

Happy Easter!

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

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IN THIS ISSUE

1. Message, Wanted, New Members
2. Overheard at the National Board Meeting
- 3-6. Member Car of the Month... '41 Ford
7. 1941 Ford... Bigger and More Powerful
8. AD... It's a Big New Car... 1941 Ford
9. EFV8CA Member Renewal Reminder
10. What Makes the Flathead V8 so Special?
- 11-12. Henry Ford... son of Ireland
- 13-14. 1940 Ford Cutaway Car
15. Technical Tip... Bright and Tight
16. In the Kitchen... Time for Seafood
- 17-18. Blast from the Past... old Vol V8 pictures
- 19-20. 2023 Grand National Meet
21. 75th Anniversary of the '48 Ford at GNM
- 22-23. Local Car Shows, April 2023
24. Advertisements

MESSAGE

Hooray! Spring has *finally* arrived and that means it is time to start thinking about getting that old V8 out of moth balls and getting it cleaned, serviced and ready to rack up some serious driving time. I don't know about you, but I am seriously tired of the cold weather we've been having and looking forward to much warmer temps... but not too hot! We look forward to having a busy Spring, Summer and Fall schedule of events and hope to be seeing many of you and your cars again. Enjoy this month's issue of the newsletter. Contributions for future newsletters are encouraged!

Best regards, *Mickey Holton*

WANTED!

1939 Ford Standard Hood
Call John Palmer
615-406-2057
Springfield, TN



New Members

Ron Hope (Dianne)
102 Century Oak Drive
Franklin, TN 37069

Scott Caskey (Shelby)
3393 Mahlon Moore Road
Spring Hill, TN 37174

Kenny Polly (Maria)
2210 Tidwell Switch Road
Dickson, TN 37055

Overheard...at the National Board Meeting

By Ken Bounds, National Chief Judge

OK, before you knock the cute title of this article, I need to let you know I borrowed it from a column that ran in the V-8 Times back in the 60's. The first one I found was Jan-Feb 1968 when John Mota was the President and Lorin Sorenson was the Editor. So blame Lorin.

In February I was privileged to attend the Face-to-Face meeting of the Board in San Diego. A highlight was seeing the passing of the gavel to our new National President - long time friend and NIRG member Rick Claybaugh. It was also nice to witness the swearing in of NIRG member and our new Midwest Director John Emmering. Another highlight was spending just a little time with Editor Emeritus Jerry Windle. I won't go into much detail about the results of the meeting because we should get a report from our new Director soon.

As National Chief Judge I was at the meeting to discuss the judging process, along with JSC Chairman John McBurney. In addition, I presented a status report on the Grand National Meet in June along with an appeal for on-site assistance from Board members, family, and friends.

With that in mind, if you have not yet registered for the Diamond Anniversary Celebration in Dearborn, you still have time and hotel rooms are still available.

These events are always a great time. Here are the very early statistics: Full registrations - 104, early registrations - 82, vehicles registered - 64. Sadly, some of the small tours are sold out but there is still plenty of room on the bus tours to Auburn and to Gilmore.

Continuing on the theme of national meets, there are already two approved for next year. At the meeting, the Board approved the bid from RG's 141, 56, and 169 to host the 2024 Central National Meet June 17-24 in Auburn. The Early Ford V-8 Foundation Museum will be the venue for most of the events, including the new Jerry Windle events center. Carolyn and I were asked to handle registration for that meet and have agreed to do so. As you know, Auburn is just over 200 miles away for most of us and easy to get to. The museum has changed significantly since we were there in 2019 with a new addition - there will be a lot to see.

Late last year the Board also approved a bid from RG's 59 and 3 to host the 2024 Eastern National Meet in Clayton, New York September 15-20. This is about 780 miles away, so it would be quite a drive from our area. But we have gone farther! It is about the same distance as Charlotte, NC or Oklahoma City and closer than Saratoga Springs, NY or Windsor, CT. The area, called the 1000 Islands Region looks absolutely beautiful for a meet. We hope some of you consider attending.

There were some rumblings about a 2024 Western Meet as well - cross your fingers!



Rick presents service plaque to 2021-22 President John Caldwell



Our own John Emmering, left and Rick Claybaugh, right get sworn in along with Northeast Director Mike Stichter, Secretary Connie Hall, and VP Joe Valentino

Member Car of the Month

1941 Ford Opera Coupe

Jim Bynum, Donelson, TN



My 1941 Flathead V-8 Ford Journey

This story is 53 years in the making even though on many occasions there was serious consideration, especially in the last 15 years, to sell my car, but I've held on through thick and thin, good times and bad. The journey started in the fall of 1970, my senior high school year in Chattanooga, TN. A family friend, Raymond Leonard, had two 1946 Ford coupes and being 'old at birth' according to Mom, I was instantly in love. Mr. Leonard owned a business that sent him all around Hamilton County, Chattanooga, TN and surrounding counties including north Georgia.

One day in late winter 1971, Mr. Leonard called to say he had found my 'old Ford' in a junkyard just south of the Chickamauga Civil War Battlefield in Rock Spring, Georgia. It was a 1941 Ford Super Deluxe Opera (or Auxiliary Seat) Coupe.

Dad and I drove down on a Saturday to look at my prize and found it was in less of a condition than I had hoped for but it seemed doable to a dreamer 17 years old. It had been repainted robin egg blue...how unfortunate! Old cars are a disease! When someone can only see how a junkyard or fence row vehicle can be fixed up instead of what it is, the disease is incurable!

I told Mr. R.C Kay that I would take it; the price was \$100 + \$3 for GA sales tax. We came back the next Saturday to tow it home.

My prize was sitting in the junkyard with four flat tires, a dented in roof where kids had been jumping on it and surrounded by four other cars and numerous small trees. Mr. Kay pulled the cars away from the '41 Ford with a big McCormick tractor. The '41s tires were aired up with a hand pump. Since the rear bumper was missing, a chain was wrapped around one of the bumper irons which promptly collapsed the curved bumper iron halves together and slid off shooting back to the tractor. A different grip

place was found for the chain around the rear axle. The tires scooted across the deep grass but when the car was clear of the small trees and other cars we could get around it. Dad jacked up each wheel and pounded the brake drums with a heavy hammer until the wheels would roll. After two hours for this exercise the '41 Ford would roll. Dad hooked his 1960 Chevy Kingswood wagon with a heavy chain fed through a 2 in pipe since the '41 Ford brakes didn't work. All I had to do was steer my prize, the rest was up to Dad to start and stop slowly.

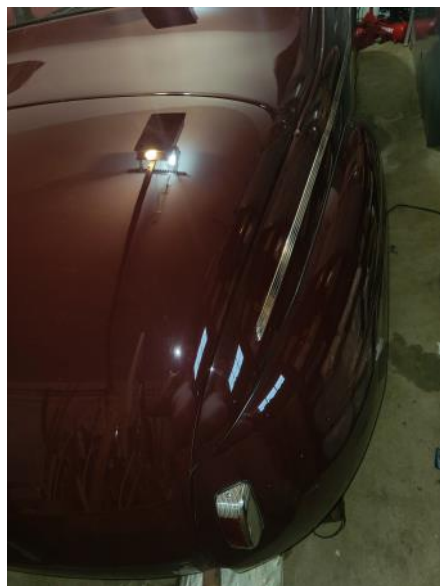
We started the 26-mile trip home via the back roads so we could drive slowly. About 3 miles down the road one of the tires went flat and a light drizzle rain began. We pulled off at a country gas station and Dad repaired the tube leak. I could tell Dad was about out of patience. The rest of the trip went well not having any more flats or any police questions.

