

Merry Christmas!

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

December 2022

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Christmas Party!

Thursday, December 15th, 2022

Sportsman's Grille, 1640 Westgate Circle,
Brentwood, Tennessee (Cool Springs)

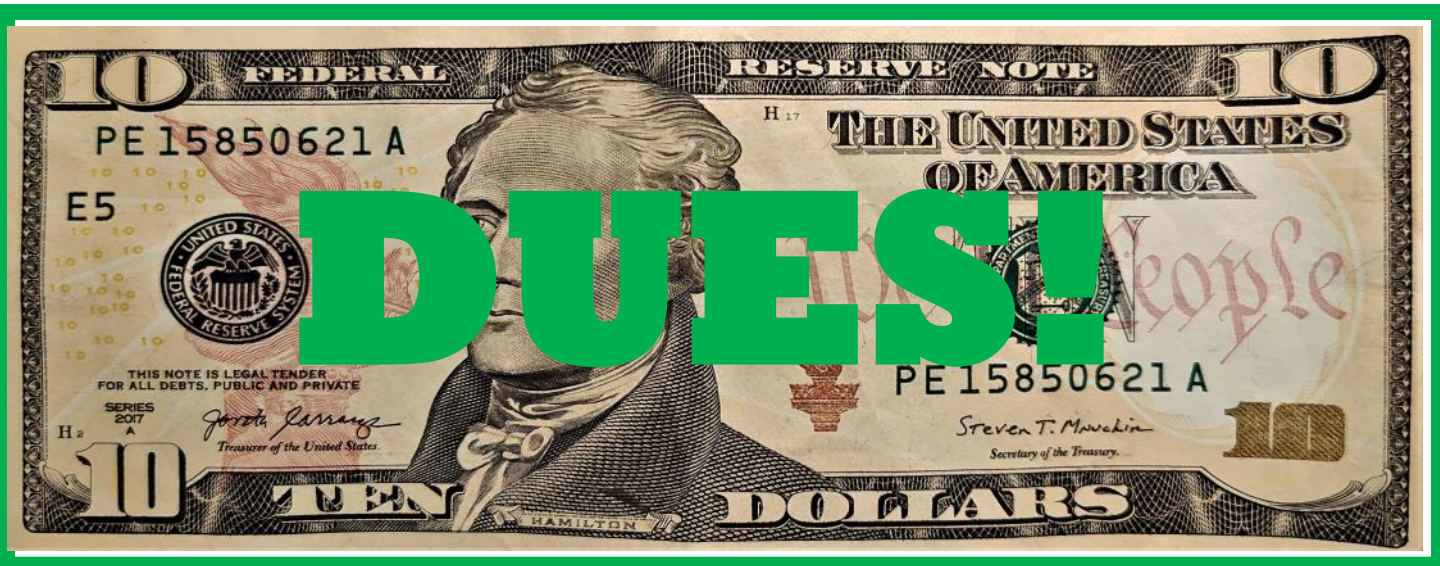
6:30 PM



Come celebrate the holiday season and a successful year for the Volunteer V8 Ford Club at the Sportsman's Grille in Brentwood (Cool Springs) on Thursday, December 15th, 2022, at 6:30 PM courtesy of the club (no cost to you!) Call, email or text Danny Driskell (615-293-9975, danny.driskell@comcast.net) or Mickey Holton (615-815-9203, flat-headv897@gmail.com) and let them know how many are coming (wives are included, too!)

Directions to Sportsman's Grille (from Nashville)

I-65 South to Exit 69 (TN-441 East/Moore's Lane, turn; left on Westgate Circle (next to Wells Fargo Bank), left on Westgate Circle (Tel # 615-373-1070)



Yes! Dues for 2023 will come due as of January 2023.

No inflation Reduction Act is needed for the Volunteer V8 Ford Club as yearly dues remain at \$10.00!

**If you wish to remain a member for
another year please remit
\$10.00 in check or cash to:**

VOLUNTEER V8 FORD CLUB

P.O. BOX 3011

BRENTWOOD, TN 37024

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

MEMBER EARLY V8 OF THE MONTH

Jim Morinec

Brentwood, Tennessee

The F1 Story

I have always been a tinkerer and like do-it-yourself projects. When my son was in his early teens, I saw an advertisement in the newspaper for a 1952 Ford F1 Pickup. I thought this might be a great father/son project and give me a weekend "Home Depot" truck. However, my knowledge of vehicles and mechanics at the time was limited to waxing the car, changing oil, airing up the tires, and maybe changing the spark plugs. After seeing the ad remain in the newspaper for several months, my wife finally convinced me to take a look.



The truck had originally been bought in Georgia by a grandfather when his grandson was 7 years old. The grandson was now going to college and needed some money. Over the years the truck had been used on a farm and was never registered in Tennessee. It would take six months to work out that little detail!

The truck was hard to start and ran on gas from a 5-gallon tank on the floor in the passenger side of the cab. The steering was sloppy and pulled to left when stopping. OK, so I figured some new tires, oil change and some tinkering to get the gas tank working, and I would have the truck running in a few weeks.

The adventure started when we got the truck home. I asked my wife to take a drive in the neighborhood. We live in a hilly area. Coming down the first hill I was able to slow down. No such luck on the second hill and then Mary started to scream "We're going to die"! When I was able to get it back into the driveway, I decided maybe I should look at the brakes. After probing through the mud and manure, I discovered the port on the back plate of the drum assembly and the "star wheel". It took me the whole weekend to get the first drum off. By the fourth, I could do it in 20 minutes. It turned out that three of the brake cylinders were completely rusted frozen and the fourth leaked. After one or two stops, the fluid leaked over the shoe and no more stopping!

It was around this time I discovered the Volunteer chapter of the Early V8 Ford Club and people like Glenn Nabors who would provide invaluable advice and assistance. I also had friends in the Battlefield AACA chapter who also had Ford flatheads. Dennis Carpenter catalogs and many swap meets also became great resources.

My mother was diagnosed with cancer so we decided to move her from the Chicago suburbs to live with us so she could get treatment at Vanderbilt. When we were packing her up, her neighbor came by, and I told him about the truck. He was a collector of everything. So, he went home and came back with a bar that had some sort of cam device on the end. "You'll need this", he said without explaining what it was.

After we got my mother settled in, it was time to start on the motor. The first thing we found was two acorns in the throat of the carburetor! Clearly restricted air flow is no big deal for a Ford flat head. The engine had been rewired over the years, all with red wire



of the same gauge. Once we got the heads and manifold off, we started to remove the valves. We were struggling to remove the keepers with some pliers when I remembered the tool my mother's neighbor gave me. Eureka! And so it went, every time we got stumped, someone would give me hint or assistance how to deal with the issue. The best advice I received: ***Don't take it all apart at once. It will be too overwhelming to put it back together. complete little projects and put them on the shelf to get small rewards along the way.***

After six years of trial and error, research and asking questions, I learned how to weld a little, do some body work, paint, and do some upholstery. Its not perfect, but I can say all the blemishes are mine. The project may have given my son some appreciation for old cars but it didn't prevent him from wrecking his first car within six months of receiving his license.



