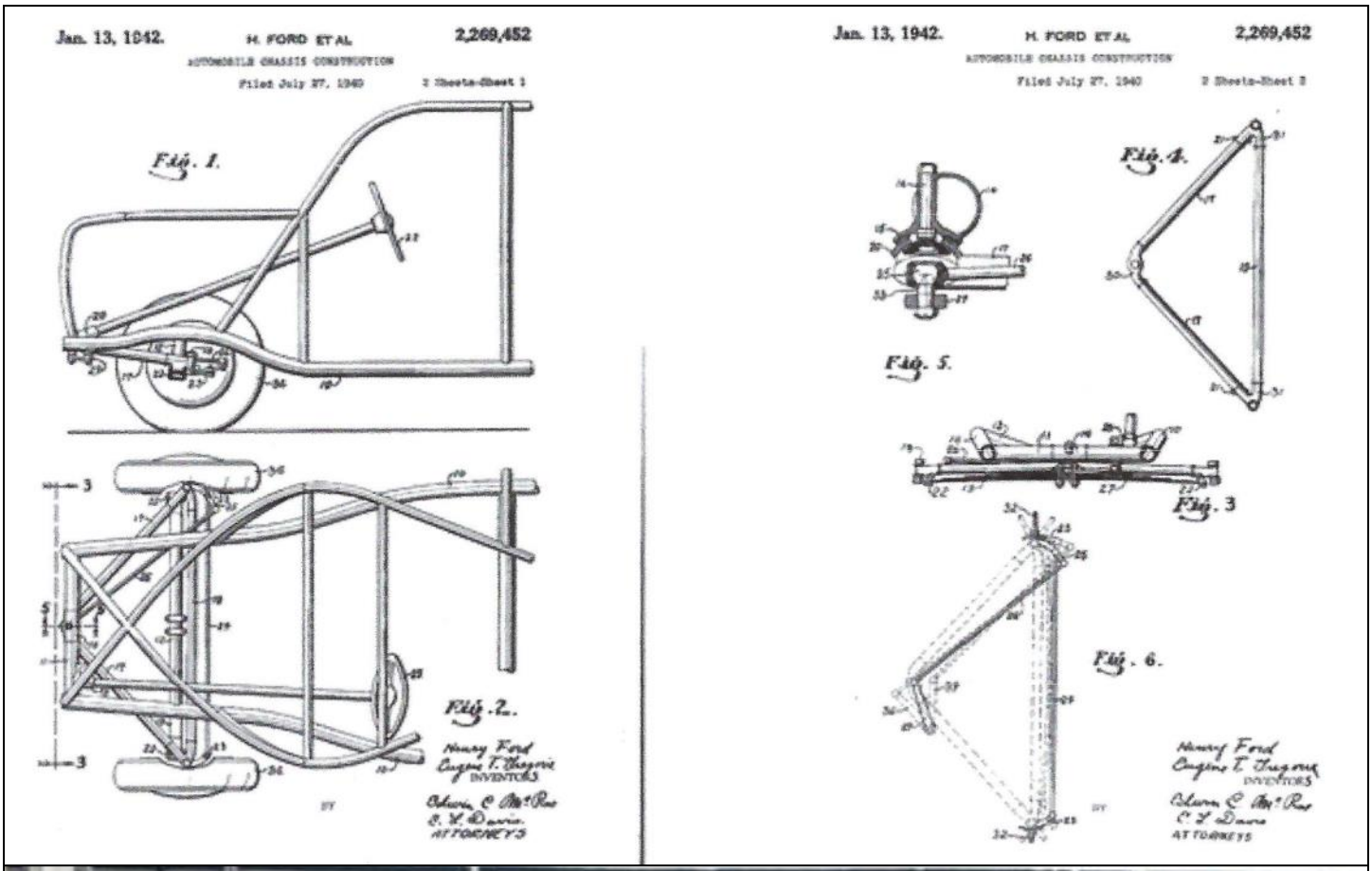
Later a rear deck-lid made from the plastic was fitted to Mr. Ford's car and he delighted in sitting it with an axe [ax] that he carried in the truck. However, Mr. Overlay recalls that the first time Mr. Ford struck it with an axe the deck lid cracked and the axe head went through it. Later, glass fibre was mixed into the plastic and the further precaution of a rubber boot was affixed to the sharp edge of the axe. The rebound would cause the ax to fly out of Mr. Ford's hands and gravel about fifteen feet before coming to rest. Satisfied with these results Mr. Ford gave orders to develop a small car with a plastic body.