A place was prepared for my prize in an large, old, chicken barn with a rough concrete floor and lights. The '41 was backed into covered storage with room to work on it. I was ecstatic and told Dad I was going to drive it to college in the fall, Oh, the dreams of the uninformed! Dad laughed for years. Work on the '41 started immediately. The radiator, carburetor, rear bumper, radio, heater, starter, and generator were missing at the junkyard.

The fenders, hood, trunk lid, doors, and all the attaching parts were removed and sandblasted using a small vacuum pot blaster and primed. This took many hours mostly in the hot sun waiting for the compressor to build up plus recovering and sifting sand. The engine was removed and disassembly began in the large basement of our house. The whole engine was locked up and the pistons had to be driven out of the block with a block of wood and large hammer after soaking in penetrating oil for a week. The engine had already been bored .060+, so it became scrap. During a trip to visit my grandmother in Murfreesboro, TN, Dad and I visited a junkyard on Halls Hill Pike. Old Fords were stacked on top of each other as much as 3 cars high. Any car was for sale for \$100 or \$200 if it would run or any part off of a non-running car. We filled up Dad's 1969 Chevy wagon with



Jim's "cleaned up" '41 Ford



running boards, bumpers, and numerous other parts for \$42....Jackpot!

It was time to go to college so the work stopped for about 5 years. While at college, Dad's cows ate the cotton batting completely clean off all the seats reaching through one of the windows in the chicken coup where the seats had been removed and were sitting. Without going into that college journey, work resumed after two unrealized majors and having returned home with an Airframe & Powerplant Mechanics license in March of 1977. A pressure pot sandblaster was purchased and a Sulair diesel powered compressor (100 cu. ft./min. @150 psi) was rented for a week. The frame was blasted, primed and painted, then the same for all the attaching chassis parts. The chassis became a rolling chassis but without the flathead or body.

In 1980, my first home was purchased and the '41 Ford chassis was moved to the garage. The chassis was without an engine so an overhauled engine was purchased and placed into the frame. Sometime later during replacement of the oil pan gasket the piston rings were discovered in the oil pan, scammed...engine #2 scrapped. Chassis work continued by hand forming stainless steel double flared brake and fuel lines.

In 1982 another move was made in job and location to a rental house in Tullahoma, TN. My dad and brother moved the chassis and body to Tullahoma where it was at least in a tiny, detached, open front garage. In 1983 a house was purchased in Manchester, TN and the '41 Ford was moved to a dry, closed, garage. It was about this time Everett's Body Shop in McMinnville, TN, was found to sandblast, prime, and paint the body, and then paint the fenders, doors, hood, and trunk lid. It was a great paint job with materials and parts available in 1984. About this time a used 8AB flathead engine was found at a reasonable price which was determined to be good enough for overhaul. It was overhauled by a racecar engine guy, Gary Clower, with all stock parts. The body was completed before the engine arrived and the before the steering column was installed. Therefore it was relative-

ly easy for 6 guys to carry the body and sit it on the frame. The '41 Ford was finally beginning to look like a car.

In 1986 another move was made to a field management position with the same company and the '41 Ford was moved again, this time to Greenville, SC, into the garage of yet another home. Meetings sent me to Nashville, TN, monthly and allowed me to pick up the hood, fenders, doors, and trunk lid as they were completed by the painter in McMinnville, TN. All aforementioned parts were installed and the car began looking whole. Now work started on the windows which were installed new with original Ford etching by Sanders Reproduction Glass in Hillsboro, OR, except the rear oval window which is original to the car.

In 1992 another job was started, this time in Nashville, TN. I moved to a new house in 1993 with the '41 Ford into a two-car garage. Lots of progress was made here. The brakes were completely bled with silicone brake fluid. The dash clock was repaired by Ken Brown in Monteagle, TN. The radio was repaired by Bill Russell in Sewanee, TN. A new wiring harness was installed, a used radiator was purchased, and the engine was started. It was about this time I found out these old Fords had a positive ground. It runs better with a positive ground! During the move to Nashville, there was damage to the '41 Ford paint job. The movers insurance company settled for a reasonable amount but the paint had not been repaired. A repair and paint person was hard to find. Finally, Paul Herman of Gallatin, TN was located. I removed the doors, hood, trunk lid, fenders, steering wheel and windows. Paul sanded and repainted the car after repairing several items. There were numerous small repairs but also included a new reproduction tail pan and removing about 25 lbs. of lead from the trunk lid which he did by working the metal and using only about 1 tablespoon of filler.

When the '41 paint and body work were completed, I installed the freshly painted fenders, doors, hood, trunk lid, and steering wheel. A used dashboard with instruments was purchased and the woodgrain paint was redone by Don Cornell in Clarksville, GA. An original hot water heater kit was purchased from Larry Chapman in Northridge, CA. New running boards and covers were purchased and installed. A new, complete LeBaron-Bonney interior was purchased but *has not been installed* yet. The shocks were overhauled by Antique Ford Parts in Union, CT. About this time the '41 Ford was titled, registered and driven in the neighborhood. Not long after this progress, in 2008, I remarried and in the fall of 2009 we moved to our home in Donelson, a suburb of Nashville, TN. The house was a foreclosure and pretty torn up. Repairing and updating this home has taken several years. The '41 Ford is in a closed, heated and cooled garage but it has been neglected with little progress.

Since 2001 I have been a member of the Early V8 Ford Club of America and since 2019 a member of the Volunteer Regional Group #97. The group is pretty amazing and diverse with many cars, regular meetings and tours. This group celebrated its 45th Anniversary this year and its leadership and membership has inspired me to 'keep going' and 'get going' to get this 1941 Ford back in drivable condition. With Danny Driskell and Mickey Holton as mentors it's starting the final stages of completion.

Please wish me luck and there should be updates coming in the near future.

Jim Bynum

(Editor's note: This article has been submitted to the V8 TIMES and will appear in a future issue)

1941 FORD— BIGGER AND MORE POWERFUL

The fully redesigned, full-sized 1941 Fords arrived against the backdrop of an expanding World War. The 194.3-inch-long Super Deluxe was wider and longer than its predecessors, and it was powered by a bigger engine.



STYLING

The 1941 Ford Super Deluxe came in a variety of configurations including a two-door coupe, two-door convertible, a two-door sedan and a four-door-sedan. Ford also offered the Super Deluxe as a station wagon and a two-door pickup. The two-door convertible is distinctive in that it has no rear side windows. The following year, windows were added so rear-seat occupants could actually look outside. There were three different power mechanisms used to operate the convertible top: electric screw, hydraulic and vacuum.

The updated Ford designs of 1941 enjoyed a short-lived debut, as civilian production was suspended early in February, 1942. The Super Deluxe would not be produced for civilian purposes again until 1946, although Ford continued to build them as military staff cars. These were typically blacked-out vehicles that conserved chrome, a rationed war material.

Ford's designers came up with a novel approach to front fender damage by dividing it into three parts. The idea was that a less expensive single piece could be replaced in the event of an untimely collision with a light pole or similar obstruction. However, a two-piece fender arrived mid-way through the model year.

