

Beware the Ides of March! Happy St. Patrick's Day

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

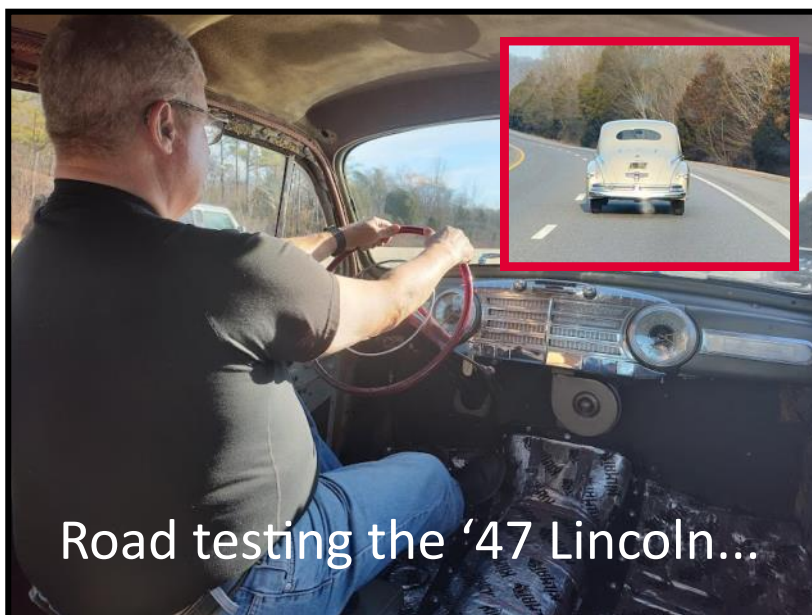
Mickey Holton, Editor

March 2023

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Road testing the '47 Lincoln...

What a great day we had at the Willis Johnson Collection followed by a wonderful celebratory pizza lunch (for the club's 45th anniversary) at Yogi's Pizzeria afterwards. Thanks to those of you who attended and braved the terrible, rainy weather. There are lots of pictures of both events in this newsletter plus other articles I hope you will enjoy, too. Any comments and/or suggestions for future newsletters are welcome...Mickey

The Willis Johnson Collection, Franklin, Tennessee

This is a fantastic collection of cars that some of us had visited in the past and was one of our “tour” destinations that we had as part of the 2022 Eastern National Meet in June, 2022. A lot of our members, however, did not have the opportunity to visit then so we asked Mr. Johnson if we could bring a group today and he very graciously opened it to us. It is an awesome collection...about two hundred cars in this building alone (he has two others with many more cars that we didn't get to see). It was a rainy, gloomy day but a good number of members turned out and very much enjoyed this very special experience. A nice birthday present for our 45th Anniversary!



Saturday, February 25th, 2023



**Saturday
February 25th, 2023
Willis Johnson Collection**

Pizza Party at Yogi's Pizzeria

To celebrate the 45th anniversary of the Volunteer V8 Ford Club as Regional Group #97 of the Early Ford V8 Club of America, members of the club met at Yogi's Pizzeria after our visit to the Willis Johnson Collection. It was a rainy day but the pizza was spectacular and it looked like everyone had a great lunch!



Yogi's Pizzeria

MEMBER CAR OF THE MONTH

1947 Mercury Sedan Coupe
Mickey Smith, Kingsport, TN



“MISS HAZEL”

Mickey, thank you for your interest in my Mercury Club Coupe; it is a very ‘late’ ’47. According to Mercury Ed of the V-8 Club before he passed, the engine was produced October 1947.

Hazel Pickens Childress bought the car new. According to her friends and relatives, Hazel was always perfectly dressed and always kept her car clean and garaged. It has the original paint, glass, weather stripping, etc.

In 2001, Hazel willed the Mercury to her niece. I found out about the car and tried to buy it but couldn’t—the husband of the niece was going to get it running. It had been parked since August of 1977. According to the oil sticker in the door jam, it had 170 miles put on it since the last oil change. It has 95,000 miles on it now.

Fast forward to August 2021...I received a call from the niece’s son-in-law in Colorado, wanting to know if I was still interested in the car. Of course I said yes.

The car was still parked in the same spot in the garage where I first saw it. It was never started or moved, and there were no keys.

I bought the car and had it hauled to my garage. I had a hard time getting a locksmith to make a key. So while the car was just sitting there, I decided I could at least clean her up.

After I washed her off, I hand rubbed the paint with a light 3M compound. I did a small section at a time—that took over three weeks. Then I started on the bright work.

Still no key.

After 10 months of trying to get someone to get the car running, Mr. Lee Cooper of Kingsport agreed

to give it a shot. He has 3 flathead engines on display in his living room—I figured I had the right man.

He started on the car the last of June, 2022. He replaced the fuel tank and worked his way up. In November 2022, Mr. Cooper drove the Mercury back to my shop, almost 16 miles, with 50 year old bias ply tires.

I am a small car dealer in Kingsport...not a very good one but I am a dealer. I made a showroom out of an old Pizza Hut building. I have other old cars inside. If any of you are in the Kingsport, TN, area, I would be pleased to have you stop and visit - 807 Lynn Garden Drive.

Please call before you come since I work by myself and put a note on the door when I leave. I don't want to miss you!

