



IN THIS ISSUE

1. Contents, Message, May Celebrations
2. Addiction Warning!
3. Tour to Polly Garage & Farm, Bon Aqua, TN
- 4-5. Member Car of the Month, '42 Ford
- 6-7. The 1942 Ford
8. Ad for the 1942 Ford
- 9-10. Jim Bynum's '41 "Out of Storage"
11. Yogi's Pizzeria Cruise-In
12. The Zafts 1937 Ford Sedan
13. Rick Mattson's '37 Cabriolet
- 14-17. 2023 Kars4Kids Car Show
- 18-20. AACA Garage Tour
- 21-22. Cars and Coffee Battlefield AACA
- 23-24. California Dream '51 Custom Fordor
25. K. R. Wilson Tools
26. Blast From the Past! Old Gas Stations
27. In the Kitchen
28. Is your membership information up-to-date?
29. 2023 Grand National Meet
30. 75th Anniversary of the 1948 Ford
- 31-32. Local Car Shows, Cruise-ins, etc.
33. Broken Pistons Car Show Flyer
34. Wilson Bank & Trust Car Show Flyer
35. Granville Heritage Day Car Show Flyer
36. Advertisements

MESSAGE

The weather is warming (sometimes!) and that means touring and car shows are going full speed ahead now I hope you're getting your flathead out and enjoying it.

If you're looking for a Saturday morning activity, see Pages 21-22 about a new Cars and Coffee in Franklin, replacing the one that left Cool Springs.

Make plans to celebrate Memorial Day on Saturday, May 27th, Page 3, with a Volunteer V8 Ford Club tour and lunch at Kenny and Maria Polly's garage and farm in Bon Aqua, Tennessee. Full details will follow soon, so mark this date and plan to be there!



WARNING!