**SEE PAGE 16
IN THIS NEWSLETTER
FOR A NOTE
ABOUT FUTURE
MEMBER V8s**

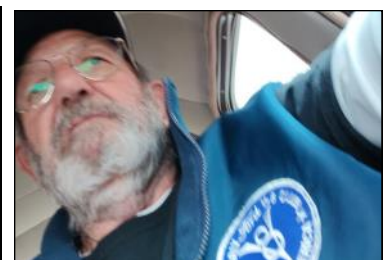


Natchez Trace to Columbia, TN, November 12th, 2022

It was a cold (!!) but very hardy small group of V8ers that met on Saturday, November 12th, for a tour down the Natchez Trace to Columbia, TN. Despite the cold temps and overcast skies (but no rain!) we had a good time, especially when we arrived at Puckett's Grocery for lunch. We were sorry you weren't there!



(left) Rollin' down the Natchez Trace; (Right) Maury County Courthouse on the square, Columbia, TN



Don't try taking a picture while driving an old car. This is what you might get!



American Pickers Columbia, TN



Update on the Zaft's '37 "Facelift"



Final results on Jim McGuire's '47 Woodie..."Oh, Deer" fixed!



Lookin' good, Jim!

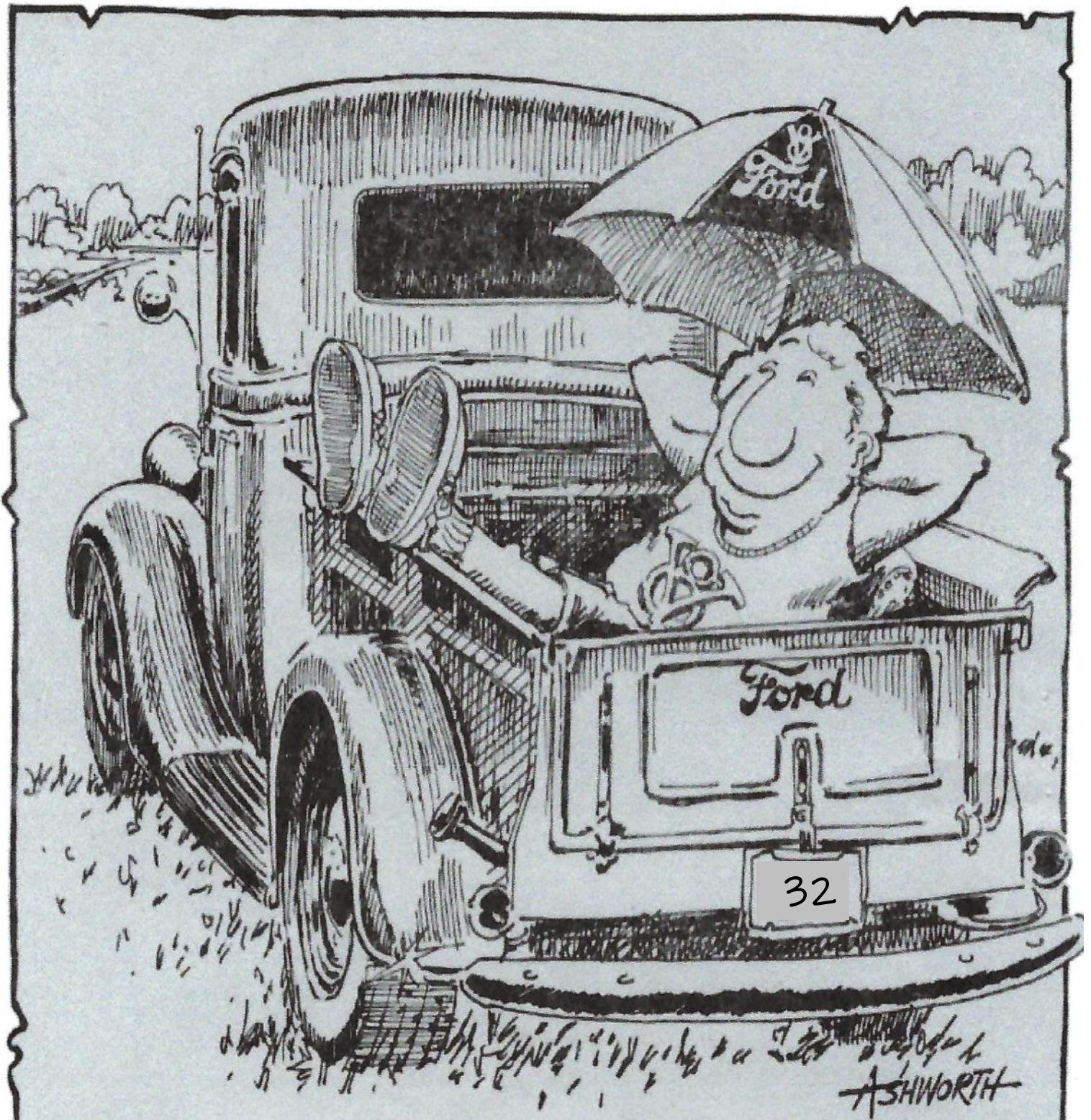
Bumper to Bumper

By Steve Jordan

On Page 10 of the October *The Rear View Mirror*, is pictured a dual-wheel AA Ford truck. Note its front bumper. Ford's 1932 commercial car pickup did not come with any rear bumper. When I was having my 1932 pickup, which lacked a rear bumper, restored I pretty much in this day and time wanted a BUMPER to provide myself some protection from a rear collision. I bought a good, albeit rusty, front bumper off a 1931 Ford AA from an old gentleman in Kansas (who was selling take-off Model A parts), that Mr. Gilbert and I then repurposed into a rear bumper for my 1932 pickup. Some time when you see my truck, check it out!



(Top) 1931 Ford AA commercial truck and front bumper;
(Below) Steve Jordan's 1932 Ford pickup with a front bumper from a 1931 Ford commercial truck.



Steve Jordan says....

"Ahhh...I've got my rear covered now!"

A '46 Woodie Station Wagon At Hershey...The Real Story

a WOODIE via Hershey



As seen at Hershey 2022



Project found at Hershey to appear there restored

STORY AND PHOTOS BY
BOB TOMAINE

Thirty-nine years ago at the AA-CA's Hershey fall meet, one of those occurrences generally dismissed as automotive urban legend (or at least tall tales) actually happened.

"In the flea market," recalled Phil Stofanek, whose 1946 Ford Campbell-Built Club Station Wagon is featured here, "we were just looking at things and listening to conversations when my friend overheard something. He was eavesdropping. It's Hershey, you have to do things like that, you have to listen for things. We all know that.

"Anyway, he overheard a conversation between two guys, and one's lamenting the fact that he has a line on two Ford woodies, a '35 car and some truck. 'It's a package deal and I want nothing to do with the truck, but I rode to school in the car when I was a kid and I'd love to have it.' My friend came over and said, 'OK,

you need to go and talk to that guy. Here's what I know.'"

Their initial optimism was tempered, he said, by the fact that, then as now, a Hershey shopper might be from literally anywhere in the world. It was revived, though, when Stofanek learned that the unwanted woodie was waiting about seven miles from his Nazareth, Pa., home. The Ford was parked outside behind a chain-link fence, but careful looking from a long distance — and further study of photographs made with a telephoto lens — revealed that it seemed to be in surprisingly good condition.

