

Happy New Year!

The Rear View Mirror

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

Mickey Holton, Editor

January 2023

flatheadv897@gmail.com

A New Year, Cold Weather

Happy New Year! I hope all of you had a very Merry Christmas and an enjoyable holiday period. If you've put your car(s) away for the winter months I hope you've made sure they're protected and winterized. If you've got room in your garage (and it's heated) winter is a good time to perform all those repairs and improvements you've been meaning to do. Good luck!

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

NEW MEMBER

This month we welcome a new member to the Volunteer V8 Ford Club and Early Ford V8 Club of America:

John Collins

EFV8CA #920931

8 Thompson Hollow Road

Carthage, TN 37030

615-604-7122

jocollin@dollargeneral.com

John doesn't have an Early Ford V-8...**yet**...but he does have a few other vintage cars:

1931 Model A 2 Door

1947 Buick

1959 Austin-Healy

1975 MGB

1979 Triumph Spitfire

...et al

Welcome, John!

(John, for all you "old time" members, is the nephew of C.V. Collins)

CHILI LUNCH MEETING!

Beat the cold weather and
make plans to attend and en-
joy a chili lunch at Danny
Driskell's garage

Saturday, January 21st, 2023
at Noon

(weather permitting!)

More details will follow soon





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:**

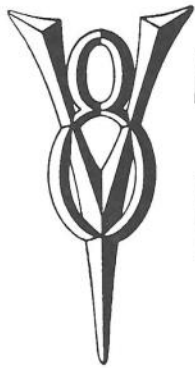
**VOLUNTEER V8 FORD CLUB
P.O. BOX 3011**

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. (See next page)

Renewing your membership in the Early Ford V8 Club of America

January is a good month to remind everyone about renewing your membership in the Early Ford V8 Club of America and how to know when your membership expires. Your membership expiration depends on the month you joined. If you joined in January, then it expires every year in January, and so on. You will not receive a separate notification about renewing your membership! It is printed with the renewal date on the white note that includes your mailing address that comes with your V-8 **TIMES** (see below). Remember, too, that membership in the National Early V-8 Ford Club is required for membership in the Volunteer V-8 Ford Club regional group.



TIMES
MAGAZINE FOR EARLY FORD V-8 ENTHUSIASTS

Published by the Early Ford V-8 Club of America
c/o Cornerstone Registration LTD
P.O. Box 1715
Maple Grove, MN 55311-6715

ADDRESS SERVICE REQUESTED

★ CHECK LABEL FOR YOUR MEMBERSHIP EXPIRATION DATE ★

Notice:

In The Future, Your **Membership Renewal Envelope** Will Be In This Polybag With Your Magazine. You Will NOT Receive A Separate Mailing of the Renewal Envelope. Please Watch For The Renewal Envelope In The Issue That Your Expiration Date Indicates.

CHANGES?

need to update your
member info?
Use the back of this card.

Member Number →

Your renewal date is here

Periodical
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P-2 P214 4

MEMBER CAR(S) OF THE MONTH

Robert Dishner's 1946 Ford Tudor Sedans

By Derrick Dishner



In 1955 a young high school senior had a 1931 Ford Model A. Unfortunately, it was damaged when two cars collided in front of the family home, and one bounced into his pride and joy. It was pushed into the garage for later repairs. But that part of the story is for another day.



His replacement car was a black 1946 Ford 2 door Super Deluxe sedan. This is the car he took to college and used while dating his future wife. In time they bought a new suburban home on the edge of Nashville that had a 2-car garage in the basement. That car just stayed in that new garage stall as the newer cars were purchased and the family expanded. It even made the move to a new family home fifteen years later.



Fast forward forty years and the car is still sitting in that garage it moved to in 1977. Nostalgia was running strong, and it was time to investigate restoration. Robert contracted local chapter president, Danny Driskell for help. Unfortunately, that original car had deteriorated beyond the value of restoration cost. As an alternative, a replacement car, a blue '46, was found to be a fun driver car.



As many of you appreciate, a driver car is not always as perfect as hoped. In this case, a random post in Hemmings was just the temptation needed for a second purchase. This burgundy red car was purchased from a couple in Wisconsin who had owned it for many years, and it was fully restored but retained its original upholstery. Robert is the fourth owner of this award-winning car.