PERFORMANCE

For the first time since 1906, Ford went with a six-cylinder engine to power a vehicle. The 226 CID L-head straight-six generated a maximum of 90 horsepower, and it was used in the Special. The engine powered the Super Deluxe. It was also rated at 90 horsepower. Ford's larger 95-horsepower, 239 CID flathead V8 was reserved for the Mercury brand until 1946. The brakes on the Super Deluxe were among the best offered on any car of its era.

FEATURES

The 1941 Ford Super Deluxe employed a precursor to today's smart keys for ignition. The so-called key operated a bolt lock that secured the steering column when the car was not in use. Use of the key also unlocked the ignition switch. The driver started the car by simply pushing a button on the dashboard. The electric starter was supplemented by a manual starting option to counter the possibility of a dead battery. The wheel-lug wrench served as the handle, and coupling pins were inserted through a hole in the grille to engage a socket on the front of the crankshaft. The wrench-turned-handle was simply twisted to start the engine.



The re-designed 1941 Ford full-sized cars ushered in a new era in American automotive design. The Super Deluxe was produced until the next generation of larger Fords arrived in 1949. At auction, a fully restored 1941 Ford Super Deluxe will often bring in \$20,000 or more. Convertibles and station wagons often command the highest premiums.

It's a Big New Car!

1941
FORD



Dear Volunteer V8 Club Members, I want to remind you all about membership expiration dates in the national Early Ford V8 Club of America and the Volunteer V8 Ford Club...they are different! Membership expiration in the EFV8CA depends on the month and year you join. Membership the Volunteer Ford Club always expires at the end of December each year (all dues for 2023 are paid!). Your membership in the EFV8CA is noted on the insert that comes with each issue of the V8 TIMES (see #1 below). I have checked each member of the Volunteer Club and have sent emails to those that have expired and need to be renewed. **PLEASE RENEW YOUR MEMBERSHIP IN THE EFV8CA AS SOON AS POSSIBLE AS THIS IS REQUIRED FOR MEMBERSHIP IN THE REGIONAL GROUP! This is for insurance purposes.** I checked each member recently and sent emails to those whose membership in the EFV8CA has expired and will continue to do so in the coming months. Please go to www.earlyfordv8.org/ and click on membership to renew. Please let me know if you have any questions....615-815-9203 or flatheadv897@gmail.com.



ADDRESS SERVICE REQUESTED

★ CHECK LABEL FOR YOUR MEMBERSHIP EXPIRATION DATE ★

Notice:

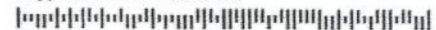
In The Future, Your **Membership Renewal Envelope** Will Be In This Polybag With Your Magazine. You Will NOT Receive A Separate Mailing of the Renewal Envelope. Please Watch For The Renewal Envelope In The Issue That Your Expiration Date Indicates.

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

Your EFV8CA Member Number →

2

Supplement to V-8 Enclosed



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5018 META DR
NASHVILLE TN 37211-5722

Periodical

1
**Membership
Expiration Date**

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Here are a couple of things you need to be aware of as a member of the EFV8CA and the Volunteer V8 Ford Club:

1. Your membership expiration in the EFV8CA depends on the month you joined (see 1 above); membership in the Volunteer V8 Ford Club runs from January 1st to December 31st and notice was sent out recently for renewal of membership in 2022.
2. Your EFV8CA membership number is located on the supplement (above) that comes with the V-8 TIMES (see 2 above).
3. You will receive a Membership Renewal Envelope in the polybag with the V-8 TIMES, **not** a separate mailing of the Renewal Envelope (see 3 above)
4. The V-8 TIMES is now available online! With your membership in the EFV8CA you will still receive a printed copy of the V8 TIMES six (6) times a year but you now have access to it online. You should have gotten a four-page supplement in your November-December magazine with instructions how to access it. Please take the time to look through these instructions. It is easy and well worth the effort.

Here's What Made The Ford Flathead V8 So Special?



V8s are V8s are about as close as you can get to a "default"

American

engine. The Chevy Small Block V8 is one of the most versatile engines ever produced and it's been swapped into cars and trucks practically since time immemorial. Chrysler's "HEMI" V8 is synonymous with obscene amounts of power and Dodge used a supercharged HEMI powerplant in its Challenger SRT Hellcat right up until the model was officially discontinued.

The debate between small-block V8s and big-block V8s even continues to this day, decades after the engines were contemporary. Almost 60 years after the model first debuted in the latter half of 1964, the Ford Mustang still uses a V8, even after most of Ford's lineup switched to more efficient V6s. The Small Block Chevy may be the most tunable and the Chrysler HEMI may be the most powerful out of the box, but the grandfather of every V8 you know today is none other than the venerable and sacred Ford Flathead V8, an engine that's been around for nearly a century.

Contrary to popular belief, the Ford Flathead V8 was not the first V8 ever mass-produced, not by a long shot. That distinction actually belongs to the Cadillac L-Head V8 which was first produced on a large scale in 1914 (via Engine Builder Mag). The Ford Flathead was not produced until 1932. The "Flathead" descriptor comes from the flat cylinder heads on each bank of the engine because not every name has to have an exciting story attached.

Even with only 80 or so horsepower when it first debuted, the Flathead exploded in popularity in the 1930s and has been credited with inventing the concept of modifying production cars for speed and power, per Hot Rod Magazine. The engine had a bit of a snowball effect on car culture. It was a favorite of bootleggers, who then modified their cars to escape the law. In their downtime, they would race each other. Later on, that became the little-known sport of NASCAR (via History). In addition to giving moonshiners a little extra power under the hood to elude pursuers, the

Flathead V8 gave V8 power to the average person. The engine became a staple in the hot rodding culture that started in the 1950s and to this day remains a popular engine to modify and with the advent of the Internet, parts are still plentiful and easy to find. Today, in 2023, wherever there are vintage Fords present, you will likely find a Flathead V8.

**You drop something
when you were younger,
you just pick it up.**

**When you're older and
you drop something, you
stare at it for a bit
contemplating if you
actually need it
anymore.**



THE UNIVERSAL CAR
BROADENS ITS FIELD

Ford V-8
FOR 1937

PENNSA you have wondered a little why the 1937 Ford V-8 offers a choice of two engine sizes. The answer is simply that it brings the advantages of V-8 ownership within the reach of many more people.

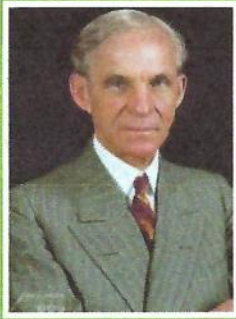
The new 60-horsepower V-8 engine, optional in several body types, makes possible a lower priced car with lower operating costs. It gives good performance—with gasoline mileage so high that it creates an entirely new standard of economy in modern motor car operation.

The improved 85-horsepower V-8 engine provides all the smooth speed and pick-up for which Ford cars are famous—with unusually low gasoline consumption.

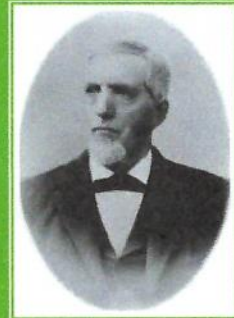
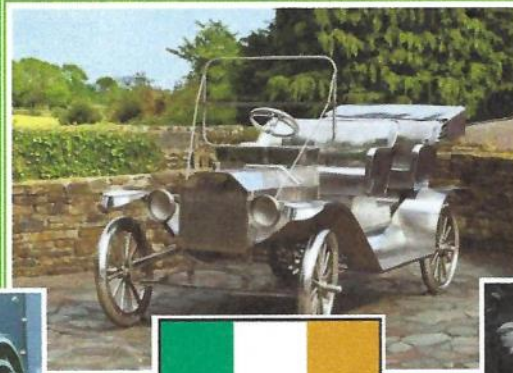
Two engine sizes. One big car. Brilliantly modern in appearance. With all-steel body . . . Easy-Action Safety Brakes . . . and other important improvements in safety, comfort, quiet. Built of fine materials, to high precision standards, by well-paid workmen . . . and deservedly called "The Quality Car in the Low-price Field."