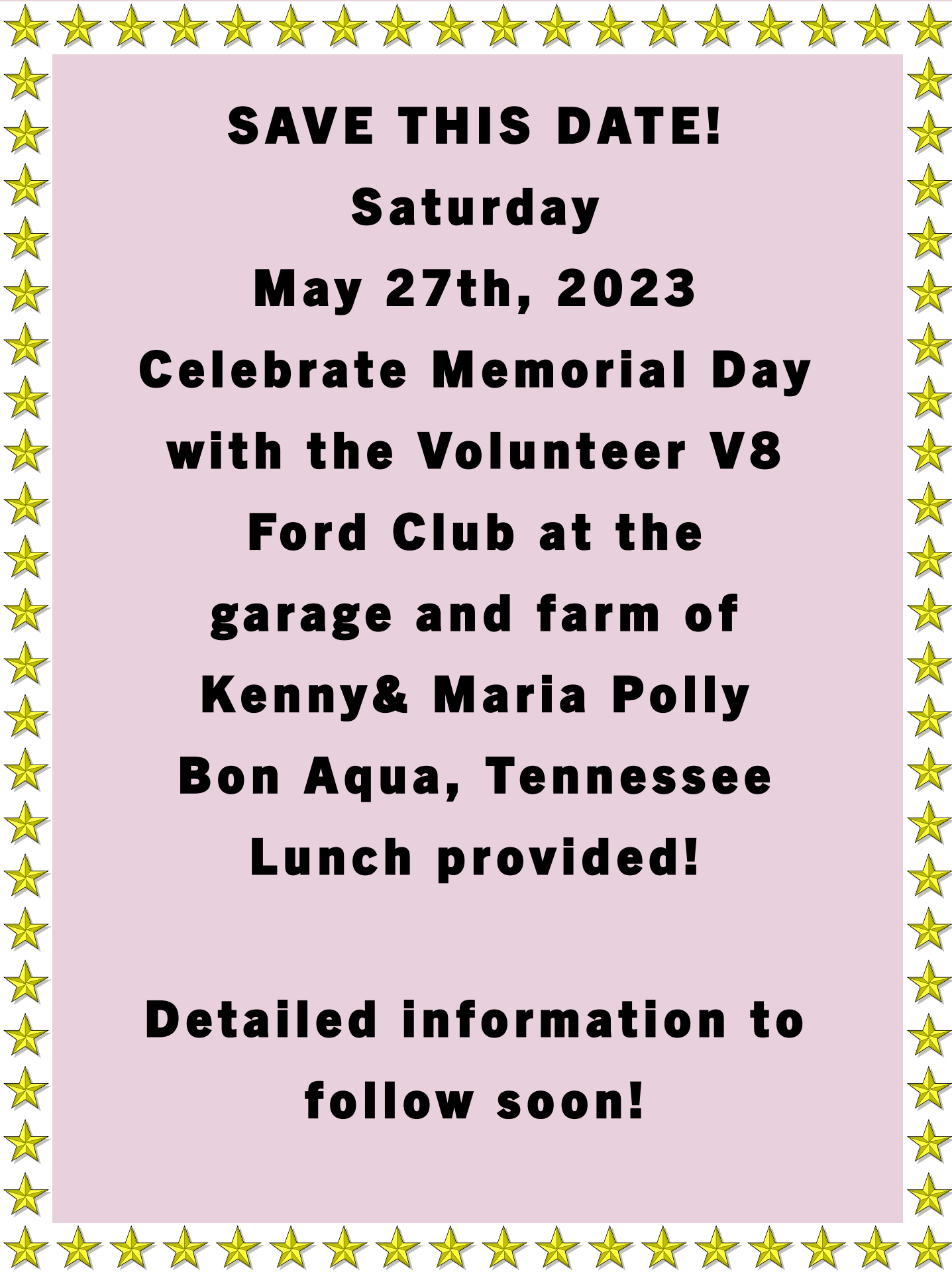
EARLY FORD V8 ADDICTION

VERY CONTAGIOUS TO ADULT MALES

SYMPTOMS - Affected individuals: consistently talk about finding, owning and restoring Early Ford V8 cars and trucks, own one or more 1932 to 1953 Fords, Lincolns and or Mercurys, are known to frequent automobile junk yards, car shows and or car flea markets looking for 1932 to 1953 Ford flathead powered vehicles and parts made by the Ford Motor Company, spend much of their time reading the "*V8 Times*" and checking out Ford 32 to 53 ads in "*Hemmings Motor News*," may go missing for up to a week but can usually be found at Early Ford V8 Club National or Grand National Meets, and are frequent visitors to the Early Ford V8 Foundation Museum in Auburn, Indiana.

NO KNOWN CURE

TREATMENT - Medication is useless, resistance is futile, addiction is not fatal, individuals are harmless and should be encouraged to join The Early Ford V8 Club of America and one of their Regional Groups for support. Frequently attending club events is good therapy, being with like minded individuals is very helpful, driving & working on their own Early Ford V8 is a must.



SAVE THIS DATE!
Saturday
May 27th, 2023
Celebrate Memorial Day
with the Volunteer V8
Ford Club at the
garage and farm of
Kenny& Maria Polly
Bon Aqua, Tennessee
Lunch provided!

Detailed information to
follow soon!

MEMBER CAR OF THE MONTH

1942 Ford Convertible of Glenn and Nancy Nabors, Goodlettsville, TN

By Mickey Holton

This month's "Member Car of the Month" is the beautiful 1942 Ford Convertible owned by Glenn and Nancy Nabors. The "old timers" in Volunteer V8 Ford Club remember this car well as it was restored, owned and driven previously by Volunteer members Mary and Ken Brown (now deceased) of Suwanee, Tennessee. It was purchased from the Browns in May, 2005. Before moving to Tennessee, the Browns lived in Pennsylvania and were members of the Greater Pittsburgh Regional Group #48 and that's where the car was restored.



As you know well, the 1942 Ford is a unique model and comes close to being described as rare seeing as how the assembly line was closed only months into production due to the onset of World War II just a couple of months before. This model, 21A-760, saw only 2,916 units produced. The production of '42 Fords continued however, but almost all cars made after February 22, 1942, were for military use. That's unfortunate for us Early V8 Ford owners because, if you believe as I do, the 1942 Ford is one on the best looking cars made by

Ford, especially the grille area (in my humble opinion).

This '42 was originally a California car. Original color of the car was Newcastle Grey and had a red leather interior. In 1964, it was "imported" to Ohio by owner Rodney Nelson of New Cornerstown, Ohio. It was repainted non-Ford red by Nelson in 1974. Ken and Mary Brown purchased the car in September, 1989, after Nelson's death. Total restoration by the Browns began in 1990 and was completed on October 1, 1993. Restoration saw the car painted Florentine Blue, with a new red leather interior, a black top with red piping, Vermillion wheel stripes and white sidewall tires, plus several other accessories. For his part, Glenn hasn't done a restoration of the car except to add a 59 AB engine for a little more power.



As you might expect, this car has received many awards from both the AACA and EFV8CA :

AACA	Hershey, October, 1993—First Junior
	Vero Beach, FL, November, 1993—Senior
	Melbourne, FL, March, 1994—Preservation
	Murfreesboro, TN, May 1994—Preservation
	Greenville, SC, August, 1994—Preservation, Grand National First
	Special National Award Nomination—1994
	Punta Gorda, FL, - March, 1995, Preservation
	Hershey, October, 1995— Preservation

Fort Lauderdale, FL, March, 1996-Preservation
Dearborn, MI, June, 1996-Preservation
Huntsville, AL, July , 1996– Grand National Senior

EFV8CA Eastern National Meet, Reading, PA, 1994-Dearborn Award
Western National Meet, Steamboat Springs, CO, 1994-Dearborn Award
Central National Meet, Nashville, TN, 1995– Dearborn Medallion
Eastern National Meet, Hartford, CT, 1995 –Dearborn Medallion
Eastern National Meet, Atlanta, GA, 1997– Dearborn Medallion

Not a show car now, this car is driven on a regular basis and not just for short distances. Glenn and Nancy are stalwarts on club tours in this car and Glenn has said on several occasions to me that "I'm not afraid to drive it anywhere!" A good example happened recently on our club tour to the Willis Johnson Collection in Franklin, Tennessee, when a steady rain kept our Early V8s in the garage...except for the Nabors' '42 ...and Steve Jordan's '32 pickup! Way to go, guys!!!!