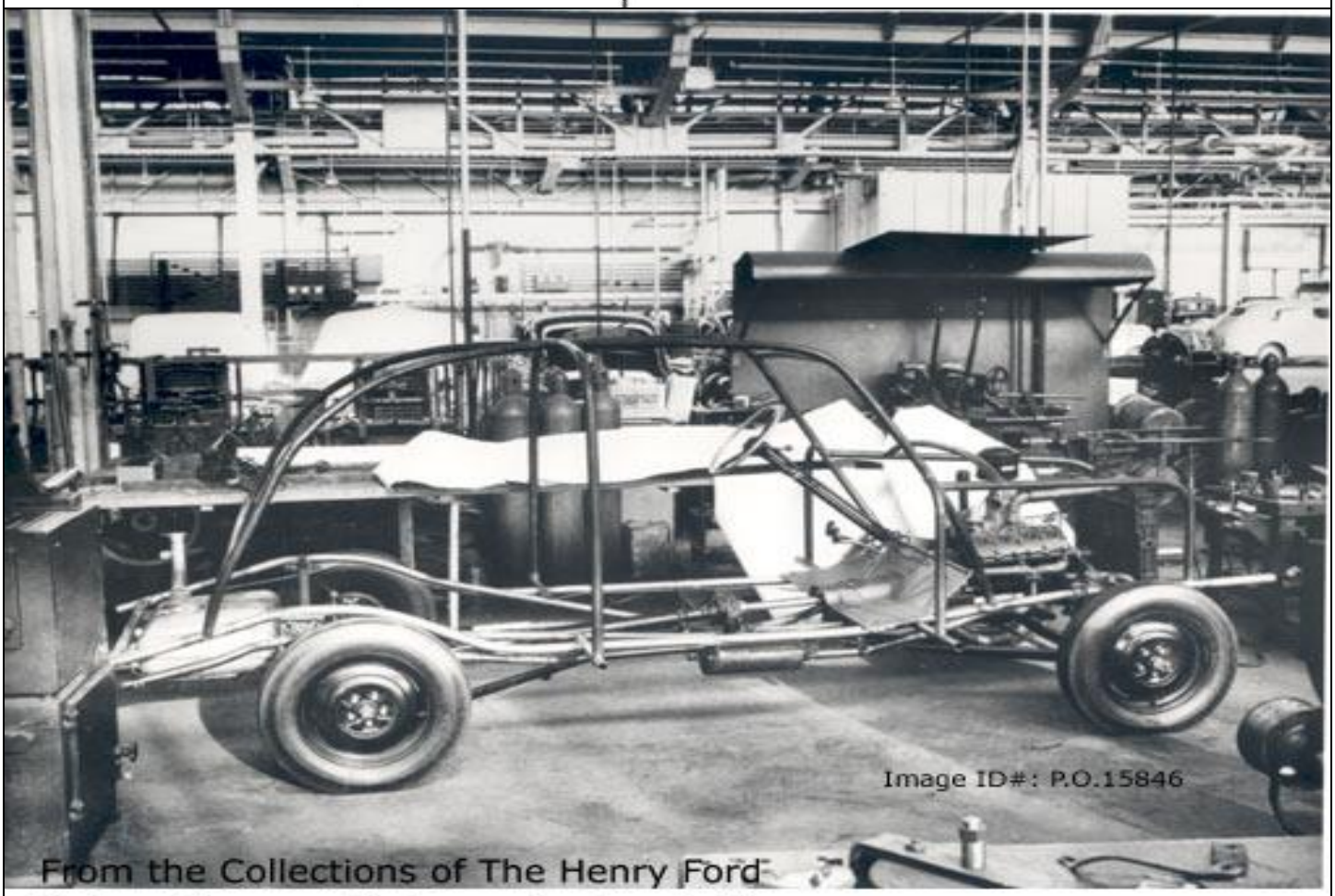
The car had a tubular steel frame. The body panels were made of plastic composed of soybean fiber in a phenolic resin with formaldehyde used in the pregnation.