HENRY FORD

DEVOTED SON OF IRELAND
VALUED HIS IRISH ROOTS



HENRY FORD



WILLIAM FORD



IRELAND

By John Emmering



Visitors passing through Ballinascarthy, west County Cork Ireland may be startled to see a life size replica of a Ford Model "T" prominently displayed along the main thoroughfare as a memorial honoring American Industrialist Henry Ford. It shouldn't be surprising because Henry Ford's family emigrated from this area and Ireland always had a special place in Henry Ford's heart. Ford's attachment to his ancestral home was not merely sentimental as he went on to make an economic contribution to the area.

Leaving Somerset England in the 1700's Henry Ford's ancestor Thomas Ford and his family were sent to Ireland to farm part of the estate granted by the British Crown to nobleman William Bena Jones in Ballinascarthy. Ireland was at that time subject to British rule and England wanted to establish its presence in the country. The Ford family worked 44 acres of land at first, expanding to 200 acres. Living in a small cottage on the grounds of the estate the Ford family continued in this mode of life for a century.

The potato famine which struck Ireland in the mid 1800's put an end to this arrangement as the land became unproductive. The Ford family was dismissed from the tenant farm. In 1847 Henry Ford's grandparents John & Thomasina Ford along with their seven children, (including son William, age 21 who

would become Henry Ford's father), decided to immigrate to the United States. They planned to join John's three brothers already living in Dearborn, MI.

Booking passage on a steam liner to Canada the Ford family crossed the ocean. Tragically Henry's grandmother Thomasina Ford died during the passage. The Fords continued on to Dearborn from Canada and were able to purchase 80 acres of land for a farm in 1848. William Ford married Mary Litogot and Henry Ford was born in 1863. Henry Ford had heard tales about Ireland from his kin and must have gotten an idealized picture of life in the Emerald Isle.

After Having achieved enormous financial success producing automobiles Henry Ford along with his wife Clara and son Edsel set out for a visit to Ireland, to see first hand the land of his fathers. Visiting the small empty tenant cottage where his father had been born, Henry placed an offer to buy the house and 30 acres where it sat. The owner, encouraged by the parish priest to hold out on the price, asked too much money and Henry abandoned his plan to purchase the site. The brief trip to Ireland gave Henry Ford a picture of the poverty that was present there and started him on his ambition to "Start Ireland along on the road to industry", which would take much perseverance and a large financial investment on his part.

Having developed a burning desire to establish a Ford factory in Cork, Ireland, Henry Ford contacted his head of the Ford organization in Britain, Percival Perry. Mr. Ford suggested Cork as the site of a possible new factory. Perry was against the idea but fate, years later took a turn in Henry's favor.

When World War I broke out in Europe the British Government saw a need for tractors to help farmers produce the increased domestic food production needed during the war. Impressed with the Fordson Tractor as the best option the British Government authorized the construction of a Ford plant in Cork, under the banner of the Ford & Son Company, a separate entity from the Ford Motor Company.

Clearing the site of a large horse race track construction began on the Cork Ford plant on what was known as the Marina site. Construction took longer than expected and ironically the Fordson tractors for England had to be imported from the U.S.A after they were produced at the Rouge plant. The first tractor rolled off the line of the Cork plant July 3, 1919 but trouble soon followed. There was a downturn in the economy after World War I and the Irish War of Independence began. When Ireland won independence a 22.22 % tariff was placed on vehicles delivered to

England driving up costs and harming the business plan.

It seems out of sheer loyalty to the cause of helping to industrialize Ireland, Henry Ford kept the Cork plant running in the face of many setbacks. The plant weathered the storm as a result of Henry Ford's philanthropy and by 1922 15% of Cork's residents were employed by Ford. Workers received five pounds a week at a time when 30% of the population lived on only one pound weekly. The Ford plant was a great boon to Cork's economy. By 1930 the plant employed 7,000 people making it the largest foreign Ford employer and the second largest employer in Ireland.

The products of the Cork plant changed over time. With a downturn in tractor sales in 1922 the plant began producing Model "T" parts for Ford's Manchester England factory, and later Model "A" parts began to be made for export. The last Model "T" ever produced was assembled at the Cork plant in December 1927. Tractor production resumed in 1929 and the plant became the sole producer of Fordson Tractors until 1932 when tractor production again ceased.

With the high export tariffs other European countries charged the Cork Ford plant turned to assembling Ford cars for sale in

the domestic Irish market. This proved to be a winning solution and the Cork plant continued on in relative stability for fifty years along these lines.

The 25,000th Ford vehicle was produced by the plant in 1938. The Irish public showed their loyalty through their car buying habits as more than 50% of the cars sold in Ireland were Fords. The Model "AB", Model "Y", English Ford Prefect, Escort, Cortina and Sierra were manufactured in great numbers in Cork. The plant continued through many stages having employed 20,000 during its sixty-seven-year run. Ford Motor company was forced to close the plant during a deep recession in 1984. New rules from the European Economic Community also caused difficulties leading to the closure.

Henry Ford truly did accomplish his goal of setting Ireland on the road to industry through his investment in Cork, Ireland. With the establishment and maintenance of the Ford plant for many years, he created a true bond with his ancestral home and improved the lives of many people in the Cork region. Although harsh conditions had forced his father's family to leave Ireland, Henry Ford returned to become a great asset to his family's former community.



Scenes from Ford Motor Company's Cork Plant over the years.