Currently both cars are sitting side by side. No doubt sharing stories of their shared heritage.

FORD'S OUT FRONT! with Extra Values!



1 EXTRA POWER. The big, new Ford is the only car in its class with the extra power of the smooth 100 horsepower V-type 8-cylinder engine!

2 EXTRA ECONOMY. This big, powerful engine turns fewer revolutions in every mile than any other in the low-priced field. This engine "loafs" while the car "hustles"... for extra economy, longer life.

3 EXTRA SAFETY. It's the only car in its class that gives you the extra safety of such big, oversized, self-centering hydraulic brakes!

4 EXTRA STABILITY. Of the three leading low-priced cars, Ford is the only one with the extra stability of a super-strong X-type frame... the same

type frame that is used in America's highest-priced cars!

5 EXTRA COMFORT. It's the only car in its price class with the new Multi-Leaf springs and the smooth "Rest-Ride" they give you.

SEE IT AT YOUR FORD DEALER'S TODAY!

Tune in ... The FORD Bob Crosby Show—CBS, Wednesdays, 9:30-10 p.m., E.S.T. ... The FORD Sunday Evening Hour—ABC, Sundays, 8-9 p.m., E.S.T.

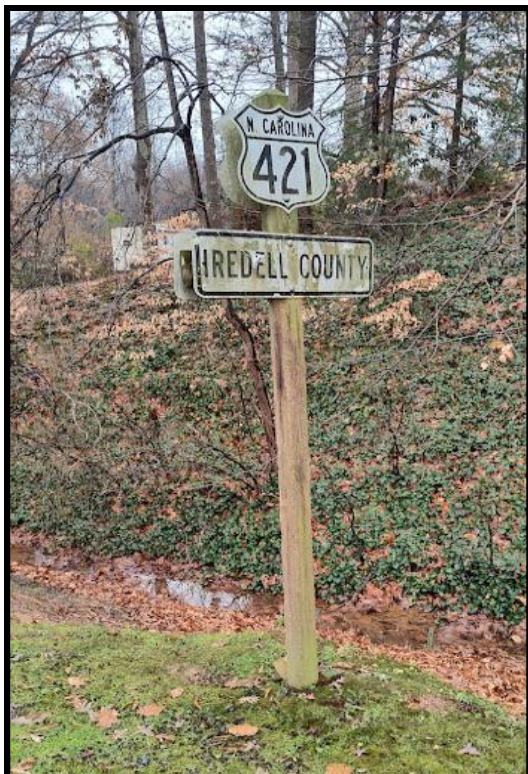
There's a *Ford* in your future



Carolina On My Mind...(apologies to James Taylor)

A visit to Pat Ford's Old Timey Store and Garage

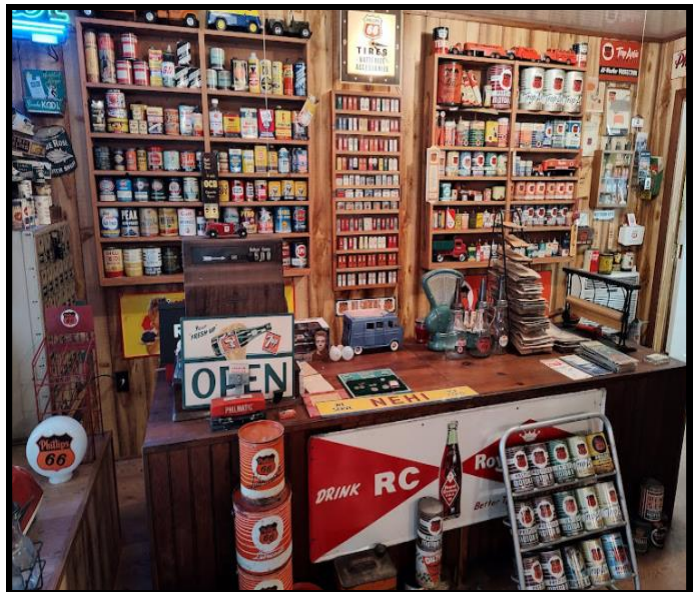
In December, I visited family in Statesville, North Carolina. While there, I made contact with Pat Ford, someone I had met and got to know at Hershey, PA., in 2021. Pat works for Dennis Carpenter, Inc., in Charlotte, NC, lives in Statesville and he invited me then to visit with him when I was next in Statesville. So, on this trip to the old hometown, I called Pat and made arrangements to visit and see his "Old Timey Store and Garage." Pat was very gracious and gave me a nice tour and explanation as to how it came to be. Enjoy the pictures!