**SEE
PAGES
6,7, & 8
FOR MORE
ON THE
'42 FORD!**



The 1942 Ford

Conservative or not, the 1942 design that was introduced on September 12, 1941, was, in retrospect, a watershed for Ford. The car's grille had now become a wide rectangle, still with vertical bars, and the tall, central element had been reduced to a narrow band of



five tall, vertical bars in the center. For Ford, it was the first clean break away from the verticality that had marked its grille designs, putting Dearborn in line with the trend that had taken root all across Detroit. Rectangular parking lamps mounted inboard, above the grille, accentuated the wider stance, and new front and rear fenders with stamped horizontal trim lines allowed for wider trim strips. The running boards completed the disappearing act they had begun the previous year, hidden by the flared door bottoms. Splash pans separated the wider front and rear bumpers from the body, and hefty stone guards sprouted on the leading edges of the rear fenders.

Mechanically, the changes were more subtle, but added up to a softer and quieter ride. The massive X-frame chassis still rode on Ford's traditional solid axles front and rear, but twin lateral stabilizers, a tread that was two inches wider, and longer and wider transverse leaf springs took more of the jolt out of rough roads. Big rubber blocks between the chassis and body helped isolate passengers from

noise and vibrations, and subtle touches like redesigned rubber mounts for the engine and exhaust system contributed to the peace and quiet. The flathead V-8 soldiered on, with pistons made of cast-iron in place of unobtainable aluminum, as well as a new distributor and an improved voltage regulator. Ford offered an automatic transmission, called Li-quamatic, as an option in its Lincoln and Mercury lines, but these proved troublesome, and all 400 were recalled. Fords made do with a three-speed manual, equipped with a column shifter.

Advertising played up not these few mechanical improvements, but the substitution of new materials, each "equal to or better than the old." "We have been developing plastics for a long time at Ford. The value of this is now apparent," one ad read. "The wider use of plastics this year in instrument panel, radio grille, door handles and other interior trim has re-



leased large quantities of zinc formerly used in metal die-castings, as well as nickel and chromium formerly used in plating bright metal parts. The plastic parts are lighter in weight, fully as serviceable, and very attractive in appearance.

"Nickel is important not only in the finish of plated metal but in improving the toughness

of steel. In defense production, it is used in the manufacture of aviation engine parts and armor plate. Ford valves, transmission gears, shafts, and many other parts formerly containing nickel are now alloyed with molybdenum and chromium. For the purpose, these parts are as good as or better than those replaced. Exterior parts like radiator grilles, and mechanical parts like generators and starter end plates, are now made from steel stampings instead of die-castings, without affecting their usefulness or appearance. This has freed large amounts of zinc, aluminum and other defense-needed materials."



Ford boasted that these changes were made "usually at greater cost to us," but prices did rise substantially, although the cars remained competitive in the market. The lowest-priced 1942 Ford, the \$780 two-door Special Coupe, was more than 10 percent more expensive than its 1941 counterpart. Near the top of the price chart was the Super DeLuxe convertible, like our feature car; a 1942 model cost \$1,090, against \$950 for a 1941, and \$850 for a 1940. As in 1941, there were three distinct lines of Fords: the poverty-model Special, the DeLuxe, and the Super DeLuxe. The DeLuxe and Super DeLuxe could be had with the flathead straight-six or, for another few dollars, with the V-8; Specials came with the six alone. Differentiating the Super DeLuxe from its downscale DeLuxe sibling were trim rings, left front door armrests, assist cords on sedans and sedan coupes, spring covers, a full horn ring, and crank controls for the vent windows. Oh, and the Super DeLuxe got an electric clock, in place of the DeLuxe's windup timepiece.

Any hopes that automobiles would continue to roll off assembly lines next to tanks and aircraft were dashed with the attack on Pearl Harbor on December 7, 1941. Detroit was informed that its January monthly quota would be its last for the duration, and the final month's production came in "blackout" trim, with paint substituting for the now unavailable chrome. Ford was the last to meet its limit, producing its final 1942 civilian vehicle, a Super DeLuxe Fordor, on February 10, 1942. Production for the model year had amounted to 160,211, the lowest number since 1912, making the 1942 the scarcest of the flatheads by far. This would be the swan song for the 221-cu.in. flathead, too; when the war ended and production resumed, Fords would get a 239-cu.in. version of the engine, which gave a true 100hp on a compression ratio of 6.75:1.

The 1942 design would return after the war, freshened with a new grille, and Ford would finally get the jump on Chevrolet. As its GM rival dealt with a labor strike, Dearborn got into gear first, and managed to churn out 34,439 cars to Chevrolet's 12,776. The basic design would stay in production through 1948, giving Ford the time and resources to develop its first all-new post-war car in 1949.

Super De Luxe CONVERTIBLE CLUB COUPE



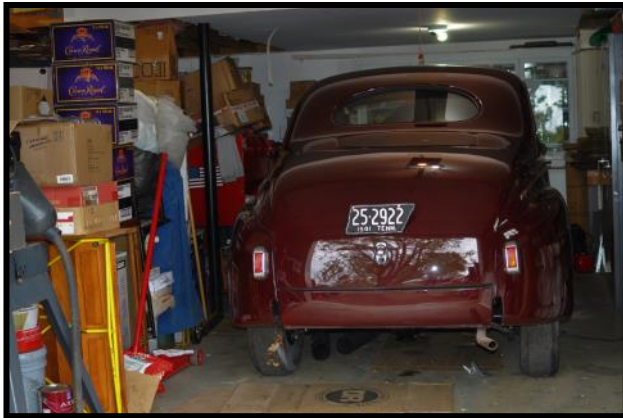
YOU WOULD have to look far and pay high for a sportier car than this new Ford Convertible . . . or for a more sensible sport car. Wide seats carry five comfortably. Side windows for rear seat, new this year, give passengers and driver alike better vision. The snug-fitting top is raised or lowered automatically at the touch of a button. White sidewall tires extra.