1940 FORD CUT-AWAY CAR

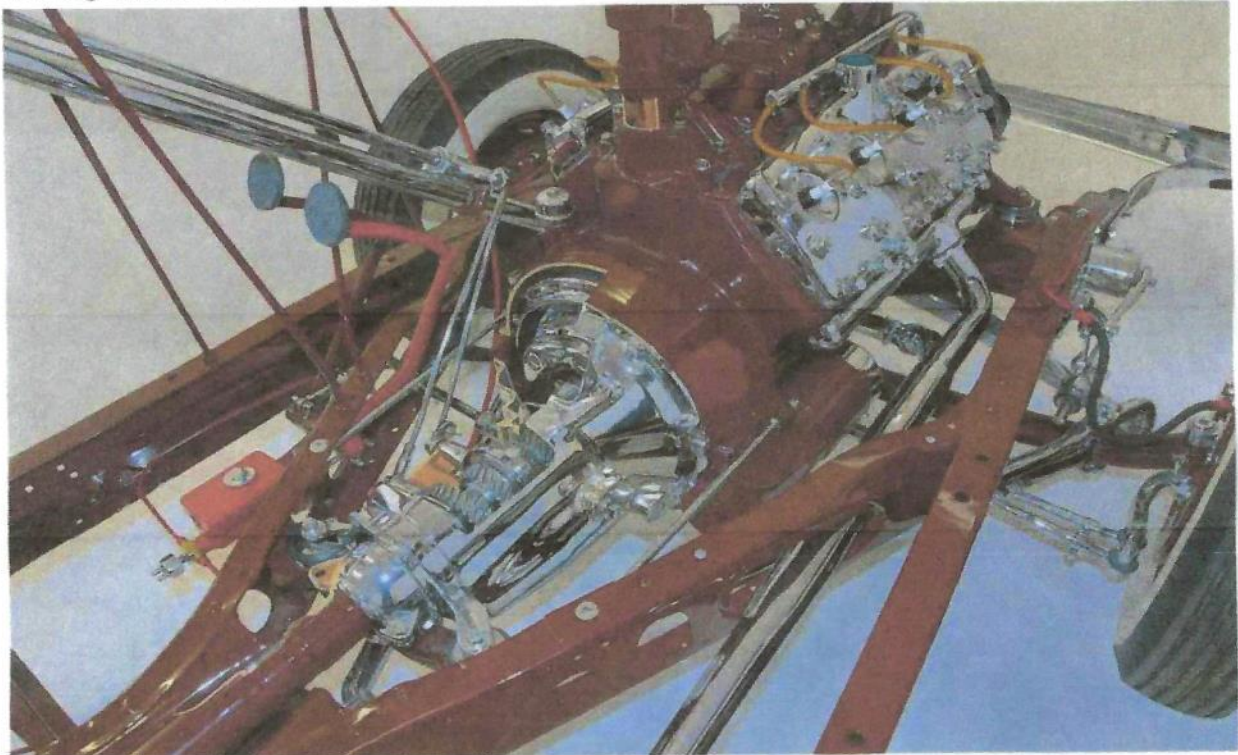
From THE FORD BARN Administrator, -Ryan

What you see before you is so incredibly rare that there doesn't seem to be anyone alive that can actually tell us why it was made or for whom. It's a 1940 Ford cutaway chassis and running gear that is owned and was restored by Rick Rennebohm of Whidbey Island, WA. Rick bought the enigmatic chassis on Ebay in 2009 without knowing much about its history. He just thought it was cool, and had to have it.

Of course, as soon as he got the thing home and started restoring it, he began to wonder just where it came from. The obvious place to start was Dick Pierson- the man he bought it from. As it turns out, Dick bought the contraption from Iowa State University in 1994. A friend of a friend of his, Richard Grieve, was working with the school's industrial engineering department in a space that had been recently abandoned by the university's veterinarian school. Richard simply walked into the lab one day and the cut away chassis was sitting innocently in a hall way. Richard owned a couple of 1940 Fords in the past and knew instantly what the chassis was, and felt there had to be some importance to it. His first thought was it belonged in a museum, so he called The Henry Ford Museum and pitched them on his new find. They claimed to already have one on the premises and declined the opportunity. A side note here- you would think the fact that The Henry Ford had a cut-away already would be a big break in this investigation. I mean, if they had one they, of all people, would know its history-right? In fact, what they have is an Oldsmobile.

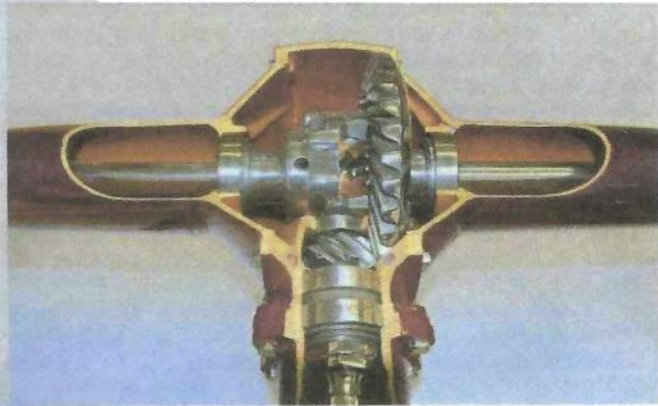
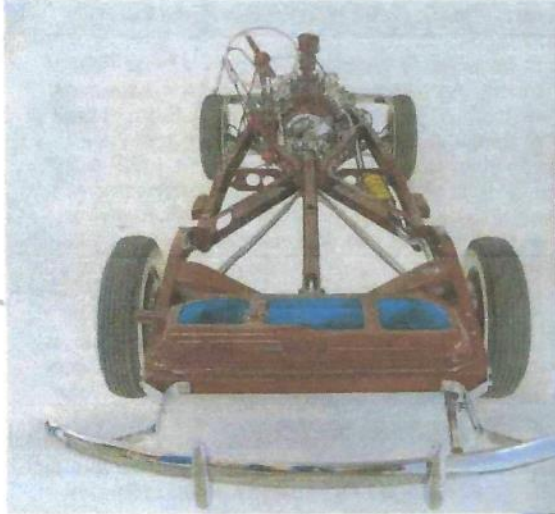
Anyway, after striking out with the museum suits, Richard decided to see if any local early Ford guys had interest. A friend of a friend hooked him up with Dick Pierson and Dick was able to buy the car from the University. Once Dick had the car, he cleaned it up a bit and showed it around the Midwest. In 2007, he tried to get it into the Peterson Museum, but was rejected. He sold it to Rick soon after.

So how did it get to Iowa State University? Again we turn to Richard Grieve. Even though he has never owned the chassis, he's been really instrumental in helping Rick trace its roots. Through some friends of his at ISU he was able to get hold of Loren Muench- a trainer and drivers' education instructor at the university that was employed by



Note the incredible detailed restoration of the individual components

the school from the 1950s well into the 1980s. Loren claimed that he was very familiar with the chassis and that in fact he had, used the chassis as a teaching tool starting in around 1957. They used the chassis for decades. Incredibly, Loren's last memory of its usage was sometime in the 1980's. We know that the University owned it but we don't know if and when Ford built it or why. It is my guess that it was created before the war by Ford and used as either marketing material or as an engineering study. The serial number is *1 – which is a pre-production serial number suggesting that it was in fact built by Ford, not created later by the university. When, Why and how are but a mystery.

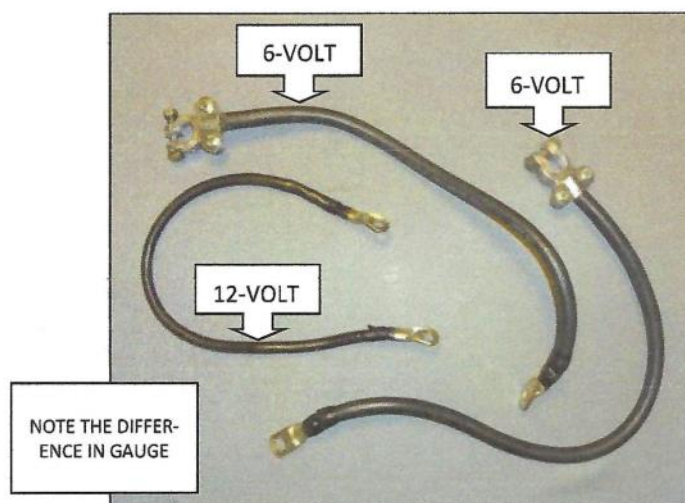


The pinion bearing race has been chrome plated too!

It is difficult to imagine the amount of effort put into this, when you see the incredible detail in the cutaway exposed components.

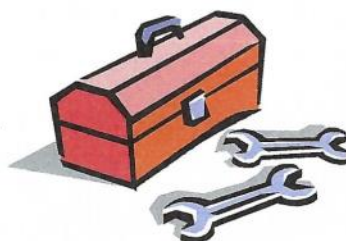


*Where and how far to cut? What to do with the exposed components?
We can only observe in wonder!
It is truly a thing of mechanical beauty.*



Technical Tip :

By Rich
Volkmer
From Naper
A's "Four
Banger"
Newsletter



BRIGHT AND TIGHT!