Picking up a woodie project

"It wasn't your typical woodie that's falling apart," Stofanek said. "Everything was there. The fenders in the front looked like they'd seen better days, but that wasn't my problem. I figured I could always get fenders, no big deal ...

"It was so neat. The fact that it was a truck, had all the seats, was complete, everything was in it. It looked like maybe it needed two or three pieces of wood. We surmised that it was probably hit in the front end and parked."

His mention of "all the seats" is signif-

icant, given that the Club Station Wagon on Ford's 122-inch, one-ton chassis, has four rows of seats to hold 11 passengers. Built by Mid-State Body Co. in Waterloo, N.Y., the Club was one of several standard station wagon and small bus bodies available for installation on various commercial chassis. The 11-passenger claim might be viewed with a touch of skepticism, given that a diagram in an ad shows only the front seat as being truly full-width, while describing both the front and rear-most seats with that term. The ad goes a step further with the statement that the Club Station Wagon "accommodates 11 passengers and driver."

Stofanek considers it a 10-seater — "eleven if they're very friendly (or) on the small side" — including the driver, and that seems far more realistic. Actual capacity aside, the Campbell ad noted that the Club "is expressly designed for schools, country clubs, hotels, camps, plants, depots, etc." It uses the slogan, "fine appearance pays," a statement that sums up one of the main reasons for woodies' popularity with businesses needing to make a good impression.

To some woodie-owning businesses, of course, a good impression was sec-

ondary, and Stofanak's Ford fit into that category. Rather than doing such glamorous work as toting guests of those country clubs and hotels, it spent its time carrying workers to and from plants in Pennsylvania's Lehigh Valley.

"My thinking," Stofanak explained, "is based on the fact that the truck is a '46, but it wasn't titled until 1948. Assuming it started its working life in '48, and it was parked in 1954, it had six years on the road and it racked up 135,000 miles. In my mind, that was several trips a day from Pen Argyl to Bethlehem, from the Slate Belt to the Bethlehem Steel."

While the front-end accident had probably sidelined what was then a fairly used-up vehicle, there was more, but it didn't show up immediately.

"I didn't know it until I took it apart years and years later," Stofanak said, "that the frame was broke. Cracked, badly repaired and then broken apart again on the driver's side, right behind the steering box. They had to replace all the front-end sheet metal and it was red, so we always thought the truck was red because all the sheet metal on it was red."

"I think what happened was that it was probably easier for them to paint the cowl and the rear fenders to match the front end than vice versa, so that's why we always thought it was burgundy, and when I finally started working on it, I found a spot on the cowl that was pretty undisturbed. I polished it up and I realized that it was a dark green. The paint code matched a dark green Ford color."

A restoration 35 years in waiting

When Stofanak spoke of having "fi-

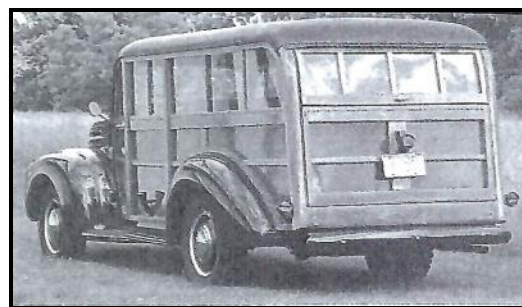
nally started working on it," he was being accurate. Family life, business and 1953 Buick and 1947 Oldsmobile wagons got in the way, so it wasn't until 2018 that he began on the Ford. The truck was nearly complete, but someone had started to disassemble it, as shown by the few missing pieces and the rusted Craftsman wrench stuck to a nut on the front end. Stofanak had been gathering sheet metal for it (some new-old stock, some good used) while it remained in his barn. He found a Ford pickup rear bumper to replace the Hudson bumper on the truck, a swap that required fabrication of new brackets.

The station wagon body was lifted off of the chassis, which was when the frame damage was revealed. Stofanak said the previous amateur repair was corrected with professional welding. The frame, despite all it had been through, had not been bent, and so after welding, it was powdercoated. The seats, though, hadn't fared as well.

"The seats' sides, the metal sides to hold the backs to the bottoms and bolted to the floor, most of them were broken," Stofanak said. "I had to have a few fabricated. Most of them were broken, a lot of them had been repaired, brazed repairs."

The seat bottoms were built on oak frames, and as a woodworker by profession, Stofanak was able to improve on the original design to provide more strength and a better finish. He also made a modification with comfort in mind.

"I backed the front seat up about an inch and a half from where it was," he explained. "The regular driver must've been short, because they had an angle bracket mounted forward and that's where the seat was. They did that so that it was past



where it would've been bolted to the floor. I just reversed it."

Those skills, obviously, were critical when it came to the Campbell body's restoration, where he found more evidence of an earlier restoration attempt by someone less accomplished.

"The interior panels are the exterior panels," Stofanak explained. "They looked OK from the interior. On the outside, somebody had been sanding on them. I think somebody had started working on this truck and they did some scraping against the grain. The surface veneer, you could almost see through it, so I knew I was going to replace the panels. I didn't even have to think about that."

He also found that the header above the rear window had been replaced with construction lumber, probably after the original piece had suffered accident damage, and installed a new piece fabricated from ash. A piece below the tailgate was, as expected, badly rotted, and like several of the roof slats, that was also replaced.

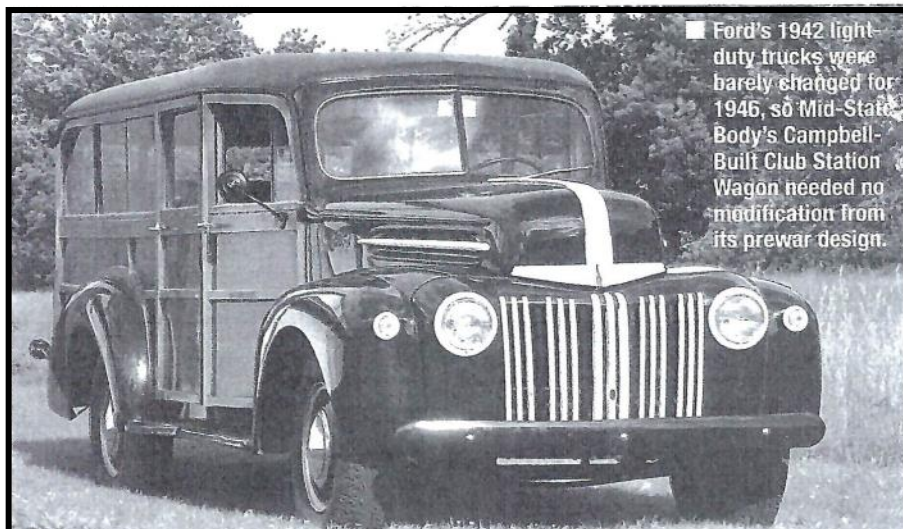
The body overall had been basically straight, Stofanak said, although the truck had sat on a hillside long enough that it had begun to shift. He explained that replacing the damaged wood enabled him to bring it back into shape.