Office-423-230-0100

Cell -423-677-5736

Sincerely, I think,

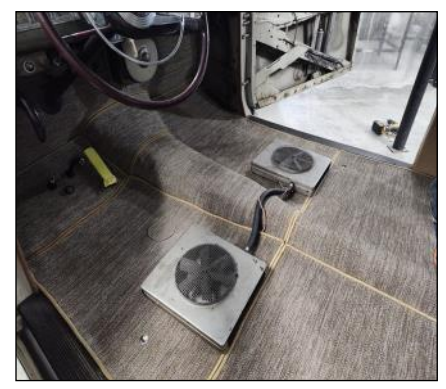
Mickey Smith

PS. I have never named a car—I always thought that was silly. But after cleaning every square inch of the car inside and out, I realized what good care Hazel Pickens Childress took of that '47 Mercury. I fell in love with that little lady and her car, so I have affectionally named this car 'Miss Hazel.'



Starting the interior on the '47 Lincoln...

...a day at Speed & Design

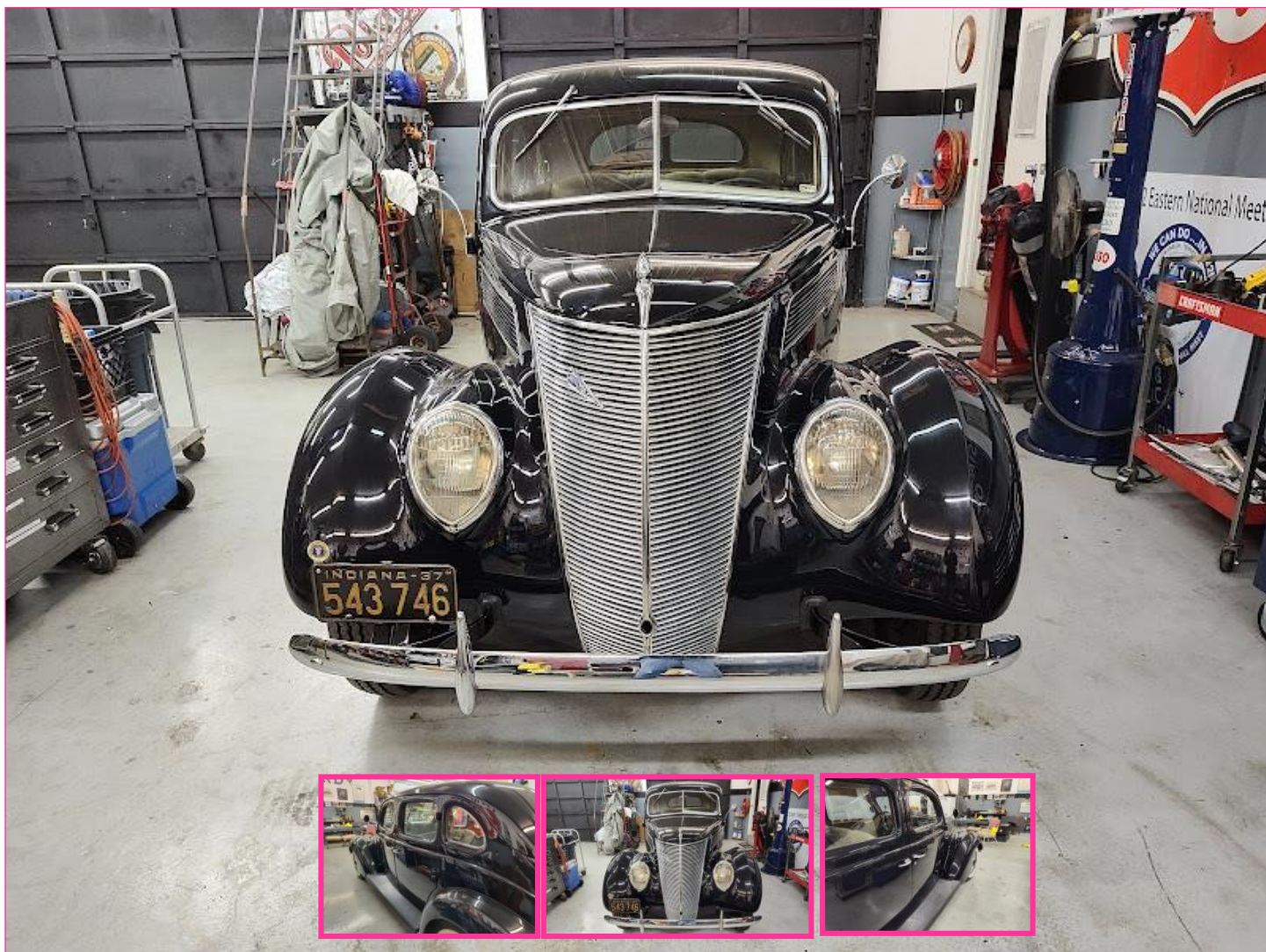


..stayed tuned for more later!

As George Jones said..."Together Again!"

...The Zaft's '37 Fordor Sedan





1937 Ford Fordor Sedan

Scott and Karen Zajt, Nashville, TN

Information about a "Wanted!" ad in the January 2023 newsletter...

WANTED!

1933/1934 REAR END

**If you have a '33/'34 rear end for sale or
know of someone who has one, please call**

Volunteer V-8 Ford Club member

Curtis Gibbs

615-390-4553

Or email him at

curtisagibbs@gmail.com

Fellow member Curtis Gibbs ('32 Ford) asked that the ad shown here be placed in The January, 2023, newsletter, which I did. I share the newsletter with Trevor Poulsen, an EFV8CA member in Australia, who wrote me back and included the information below. I sent this to Curtis for his information and he write me back saying, "I found this very interesting. I wonder if other club members would find it interesting as well. You might want to include it in one of your newsletters."