Our 6-volt, positive-ground 1950's car was not starting very reliably and it cranked too slowly, with a dead spot on the starter. So, last Winter, out came the starter and off it went for a rebuild. We also ordered a full set of three new battery cables and a fresh starter solenoid. These repairs have made a profound improvement in starting performance and reliability for the car.

Scrubbing all the connections with a wire brush before our reassembly recalled our Dad's favorite electrical expression, "Always keep your connections Bright & Tight!" Truer words were never spoken, nor have paid greater dividends in reliability and dependability, where old cars are concerned. And no single part of your car's electrical system is more critical than your battery, its cables, and its connections.

First off, be sure you have the right-sized cables. Somewhere along the line, our car got fitted with a solenoid-to-starter cable for a 12-volt car. All three of your battery cables should be made up of #1 flexible multi-strand welding cable, not the lighter duty cables used 12-volt cars since the mid-1950's. Our Cables were cut to factory specs for correct lengths and came with well-crimped terminal ends and connectors, and nice shrink-wrap insulation on cable ends. The stout #1 starter cable helped get

our V8 twirling like a modern car. Everything fit like a glove and the whole project only took a couple days.

You need some specialized tools for battery cable work in order to do it right. Get a square-jawed battery pliers to hold the square nut head of the battery terminal bolt so it does not rotate when you tighten or loosen the hex nut on the other end. A battery terminal spreader tool works much better than wiggling a screwdriver in there to open up the battery terminal. A battery terminal puller will easily lift a balky terminal off the battery post gently, whereas twisting that terminal around could damage the battery post or even cause internal damage to the battery plate connection. A can of battery cleaner neutralizes that nasty white battery acid sulfite corrosion that 6-volt systems seem to generate more heavily than 12-volvers. Rinse and flush everything down with water after using it, then wipe it all dry with a clean rag. The felt anti-corrosion pads can help keep future corrosion at bay. A coating of dielectric grease on your connections before putting them together will minimize corrosion while enhancing the conductivity of your connections. Battery terminal and post wire brushes come in a different styles. I've never had much luck with the reamer tool, it seems to work too aggressively, so I rely more on the wire brushes.



BATTERY TOOLS (Left to Right): Dielectric Grease, Square-jaw Battery Pliers, Battery Terminal Spreader Tool, Battery Terminal Puller, Battery Terminal and Post Wire Brush Tool, Battery Acid Cleaner/Neutralizer, and Battery Terminal & Post Reamer. (Top): Another style of Battery Terminal & Post Wire Brush, and Battery Post Anti-Corrosion Pads.

In the Kitchen...

Springtime...time for seafood!

Shrimp Enchiladas

- 1 lb shrimp peeled and deveined, cut in half
- 1 can cream of shrimp soup
- 1 can cream of onion soup
- 1 cup salsa
- 1 8 oz package cream cheese
- 1/2 cup sour cream
- 2 cups pepper jack cheese grated
- 1 bunch green onion chopped, including the green part
- 1 can diced green chilies
- 1 package small tortillas

Combine soups and salsa and put 1 cup in a 13X9 baking dish; mix cream cheese with sour cream and then add shrimp; stir in 1 cup of jack cheese, onions, and chilies; fill tortillas, roll up and place in baking dish; top with rest of the soup mixture And rest of the remaining cheese.

Bake at 350 degrees for 45 minutes

Footnote: if you are unable to find the cream of onion soup, use cream of celery and add a sliced medium onion. French onion soup will not Work.

Avery Island Deviled Shrimp

- 1 lb deveined fresh shrimp
- 1 egg slightly beaten
- 1/4 teaspoon salt
- 1/2 cup bread crumbs (I use a combination of Italian and Panko)
- 1/4 cup butter (I combine butter and olive oil)

Roll shrimp in egg/salt mixture then in bread crumbs; coating stays on better if you do this and let shrimp rest in fridge for several hours prior to Cooking; cook in butter/olive oil till coating is nicely browned, about ten minutes.
Serve over rice with the Deviled Shrimp Sauce

Deviled Shrimp Sauce

- 1 medium onion, diced
- 1 clove garlic, minced
- 2 tablespoons butter
- 1 can consommé
- 1/2 can water
- 2 tablespoons steak sauce
- 1 1/4 teaspoon mustard
- 1/2 teaspoon Tabasco
- Juice of one lemon

Sauté onion and garlic in butter till tender; add Remaining ingredients except for the lemon juice; bring to a boil and simmer 15 minutes; add lemon juice.

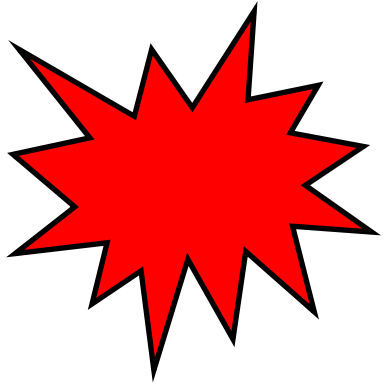
When I make this at Pawley's, I use 5 lbs shrimp, but I only double the sauce recipe; also, 2 large eggs should be enough to coat the shrimp; I DO NOT double the rest of the of the recipe, I just add stuff as needed; oh...and 5 lbs of shrimp will serve 13 people with some left over.

Crab Casserole

- 2 6 1/2 oz cans of crabmeat
- 1 medium bell pepper diced
- 1 medium onion diced
- 1 cup diced celery
- 1 cup mayonnaise
- 1/2 teaspoon pepper
- 1 teaspoon Worcestershire sauce
- 4 hard boiled eggs, chopped

Sauté onion, bell pepper, and celery in 1 table-spoon oil; combine the vegetables with the remaining ingredients; put in a 2 qt baking dish and cover with about 1 cup of bread crumbs or cracker crumbs; dot with butter.

Bake at 350 degrees for 30 minutes



Blast from the Past!
...old photos from the 90s



While rummaging through some old pictures recently, I came across this picture taken at a gathering in the early 90s at Danny and Sharon Driskell's garage. We had special visitors then...Howard and Barbara Simpson (and Honey the Dachshund) from Julian, CA, and Leland and Connie Cook and their daughter, Amy, from Oklahoma City, Oklahoma. Kneeling at left is Danny Driskell and Mike Driskell and in front is Leland Cook, Amy Cook, and Connie Cook. Second row from left are Glenn Nabors, Howard Simpson, Barbara Simpson (holding Honey), Barbara Holton, Michael Rhea (holding daughter), Elizabeth Rhea, and Paul Jones. Back row, from left, are Unknown, Lanny McGowan and Mrs. McGowan, C.V. Collins, unknown, Pat Wilkes, Curtis Wilkes and Mrs. Jones.

Continued on next page...