**The Henry Ford Museum of American Innovation** noted that the soybean car was unveiled at the annual Dearborn Days celebration on Aug. 13, 1941, and then trucked to the Michigan State Fairgrounds.

"By the end of the war the idea of a plastic car had fallen through the cracks due to energy being directed towards war recovery efforts," wrote the museum.

Snopes cross-referenced a patent number cited on a **Wikipedia** page describing the soybean car with **Google Patents**, and found patent number US2269452A, which described a "chassis frame on which a vehicle body may be mounted built up with interlaced cross members." It was filed by Ford and Gregorie Eugene on July 27, 1940, and was granted on Jan. 13, 1942. However, the patent did not make any reference to "soybean" or "plastic."




Soybean Car assembly image showing steel frame.

## V-8 FUEL PUMP TROUBLE SHOOTING

Caution....Whenever any work is under the hood around gasoline or actually any place on an automobile you have a chance of FIRE. Always have a Halon fire extinguisher close in case of need!

Before faulting the fuel pump for engine missing or not running, check the following:

1. Make sure that there is fuel in the tank.
2. No vacuum leak at sediment bowl gasket.
3. There is a strong spark to the spark plugs.
4. Gas cap is vented type.
5. Gas flex hose is not cracked or plugged.

Disconnect the gas line at carburetor (using tubing wrench only) and put the line end in a small container. With the ignition turned off turn the engine over with the starter. If the fuel pump is in good working order strong spurts of fuel will come out of the gas line. If no fuel or a small amount is pumped out the pump is no good or the push rod or camshaft could be at fault. The push rod should move up and down 3/16". Make sure all the gas lines are in good shape so you arn't mislead.

Usually a mechanical fuel pump will pump about one quart of fuel in one minute at 500 RPM engine speed.

Our Ford V-8 fuel pumps should be tested with a pressure gauge connected to the outlet side of the pump. When the engine is turned over with the starter the pressure should be 3 to 3-1/2 lbs. The length of hose connecting the gauge to the fuel pump should not be longer than 6 inches as this could give you the wrong reading.

You need to do a flow test too. Use a pint or quart measure with the engine running at idling speed (500 RPM). A pint of fuel should be pumped out in about 45 seconds. There is enough fuel in the carburetor bowl to run the engine long enough for this test.

If you have a double pump, that is one that has a vacuum pump for windshield wipers, you can check vacuum side of pump with vacuum gauge. With the engine operating at idle speed of 500 RPM the vacuum should be a minimum of 10 inches. If the vacuum pump is bad the wipers will slow down or even stop on steep hills. When the vacuum diaphram has a break in it there is a direct line from the engine crank case thru the vacuum pump to the intake manifold. The engine vacuum will pull oil from the crank case to intake manifold and will burn large amounts of oil. You can check this by disconnecting the vacuum line that goes from the pump to the intake manifold. This should be unhooked at the lower end after the engine has been running for a short time. If oil drips from the tubing the vacuum diaphram is ruptured.

Also the main reason for vapor lock is low fuel pump pressure. The strong flow of fuel going thru the fuel pump to the carburetor steel fuel line keeps the line cool. You need 3-1/2 lbs. of pressure and only a new fuel pump will give you this strong pressure. I also use a modern style gas filter in the glass sediment bowl. I remove the brass wire screen so the bowl will seat using a neopreme gasket and install a paper filter.

Also a word of warning. If you install an electric fuel pump in the system you need to have a mechanical pump that has no ruptured diaphram. If the diaphram is broken the electric pump will pump gas thru the diaphram and will fill the engine crank case with raw gas and will wipe out the engine bearings also can blow up!

As our carburetor float, needle and seat will only hold back 3-1/2 lbs. of fuel pressure an adjustable fuel regulator valve needs to be installed to lower the electric fuel pump pressure from 6 lbs. to 3 to 3-1/2 lbs. of fuel pressure or the electric pump will push gas at 6 lbs. thru the carburetor needle and seat and flood the engine when the pump is turned on.