UPDATE: JIM BYNUM'S '41 FORD COUPE

"OUT OF STORAGE"

If you paid attention to last month's newsletter, you'll remember that the April "Car of the Month" has been a 53-year project for Jim Bynum and for the last 14 years it's been in storage in his garage in Donelson. I'm happy to report that it is now out of storage and at Danny Driskell's garage ready to be finished. A lot of the hard work has already been done, as you can see from the pictures, so it shouldn't be a long time before it's done and on the road again. Stay tuned!



Path cleared and ready to come out!





**SAFE
AND
SOUND!**

Yogi's Pizzeria Cruise-In 4/20/23



Yogi's Cruise-in (and free pizza!) is every Thursday night, 5 PM...weather permitting, until October

THE ZAFT'S '37 SEDAN...ALMOST THERE!

After almost a year since its purchase and improvements to Scott and Karen Zaft's '37, the car got a new pinstripe by Bryan King and, as the last picture on this page shows, it's at home now and getting ready for the touring season.



Yes...you can "go
go home again!"
(sorry, Tom Wolfe!)

Rick Mattson's '37 Cabriolet...It *FINALLY* GOT A "BRAKE!"



After a visit to Third Gen Auto in McMinnville for a brake job, Rick Mattson's 1937 Ford Cabriolet arrived back in Nashville on April 23rd all ready to tour.



23rd Annual KARS4KIDS
 Show Open To All Cars, Trucks, Motorcycles and Bicycles
 Proceeds Benefit The Children's Summer Activities Program
 At The Brentwood Campus Of The Tennessee Baptist Children's Homes
 Silent Auction Food Available
Saturday, April 15, 2023



Registration On-Site from 8am—Noon \$20 per Vehicle
 TOP 30 People's Choice, Best of Show plus Specialty Awards by 3pm
SHOW LOCATION:
 The ELKS Lodge #72 at 485 Oak Meadow Drive (off S. Royal Oaks Blvd., just south of Hwy. 96 near the Home Depot) in Franklin, TN.
ALL PAVED PARKING & INDOOR SEATING FOR FOOD AND AWARDS














The morning dawned cloudy and cool but it turned out to be just fog and the sun soon burned the fog away making it a great sunny day for the 23rd Annual KARS4kids car show to benefit the summer activities for the kids at the Tennessee Baptist Children's Home in Brentwood. Almost 200 cars were there including some of our Early V8s and a few Model As. The rest were Restomods, muscle cars, Corvettes, Mustangs, exotics and some 'unique' entries. Despite all this, the good news is that Mickey Holton's '48 Ford Sedan Coupe and Tim Babcock's '40 convertible were chosen as two of the "Top 30" cars entered, unusual as it's rare for "stock" 30s or 40s cars to win anything in a local car meet like this one.



Early Ford V8s



“Hot Rod Fords”...but no 2-dollar bills!

(my apologies to Hank Williams!)



Model A Fords



Thunderbirds



“Unique” and exotic cars...





23rd Annual KARS4KIDS

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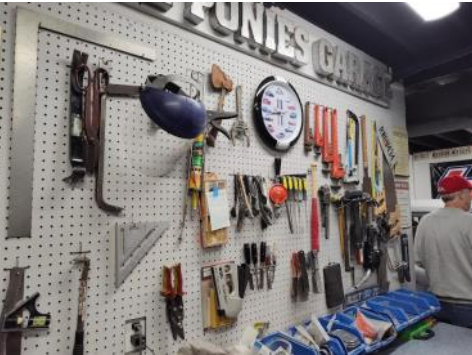


Note: Almost \$10,000 in proceeds was raised and will be used to benefit the kids at the Tennessee Baptist Children's Home in Brentwood!

BATTLEFIELD AACA GARAGE TOUR—4/22/2023

On Saturday, April 22nd, the Battlefield Region of the AACA hosted a tour of three garages in the Brentwood and Nolensville area of 3 members of the region. Several members of the region who are also members of the Volunteer V8 Ford Club attended as well. Following are some pictures taken at the 3 garages.

Garage #1: Jeff and Robin Billings, Saratoga Drive, Brentwood, TN



Garage #2: Richard and Ramona Brodeur, Meyers Park Terrace, Brentwood, TN



Garage #3: Chris and Allison Bender, Burke Hollow Road, Nolensville, TN



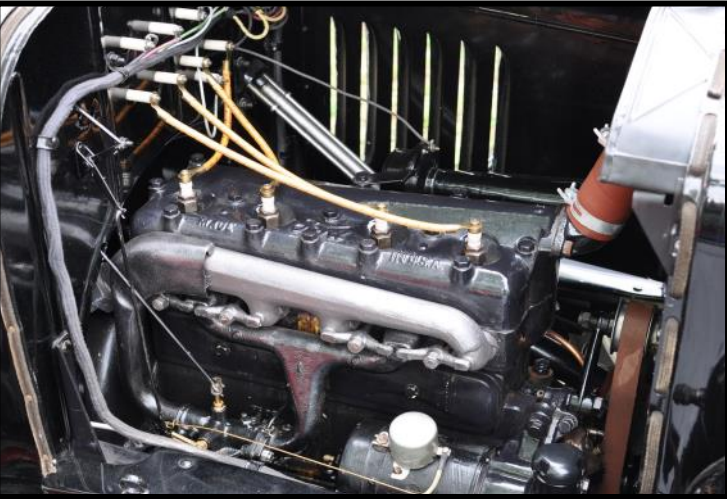
Boys and their toys!