"I was shocked," he said. "But remember, I kind of had it loosened up. I put the header in the back and I put the apron in below and once they were both put in straight, where was it going to go? I measured diagonally and it's pretty close, closer than Campbell made it, and the tailgate and window are original and they fit nicely."

The original roof material was unusable, and given the Ford's size, two new pieces were joined with a center seam. The glass, somewhat surprisingly, had not survived well, either, and was delaminating and cloudy.

"This is cement country," Stofanak said.

■ The Ford pickup rear bumper doesn't seem quite wide enough for the body. Before the truck was restored, it wore a bumper from an earlier Hudson.



■ Ford's 1942 light-duty trucks were barely changed for 1946, so Mid-State Body's Campbell-Built Club Station Wagon needed no modification from its prewar design.

"There was cement dust on these things that was not going to come off without muriatic acid, and then even after that, I don't know if it would've been worthwhile. I just took every piece out and had it cut. It's all flat."

The new roof and glass meant the Ford was relatively weather-tight, so he replaced the South Wind gas heater with a new-old-stock unit.

"'Heats Hot in 90 Seconds' or something like that," he chuckled, "and it's right. It warmed right up, started blowing. It warmed up the inside of the truck very nicely."

While the body was off and literally out of the way, Stofanek focused on the drivetrain. The engine heads had been removed long before and so he held out little hope for it until his rebuilder told him that he saw no fatal problem with it.

"It had been rebuilt once already and then he bored it again," Stofanek explained, "so he said it's probably about 258 cubic inches right now, which still isn't very big. It runs well, but there's a long way between second and third or third and fourth. You'll run out of steam pretty quickly if you shift going uphill. You're much better making it all the way to the top. Ride it out and then shift."

The rear end proved a greater challenge, beginning with his shipping it to a rebuilder who would deal with some long-ago damage from cross-threading. When the trucking company was unable to handle it, Stofanek loaded it into his own truck and drove it to Vermont. The planned repair was set aside when a replacement was shipped from Montana, but since the replacement turned out to be a two-speed with dual wheels, another one was located. That didn't work out, either.

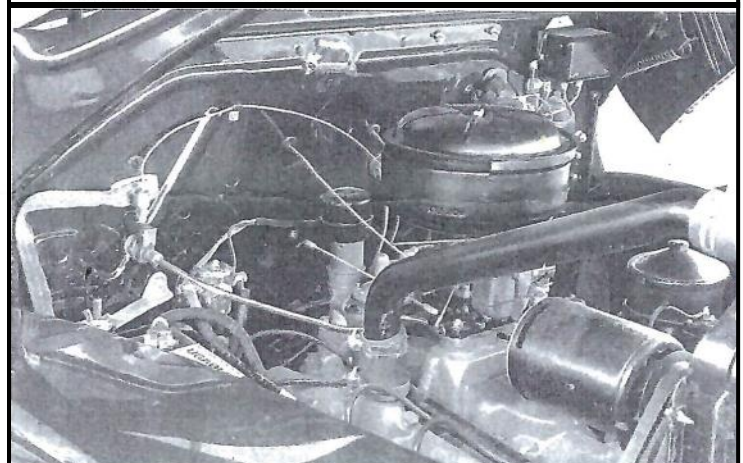
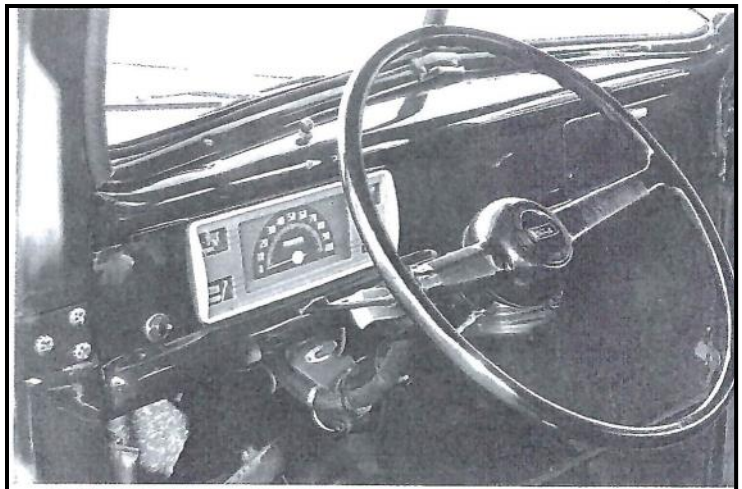
"And then COVID hit," Stofanek continued. "It was there before COVID and then COVID hit, and everything got screwed up."

It was finally solved with a rear from Connecticut, the bonus being its higher gearing that's slightly better for modern roads. With several spring leaves replaced, the transmission rebuilt and a new carrier bearing installed for the two-piece driveshaft, completion was in sight.

"It actually went together pretty nicely," Stofanek observed. "I didn't really have any major issues locating parts. The fact that it's a Ford, even a one-ton, the stuff's out there."

A Ford gets back on the road

By late last fall, test drives were underway. They revealed a distributor problem and a leaking fuel filler, both of which were corrected, and the Ford's first appearance was at the



Antique Truck Club of America National Meet in June. A frozen fan was addressed later in the summer.

"I was just as pleased as punch that it made it to (the ATCA meet at) Macungie and back with no issues," Stofanek said. "It seemed to run well. There were no hiccups, nothing like that."

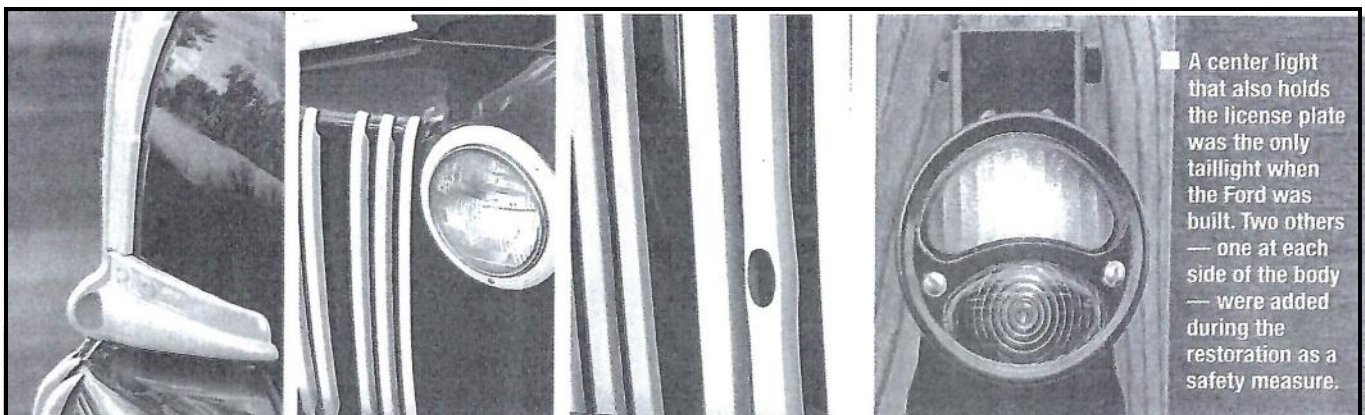
"But it's an old vehicle . . . You just have to know what you can and cannot do."