When installing a fuel pump on a Ford flathead V-8 engine I always pack the pump linkage cavity with heavy-duty synthetic grease. This lubricates and protects the spring and linkage from condensation that destroys these parts. This grease will stay in place for as long as the pump is used for many years.

Technical Tips

By Dick Flynn



# In the kitchen...

## SWEET & SOUR MEATBALLS

**Denise Proch**
**Warren, MI - RG #67**

Meatballs

2 eggs-beaten
1 cup bread crumbs
2 T. water
3/4 tsp. salt
2 T. minced onion
2 lb. ground beef
2 T. shortening

Mix eggs, crumbs, water, salt , onions and beef together and shape into small balls. Brown in shortening and drain off grease.

**Sauce**

1 (8 ½ oz) can pineapple tidbits
1 (8 oz.) can whole cranberry sauce
½ cup bar-b-que sauce
1 tsp. salt - dash of pepper
1 T. cornstarch
½ cup cold water
½ cup green pepper strips

Drain pineapple and save liquid. Add water to liquid to make 3/4 cup. Combine with cranberry & bar-b-que sauces and salt and pepper and pour over meatballs. Bring to a boil. Reduce heat and simmer 15-20 minutes. Combine cornstarch and cold water. Mix well and stir into skillet with other ingredients and stir till thick and bubbly.

Add pineapple and green pepper and simmer until green peppers are tender.

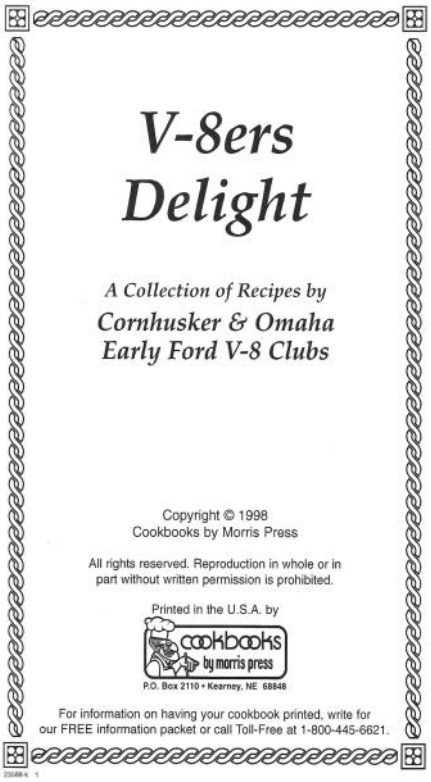
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## CURRY DIP

**Cleta Collins**
**Arlington, TX - RG #6**

1 pint mayonnaise
1 tsp. curry
1 T. chili sauce
½ T. grated onion
½ tsp. Garlic powder
dash black pepper

Blend all together and chill several hours. Serve with raw vegetables of your choice or chips & crackers. Enjoy!







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*'99 Central National Meet*

*Omaha, Nebraska*
*July 20-24, 1999*

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215 Heavenly Drive, Omaha, NE 68114

Ray Moyer .....Co-Chairman
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# LOOKING FOR SOMETHING TO DO ON A FRIDAY AFTERNOON?

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## Somerby Franklin Senior Living Invites You To The 3rd Annual Beginning of Summer Father's Day Exhibition

MUSIC CITY AACA
ANTIQUE AUTOMOBILE CLUB of AMERICA
www.musiccityaaca.club

## Friday, June 7, 2024 from 2-5pm



No Charge To Attend
Complimentary Food Served
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Rain or Shine
Live Music



## ALL CARS AND TRUCKS ARE WELCOME!

Celebrate The Beginning Of Summer At This Father's Day Exhibition With The Residents And Guests At Somerby.

The Residents Will Vote For Their Favorite Vehicle And A Prize Will Be Presented.