CARS AND COFFEE, APRIL 29, 2023

Christ Community Church, Franklin, TN

Since the closing of the Cars and Coffee at the Thoroughbred Theatre at Cool Springs last year there has been no Saturday morning spot where classic car owners can come together, display their cars and talk with other car owners. The Battlefield AACA decided to do something about that so they met with and talked to representatives of Christ Community Church on Hillsboro Road in Franklin who agreed to let them host a cars and coffee get-together each Saturday morning in the rear parking lot of the church. This is better than the Cool Springs Cars and Coffee...no rice burners, no burn outs or donuts and no loud noise! Make plans to come and enjoy the get-together on Saturday mornings from 730 AM to 10 AM.

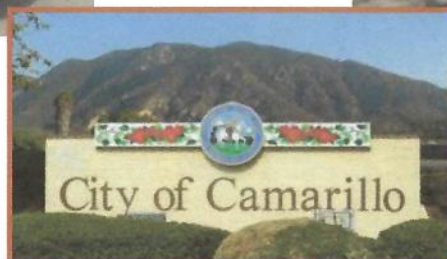




How I found my Ford V-8:

California Dream 1951 Ford Custom Fordor

By John Emmering



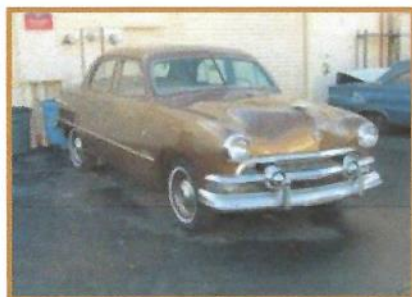
Article appeared originally in the February 2019 issue of the Northern Illinois RG #8 Road Chatter

It was a clear but cool morning in February 2006 as I arrived at my desk at the Education Center on U.S. Army Forward Operating Base Salerno, Afghanistan. With no soldiers coming by to inquire about their education yet, I surfed my favorite internet web sites on my desk computer before work began. Checking out eBay Motors for 1949-51 Ford vehicles for sale, I was stricken by the photo of a 1951 Hawaiian Bronze Custom Fordor sedan. The price was reasonable and it looked like it was ready to drive. For some reason I was really attracted to the car.

A year earlier while working in Kuwait I had come upon a 1949 Ford in much rougher condition located in Wisconsin. I bid on that car and won it for a very low price. On a trip back to the U.S.A. for leave I had picked up the car and dropped it at an

auto restoration shop for mechanical work. The shop had gotten the car drivable, but costs were mounting. It seemed that perhaps it would be best to buy the 1951 Ford, which had nice paint and seemed complete and cut my losses with the 1949 Ford. As it worked out I did keep and restore the 1949 Ford.

Taking a deep breath, I went ahead and made a bid on the 1951 Custom Fordor. It seemed impractical to buy another shoebox Ford, but I wanted something fun I could drive after I got back home. When the bidding ended, I turned out to be the winner. I contacted the seller who was a lady named Mrs. Greenway in Camarillo, California. She was the widow of the man who had bought the car a few years back. The gentleman had left 18 collector cars behind, most of them sporty Chrysler products.



The eBay photos of my '51 Ford



The former owner had seen the car at a used car lot on California's Pacific Highway and stopped to look at it. He impulsively made the purchase and added the 1951 Ford to his collection. I sent a check off to Mrs. Greenway and she agreed to hold onto the car until I got back to the States in July.

Excited about my purchase I considered picking up the car in Camarillo, California and driving it home to Illinois. Mrs. Greenway informed me that the car had overheated at times, so it was best to have it shipped by an auto transport firm rather than attempting a 2,000-mile drive. Later I found the overheating had resulted from an ill fitting radiator cap that did not seal properly. I made the arrangements from Afghanistan and had the car shipped from Camarillo to an auto storage facility in Hinkley Illinois.



Before I left Afghanistan, Mrs. Greenway told me that she had a new interior put into the car by an interior company she had used before, at no extra charge. As a career Navy Civilian, she empathized with my service in a combat zone.

When I got back to Illinois, I was anxious to see the 1951 Ford that I had bought. My brother drove me out to Hinkley to pick it up. When I saw the car I was happy with my purchase. The Hawaiian Bronze Metallic paint looked good and the new interior was exceptional. It had been done authentically with original pattern material. It was a thrill to start her up and pull onto the street. My first trip was out to Villa Park to show off



the car to my father and then down to Oak Forest where I was staying. For two months during that summer of 2006 the 1951 Ford was my only transportation. I used it during my search for employment and any other driving I did.

For a couple of years I drove the '51 Ford just as I had received it. The first work it needed was replacing a leaky water pump. After regaining my job at the DuPage Co. Sheriff's Office and getting married to Robin I started to do some improvements. I found an NOS turn signal kit and back-up lights which I installed. The center windshield divider was missing so I replaced that. The chrome on the tail light housings was pitted so I replaced those with re-plated housings. I installed some new chrome "wind splints" which flow out of the tail lights as the old ones were dented.