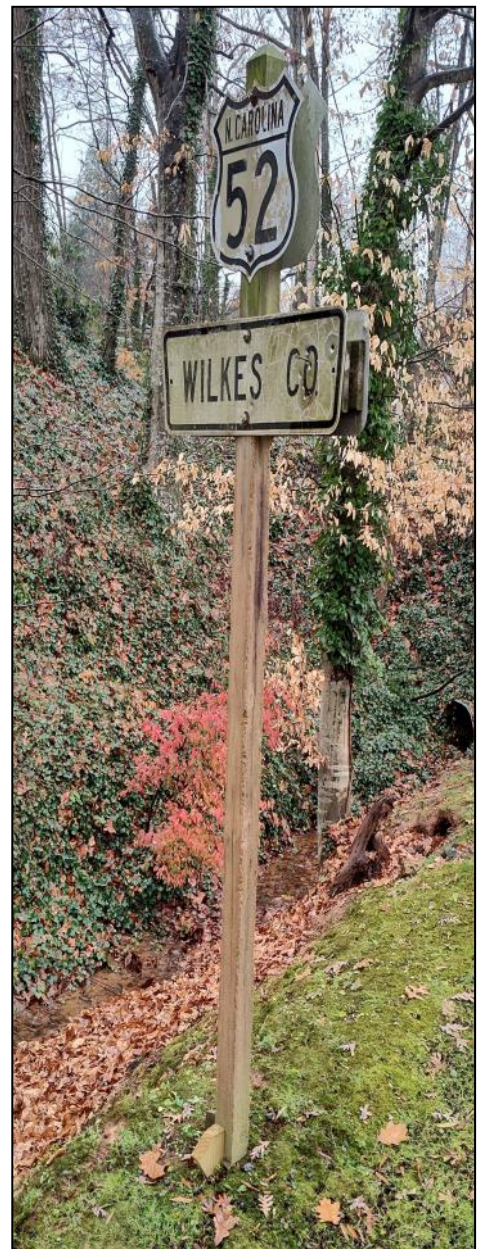




Pat Ford

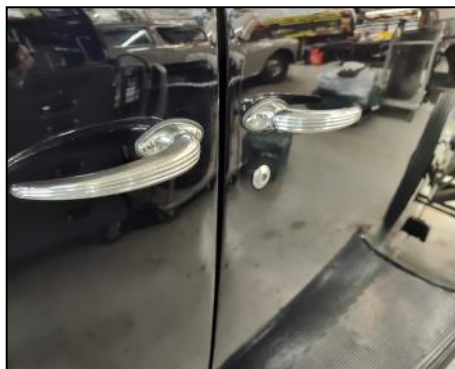


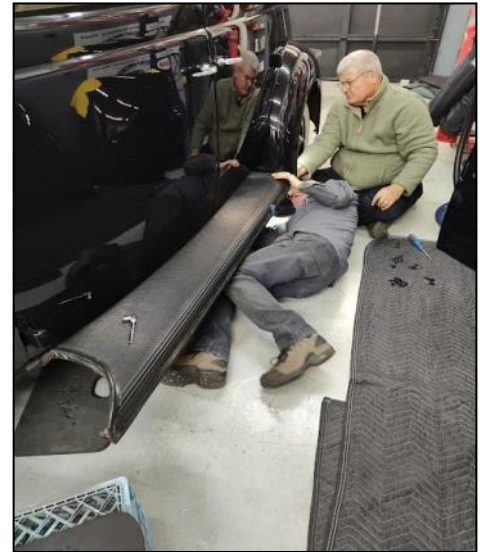
Pat Ford's Diner, Old Timey Store and Garage
Statesville, North Carolina



Update on the Zaft's '37 Sedan...Part Two..."Making Progress!"