On the assumption that some of you might find this informative interesting, I am passing it along to all of you.

Hi Mickey, In the Jan 2023 issue of your magazine, Curtis Gibbs is advertising for a 1933/1934 Ford Rear End. Somehow, I don't think that he is very familiar with these 2 model Fords. The reason why I say this is because for these two years, there are two different lengths of the Tail Shaft. During the years 1932 to 1934, Ford offered buyers the choice of a 4 cylinder engine or a V8.

Now, the 4 cylinder engine is longer overall than the V8, but because the radiator stood nearly vertical in 1932, they both used the same length Tail Shaft. However, that changed in 1933 when the radiator was slanted, thus restricting the movement of the fan. On this basis, the 4 cylinder engine had to be mounted further back in the chassis resulting in a shorter Tail Shaft than the V8 models.

It is interesting to note that an older fellow that I knew restored a 1934 Ford Roadster with the 4 cylinder engine. He did a great job and the car was super reliable, however, when he died, his son inherited the car. His son didn't want a 4 cylinder engine, so bought himself a later model 24 stud V8 to fit into the car. Naturally, he mated the V8 up to a V8 Transmission and to his surprise, this "big" V8 wouldn't fit unless he recessed the firewall. So that is what he did.

I don't know how he overcame the problem of misaligned engine mounts on the chassis? Because of his ignorance, he ruined the Firewall of a beautiful car. The simple solution would have been to chase up a rear end from a V8. Problem solved.



Regards Trevor <><



1934 Ford Sedan

Jumping into an old flathead Ford and taking off on a lengthy road trip is nothing new for Jerry Vincentini. He's been piling up the miles on his old Fords since he was a kid, and a 1,500-mile trip this summer in a 1934 Ford, starting from his hometown of Bennington, Neb., with a stop in Wisconsin for the Iola Old Car Show, was certainly no big deal.

BRIAN EARNEST • UPDATED: MAY 28, 2020 • ORIGINAL: AUG 30, 2011

Story and photos by Brian Earnest

Jumping into an old flathead Ford and taking off on a lengthy road trip is nothing new for Jerry Vincentini. He's been piling up the miles on his old Fords since he was a kid, and a 1,500-mile trip this summer, starting from his hometown of Bennington, Neb., with a stop in Wisconsin for the Iola Old Car Show, was certainly no big deal.

Sometimes, his biggest challenge is just deciding what car to take. Vincentini is the national chief judge for the Early Ford V-8 Club of America, and he has plenty of options when he wants to go globetrotting in a vintage car. "I have about 20 flathead V-8s that were made from '32 to '53," he said. "I've owned one of 'em for 37 years. I drove it so much I had to restore it twice!

"We drive 'em all. They all have to be exercised, then we bring them in and put them on the hoist, clean 'em all up inside-out, underneath, change the oil and everything, then you fix everything that's broke."

Vincentini clearly has a special affinity for his '34 Tudor sedan. He has a matching Cordoba Gray cabriolet at home, and loves the look of the '34 Fords so much he even used the front end of one to build a bar for his "clubhouse" at home. "The '34s have a great look to them. The front end is real artsy," he said.

With no trunk, the Tudor sedan can be challenging to travel in. His companion droptop, however, is even cozier. "The cabriolet has a rumble seat, so you have no trunk room. You really have to scale down in that one!" he said. "But this one, we have three tubs in there in the back seat and an extra generator. I never take an extra starter because you can push 'em. We've got an extra distributor, extra fan belt, three fuel pumps. We had to change the plugs once on the way up [to Iola]. It's all stock on the inside. It's a nice, stock '34 Ford. We went 65 mph, 500 miles in one day, and it's very comfortable."

It would be hard to find a bigger flathead Ford fan than Vincentini. He's bled Ford blue all his life, driven old flatheads all over the country, and even raced them at the Bonneville Salt Flats. "I actually raced a '40 Ford at Bonneville up until two years ago — went 175 miles an hour in it," he said.

He drives his 1934 Tudor sedan a little more gingerly, but he certainly doesn't baby it. Vincentini acquired the car about six years ago after it had been partially restored. The interior was already done and didn't need any work, but he decided to re-do the rest of the car. "It came out of Arizona and it went to California. The car was built in Canada, and it was restored probably about 8 or 10 years ago," he said. "Then I went through it completely — brakes tires, motor, transmission, all that. I re-did the paint. I didn't do the interior, but everything else was re-done.

"It was a real rust-free body. It was wonderful to do work on. It's just been a great car."

The car eventually earned a Dearborn Award from the Early Ford V-8 Club — an honor reserved for only the finest restored vehicles.

The lovely '34 wasn't looking its best one fateful winter day a few years ago, however. While Vincentini was in Arizona at his winter home, part of the roof in his Nebraska storage building collapsed and the Tudor emerged with some wounds that needed attention. "What happened was the snow kept blowing in through the vents and it's a heated garage, and it got so heavy with the insulation from the snow that it fell on four cars," Vincentini said. "It got dented and scratched real bad, that's why we re-shot the whole thing ... We had to re-do everything [with the building] and I had to re-do the four cars."

The eternally popular 1934 Fords were introduced in January of 1934. Calendar year production was 563,921 cars, which was a nice jump over the 1932 and '33 model years as Ford continued to evolve following the Model A era.