**Space Is Limited**

To Sign Up Or For More Information, Please Contact
Stacy Steinborn at ssteinborn@somerbyliving.com or call 615-721-5445




**SHOW LOCATION**

**Somerby Franklin Senior Living**
**870 Oak Meadow Drive**
**Franklin, TN 37064**
Located off S. Royal Oaks Blvd.,
south of Hwy. 96 behind the Home Depot
**(615) 656-8440**

# Local Car Shows, Cruise-Ins, Etc….June 2024

**June 1st: Clarksville, TN – Memory Lane Cruise Nites** at Hampton Plaza, 2884 Wilma Rudolph Blvd. **Starts April 6th.** DJ Music, 50/50 drawing, O'Reilly Auto Parts – Pick of the Month Plaque & Music. Times: 5:00pm – 8:00pm. Dates: April 6th / May 4th (Family Fun Night) / June 1st / July 6th / August 3rd / September 7th / October 26th (Trunk & Treat). Lots of places to eat and shop. For more information, call Katie 518-369-4134 or Stan 309-838-1471. **FLYER**.

**June 1st: Nashville, TN - Streetside Classics - Nashville Spring 2024 Car Show** at 6000 Reliance Drive, LaVergne, TN. Times: 9:00am - 1:00pm. All makes and model cars, trucks welcome! Entry fee $20.00. Refreshments, Food vendors, and live DJ Music, Awards at 1:00pm. Purchase a raffle ticket for $1 for a chance to win great prizes. 100% of the show proceeds benefit: PAWS of Rutherford County. Hosted by Music City AACA. **WEBSITE** **FACEBOOK EVENT** **FLYER**

**June 1st: White Bluff, TN - Jimmy B and Fast Freddie's Cruise-In** at C & H Farms, 1075 Leatherwood Road, White Bluff, TN. Gates open at 8:00am, Judging at Noon, Trophies at 2:00pm. Door prizes all day, Cash Prizes $5,000. Musical guests Jane Rose & The Dead Ends. All proceeds go to AL Menah Shriners. **FLYER**

**June 1st: Winchester, TN - 55th Annual Tims Ford Region Car Show** at North Middle School, 2990 Decherd Blvd, Winchester, TN. Rain Date: June 8th. Registration: 8:00am - Noon, Awards at 3:00pm. Entry fee $20.00 for 1st entry, $10.00 for 2nd entry. Flea Market space FREE for automotive related items (other spaces $25.00). Door prizes, Dash plaques, Music & fun, DJ provided. Awards include: TOP 25 plus Specialty Awards, Best Club Participation. For more information, contact Archie Hunt 931-315-9309 or Robert Morris 931-607-9579 or Tommy Hulvey 931-808-4808. **FLYER**

**June 1st: Lyles, TN - 13th Annual Antique Car Show** at Wrigley Baptist Church, 7585 Wrigley Road, Lyles, TN. Times: 8:00am - 2:00pm, Judging starts at 1:30pm. Rain or Shine!! NO set fee, but DONATIONS are welcome and tax deductible. Awards for the TOP 50 Vehicles and Best of Show. For more information, contact William or Eileen King 615-337-6008 or 931-623-9035. **FLYER**

**June 1st: Murfreesboro, TN - Cruise-In benefiting the Tanner Family** at Middle Point, 750 East Jefferson Pike, Murfreesboro, TN. Times: 10:00am - 1:00pm. Tickets will be $10.00 each. All makes and models welcome to attend. Donations appreciated!! There will be live music, a food truck, bouncy houses and $5K worth of prizes to raffle off. **FLYER**

**June 1st: Clarksville, TN – ....POSTPONED From May 18th....Jesus Spring Fling Thing** at Mt. Herman Church, 5354 Ashland City Road, Clarksville, TN. Times: 10:00am – 2:00pm. Open Car Show! FREE entry, FREE food, Door Prizes, Live Music, Custom Made Trophies. Pre-Registration is available at >>>**WEBSITE**<<< **FLYER**

**June 1st: Fairview, TN - Benefit Concert / Car Show for Mission 22** at Alchemy Truck Wash, 1512 TN-96, Fairview, TN. Times: Music begins at Noon, Open Jam 8am-11am, Artisan Vendors Noon - 5pm, Car Show opens at 11am, Judging 12:30pm, Trophies at 2:00pm. Awards include: Antique / Vintage / Unique / Hot Rod / Project / Racing / Sport / Motorcycle / Jeep. For more information, 615-327-8115. **FLYER**