Back from the paint shop, the Zaft's 1937 Ford Fordor Sedan is being reassembled and made ready for driving. Following are some shots of the car as it comes together again.





The 1937 Ford

By the Auto Editors of Consumer Guide

Seldom has Detroit seen anything to compare with the extravaganza that was unleashed when the 1937 **Fords** were introduced! The date was November 6, 1936, and Sales Manager William C. Cowling spared no effort in getting the new models off to a good start.



The 1937 Ford lineup, including the coupe and roadster, were introduced with great fanfare

Some 41 special trains had brought 8,000 dealers to participate in the event. Representing all parts of the United States and Canada, they gathered at the Detroit Coliseum, newly decorated by the famed Walter Dorwin Teague. Music was provided by Fred Waring and his Pennsylvanians, then at the height of their popularity.

Following brief presentations by company officials, the lights were dimmed. Then a slim, brilliant shaft of light appeared, focused at center stage. There, all eyes fell upon a huge V-8 emblem, rising slowly through the stage on a special elevator.

Presently, the light broadened as a sprite -- a 12-year-old girl with golden curls -- untwined herself from the emblem. Running gracefully to one side of the stage, she summoned her fellow sprites, elves, and gnomes, who appeared suddenly from various side entrances.

A huge, boiling cauldron then arose at center stage, and, one-by-one, giant replicas of Ford V-8 parts, each representing some feature of the 1937 models, were exposed to

the glare of the spotlight -- and tossed, then, into the steaming cauldron: a front fender, an instrument panel, various **engine** components, a radiator grille, a seat cushion....

Then suddenly, as colored lights illuminated the stage, the fumes vanished and the elves disappeared. A shiny Club Coupe, a newcomer to the Ford line for 1937, rose up, circled the stage, and made its way down a ramp to the main floor. It was a spectacular way for an **automobile** company to present its new product line, and a revolutionary concept in merchandising.

The truth is, Ford needed a flashy presentation if it wanted to capture the public's attention, for 1936 had not treated the company kindly despite increased production. After beating **Chevrolet** handily during the 1935 model year, Ford slipped behind Chevrolet in 1936, with sales falling behind those of its arch rival by more than 23 percent.



The rear view of the 1937 Ford Model 74 shows the sharply sloping trunk lid.

This, of course, seems strange to today's hobbyist, for the 1936 Fords -- particularly the open styles and the three-window coupes -- are highly prized by collectors, commanding as much as half-again the price of comparable 1936 Chevrolets on the collector market. But there it is!

In any case, several factors accounted for Ford lagging behind. For one thing, a seamless steel "Turret Top" had been featured by all 1936 Chevrolet models, save only the Standard cabriolet. For another, the Master series offered the comfort of independent front **suspension** -- company Hacks called it "Knee-Action" -- at no additional cost, while Ford clung to the traditional solid I-beam axle, suspended by means of a transverse leaf spring, just as it had been in the days of the Model T.

But Knee-Action wasn't new for 1936, and neither was the Turret Top, features that had already appeared, respectively, on Chevrolet's 1934 and 1935 Master models. What was new that year was the Chevy's **brakes**.

Thanks, in some measure, no doubt, to a highly effective advertising blitz by fast-rising Plymouth, the public had awakened to the advantages of hydraulic "juice" brakes, which by 1936 had been adopted by nearly every American automaker -- Pierce-Arrow, Willys, **Lincoln**, and Ford being the exceptions.

1937 Ford Lineup

In introducing the 1937 **Ford** lineup, the company was determined to regain the sales lead. This time. Ford, too, had a "New all-steel top [that] sweeps back in an unbroken line," though it wasn't -- and thanks to copyright laws, presumably couldn't be -- called a "turret." Styling was completely revised, a "Brilliant new design that strikes the modern note in streamlined beauty," Ford bragged. "A wide roomy **car** with a low center of gravity -- curves flowing fast from front to back and from side to side."



The year's lineup included a 1937 Ford delivery sedan.