Counted among the '34 Ford's legions of fans was notorious outlaw Clyde Barrow of "Bonnie and Clyde" fame. Barrow seemed to always stay one step ahead of the police behind the wheel of his '34, and famously wrote to Henry Ford himself and congratulated him on "what a fine car you got in the V-8."

- The 1934 Fords were given the Model 40 designation and were available in Standard and Deluxe trim levels. Both models could be had with either a four-cylinder or the flathead V-8, which was in its third year.

The cars didn't change much in appearance from the previous year. The hood louvers were straight instead of curved, and the V-8 emblems on the hubcaps were painted rather than chrome-finished. The re-shaped grille featured fewer vertical bars and the chrome frame was changed slightly.

The body shells were painted all the same color instead of having black fenders as they had in the past, although you could still order the black fenders as an option. There were two body pinstripes instead of three, as there had been previously. The Deluxe model carried twin exterior horns and cowl lights.

Under the hood, the horsepower on the V-8s grew from 75 to 85, thanks to a new Stromberg carburetor. The four-cylinder engine was in its final year and still rated at 50 hp.

The Tudor sedan was one of 14 body styles offered on the 1934 Fords. The Deluxe Tudor sedan, with 121,696 copies built, was second in popularity only to the Standard Tudor. The Deluxe model carried a base price of \$575 and weighed in at 2,625 lbs.

Popular options on the '34s included either the ashtray or glove box radio, heater, clock, cigar lighter, radio antenna, seat covers, whitewall tires, bumper guards, dual windshield wipers, balloon tires and the greyhound hood ornament.

Vincentini's car came with the red-painted wheels, ashtray radio, bumper guards and an optional locking hubcap on one rear wheel. "We have a 4-inch-core radiator in it, which was sold in the desert by Ford, and that keeps it running nice and cool," Vincentini said. "It's got mechanical brakes, of course, and they're adjusted very well. One thing that's interesting about the '34 Ford is it's got a four-wheel emergency brake. All four wheels work on the emergency brake.

"We put a bug screen on it, and we should get home trouble-free. It's definitely a fun car. It's set up to drive, and it's all stock. There's nothing on the car that's not original."

(Note: I am sorry to report that Jerry Vincentini passed away on February 8th, 2023. He was a member of Regional Group #43 in Omaha, Nebraska, and spent the winter months at a home in Arizona.)



'34 Fords at the 2022 Eastern National Meet



'34 Ford Tudor Sedan, Jim Brown, Valparaiso, IN



'34 Ford 5-Window Coupe, Dave Jensen, Bartlesville, OK



Paul McGovern's '34 Roadster

New England RG #005, January 2023

1934 Ford 3-window Coupe



Next to Ford's long iconic '40 Fords, the '34, 3 window coupe is probably the most collected, sought after, and modified of all the Fords we, today, might call sport models. In '34, it cost \$555....today, you will rarely find one for less than 50k dollars...

The Crankshaft, Peach State RG# 124



Elmer Liimatta's 1934 Ford

Elmer's little car helped him get through the lean postwar years

[Editor's Note: Elmer Liimatta sent in this story of his first (full-size) car

. I grew up in Detroit, Michigan. My dad, with only a fifth-grade education, was a good mechanic and had a job at Packard Motor Company. During World War II, Packard had contract work building Rolls-Royce engines for the North American P-51 Mustang fighter planes and PT boats—more than 9,000 of those engines. During that time, we rebuilt used cars because the production of new civilian vehicles had ceased. It was something we still did afterwards; believe it or not, cars were still scarce in 1949. It was a problem, as I was 17 years old and had thoughts about a car of my own.

One day, my cousin—who was “bird-doggin,” or spotting cars for dealers—came over and said, “Elmer, I have a car for you.” That Sunday afternoon we went to his house, which was about 10 miles away. There sat a 1934 Ford Victoria. It was hard to miss with that front end, and it had doors that opened from the front. The car had been used as a paint truck by a previous owner and it had big hooks on the left side that were used to hold ladders between jobs. Someone had made a wood floor in the back that covered the factory recessed floor.

The Ford looked good, but it was tired. I was able to buy it for \$50. When I drove it home there was a cloud of blue smoke billowing from the exhaust. Its engine had used all the oil by the time I got home. During lunch that Monday I took three buddies for a ride. Unfortunately, it didn't last long because the engine stalled, and it was so worn it would not start. We pushed it home.

The solution was to rebuild the engine. While we were at it, we made our own dual exhaust system using 1.50-inch diameter flexible tubing. My Ford had a nice snap to it. Later, I put two Smithy mufflers on it. But now that it sounded good, it needed to look good. We found a pair of doors at Ford Salvage over in Highland Park and bought a can of metallic blue (a silver-blue) paint. Dad took the compressor from an old refrigerator, and an old army surplus air tank, and put them together to create his own air compressor. To make it portable, he made a little cart with casters. It worked well enough that we painted the Ford's 17-inch spoke wheels yellow. That summer a friend and I made a 1,500-mile trip to northern Michigan to visit our grandparents. When I faster than over 49 mph, water would squirt out from under the radiator cap; my friend suggested my mother arranged that. During one trip, I was pulled over in Hancock, Michigan, and given a ticket for illegal horn blowing. I had a wolf whistle mounted on the intake manifold; the vacuum operated the whistle when I hit the switch. The fine cost me \$4.25, plus \$1 in court costs. I borrowed the money from my grandmother. I picked up three brunettes that summer, too, one of whom called it, “Elmer's little car.” One eventually worked for—and retired from—Dodge Truck where she ran a paint computer in Warren, Michigan. Ford said the Victoria was a four-passenger car, but I was able to pack six or seven friends into it.