Sharon Driskell showing off her delicious American flag cake at a July 4th party prior to the 1995 Central National Meet in Nashville

Glenn Nabors, Nancy Nabors (on running board), Sharon Driskell and Danny Driskell with Glenn and Nancy's 1934 Ford Pickup at the Jack Daniels Barbeque Cookoff in Shelbyville, TN, in 1993



Glenn Nabors wearing his 1942 Ford T-shirt...Henry Ford Estate, Fairlane...during a cookout and pool party at his home in Madison, Tennessee



Rest stop on Monteagle Mountain on I-24 on the way to the 1997 Eastern National Meet in Atlanta, Georgia



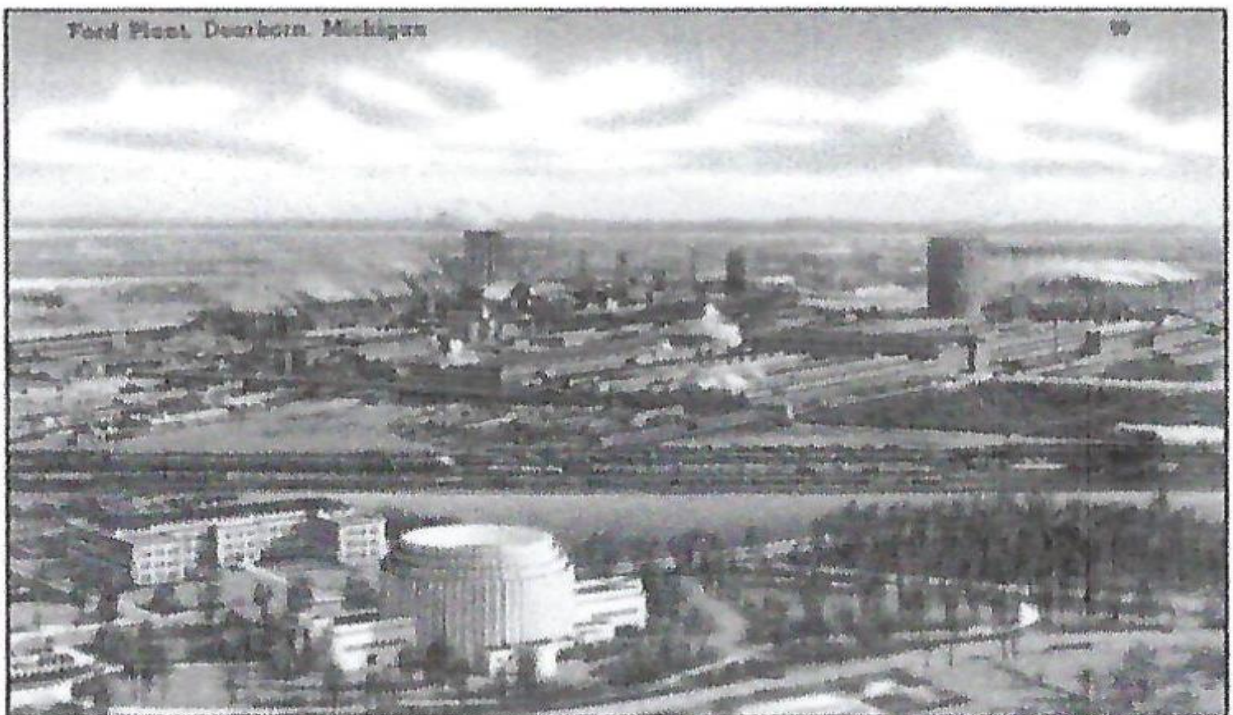
EARLY FORD V-8 CLUB OF AMERICA

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.

**SEE NEXT PAGE FOR
REGISTRATION FORM**



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

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

Early Registration Form

Valid May 1 – November 1, 2022

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 registration@2023gnm.com



75th Anniversary of the 1948 Ford to be Commemorated at 2023 Grand National Diamond Jubilee in Dearborn

Every year since 2007 when the 1932 Fords turned 75 years old the Early Ford V-8 Club of America has made a point to celebrate the 75th Anniversary of each model year. This year the 1948 Fords reach that milestone and will be honored accordingly at the 2023 Grand National Meet.

The 1948 Fords hold a special place as the last “traditional Ford” built with Henry Ford’s preferred transverse leaf springs and torque tube driveline. The 1948’s were essentially identical to the 1947 models, but for the lack of the steering wheel lock ignition mechanism and a slight change in the door locks. (1948 Ford experts can probably point out a few more changes.) The 1948s were only produced for half the model year until the all new 1949 models were introduced in June of 1948.

The Grand National, an event held once every five years by the EFV8CA will be held this year once again in Dearborn, Michigan, the home of Ford Motor Company, from June 11-17.

LOCAL CAR SHOWS, CRUISE-INS, ETC.—APRIL 2023

April 1st: Clarksville, TN - Memory Lane Cruise Nites kicks off the 2023 season at Hampton Plaza, 2884 Wilma Rudolph Blvd. Starts April 1st thru September 2nd. 50/50 drawing, Pick of the Month Plaque & Music. Times: 5:00pm - 9:00pm. Located next door to Cook-Out & Red Lobster. Lots of shopping available for anyone. Come join us! Open to all, FREE to participate!

April 1st: McMinnville, TN - WCHS Project Grad '23 Auto Show at Warren County High School, 199 Pioneer Lane. Registration: 10:00am - Noon, Entry fee \$25.00, Pre-Register before March 18th for \$20.00. TOP 23 Trophies + Specialty Awards. For more information, call Tonya or Cam Reagan 931-607-4441 or 931-607-0420

April 7th: Ashland City, TN - Cheatham County Cruise-In at Sycamore Square, 322 Frey St, Ashland City, TN 37015. "Keeping it simple"Car Friends enjoying Friendship..... Times: 5:00pm - 9:00pm. Dates: **Starts April 7, 2023 thru October 6th**. For more info, Call Sandra @ 615-957-8834.

April 8th: Madison, TN - River Gate Cruise-In at 1681 Gallatin Pike North. Times: 4:30pm - 8:30pm. Sponsored by Jennifer Bourne with State Farm Insurance and American Muscle Car Club. Starts April 8th thru October 14th.

April 8th: Greenbrier, TN - Rumble in the Brier Car Show & Spring Fling presented by Brier Park Partners and sponsored by Outlaw Performance and will be held at Louise Martin City Park, 2295 Old State Hwy 11, Greenbrier. Times: 10:00am - 3:00pm. Pre-Registration \$20.00, Same day \$25.00. Other activities include: Community Easter Egg Hunt, Food Trucks, Vendors, 50/50 raffle, Bouncy Houses & More. For more information or to register contact Jennifer Woodard 615-415-3381 or email: jennifer.woodard.gb.park@gmail.com

April 8th: Adams, TN - Adams Easter Egg Hunt & Classic Car Show at 7617 US-41 Adams, TN. Rain or Shine! Times: 10:00am - Noon, Easter Bunny Photos at Omer Gene Brooksher Pavilion / 10:30am - 11:00am Community Easter Egg Hunt / Classic Car Show 10:00am - Noon on the pavement front and right side of Bell School. Viewers will vote for Best of Show. Best of Show Certificate and \$100 Visa Gift Card awarded at 12:30pm. For more information, Call 615-696-2593 Register your car

April 8th: Nashville Speedway - Slush Motorsports Festival Times: 8:30am - 8:30pm. Our Playground for car enthusiasts brings together drivers and fans from across the Nation for action packed days of an exhilarating experience both on and off the track. Wheel-to-wheel racing, is an event like no other. Fans enjoy Drag & Roll Racing, Drifting, Circuit Racing, Car Show, Burnout pit and more.

April 10th: White House, TN - White House Cruisers Cruise-In at Tavern 76, 520 Hwy 76, White House, TN. Times: 5:00pm - 8:30pm. Starts April 10th thru October 30th. For more information, call Wayne Malugin 615-566-7343 or Bob Boone 601-954-3604.