OC

■ **TOP:** The dashboard is pure Ford truck, with a South Wind gas heater visible below the hub of the steering wheel.

■ **ABOVE:** Under the hood is the original V-8, rebuilt for the second time in the Ford's life.

Phil Stofanek plans to display his 1946 Ford Club Station Wagon at this year's AACA Eastern Fall Nationals at Hershey, Pa.



■ A center light that also holds the license plate was the only taillight when the Ford was built. Two others — one at each side of the body — were added during the restoration as a safety measure.

The cream-colored trim is among the truck's few details and shows up well against the dark green paint

Moonshine Cars and NASCAR

Tim Weadock



Of all the colorful characters and amazing vehicles that shaped American automotive history, bootleggers and their customized cars definitely rank near the gritty top. Here, Tim Weadock looks at the favorite cars of the moonshiner's trade and some of the most notable bootleggers who went on to legitimate racing careers.

Imagine speeding through the Appalachian foothills in a 1940 Ford, with little to no vision. The road is undulating, lined with trees and filled with hairpin curves. If that weren't enough, revenue agents, rivals and snitches lurk along the route intent on ending your livelihood or life.

These backcountry roads are where moonshine runners honed the driving skills that would become legend. Each delivery was ripe with risk, so moonshiners did their best not to attract attention. Cars maintained a stock appearance. But underneath the seemingly mundane appearance were ingenious storage and performance modifications.

More than Horsepower

Standard-optional, dark colored Ford Coupes were popular among bootleggers, although many different models were used. Engineers, like a backwoods version of Q, would conceal storage compartments in roof linings, gas tanks, engine compartments, wheel wells and under floor boards. Super stiff suspensions kept the car from sagging under the additional 1,000 pounds of cargo.

The Ford V-8 was the engine of choice for criminals since before John Dillinger wrote Henry Ford extolling the merits of his Ford. Moonshine mechanics modified the Ford V-8s for greater power and in some cases replaced them with truck or Cadillac Ambulance engines.

A well-built car was an essential tool for bootleggers, but they didn't outrun law enforcement on horsepower alone. Many bootleggers grew up farming the Appalachian land. They learned to drive at a young age and knew those roads intimately. This knowledge was a differentiator for the bootleggers, who would kill their lights and disable brake lights during a chase.

From Back Roads to the Racetrack

As stories of bootleggers driving skills circulated, a competitive fire to determine the fastest car and best driver grew. Races began on public roads and highways, from that country tracks were built out of pastures and corn fields. It is from these races stock car racing was born.

Shortly after WWII, a race at the Atlanta's Lakewood Speedway became the first to accept "known" bootleggers. Prior to the race, promoters learned of several drivers with a history of liquor law offenses. Concerned about "outlaws" tarnishing the image of the event, promoters banned the drivers. Among those banned was local legend, "Reckless" Roy Hall. Spectators were outraged after learning of the ban; the promoters relented to avoid a riot that would have been more disastrous than allowing a few hooligans to race.

Several stock car racing associations existed in those days. Each was independent and lack of uniformity or consistency created confusion within the sport. Former racer turned promoter, Bill France saw an opportunity to stabilize stock car racing by establish a uniform set of rules and regulations. He organized and hosted the "Streamline Hotel" meetings during December of 1947. In February 1948, the National Association of Stock Car Racing held its inaugural race in Daytona, Florida.



Unlike the previous associations, Bill France recognized the skill of bootleggers and didn't view them as a threat to the sport. Not all of the bootleggers were drivers. Raymond Parks was a team owner, who supported France during NASCAR's formative year. Parks had built an empire from bootlegging beginnings; his drivers won the first two NASCAR championships – Fonty Flock in the 1948 modifies and Red Byron in the 1949 stock. He provided Cadillac pace cars and supported the concept of fresh, brightly painted cars. NASCAR may have

(continued on next page....)

not survived without Parks contributions, financial and otherwise.

Although there were many, the most notable "Tripper" or bootleg runner among NASCAR drivers was Junior Johnson. Junior followed his father, mother and brothers into the family's moonshine business at age 14.

An innovator from the start, Junior built fast cars and coined the Bootlegger U turn, a 180-degree about face that left revenue agents in the dust. He evaded the police and revenue agents by any means possible, even camouflaging his Ford to look like the law with lights, sirens and all.

Junior's racing career was briefly interrupted by his one and only arrest. Revenue agents caught him as he stopped to light the family still. After an 11 month incarceration, he returned to racing and running moonshine.



Over the span of his 14 year NASCAR career, Junior won 50 races, including the second annual Daytona 500 in 1960. It was at Daytona, that Junior is credited with discovering the technique of

drafting. Johnson always extolled about the advantage bootlegging gave him over other Nascar drivers.

Tom Wolfe wrote a story about Junior Johnson for Esquire magazine. The piece titled "The Last American Hero" was later made into a movie starring Jeff Bridges.

After his retirement from driving Junior Johnson became a NASCAR team owner and now sells a legal version of his family's "Carolina moonshine" called Midnight Moon. Bill France, Sr. and Junior Johnson were inducted into the NASCAR Hall of Fame inaugural class.

I highly recommend the book "Driving with the Devil, by Neal Thompson. I suspect you gathered some of your facts from this book. I've been a NASCAR fan for 40 years "Driving with the Devil" is by far one of the best if not the best book about the early days of stock car racing. Lots of information about moonshiners and how they impacted auto racing. Something I learned from the book was how much of racing and running moonshine was centered around Atlanta, Georgia. Home of Raymond Parks.

Tumbleweed RG, New Mexico
November 2022

HAVE YOUR V8 FEATURED

IN THIS NEWLETTER

Dear Volunteer V8 Ford Club Members:

I would like to feature your car (or cars) in future issues of *The Rear View Mirror* (if I haven't already done so) and I encourage you to write a short story about the car so we can share in the enjoyment of your V8. You may include pictures, the history of the car, outstanding features of the vehicle, what you've been doing on it lately and any other facts of interest to other club members. You can also tell us about any other facts of interest to other club members. You can also tell fellow members about the work you have done on your car and the glitches you have overcome to fix these problems. As you know, this is a regular feature of the newsletter so I do need input from members. If you feel you "can't write," just send me pictures and some information and comments about your car and I'll write it for you.

An excellent example is Jim Morinec's "story" on Pages 4 and 5.

For more information, please contact me by telephone or text at 615-0815-9203 or email me at flatheadv897@gmail.com.

...Mickey Holton



1948 Ford Super Deluxe Sedan Coupe

Technical Tip...

Check what can be the two killers of classic cars: TIRES AND BRAKES -

The following article is from the AACA www.aaca.org

By Bob Logue

We have all probably had near misses in our life...incidents where we could have been severely injured or killed. My wife, Etta. and I purchased a 1930 Model A Ford in 2009 and have driven it quite a bit without a problem.

In July, 2010 our Mon Valley Chapter of the Antique Automobile Club Of America members took a tour (drive) through West Virginia to Green Bank Observatory and Cass Railroad. At one point in the drive, we encountered a 10% grade hill...which is very steep. During the descent, the brakes of the Model A (which are manual--not hydraulic) began to fail.