After a few months I sold my Ford for \$275 because we were building a new house and dad needed money to help secure a mortgage. I was eventually able to buy a 1935 Ford Fordor for \$100. I blew a couple of engines while I owned it, maybe because I loved to wind it up in second gear. I miss the three-on-the-floor. After a while I could pull the engine in 45 minutes.

Today I'm still into these cars. I'm currently building a 1932 Ford with '35 Ford wheels, the only year they had 16-inch, 30-spoke steel wheels. I just need a Brookville pickup roadster body to go with the chassis.—Thanks *Hemmings Motor News*

FORD MOTOR COMPANY DURING THE WAR AND TRANSITIONING TO PEACE TIME

When WWII started abruptly for America in December 1941, factories were in full production of the 1942 model Ford and Mercury automobiles. They were producing war materials at the Ford of Europe factories in support of the British early war efforts in North Africa, but were not set up for the coming shift to war time production here at home. As a result, civilian auto production continued until February 10, 1942 when the government ordered civilian auto production stopped. On that day, the last Ford rolled off the line to worker fanfare and publicity. In Canada, the last Ford product before total shift to war efforts was a 1942 Mercury Fordor Sedan. Ford factories were taken over by the War Production Board.

Henry Ford II was drafted for the war effort and became an Ensign in the US Navy. His dad, Edsel was working around the clock to lead the production of the B 24 bomber factory at Willow Run. A moving assembly line had never been used for aircraft. All the dynamics of the developing aircraft industry didn't fit assembling the same unit over and over. The design improvements on the fly didn't match the features of an assembly line. Edsel and his staff overcame some serious issues in the early days of mass production of aircraft but eventually produced an amazing number of Liberator bombers.

Henry Ford was 78 years old and suffered the natural inability to perform as he once could as a young and imaginative engineer. He was still in full control of his billion dollar company. His ability to order changes in directions of the company, constantly interfered with Edsel's efforts to get the bomber factory going.

Edsel worked so long and hard that he developed a serious health issue. In 1943 he was diagnosed to have stomach cancer and on May 26th he passed away. The Secretary of War at the time was a man named Knox, and the president persuaded him to release Henry II from his Navy obligation so he could take over the management of the giant war machine production company. The story of the power struggle to wrestle the old man from control and get Henry II in charge is an amazing story of courage and fortitude from Edsel's widow Eleanor.

An astonishing fact concerning Ford Motor Company, they had no cost accounting department at any time during Henry Ford's rule. It didn't fit his philosophy-set the price the car should sell for and then produce it. Imagine taking over a billion dollar operation without the slightest idea where you stood on cost control issues.

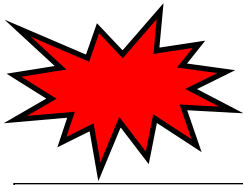
At the conclusion of the war, Henry II actually delivered in person the first car off his assembly line (a 1946 Super Deluxe Tudor) to President Harry Truman. The car was built on July 3, 1945 and that is two months before the formal surrender of Japan. Dealers began to receive truckload deliveries of cars in October of 1945. At the end of the war, Ford was in real trouble. The company financial situation was near ruin because the old man had no business sense what so ever. The amount of money and the total lack of administrative information is astonishing. Decisions made during this time were ill informed and blind to consequence. All responsibilities fell to a 28 year old grandson who had grown up in the shadow of his father and grandfather. One of the wisest things he did was begin to look for experts around the military structure to which he had been exposed while serving. Famous nick name for his new staff of advisors was the "whiz kids". These guys were hired as free lance efficiency experts to mirror what they had done for the services during the war. Many of them had been used by the Army Air Corps to plan bombing missions in Europe and against Japan. Henry II set them out to question everything about Ford operations or the problems of no operations. As a sideline, Ford employees started to refer to these guys as the Quiz Kids rather than their nickname given by the press. The single best result from all of this was a whole new approach to organization. Profit centers with leadership responsibilities replaced flying by the seat of your pants. Managers actually began to understand cost and schedule control issues.

Henry Ford died in bed at his estate (Fairlane) on April 7, 1947. He was 83 years old. My dad told me that the company for the first time ever halted the automotive assembly line during working hours in order to honor its founder.

Systems and operational organization did a lot to get the company back on track. However; the real reason Ford is still with us today is two things they produced. What are they you might ask. Answer: the 1949 Ford and Mercury. The last update to their products body was 1942 and the last update really to their chassis was 1932. Sure there had been some advancements, but the 49 Ford was completely redesigned. In April 1949, Ford showed their new line to the public via a really fancy show at the Waldorf Astoria Hotel . The estimated expenditure of Ford to develop the new line was \$118 million. Everything was different in the body and chassis. Lots of things needed refining in the 49 lineup which is confirmed by the extensive changes/improvements made in 1950 and 1951 models. Sales for the 1949 lineup were so large and successful, it surprised everyone and probably secured the future for Ford.

Queensland, Australia UPDATE, February 2023

This article appeared in the Dallas R.G. magazine-"The Script". We thank the anonymous Author for the insight into the Ford Motor Company during and at the end of WW2.