Modernized in a number of respects, it sported a slanting two-piece "V-type windshield that opens in all closed body types," this in lieu of the flat single pane of earlier times. Almond-shaped headlights were neatly integrated into the front fender aprons. **Chevrolet**, in contrast, would employ free-standing lamps through 1940, and Plymouth wouldn't catch up until 1939.

The sharply vee'd grille was clearly copied from the sensational [Lincoln Zephyr](#), introduced just a year earlier, and the hood was hinged at the rear, opening "alligator" style.

There were mechanical advances for 1937 as well. The steering ratio was lowered, reducing the amount of effort required -- though at the cost of some additional wheel-winding. Even the [brakes](#) were revised.

Henry Ford, approaching his 74th birthday by this time, and more stubborn than ever, insisted on "the safety of steel from pedal to wheel." In his mind, hydraulic brakes were simply out of the question. Instead, Ford offered its traditional mechanical binders, self-energizing this time: "... car momentum is used to help apply the brakes. Thorough tests show that about one-third less pedal pressure is required to stop the car."

There was a downside to the new brakes, controlled now by means of steel cables housed in flexible steel conduits. A couple of disadvantages, in fact: In the first place, the sound effects, squeaking and juddering, were unpleasant. And where weather conditions were severe, the cables sometimes tended to corrode -- which, of course, could lead to some dicey situations.

On the other hand, when properly maintained, the cable brakes were substantially more effective than the rod-controlled mechanicals with which the 1936 Ford had been equipped.

The 85-horsepower V-8 [engine](#), a Ford exclusive in the low-priced field, had been improved in a number of respects. Water-pump capacity was increased by nearly one-third to 45 gallons per minute, and the pump was relocated to the upper front of the block where it could push the water through the jacketing instead of sucking it through. Main bearings were enlarged to 2.4 inches, and insert [bearings](#) were employed in lieu of the former poured-babbitt type.

Ford also claimed improvements in creature comforts for 1937: "Engineered and built throughout for the quiet you expect of a quality car. The newly designed springs are pressure lubricated for quiet operation. New methods of mounting body and engine,

body insulation, new exhaust piping and muffler mounting, improvements in rear axle and drive shaft all contribute to a new standard of quiet. ... Comfort of the Center-Poise Ride is further increased by smoother action of the long-tapering springs. ... New instrument panel is smart and practical, with all gauges grouped for rapid reading. Starter button on instrument panel. Parking brake lever at left under instrument panel. Adjustable driver's seat rises as it slides."

With all these changes for 1937, Ford encouraged prospective buyers to "Examine it in detail -- and see how The Quality Car in the Low-Price Field is more than ever The Universal Car."

Seventeen distinct models were offered, all told, and Ford's practice of offering two trim levels was continued. The base series, which would become known as the Standard line commencing in 1938, consisted of a three-passenger coupe, Tudor and Fordor "flatback" sedans, and Tudor and Fordor Touring Sedans, the last two fitted with built-in trunks.

The DeLuxe series was comprised, in addition to these five models, of the new Club Coupe, a woody station wagon, and no less than five stylish open types: Cabriolet, Club Cabriolet, four-door Convertible Sedan, Phaeton, and a Roadster. The last-named, incidentally, would disappear after the 1937 season, and the Phaeton would exit a year later.

DeLuxe equipment included dual tail-lamps, dual wipers, walnut woodgraining on the window moldings and dash, chrome-plated grille and windshield frame, rear armrests, twin electric air horns, "banjo" **steering wheel**, locking glove-compartment door, and clock.

Closed models were trimmed in a choice of mohair or broadcloth, while convertible buyers could choose between Bedford cord and antique-finished leather. Leather was used in both the phaeton and the roadster, while rumble seats throughout the line were upholstered in imitation leather.