**June 7th: Ashland City, TN - Cheatham County Cruise-In** at Sycamore Square, 322 Frey Street. Times: 5:00pm - 8:00pm. Featuring the Banjo Henry Band. **FLYER**

**June 7th: Franklin, TN.** Join us for The 3rd Annual Beginning of Summer Father's Day Exhibition at Somerby Senior Living Center. Event is from 2-5 pm. All cars and trucks are welcome! Complimentary food and drinks plus live music provided by Somerby. Prize awarded to Residents Choice winner. Rain or shine with all paved parking. No charge to attend. Space is limited. Presented in part by the Music City AACA. For more info and to reserve your spot now, please contact Stacy Steinborn at ssteinborn@somerbyliving.com or call 615-721-5445. Somerby is located at 870 Oak Meadow Drive off S. Royal Oaks Blvd. behind the Home Depot, just off I-65 and south of Hwy. 96 (Murfreesboro Rd.) in Franklin. **FLYER**

**June 8th: Ashland City, TN - A.O. Smith Car Show benefiting The Family Development Center in Cheatham County.** It will be held at 500 Tennessee Waltz Pkwy Times: 9:00am - Noon. Cars need to arrive at 8:00am and enter through Gate A. NO Entry Fee!!! But we are accepting donations for the Center. Awards include: Best of Show / People's Choice / Best Motorcycle / Best Truck / Best Car / Plant Manager's Choice. Come see a wide variety of vehicles. There will be Food trucks and Entertainment. For more information, contact Jeff Crowder 931-278-4571. **FLYER** **INFORMATION SHEET**

**June 8th: Portland, TN - 4th Annual Jackie's Memorial Car Show** will be held on Main Street in Portland, TN. Rain Date: June 22nd. Registration: 10:00am - 2:00pm, Judging 11:00am - 3:00pm, Awards at 3:00pm - 4:00pm. Entry fee $20.00 for 1st vehicle / $10.00 for each additional vehicle. 27 Classes, Trophies for each Class. Best of Show Trophy, 100 point Judging, Dash Plaques for the 1st 100 entrants, Door prizes for entrants, 50/50 drawing, shirts available to purchase, Concessions & Food drive (For every 10 non perishable items donated equals one ticket for a $200 drawing. The Classes are listed on the **FACEBOOK EVENT PAGE**. For more information, call John Johns 615-578-0078 or email: jhjohns485@gmail.com **FLYER**

**June 8th: Lebanon, TN - Classic Car Show by Wilson United Soccer Club** at Vulcan Soccer Complex, 806 Castle Heights Avenue, Lebanon, TN. Rain Date: June 15th. Times: 2:00pm - 6:00pm. All makes and models welcome to attend. Entry fee $25.00. Music, Food, Trophies, Raffle, 50/50 drawing. You can register your car at www.wilsonunited.org **FLYER**

**June 8th: Smyrna, TN - Pistons Addicts Car, Trucks & Bike Show presented by Mid Tenn American Muscle** at Crusader Autoworks, 307 Hazelwood Drive, Smyrna, TN. Times: 8:00am - 3:00pm, Entry fee $25.00. Raffles for a 40" flat screen TV, Stereo Sound Bar, 7 inch PC Tablet. TOP 20 Awards, plus Classes 1 thru 13 will be 1st/2nd/3rd place BIG trophies plus Longest Distance, Kids Choice, Most Unique. Owners will pick the Class they want to be in. Best of Show is a new custom show themed wrapped Electric Guitar. Classes listed on >>> **FACEBOOK EVENT** <<< **FLYER**

**June 9th: Murfreesboro, TN - Summerfest Antique Car Show** at Central Magnet School, 701 East Main Street, Murfreesboro, TN. Registration: 8:00am - Noon, Awards at 3:30pm. Vehicles judged during registration. Entry fee $20.00. They have 62 Classes. See attachment for the list of classes and car show rules. For more information, call Jim Pritchard 615-400-2054 or Jeremy Byrd 615-691-1835. **WEBSITE** **FLYER** **CLASSES**

**June 14th: Columbia, TN - United Cruisin' the CO-OP** at 975 Riverview Lane, Columbia. Times: 5:00pm - 8:00pm. Get ready to rev your engines and enjoy a fantastic afternoon filled with classic cars, food trucks and endless fun. **FACEBOOK EVENT** **FLYER**