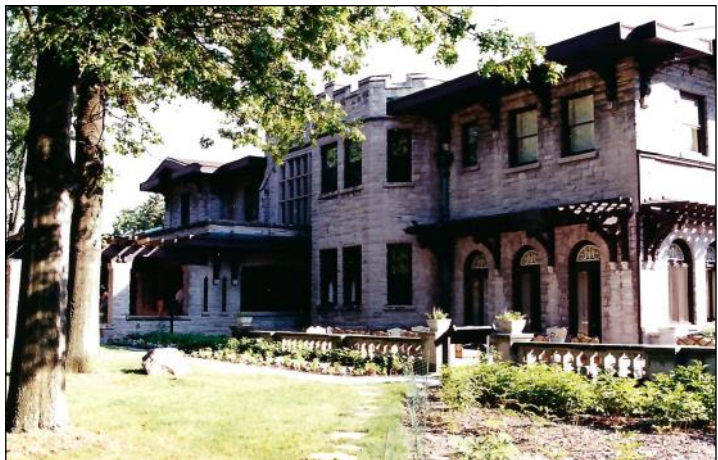
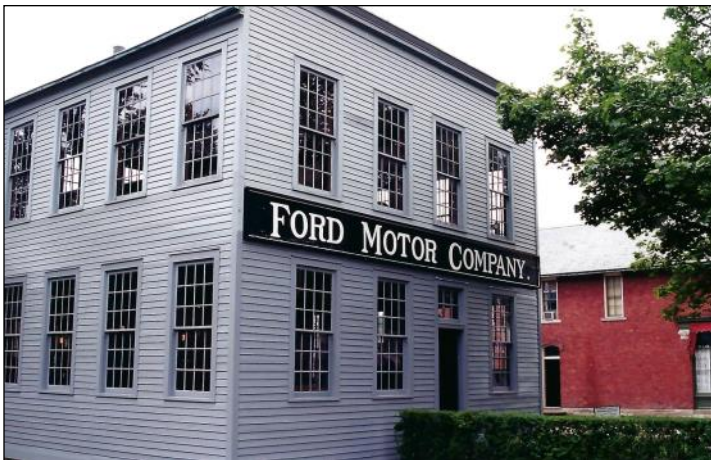


Blast from the Past

Pictures from the 1998 EFV8CA Grand National Meet, Dearborn, MI



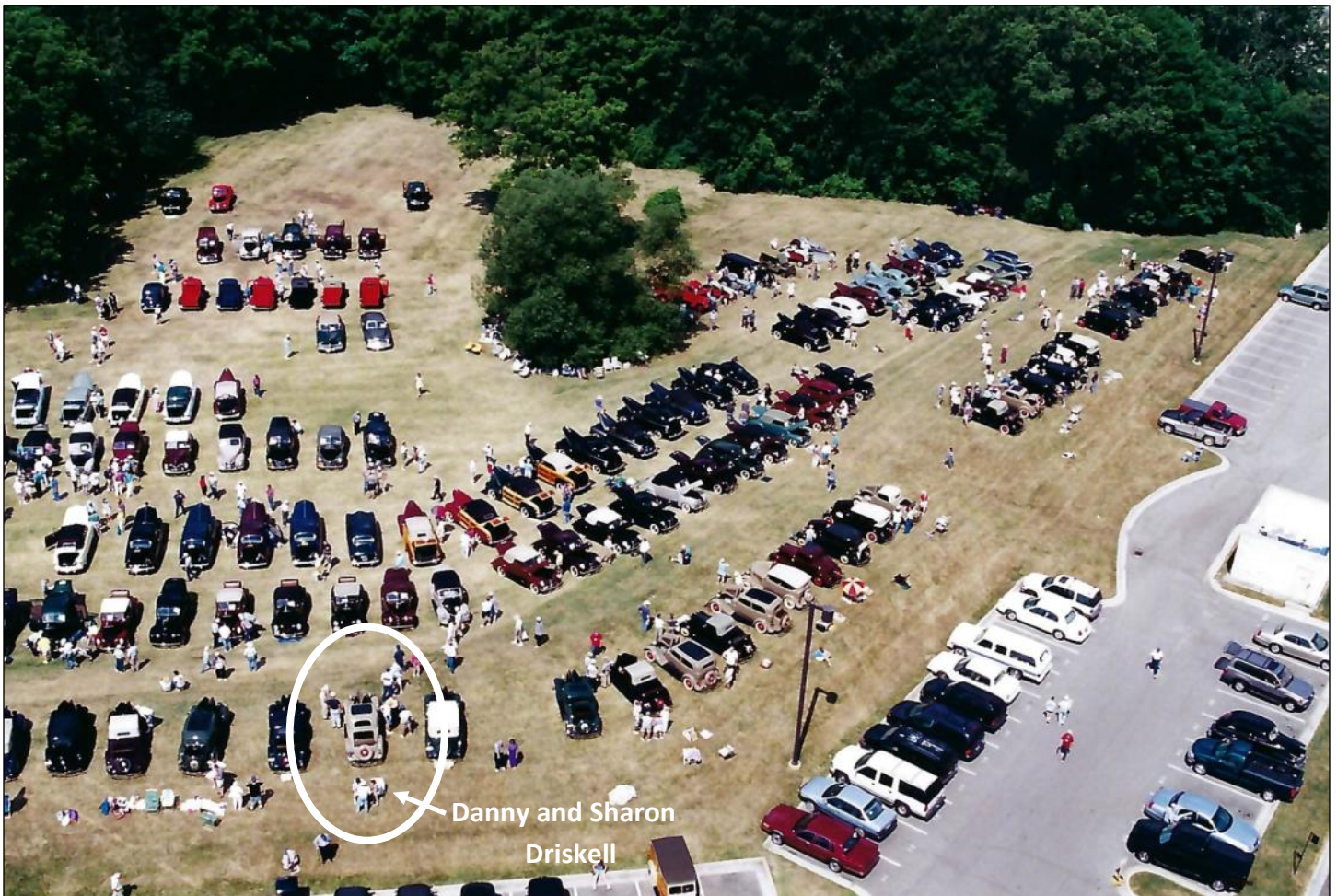
(Left) Henry Ford Museum at Greenfield Village, (Right) Glenn Nabors, Nancy Nabors, Barbara Holton, Jane Helm and Bob Helm at Greenfield Village.