1947 Lincoln Coupe...Lookin' Good!



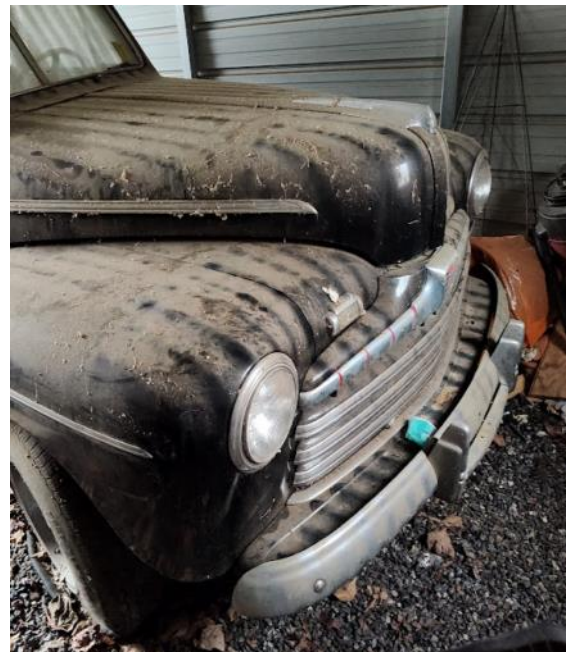
June 2021

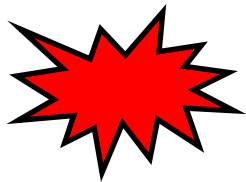
After a complete rewiring, new interior and new brakes...Danny Driskell's 1947 Lincoln Coupe is almost ready to hit the road once again. Danny decided the exterior needed a face lift, too, so he had local pinstriper Anthony Monaco "refresh" the chrome trim. It looked pretty good to start with but now it really "pops." You be the judge!



THEY'RE STILL OUT THERE!

When I go to North Carolina I always visit Linney's Mill to stock up on a popular corn based product (no...not what you're thinking!)...stone ground grits. I've done this for many years and on each trip to the grist mill I've seen the back end of an Early V-8 Ford sticking out of a small garage and have told myself I ought to stop and inquire about it. On this last trip I did just that and knocked on the door of the adjacent house. No one was at home, however, so I went in the garage (it was open and had no door) to see just what year it was and it turned out to be a 1946 Super DeLuxe Sedan Coupe. It looks pretty original but I didn't get to look at the engine and interior but it had dual exhausts and aluminum wheels so I suspect it doesn't have a flathead. I got the name of the owner and wrote him a letter to ask if I could stop by on my next trip to North Carolina. I haven't heard back from him...yet...but even if I don't I plan to stop to ask about it. See pictures below.





Blast from the Past

From *Southeast Shoptalk*, May-June 1993

FORD: PROFITS PUT \$2,000,000 A MONTH INTO OVERALL JACKETS

(from *NEWSWEEK*, JUNE 1, 1935)



Henry Ford Last Week Enjoyed the Novelty of Writing in Black Ink

"Last week the Ford Motor Company filed its 1934 balance sheet with Massachusetts's Commissioner of Corporations. The Bay State demands an accounting from all companies doing business within its boundaries. Accountants eagerly scanned the only available clue to Ford profits. The company never reveals income accounts. December 31, 1934, profit and loss surplus stood at \$580,276,392, an increase of \$3,759,312 over the previous year's end. Reserves rose during the year by \$3,101,150. The two increases indicated a profit of \$6,860,462 for 1934, the first in four years. Loss indicated for 1933 reached nearly \$3,500,000; for 1932, almost \$80,000,000. These figures are only partly revealing. They do not take into account dividends possibly paid the three owners - Henry Ford, Mrs. Henry Ford and their son, Edsel B. Ford."

"Minimum: Ford workers last week had a chance to rejoice in the return to black ink. The company boosted its minimum wage of \$5 for an 8-hr day to \$6. It stepped up the pay of many workers getting above the minimum by five cents or more an hour. The increase helps 126,000 employees in both Ford and Lincoln plants. It means an extra dollar a day for nearly a third of them. Also it boosts the company's total payroll \$2,000,000 a month."

"In 1929 Ford paid workers a \$6 minimum. In the early months of the depression this rate shot up to a \$7 record. Ford's 22-month effort to increase the purchasing power cost the company \$33,000,000, so minimum pay went down to \$6 and then to \$4. In March, 1934, it came up to \$5. Automobile men say Ford probably pays workers the highest minimum in the industry. But they maintain the average paid all workers in other shops equals his average. Other companies have a greater spread between highest and lowest pay."



Shoe

Technical Tip



?