As I was struggling trying to keep the car from running away down the hill with Etta and me in it...and as the car was rolling faster and faster...one of our club members and his wife in a 1954 gorgeous Pontiac, sped by me on my left, and then after allowing me some space...he pulled back in front of my 'runaway' car and began tapping his brakes. My wife asked me what he was doing and I said, he wants me to hit his car to get us stopped.

Using the hand brake and the 30% or so of the foot brake that I had left, I managed to get the car stopped and pulled onto the berm of the road. Lloyd and Jane Riggs of Uniontown, Pennsylvania had placed themselves and their vehicle at risk. Knowing that I was encountering difficulties...these kind souls, that I only met a year ago when we joined the AACA Mon Valley Chapter, put themselves in harms way with the intent of stopping my car from running further down the hill and perhaps killing or injuring my wife, Etta and me, not to mention destroying our beloved 1930 Model A.

In thanking them, I asked Lloyd why he would put himself and his wife at risk like that. He said, "We were prepared for you to hit us and we would have stopped you." He assured me he and Jane would not have been hurt. Then I said, "What about your car, I would have damaged your gorgeous car." He responded, "Cars are replaceable, people aren't."

The next day, while browsing at an 1880 General Store in Slateyfork near our hotel at Snowshoe, West Virginia, Lloyd found and bought a banner to tease me with...and remind me of this experience so I don't make the same mistakes in the future.

It is the consensus of the club members that I had not fully gotten the vehicle out of overdrive before beginning the descent. As in my case the problem was with the inexperienced driver, not the car.

This article is a reminder for you to have your brakes checked, tested or replaced and to check out your tires for wear and possible replacement.





In the kitchen...

Either dish would be wonderful recipes for guests to serve along with appetizers. They are very simple and quick... but delicious!!! You have probably made the frogmore stew and poured on newspapers outdoors in the summer but this is for indoors in winter. Both are a little spicy, which I like, but you can tone them down if you want.

Polish Gumbo

- 1 large can Veg-All drained
- 1 cans mild Rotel tomatoes
- 2 cans tomatoes with okra and corn
- 1 can kidney or white beans
- 1 lb. polish sausage sliced into small pieces



Pour into (either) a crock pot or a stock pot on top on the stove. Add no water. Simmer for at least 30 minutes but simmering a little longer is better!

optional: top with Parmesan cheese

Winter Frogmore Stew

- 1 large onion
- 1 pound of red potatoes (4 medium)
- 1 boneless chicken breast
- 8 oz reduced-fat kielbasa sausage
- 2 teaspoons olive oil
- 2 1/2 cups water
- 1 chicken bouillon cube
- 1 (12 oz) bottle beer
- 1 1/2 cups frozen corn kernels
- 2 teaspoons Old Bay seasoning
- 8 oz peeled medium shrimp
- black pepper and Tabasco to taste



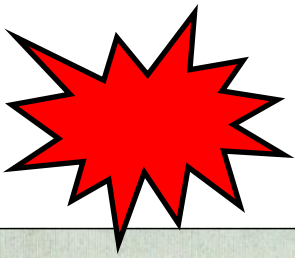
Chop onions, cube potatoes and set aside. Cut chicken into small pieces and slice sausage in half and then cut into small pieces and set aside.

Heat oil in Dutch oven or soup pot and add onion, potatoes, chicken, and sausage. Stir and cook for 3 or 4 minutes until onion is tender and chicken is no longer pink on outside.

Add water bouillon cube, beer, corn and Old Bay. Cover and bring to a boil. Reduce heat to maintain low boil. Cook until potatoes are becoming tender (5-7 min.) Add shrimp and cook about 3 minutes (until pink)

Add pepper and Tabasco to taste.

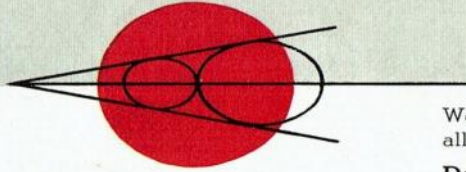
Ladle into bowls



Blast from the Past

Vintage advertisements for the 1935 Ford

FEATURES OF THE FORD V-8 FOR 1935



Center-Poise Riding. Improved spring suspension and flexibility. Better distribution of weight on all wheels. Correct location of passengers. New comfort in rear seat.

V-8 Performance and Economy. Bore and stroke $3\frac{1}{16}$ " x $3\frac{3}{4}$ ". Piston displacement, 221 cubic inches. New crankcase ventilation. Cast alloy steel crankshaft. Aluminum cylinder heads. Copper-lead floating connecting-rod bearings. Light-weight cast alloy pistons. Cylinders and upper crankcase walls fully water-jacketed. One-piece casting of crankcase and cylinder blocks. Oil—5 quarts. Fuel—14 gallons.

Larger, More Luxurious Interiors. Three-passenger comfort, front and rear seats. Front seats 4 to $5\frac{1}{2}$ inches wider; rear $1\frac{1}{2}$ inches wider.

Ease of Control. Softer brake and

clutch action. Self-centering, quick-acting brakes. Easier steering.

Beautiful Colors. Medium Luster Black, Cordoba Gray or Vineyard Green, Standard. Dearborn Blue and Gun-metal on De Luxe models only. All body colors in enamel finish. Rust-proofed headlamps finished in body colors with Rustless Steel rims.

Standard Equipment. Single horn, tail lamp and sun visor. Wide wale Bedford Cord upholstery except coupe rumble seat. Rubber mat front and rear sedan compartment. Arm rests on rear seat. Hardware in satin finish. Instrument panel has speedometer, ammeter, fuel gage, cigar lighter and glove compartment.

Welded all-steel bodies. Safety glass all around.

De Luxe Appointments. In addition to regular equipment, De Luxe cars have the following appointments: Twin matched-tone horns. Twin tail lamps, chromium-plated windshield frame. Instrument panel, steering wheel, window mouldings and hardware taupe colored to match upholstery. Ash tray. Left front door arm rest. Robe rail in Fordor types. Mohair or pin-striped broadcloth in closed models. Genuine leather or Bedford Cord in Cabriolet. Genuine leather seats in Phaeton and Roadster except rumble seat. Fuel and oil gage, heat indicator and ammeter.

Convenient Terms. Ford cars may be purchased on convenient terms through Authorized Ford Finance Plans of Universal Credit Company.

We reserve the right to make changes, without notice, in prices, specifications and equipment at any time, without incurring any obligation. Ford Motor Company.

FORM 7242

APPROVED *New* FORD RADIO

This is the most modern development in car radios. It is custom built—specially designed for installation and operation in the 1935 Ford V-8.

It has an overhead speaker—something new and efficient. As there is nothing in the way, sound comes straight and undistorted to every passenger in the car. Results are marvelous—matching those you get from finest home sets. Tones are always rich and true, impressively clear.

Along with automatic volume control, this new Ford Radio has improvements that keep out noise signals, like those from trolley wires. There is a tone-control button on the side of the chassis so you can select one of four tones—the one most pleasing to you.