Turning again to eBay I found four NOS bumper guards, a re-plated rear bumper, new side stainless strips, and two NOS scuff plates. I had the broken driver's vent window replaced and installed a driver's side outside rear view mirror. Also I added accessory front fender shields, large wheel trim rings and side window shades.

When the brakes began to act up I got together with a coworker who was a good mechanic and we replaced the wheel cylinders working in his garage. A new muffler and tail pipe were added. A road side break down revealed I needed a new distributor and I

found an NOS replacement unit. When the car became hard to start and was dying I purchased and installed a rebuilt carburetor which improved the Ford's performance.

Joining the Early Ford V-8 Club and the Northern Illinois Regional Group helped introduce me to some people who really helped me with the 1951 Ford. When the '51 needed a new transmission, fellow member Jack Frank rebuilt a used overdrive transmission I had purchased and installed it for me.

After the new transmission it soon became clear that the flathead 8BA V-8 engine was tired and needed a rebuild. Taking the car to Built-Rite Engine Rebuilders in Lombard, I learned that the block was cracked and needed replacement. After I located another engine in rebuildable condition, Bill Holtzman of Built-Rite did a nice rebuild and the '51 ran like new.



My last wave of improvements came in preparation for the 2018 EFV-8 Grand National Meet when I installed a new front bumper and rear window chrome seal molding. My 1951 Ford performed well on the trip to Dearborn and back. Although I never considered my 1951 Ford concourse material, I had the car judged at the meet and won a second place award.

That's the story of how I got my 1951 Ford Custom Fordor. It's a fun car and has become very reliable for touring. I look forward to getting it back on the road this spring and taking part in more tours and activities.

K.R. WILSON TOOLS

Kirke Ronald (K.R.) Wilson's working life, starting as a very young mechanic and garage owner, then as a gifted tool designer and developer and, finally, as a savvy businessman and entrepreneur. K.R. Wilson was born in 1889 in Arcade, NY, and, by the time he was age 16 in 1907, was operating his own garage out of an old barn, repairing bicycles as well as the few cars that were on the road at that time. By 1910, he was a Ford dealer and sold other makes as well. In 1916, he opened a Ford Commercial Car repair shop and, in the same year, developed a jig to accurately ream the bushings in the Model T transmission, a critical operation in successfully rebuilding it. This tool quickly became very much in demand and advance cash orders for it provided the capital that propelled KRW forward without any capital borrowing necessary. He also designed other Ford-specific tools which, like the transmission jig, were built by outside vendors and sold to Ford dealers and repair shops. In 1920, in order to consolidate his operations and increase profits, he built the first two sections of what would become, by the end of the decade, an expansive factory in Arcade, NY. In 1921, he developed a first ever combination machine for use in rebuilding Model T engines, including the critically important job of pouring and correctly reaming the Babbitt main and cam bearings. Like the transmission jig, this tool became very much in demand, with Ford of Canada even recommending it to all of its dealers, and it set the stage for what would become the very successful KR Wilson Tool Enterprise



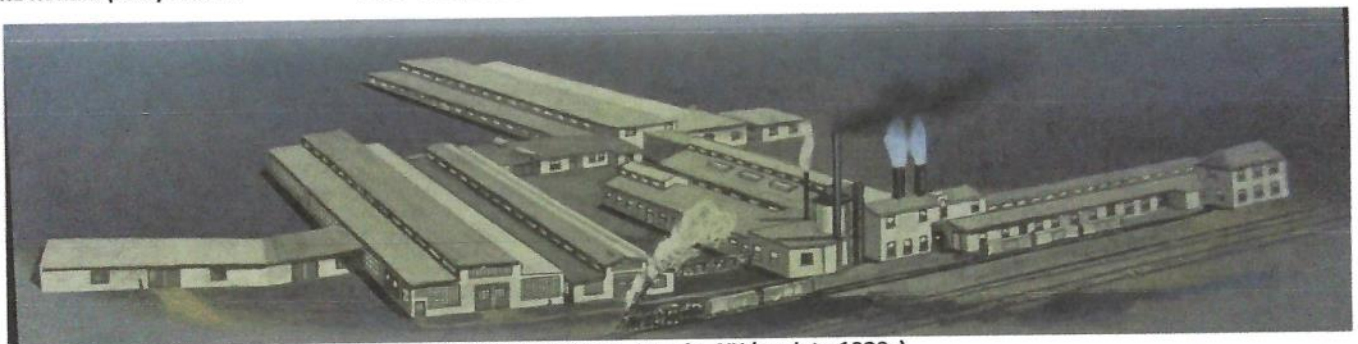
Kirke Ronald (K.R.) Wilson



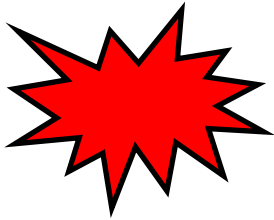
KRW Combination Machine

In 1926, K.R. Wilson was finally able to meet with Henry Ford in Dearborn, MI, to demonstrate the effectiveness and value of the Ford specific tools he had developed and to convince Henry that these tools and the training to use them should be made available to Ford franchised agencies and repair shops worldwide. A bargain was struck which united KRW Tools and the Ford Empire for more than a quarter century. In addition to tools, KRW went on to develop training materials for workshops and schools for Ford repairmen. Ford strongly recommended KRW tools to its dealers and repair shops and referred to the appropriate KRW tools in its Service Bulletins and Manuals. In 1948, prior to the introduction of the '49 Ford models, KRW furnished complete sets of redesigned tools for these new cars to all Ford Branch Schools in just 21 days after the blueprints for the tools had been approved. Additionally, just 5 months after the tools were accepted by Ford, KRW manufactured and supplied complete sets to 85% of the Ford dealers in the country, an amazing feat!