Converting from 6 to 12 volts by Tony Hoffman

There is a lot of misinformation about converting from 6 to 12 volts in our older cars.

There is little benefit from converting from 6 volts to 12 volts, and no need to do so unless running new 12 volt high current draw accessories. There are small 6-12 converters available for low draw accessories such as 12 volt radios and such.

Car makers converted to 12 volts in 1955, mainly to save on copper wire costs. 12 volts means you can use half the gauge wire that was used for 6 volt systems, so the cost saving are substantial.

Many do this conversion, and many good mechanics suggest it, to correct slow and hard starting conditions, but that is not usually necessary.

These cars were designed to start easily by the average person when new, and this can be restored pretty easily, assuming the fuel system and carburetor are working properly.

The main culprit is corrosion on the battery connections and wiring, which causes voltage drop, in turn leading to hard starting. A couple of other factors contribute to hard starting, which are also not difficult to fix.

As are many early Chrysler products, my 1949 Dodge pickup was always notoriously slow cranking and hard to start. It was my first car, given to me in 1960, and for years it was irritating to have to push start it or jump it to get it started.

After trying several things, I finally did what I learned many years ago; when a problem seems difficult or complicated to solve, it is best to strip it back to its basics. That is, it was designed when new to start easily and reliably.

After determining that the charging system was okay and the battery up to snuff, I first replaced the battery ground cable with the largest gauge I could find, and instead of connecting it to the vehicle frame, I connected it under a mounting bolt on the starter motor, so the current didn't need to go through corroded body connections to get there. I then cleaned all electrical connections including battery terminals and cables, so there would be minimal voltage drop between the battery, starter, and ignition switch.

I also rebuilt the starter motor. It's pretty easy on older cars. I took out the two bolts that hold the case together, cleaned the commutator with some fine sandpaper, and replaced the brushes.

I also replaced the bearing in the starter motor near the end that goes to the flywheel, since if this is worn, it causes more of a gap between it's gear and the flywheel gear, requiring more leverage and power from the motor. Then I oiled the two bearings and reassembled it.

The last thing I did was take a tip from modern cars; I ran a wire directly from the battery terminal to the ignition switch. This helps provide maximum voltage to the spark coil when starting.

In the kitchen...

‘Tis the season to be freezin’”



Cold Weather Comfort Foods...

CHILI SOUP

2 lbs. ground beef
2 onions chopped
2 tsp. minced garlic
Lg. can crushed tomatoes
2 cans chicken broth
1 can beef broth
1 can each kidney beans & black beans (drained)
1sm can green chilies
1 envelope taco seasoning
Chili powder to taste



Brown ground beef & onions together in large pot then add rest of ingredients.
Cook on low for several hours.
This should help get you warmer on a cold day. Enjoy!

AUNT GLENDA'S CHICKEN PIE

1 cooked chicken, cut into bite sized pieces
1 can cream of chicken soup mixed with 1 can of chicken broth



Stir chicken pieces into soup and broth mixture. Can add a pkg. of mixed vegetables if desired. Pour into baking dish.

Topping: Mix together 1 cup self-rising flour, 1 cup milk & ½ stick melted butter or margarine. Pour over chicken mixture.

Bake at 400 degrees for 45 minutes or until hot & bubbly.

BISTRO BEAN SOUP

1 Tablespoon vegetable oil
½ cup chopped onion
8oz. reduced fat smoked turkey sausage, sliced ¼ inch thick (can be omitted for a vegetarian version).
1 14.5 oz. can unsalted stewed tomatoes (do not drain)
2 15 oz. cans cannelloni (white kidney) beans, drained & rinsed
2 14.5 oz. cans reduced sodium chicken or vegetable



broth

2 teaspoons mince fresh thyme or 1 teaspoon dried thyme leaves
Ground black pepper to taste

Heat the oil in a 4 qt. pot over medium heat. Add the onion and cook until softened. Add the sausage, if desired, and cook for 5 minutes until the sausage is lightly browned. Add the tomatoes, one can of beans, 1 can of broth and the thyme. Heat to simmering and simmer for 10 minutes.