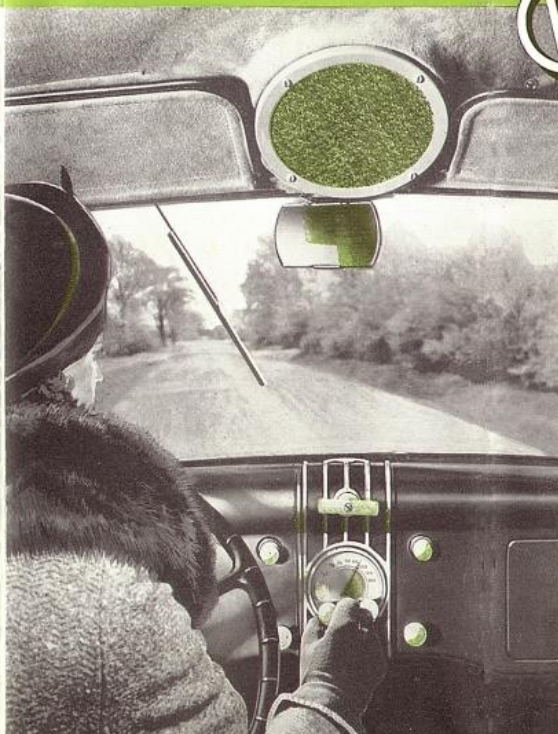
The 1935 Ford V-8 is so designed that when the set is installed it becomes an integral part of the car.

This radio will provide endless enjoyment and entertainment—you'll have your favorite program wherever you go.

Overhead sound projection covers the entire hearing area.

Design of the new speaker greatly improves tone qualities.

Chassis and condenser floated in rubber with 3 point mounting.



Base compensation reproduces base notes with high fidelity even with low volume.

Inherently quiet circuit. Stations tuned in smoothly without the familiar hissing sounds.

Distinctive "clear vision" control dial harmonizing with instrument panel.

6 tubes, including rectifier tube. 3 gang condenser. Highest quality of materials and workmanship throughout.

Installation quickly and cleanly made.

**\$44.50
INSTALLED**

**CONVENIENT TERMS
IF DESIRED**

Convenient time payments can be arranged. Only \$13.50 down and a small sum monthly. Also, it can be included in the car cost at time of purchase or at any time during the period of payments.

Other sets available for earlier Ford cars.

Early Ford V-8 Club Grand National 2023

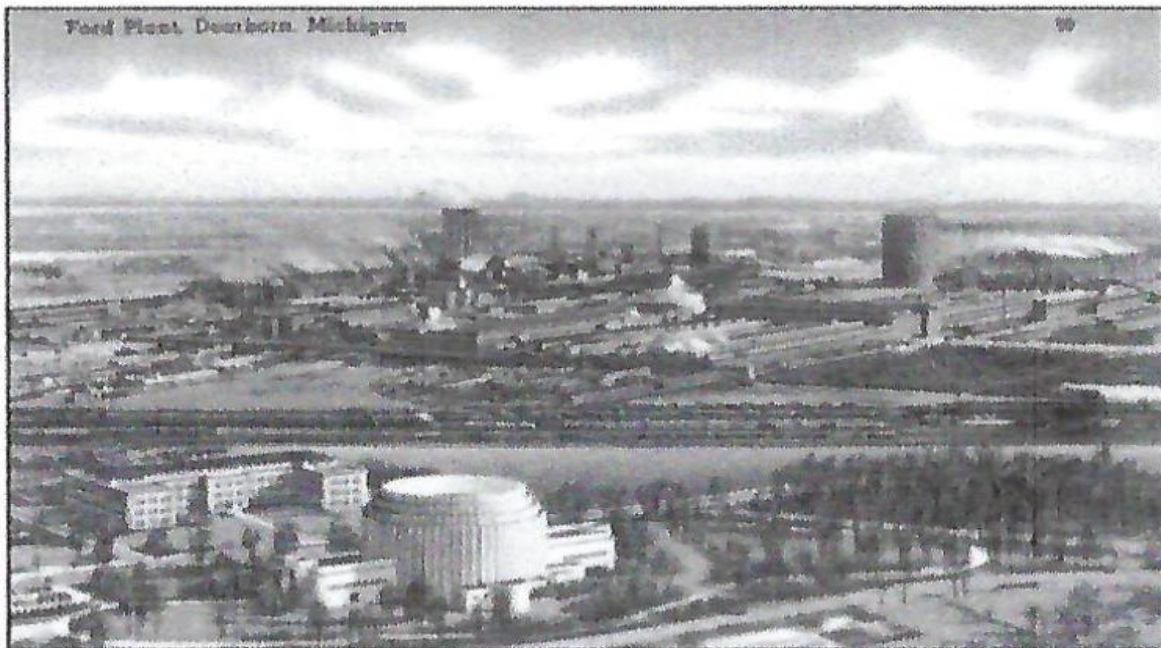
EARLY FORD V-8 CLUB OF
AMERICA

60TH
ANNIVERSARY
DIAMOND
JUBILEE
CELEBRATION



JUNE 11-17, 2023
DEARBORN,
MICHIGAN

By Bruce Nelson, Grand National Chair



See registration form on Page 25



Early Ford V-8 Club of America
60th Anniversary Diamond Jubilee Celebration

June 11th -17th 2023

Dearborn Michigan

We hope you will join us in Henry Ford's Hometown, Dearborn Michigan, home of everything Ford. The Grand National Committee is working hard planning a spectacular time for you to participate in during a very enjoyable week. This is the twelfth Grand National Meet of the Early Ford V-8 Club of America, and the 10th held in the suburb of Dearborn.

Sunday June 11:

Even though the Meet doesn't officially start until Tuesday, we will be ready for those who registered for the Pre-Meet Tour to Auburn Indiana. Early Registration will open Sunday afternoon for those participants that have signed up for the motor coach tour to Auburn Indiana and tours of the Early Ford V-8 Foundation Museum and Auburn Cord & Duesenberg Museum. You will have to register for the Pre-Meet Tour, and be at the Headquarters Hotel on Sunday to pick up your tickets. The Pre-Meet Tour tickets will not be available on Monday. Registration will not be open early on Monday morning. The cost of the tour includes motor coach, lunch and museum admissions. You're not going to want to miss this opportunity to visit two great museums. The Pre-Meet Tour is available to a limited number, so sign up to participate. Trailer parking will open today.

Monday June 12:

The Pre-Meet Tour registrants will leave at 8 am sharp and you will travel by air conditioned motor coach. Half of the tour group will visit each museum first, have their lunch at that museum and then transfer to the other museum before returning to Dearborn. Your lunch choice will have been selected when you registered for the tour. Scheduled arrival time back at the Headquarters Hotel in Dearborn will be approximately 6 pm. Please note that this event is limited, so if you are thinking about registering for it, do so early.

While the Pre-Meet Tour is going on, lots will be happening at the Headquarters Hotel. Registration will open later in the morning, as will the 60th Anniversary Diamond Jubilee Celebration souvenir sales, 'Your Choice Raffle', Swap Meet, Operational Check and Car Clean up. Get ready to plan your free time using the information in your Goodie Bag. You will have all the information you need to "Tour on Your Own" to interesting sites in the area.