K.R. Wilson died in September 1948 at the age of 59 while on a business trip to Detroit, which very likely was related to the 1949 service tool/training roll out. After K.R.'s death, the business continued under the leadership of his brother and sister, with the focus of the business gradually shifting from automotive tools to hydraulic presses and other industrial tools. During K.R. Wilson's reign, most sales were made directly to users via mail order or at trade shows in order to maximize profit, with some sales made via established tool and equipment distributors. He was a focused and tireless individual and reportedly worked up to 20 hours a day, if need be, with virtually no time spent on hobbies, sports, or just plain relaxing. His legacy revolves around the peerless tools that he designed and manufactured and which, even today, are sought after by vintage Ford repair shops, tool collectors, and vintage Ford buffs. KRW tools were exceptionally well made for continuous service in dealer/repair shops and were not meant for just limited hobby use. However, hobbyists like us can and do appreciate and use them if they can be obtained at a reasonable price.



KR Wilson Factory, Arcade, NY (ca. late 1920s)



BLAST FROM THE PAST!

Old Gas Stations



In the kitchen...

Blue Cheese Burgers

- 2 pounds ground chuck
- 1 pound ground sirloin
- 1/2 cup seasoned dry bread crumbs
- 1/4 cup steak sauce
- 3 extra-large eggs
- 1 1/2 teaspoon kosher salt
- 3/4 teaspoon freshly ground black pepper
- 8 to 10 hamburger buns
- 8 ounces blue cheese, sliced
- Arugula and sliced tomatoes, for serving, optional



Carefully mix the meats, bread crumbs, steak sauce, eggs, salt and pepper with the lines of a fork, do not mash them. Lightly form hamburger patties and press lightly into shape.

Prepare a charcoal or stove-top grill. Cook the hamburgers for 4 minutes on 1 side, then turn and cook 3 minutes on the other side for medium-rare. Remove to a plate and cover with aluminum foil. Allow the hamburgers to rest for 5 minutes. Meanwhile, grill the buns, cut side down for 1 minute until toasted. Place a hamburger and slice of blue cheese in each bun, plus arugula and tomato.

Baked Sweet Potato Fries

Choose potatoes that are smooth and unblemished and use them fairly quickly because they don't keep as well as other potatoes. these potatoes are crispy like fries but better for you because they are baked

- 2 medium sweet potatoes,peeled
- 2 tablespoons good olive oil
- 1 tablespoon light brown sugar
- 1/2 teaspoon kosher salt,plus extra for sprinkling

- 1/2 teaspoon freshly ground black pepper

Preheat the oven to 450 degrees. Halve the sweet potatoes lengthwise and cut each half into three long spears. Place the potatoes on a sheet pan and toss with the olive oil. Spread them in one layer. Combine the brown sugar,salt, and pepper and sprinkle in the potatoes. Bake for 15 minutes and then turn with a spatula. Bake for another 5 to 10 minutes until lightly browned. Sprinkle lightly with salt and serve hot.

Party Pork Tenderloin

- 1 1/2 half cups oil
- 3/4 cup soy sauce
- 1 tablespoon dry mustard
- 1 tablespoon black pepper
- 1/3 cup lemon juice
- 1/3 cup white wine vinegar
- 1 clove garlic crushed
- 1 (1 to 2) pound package of pork tenderloin



Combine first 7 ingredients for marinade. Marinate pork overnight in refrigerator. Cook at 350 degrees uncovered for 45 minutes. Slice thin and serve with rolls or party bread slices



**If none of these appeal to you, order out
and open a bottle of wine!!!!**

IS YOUR MEMBER INFORMATION UP TO DATE?

The V-8 Club is in the process of updating all member information!

Do you have an email address not listed with the Club? Let us know so that you can take advantage of the new digital *V-8 Times* and receive important Club information.

Have you added to your collection of V-8s? Or maybe you have sold a car and need it removed from your member information. Let us know so that our records can be as accurate as possible!

TO UPDATE YOUR MEMBERSHIP INFORMATION CONTACT:

Early Ford V-8 Club of America
Cornerstone Registration, Ltd
PO Box 1715, Maple Grove, MN 55311-6743

763-420-7829

registration@cornerstonereg.com

(Please provide first and last name and member number)

TO UPDATE YOUR MEMBERSHIP ONLINE:

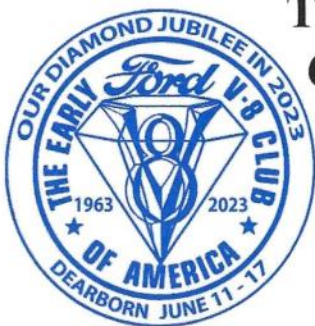
Members can manage their own personal and vehicle roster information. A member can list all, some, or none of their information. Having your information in the roster is an option, not a requirement.

The online roster gives members the tools to add, remove, or update roster information which will be immediately updated. The information contained in the online roster will be the source used for the yearly printing of the paper version of the roster.