Combine the remaining beans and broth in a blender or food processor and blend until smooth and creamy. Stir the puree into the soup and bring to a boil. Simmer for 5 minutes, then reduce the heat and simmer

SCRUMPTIOUS SLOPPY JOES

1 lb lean or extra-lean ground beef
1 medium onion, diced, 1 1/2 cups
4 cloves garlic, minced, 4 tsps.
1 jalapeno pepper, seeded and minced
1 medium red bell pepper, seeded and diced (about 1 cup)
1 15.5 oz can small red or pinto beans, drained
1 1/2 cups tomato sauce
2 Tbs. tomato paste
1 Tb. red wine vinegar
1 Tb. unsulfured molasses
1 Tb. Worcestershire sauce
1 tsp. dry mustard
3/4 tsp. salt
Freshly ground black pepper, to taste



Brown the meat and onion in a large non-stick skillet over Medium-high heat for 5 minutes, breaking up the meat into crumbles as it cooks. Pour out the drippings and discard

Add the garlic, jalapeno and bell pepper and cook 5 minutes more. Stirring occasionally. Stir in the rest of the ingredients, reduce heat to low and simmer for another 5 minutes (or more if you like!) Serve on whole wheat burger buns.

Early Ford V-8 Club Grand National 2023

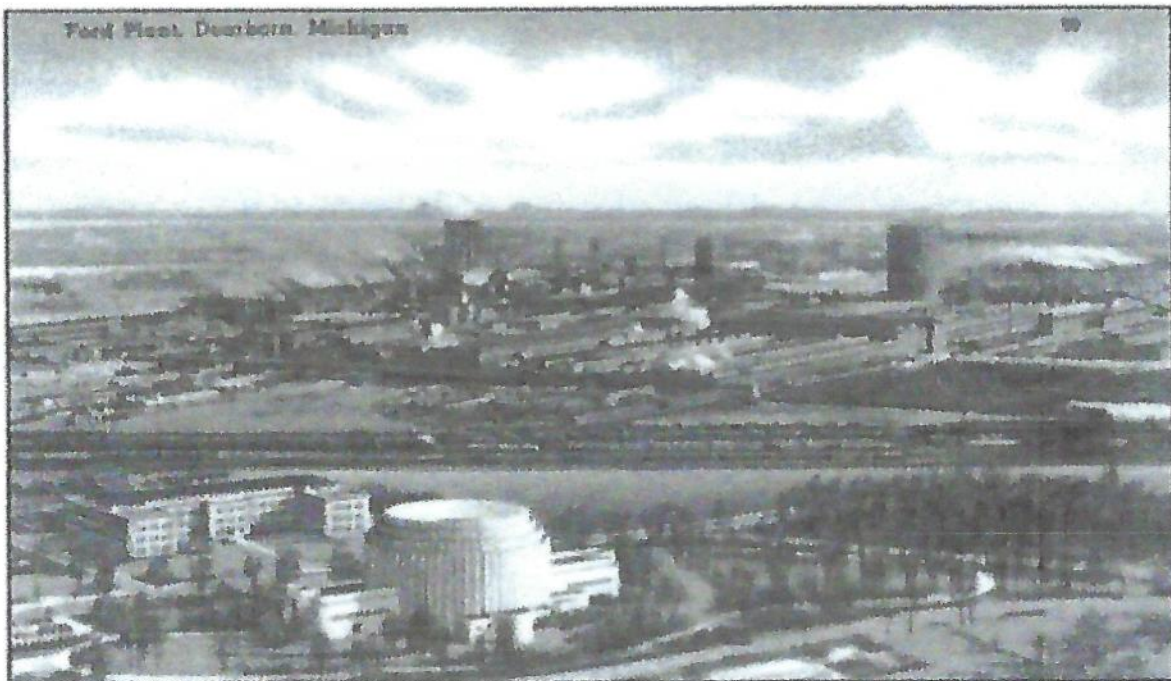
EARLY FORD V-8 CLUB OF
AMERICA

60TH
ANNIVERSARY
DIAMOND
JUBILEE
CELEBRATION



JUNE 11-17, 2023
DEARBORN,
MICHIGAN

By Bruce Nelson, Grand National Chair



SEE REGISTRATION FORM ON NEXT PAGE



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

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