Tuesday June 13:

The official start of the 60th Anniversary Diamond Jubilee Celebration Grand National Meet! Registration, Swap Meet, Car Clean up, Operational Check, Meet souvenir

sales, and Your Choice Raffle will all be happening in and around the Headquarters Hotel.

We are hoping to schedule tours to the Benson Ford Research Center. There will be one in the morning and one in the afternoon. Due to the size of the Research Center, these tours are limited to participants and will sell out fast. If interested, be sure to register for the tour.

"Tour on Your Own" sites will be open. We would recommend that you check out the Ford Tri-Motor at the Yankee Air Museum. They will be offering rides for a fee. What a way to enjoy Ford history with a ride in a Tri-Motor!

There is also a very special, limited participation behind the scene Ford history event that we are working on. This will require an admission charge. We can tell you that it will be on this Tuesday and that it does pertain to the Ford family. Hopefully this will be finalized by final registration information.

To help celebrate the 60th Anniversary of the Early Ford V-8 Club, Regional Groups will have the opportunity to display information on their history in a special room at the Headquarters Hotel. Be sure to check out what Regional Groups have been doing. This display runs through Wednesday.

The Early Ford V-8 Club National President's Meeting will take place at the Headquarters Hotel in the afternoon.

Dinner will be on your own, but save room for the special Welcome to the 60th Anniversary Ice Cream Social at the Headquarters Hotel.

Wednesday June 14:

Today will start with Registration, Swap Meet, Car Clean-up, Your Choice Raffle, Meet souvenir sales and Operational Check happening in and around the Headquarters Hotel.

This will also be the Early Ford V-8 Day at Greenfield Village. This was such a popular event last time that we wanted to do it again. Your registration for this will include admission to the Village, lunch and special parking for your Early Ford V-8 vehicle. Be sure to sign up to enjoy your special time at Greenfield Village from 10 am to 2 pm.

The Regional Group history display continues in a special room at the Headquarters Hotel. Be sure to check out what Regional Groups have been doing.

Once the Early Ford V-8 Day at the Village event is done, there will be a Ford Memorabilia room opening up at the Headquarters Hotel. A Seminar is scheduled and that will be followed by the Owner's and Judge's Meeting. This meeting is required for all participants showing a vehicle and also for those who plan to Judge.

Thursday June 15:

Concourse Day! The day will start with the Judge's breakfast. The Concourse layout and parking assignments will be in your Registration Packet.

While Judging is taking place, the Ladies/Significant Other lunch will be held at the Headquarters hotel. A special historical presentation of Henry Ford's wife, Clara will be the entertainment. This presentation is courtesy of the Henry Ford Heritage Association.

Dinner will be on your own, and the evening will end with a special presentation on Henry Ford, also hosted by the Henry Ford Heritage Association. Come find out all about Henry Ford.

Friday June 16:

Today starts with those that registered for the Tour to the Gilmore. Air conditioned motor coaches leave from the Headquarters Hotel at 8 am. You will travel to Hickory Corners and the Gilmore Auto Museum, the largest automobile collection in the nation. There are eight museums in one location. When we are there, it will be the start of the Franklin Air Cooled Gathering and you will probably see more Franklins in one place than since their manufacturing years. You will also be able to participate in the Friday 'Ride in the Classics' program, where you have the opportunity to ride around the grounds in a classic car from the museum collection. Lunch will be available to purchase from either the Heritage Café or The Blue Moon Diner with choices for every taste. There is both indoor and outdoor seating also available. The motor coaches will start to depart around 2 pm and return back to the Headquarters Hotel around 4 pm with time to freshen up for the Awards Banquet. Please note that the tour to Gilmore is limited, so if you are thinking about registering, do it early.

You will still have time today to "Tour on Your Own" if you did not register for the Tour to Gilmore.

The Your Choice Raffle drawings will take place and hopefully your ticket will be drawn for items you wanted. Check your numbers and pickup your items.

The Awards Banquet will be the culmination of a wonderful week in Henry Ford's Hometown of Dearborn Michigan. This is a great time to meet with your V-8 friends and share stories of your week in Dearborn, while dining and finding out the results of the Concourse judging.

Saturday June 17:

While the 60th Anniversary Diamond Jubilee Celebration Grand National Meet officially ends on Friday, we have been invited to once again participate in *the Henry Ford's Motor Muster* at Greenfield Village. This will be a separate event from the Grand National and will require Early Ford V-8 Club members to register with *the Henry Ford* to participate. Here is what the event information said for 2021:

Make your way to a vintage auto enthusiast's dream destination as Motor Muster, at the Henry Ford, celebrates one of the grandest and most innovative eras of American automotive history: from glamorous classics of the 1930s to brawny muscle cars of the 1970s, Greenfield Village hosts hundreds of gleaming examples for you to enjoy. The goal of the event is to serve two purposes. First, to be a top-quality car show in a beautiful setting, providing the best possible experience for show participants and their families. Second, to educate Greenfield Village guests about the history and significance of the automobile in ways that are fun and engaging for all age levels. It is not a hot rod show, custom car show, or modified muscle car show. However, company produced

prototypes, period correct racing vehicles and specific customized cars may be eligible. Restored, partially restored, and un-restored vehicles are all eligible to apply.

Information on how to register for the Motor Muster 2023 will be included in your full registration packet. You must register separately for this event. It is not part of the Grand National Meet events, but is an incredible opportunity to participate in a very prestigious show at Greenfield Village.

There you have it. A full week of activities centered around our Club, our Ford Motor Company vehicles and Henry Ford's Hometown. We hope that the 2023 60th Anniversary Diamond Jubilee Celebration is in your plans. We look forward to you attending, enjoying the time and meeting back up with friends, old and new.

We hope to see you in Dearborn, June 11 to 17, 2023.

Bruce Nelson
Grand National Chair
And the 60th Anniversary Diamond Jubilee Celebration Committee

***Watch for more information in the V-8 TIMES and on the Club's web site
www.earlyfordv8.org***

And no matter how hard we try, there are circumstances beyond our control so this schedule is subject to change and/or modification.

Celebrating the 75th Anniversary

**The EFV-8 Club Salutes
the 1947 Ford**

**At the 2023 Grand National, June 11-17, 2023
Dearborn, Michigan**





The Early Ford V-8 Club of America 60th Anniversary Diamond Jubilee Grand National Celebration

**June 11-17, 2023
Dearborn, Michigan**

REGISTRATION FORM

Valid Nov. 2—May 1, 2023

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

Regular Registration Nov 2 – May 1, 2023 \$75.00

Late Registration May 2 - June 11, 2023..... \$100.00

I am paying my \$50 registration fee by:

☐ **Check** Make checks payable to “2023 Grand National Celebration”

☐ **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 registration confirmation.

The complete registration package will be available in 4th quarter 2022. Watch for more information on the Club’s web site: www.earlyfordv8.org and in the V-8 TIMES.

Send completed form and payment to:

**2023 Grand National Celebration
1N410 Forest Ave.
Glen Ellyn, IL 60137**

**Questions?
Call Registration At
630-858-9474**

You may also fill out this form on your computer or other device, save it, and e-mail it to

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