**June 14-15th: Lebanon, TN - 10th Annual Redneck Rumble** at Wilson County Fairgrounds, Lebanon, TN. Tennessee's biggest and baddest Pre-1968 hot rod, custom car, rat rod & motorcycle gathering. Huge swap meet, live music, motorcycle stunt show and more. Come meet Ian Roussel from Full Custom Garage on Saturday. For more information, call Scooter 615-364-1828. See flyer for all the details. **FLYER** **FACEBOOK EVENT**

**June 15th: Clarksville, TN - Father's Day Car Show** at the Clarksville Downtown Farmers Market (City Hall). Times: 8:00am - Noon. Clarksville Downtown Market Father's Day Car Show "Most Admired" winner will receive a handmade plaque / trophy from one of the local downtown market vendors as well as a handmade gift basket full of market vendor goodies. We are taking on 20-30 vehicles and would like a mixture of Classic, New, Unique, Simple, etc. This is a selection based event since we have limited space. Those who were involved in 2023 will have seniority. If you are interested, please send an email to April.Sialana@cityofclarksville.com

**June 15th: Clarksville, TN - 23rd Annual Muscle Car Mayhem Vintage Car Auction** at Thoroughbred Auto Auction, 247 Needmore Road, Clarksville, TN. Times: Gates open at 8:00am, Auction starts at 10:00am, Open to the public $10.00 admission. For more information, call George Eber 615-496-2277. See the list to be auctioned >> **WEBSITE** **FLYER**

**June 15th: Clarksville, TN - Tint World Grand Opening Car Show** at 305 Tiny Town Road, Clarksville, TN. Times: 10:00am - 3:00pm. Prizes, Giveaways and more. Special limited time offers. Charity Donations and Philanthropic efforts. Join us in making a difference as we fund raise for local charities. **FACEBOOK EVENT** **FLYER**

**June 22nd: Murfreesboro, TN - 2nd Annual Darren's Heart in Motion Car & Bike Show** at SRM Concrete, 1000 Hollingshead Circle, Murfreesboro, TN. (Off I-840 and Jefferson Pike) Registration: 8:00am - 10:00am, Judging at 11:00am, Awards at 1:00pm. TOP 50 + People's Choice, Darren's Choice. Door Prizes, Food Trucks, Live Music, 50/50 drawing. 1st 200 receive commemorative plaque. Proceeds from the event go towards the DW SHF nonprofit organization. We are still working through the details on awards, classes, food, entertainment, etc. Check back on the Event page. **FACEBOOK EVENT** **FLYER**

**June 22nd: McMinnville, TN - Armor of Light Motor Ministry Car, Truck & Bike Show** at 1100 Smithville Hwy, McMinnville, TN. (parking lot behind Krystal). Times: 9:00am - 3:00pm, Registration 9:00am - Noon. Door prizes, TOP 25 & Specialty Trophies. **FLYER**

**June 30th: Gallatin, TN - Dirt Trails For Dirty Diapers Car Show / Adoption / Fundraiser** at Triple Creek Park - Covered Pavilion, 1333 Touchdown Drive, Gallatin, TN. Times: 2:00pm - 6:00pm. Come on out and join us for a fun afternoon of great cars and food with proceeds going to our adoption journey for Baby Cummins. All types of vehicles are allowed! Entry fee is $25.00 for show which includes entry and a raffle ticket. See flyer for more details. **FLYER**

**June 29th: Old Hickory, TN - Kustom Klash Cruise-In Rayon City** at Rawhides, 333 Swinging Bridge Road, Old Hickory, TN. Times: 3:00pm - 9:00pm, FREE cruise-in, Vendors, Specialty Trophies, Live Music. **FLYER**

**June 29th: Smyrna, TN - Nashville Dad's Day Out Vendor Market & Car Show** at Gateway Classic Cars of Nashville, 704 Swan Drive, Smyrna, TN. Times: 9:00am - 2:00pm. Vendors wanted!! **FLYER**

Courtesy of Memory Lane Cruisers

For a more complete schedule see

https://www.memorylanecruisers.net/localevents.htm

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