(Left) Original Ford Motor Company at Greenfield Village; (Right) Fairlane, Henry Ford's home in Dearborn, MI)



(Left) Henry and Clara Ford's bedroom at Fairlane; (Right) Edsel Ford's home in Grosse Pointe, MI; (Insert: The "playhouse" Edsel built on his property for his children to play in!



The show field at the 1998 EFV8CA Grand National Meet in Dearborn, Michigan, on con-course/judging day. That's Danny and Sharon's Driskell's 1935 Ford 5 Window Coupe in the white circle being judged. If you look closely enough you can see Danny and Sharon sitting in chairs behind their car talking to someone.



(Left) Mickey and Barbara Holton; (Right) Danny and Sharon Driskell talking with some fellow attendees.

Technical Tip...



Are Your Tires Safe?

The National Street Rod Association offers free safety inspections of members' cars at their meets. They recently became concerned about the safety of tires on the cars they have inspected. The following excerpts are from the safety columns in the *September and October 2022 issues of their magazine Street Scene*:

"The problem with tires in the past is that the chemicals used to make the tires were so durable they didn't decay. Landfills were piling up with a lot of old tires that refused to decay from natural elements like UV rays and moisture.

To help with the natural degrading of tires the present compounds are more susceptible to damage from natural external forces such as UV from sunlight, and have less resistance to moisture and chemicals. To recognize tire age, a date code was incorporated into the molds used during the manufacturing process.

The codes are a four-digit number indicating the week and year the tire was made. A tire code of 4710 indicates the 47th week of 2010. Code 0521 would be the 5th week of 2021, etc. Most of the manufacturers, such as Goodyear, Firestone and Bridgestone, stated that their policy was between six and ten years is the time to keep a very close eye on your tires. Once they reach the ten-year mark, they need to be replaced immediately. Tires over the ten year mark, based on the tire's date code, should not be driven on public roads or highways."



Early Ford Foundation Museum

Phase III Building Update

Auburn, Indiana

It seems like forever ago when the groundbreaking ceremony was held to start construction for the Museum's new building, but look at it now..., 18 months later!

These pictures were taken by former Museum president, John Knecht, who could hardly contain his excitement when saw the new building in early December. "I was blown away by it," he said. "The entire building has been constructed to ADA codes. There are two large bathrooms and a fully ADA accessible shower room to clean that rust, dust and grease off at the end of the day. The storage space is already in use; but there is a need for multiple storage lifts. The landscaping that has been done preserves a great concourse field and provides an elegant exterior for weddings and other events held in the Jerry Windle Events Center."

"We're still aways away from the building being completely done," explains Museum director, Josh Conrad. "The alarm system and fire system are still being worked on, for example. Like John said, we're using the storage area now, but all the stuff for people, we still can't use. But that doesn't mean were not planning for future events."

The interior of the building may still have aways to go, but you would never know it by looking at the outside. "Bill Fox, our 'friendly neighborhood architect,'" explains John, "again designed a beautiful, art deco-themed building to match his extraordinary, rotunda-faced Museum. Thank you, Bill."

This southern view of the entire building shows how expansive it is.





The beautiful Art Deco entranceway designed by Bill Fox.

The main Museum building through the window of the classroom in the new building. "That's an awesome view!" exclaimed Josh.



The events space is coming along nicely: shiny floors, white walls, black ceiling.

In the Kitchen...

...a Potpourri of Culinary Delights!

Bam's Fresh Strawberry Cake

1 pkg yellow cake mix
1 3oz pkg strawberry gelatin
1 cup vegetable oil
2 TBL flour
1 cup fresh strawberries mashed, and drained- re-serve the juice
4 eggs

Glaze

1 cup confectioners sugar
strawberry juice

Preheat oven to 325; combine cake mix with gelatin, oil, flour, strawberries, 1 egg, and beat well. add remaining eggs one at a time, beating well after each addition; pour into greased bundt or other cake pan and bake about 55 minutes, until top of cake springs back when lightly pressed;

Cool 10 minutes before removing from pan; pour glaze over cake and finish cooling before slicing.

(The strawberry cake recipe was my sister's... her name is Barbara Ann Mackesson...but we have always called her "BAM"... her initials. Where she got the recipe I don't know but I've had it for years and only made it for the first time a couple of weeks ago and all the ladies in my circle wanted the recipe)

FROZEN CRANBERRY SALAD

2 cans of whole cranberries
2 bananas - chopped
2 cups crushed pineapple, with juice
1/2 cup orange juice

16 OZ sour cream
1/2 cup sugar .. can omit
2 cups chopped pecans

Mix all and pour in a 9x13 containerfreeze
ENJOY!

BOK CHOY SALAD

1 large head bok choy...chopped.. and use all of the white and dark green leaves
2 bunches green onions (scallions), sliced

Crumbled Mix:

2 pkg. Ramen Noodles
3 oz. sliced almonds
1 stick margarine
1/2 cup sesame seeds
2 Tbs. sugar

Heat margarine over medium heat then add all the ingredients., watch constantly as it will burn; when browned nicely, remove from heat and pan and let cool completely.