April 13th: Fort Campbell, KY - Destiny Car Show on Fort Campbell in conjunction with Destiny Week. Door open: 12:30 - 4:00pm. The event will take place on 7910 Wild Turkey Run. Entry Fee \$10.00. On display will be a Blackhawk helicopter, a Chinook helicopter and an Apache helicopter. Non-DOD members will need to go to Gate 4 Visitor Center to obtain a visitor pass. There, the driver will present their Drivers License, Insurance and Registration to obtain a pass. Judged categories include: Best of Show / Best of Show Runner- Up / Soldiers Best of Show / Soldiers Best of Show Runner-Up / Best Modern Muscle / Best Import / Original Restored (25 yrs & Older) / Best Street Rod / Best Low-Rider / Best Motorcycle / Best Truck. More information of a gate pass is available by calling 270-798-5047

April 14th: PLEASANT VIEW CRUISE-IN at the crossroads of Hwy 49 & 41A in Pleasant View, TN right off Exit 24 on I-24. **Starts April 14th thru October 13th**. To be held at the parking lot of Children's Dental Health Center, 6509 Highway 41A, Pleasant View, TN 37146. We welcome Classic Cars & Trucks, Hot Rods and Sports Cars. Pick of the Month Plaque (Sponsored by O'Reilly's Auto Parts). Bring a chair, kick back and enjoy an evening in Pleasant View. Times: 5pm - 9pm. For more info, contact either Jim Hutchens 615-517-1423 or Larry Rediker 615-419-5214.

April 15th: Columbia, TN - Cars and Coffee located at 801 Woodland Street, Columbia, TN. Times: 8:00am - 11:00am. Dates: **Kicks off April 15th** / May 20th / June 17th / July 15th / August 19th / September 16th / October 21st.

April 15th: Smithville, TN - 2023 Project Graduation Car, Truck & Bike Show at DeKalb County High School, 1130 W. Broad Street. Entry fee: \$25.00. Registration: 8:00am - 11:00am, Judging at 11:30am, Awards at 2:00pm. Awards: 1st and 2nd Place. Rat Rods, Street Rods, Best Paint, Best Ford, Best Chevy, Mopar: Production and Modified, Special Interest, Trucks / Vans, Motorcycles. For more information, Call Veronica Johnson 615-971-0804.

April 15th: Franklin, TN: The 23rd Annual KARS4KIDS Show open to all cars, trucks, bicycles and motorcycles. NEW SHOW LOCATION FOR 2023: The ELKS Lodge #72 located at 485 Oak Meadow Drive (off S. Royal Oaks Blvd. just south of Hwy. 96 near the Home Depot) in Franklin, TN. Registration on-site for \$20.00 per vehicle from 8am to noon. TOP 30 People's Choice and other specialty awards presented by 3pm. Silent Auction! Food available with indoor seating in the Lodge. Rain or shine with plenty of paved parking. 100% of the car show proceeds fund the Tennessee Baptist Children's Homes Summer Activities Program at the Brentwood campus. Come out and support the kids! Presented by the ELKS Lodge #72 and the Music City AACA with trophies provided by O'Reilly Auto Parts. For more information, please contact Paul Collins at 615-642-5822 or by email at: pcollins@sullivanengineering.com.

April 21st: Springfield, TN - E-Z LIFT GARAGE DOORS Cruise-In located at the intersection of TN 49 & TN 257, 4107 Flewellyn Road, Springfield, TN 37172. **Starts April 21st thru October 20th.** Times: 5:00pm - 9:00pm. They plan on Food Concessions, Oldies Music and of course Family friendly. Open to all Classic Cars / Muscle Cars / Trucks / Street Rods. For more info, contact John Bianchi 615-389-5880 or Jim Hutchens 615-517-1423 or Larry Rediker 615-419-5214.

April 22nd: Clarksville, TN - 2nd Annual CAR SHOW at Woodlawn Grove Missionary Baptist Church located at 1616 Walnut Grove Road. Times: 3:00pm - 6:00pm. Rain Date April 29th. For more info, contact Glenda Watkins 931-980-8048.

April 22nd: Hendersonville, TN - Cars In the Cove presented by Walton Ferry Elementary PTO April 22, 2023, from 10:00 am to 1:00 pm. Event address is 732 Walton Ferry Rd, Hendersonville, TN 37075. All years Hot Rods, Street Rods, Muscle Cars, Rat Rods, and Imports welcome. Multiple awards for all classes, plus Principal Choice and Kids Choice awards. \$20 Show Car entry fee and free to spectators. All proceeds go directly to benefit the Walton Ferry Elementary PTO for supplies, technology, and teacher appreciation. For more information visit Cars In The Cove on Facebook or email us at carsinthecove@gmail.com

April 22nd: Franklin, KY - 2nd Annual Car and Motorcycle Show at Franklin Simpson High School, 400 S. College Street, Franklin. Times: 10:00am - 2:00pm. Categories include: Hot Rod, Classic, Sports & Motorcycle. Entry fee \$20.00. Food Trucks, Raffle, Vendors, Silent Auction and more. For more information call Misti 270-776-5261. All proceeds benefit the Franklin Simpson High School Band

April 22nd: Madison, TN - 4th Annual Spring Fest Car Show by Darkside CC. To be held at 1558 N. Gallatin Pike, Madison, TN. Registration 10:00am - Noon, 1st / 2nd / 3rd Place Awards. For more information, contact Mr Mike at Rimtyme Custom Wheels of Madison

April 23rd: Nolensville, TN - 3rd Annual Ben's BBQ at Mill Creek Brewing Co. located at 2008 B. Johnson Industrial Blvd, Nolensville. Start time: 2:00pm - 5:00pm. Backyard BBQ Cook Off, Live Music w/Jacob Rice, Mill Creek Beer, Kids Activities, Silent Auction. Cruise-In hosted by 615 Scout Club and Mill Creek Brewing. Benefiting the Alzheimer's Association

April 29th: Springfield, TN - 6th Annual Spring Fever Auto Show at the NEW location, Robertson County-Springfield Airport, 4432 Airport Road, Springfield, TN. Registration: 8:00am - Noon, Awards at 2:00pm. Registration fee \$20.00, Vendor spaces \$20.00. 50/50 drawing, Door Prizes, Awards include: Best of Show / Jimmy Proffitt Memorial / Class Awards / Coach's Choice / Team Choice / Club Participation / Because It's Cool. The show is open to all Classic cars, Muscle cars, Hotrods, Trucks, Lowriders, Exotics / Specialty, Motorcycles. All proceeds go to Youth Softball Team "Nashville Cruisers Premier". For more information, call Chris Goodfred 615-268-4276. You can pre-register by emailing chris.goodfred@gmail.com Rain date: May 6th

April 29th: Madison, TN - CRUISIN' around the horn Little League Car Show at 227 Forest Park Road, Madison. Registration: 8:00am - Noon, Awards at 1:00pm. Rain Date May 13th. Entry fee \$20.00. Awards include: Best of Show, TOP 50, Kids Choice, Farthest Driven, Best Import, Club Participation

April 29th: Gallatin, TN - 3rd Annual Wil-Ro, Inc Truck Show. Truck and Automotive enthusiasts are invited to come and check out some amazing trucks at Wil-Ro, Inc. 1155 Old Hwy 109 North, Gallatin, TN. Times: 11:00am - 2:00pm. FREE to attend, but we encourage all attendees to bring a case of water for our "Hydrate the Homeless" drive to support the Nashville Rescue Mission

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