Dressing Mix:

3/4 cup oil
1/2 cup red wine vinegar
1/4 cup sugar
2 tbs. soy sauce

Mix and put in a jar...refrigerate; shake well before using, mix all just before ready to serve so it won't get soggy.

Oriental Salad

1 large head of Bok Choy - cut into bite size
(use all of the green and white)
2 bunches green onions (scallion) sliced

Crumbled Mix

2 pkg. Ramen Noodles
3 oz. sliced or slivered almonds
1 stick margarine
1/2 cup sesame seeds
2 tbs. sugar
Heat margarine over med. heat, then add all the ingredients. Watch constantly as it will burn. When browned nicely, remove from heat, spread in a pan and let cool completely.

Dressing Mix

3/4 cup oil
1/2 cup red wine vinegar
1/4 cup sugar
2 tbs. soy sauce
Mix and put in a jar - refrigerate. Shake before using

When ready to serve, pour dressing over the bok choy and add the crumbled mix.

Cranberry Frozen Salad

2 cans of whole berry cranberry sauce
2 bananas sliced
2 cups crushed pineapple with juice
4 tbs. orange juice
16. oz. light sour cream

1/2 cup to 1 cup sugar
2 cups chopped pecans

Mix all and pour into a 9x13 dish and freeze

Broccoli Casserole

1 10 oz. frozen box chopped broccoli
1 cup minute rice (uncooked)
1 can mushroom soup
1/4 cup chopped onion
1/4 cup chopped celery
1 stick margarine
8 oz. jar cheese whiz

Saute onion and celery in margarine. Add all of the other ingredients and baked covered at 350 for 1 hour.

I usually double this recipe.

Pimento Cheese

8 oz. whipped cream cheese
1 pat butter
Roasted red pepper - 1/2 of whole roasted pepper or 6 strips - chopped
1 dash garlic powder
1 dash cayenne powder
1 Tbs. mayo - or more for spreading consistency
8 oz. sharp shredded cheese

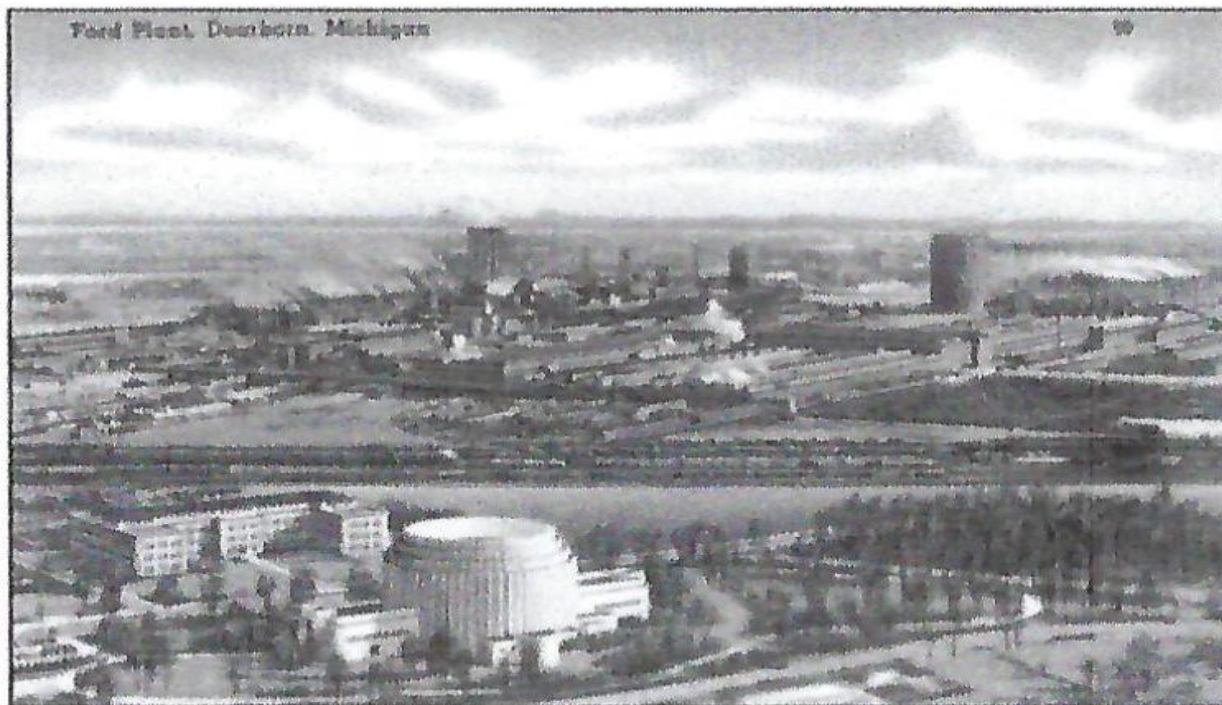
EARLY FORD V-8 CLUB OF AMERICA

60TH ANNIVERSARY DIAMOND JUBILEE CELEBRATION



**JUNE 11-17, 2023
DEARBORN,
MICHIGAN**

By Bruce Nelson, Grand National Chair



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 and scheduling events 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 11TH

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 and tours of the Early Ford V-8 Foundation Museum and Auburn Cord Duesenberg Automobile Museum.



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

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

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 \$75 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
registration@2023gnm.com**

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