Log on to earlyv8.org, and in just a few clicks, update all of your information. It is just that easy!

*See pages 70-71
of the January/
February issue
for step-by-step
instructions.*





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.—MAY 2023

May 6th: Springfield, TN - 7th Annual Broken Pistons Car Show to be held at The Bikers Church, 300 10th Ave East. Registration: 8:00am - Noon, Awards at 3:00pm. Welcome all classics, customs, trucks, jeeps, rat rods and motorcycles. Entry fee \$20.00. Door prizes hourly, D.J. Danny Hall, Feed Meal Food truck, Event photographer: Barbie Qualls Smith, 50/50 drawing, Good Humor Ice Cream Truck, Vernon Guest Memorial Trophy, plus TOP 60, Best of Show Cars, Best of Show Trucks, TOP 3 Motorcycle, TOP 3 Rat Rods. For more information, Call Willow 615-406-7223. **(See flyer Page 33)**

May 6th: Hartsville, TN - 12th Annual Car, Truck, Bike Show at First Baptist Church, 773 McMurry Blvd (Hwy 25), Hartsville, TN. Rain Date May 13th. Registration 8:00am - Noon, Entry fee \$15.00, Dash plaques for the 1st 100 entries, Food, Music, Door prizes, 50/50 drawing. TOP 50 Awards at 2:00pm plus Youth Minister / Youth Choice / Mayor Choice / Pastor Choice / TOP 10 / TOP 3 Bikes and Best of Show. For more information, call Seed Morton 615-504-8330 or Sharon Morton 615-504-5385.

May 6th: Portland, TN - 3rd Annual Jackie's Memorial Car Show on Main Street in Portland, TN. This years proceeds to benefit the Drake Phebus Recovery Fund. Drake is a dear friend of ours and longtime resident of Portland. Drake is recovering from a debilitating life changing near fatal stroke. Please come and support this worthy cause.

May 6th: Kingston Springs, TN - Harpeth High School Car Show at 170 East Kingston Springs Road, Kingston Springs, TN. Registration: \$20.00. Times: 10:00am - 2:00pm. Awards include: TOP 15 plus 1st / 2nd / 3rd Place for Chevy / Ford / Dodge / Pontiac / Jeep. All proceeds will benefit the school.

May 7th: Mt. Juliet, TN - 27th Annual Meet at Mid-Tenn Region of the AACA - Wilson Bank & Trust. at 1476 North Mt. Juliet Road, Mt. Juliet, TN. Registration: 8:00am - Noon, Awards at 3:00pm. Entry fee \$15.00 1st car / \$10.00 2nd car / \$15.00 car corral. Vehicles judged during registration. See Flyer 2 for 56 Classes. For more information, call Jim Pritchard 615-400-2054 or Glen Edwards 615-478-0697 . **(See Flyer Page 34)**

May 7th: Lawrenceburg, TN - 7th Annual Cruisin to a Cure for ALS downtown Lawrenceburg. Enter at Walnut Street. Registration: 9:00am - Noon, Awards at 4:00pm. Early entry fee before April 15th \$15.00, Same day \$20.00 Live auction & Door Prizes, Best of Show Memorial Trophy plus \$500, 20 Specialty Trophies, TOP 50 Classic (1990 & Older), TOP 25 Modern (1991 & Newer). Farthest Distance traveled pays \$200, Motorcycle & Racecar Classes. For more information call 513-532-7261.

May 13th: Winchester, TN - Franklin County Kiwanis High on the Hog Festival Cruise-In at Winchester City Park. Times; 10:00am -2:00pm. Dash Plaques for the 1st 50 participants, 50/50 drawing at 1:00pm and winner must be present. For more information, contact Annette Sisk 931-580-9206 or Jeannie Bates 931-308-8010 or Roni Gowen 931-691-5205.

May 13th: Ashland City, TN - Cheatham County Central High School Car & Bike Show located at 1 Cub Circle, Ashland City, TN. Times: 8:00am - Noon. Awards include: Best Paint / Best Classic / Best Foreign / Best Modern / Best Domestic / Best Bike. Registration Fee \$10.00 / Spectators \$2.00. All proceeds will benefit the Auto Body & Auto Mechanics programs at the school. For more information, contact austin.monchilov@ccstn.org

May 13th: Ashland City, TN - Boys Scouts of America Troop 126 Car Show at 322 Frey Street, Ashland City, TN. Times: 10:00am - 3:00pm. Entry Fee by DONATION! All donations go to help send the kids to summer

camp. For more information, call Red 615-957-8834.

May 19 - 20th: Madison, TN - Eastside Boogie Drive-In Car Show on Saturday at 1508 Gallatin Pike South.

May 19-21st: Lebanon, TN - 17th BASF Nashville Nationals Goodguys will be at Nashville Superspeedway, 4747-F McCrary Road, Lebanon, TN. Friday, May 19th 8:00am - 5:00pm / Saturday, May 20th 8:00am - 5:00pm / Sunday May 21st 8:00am - 3:00pm. Over 2,500 Rods, Customs, Classics, Muscle Cars & Trucks thru 1998. All American Sunday welcoming American made or powered vehicles of all years, Goodguys AutoCross Series, Crowning of the Goodguys 2022 Tank's Hot Rod of the Year Award, Nitro Thunderfest Dragster Exhibition, Burn Out Competition, Swap Meet & Cars 4 Sale Corral and more.

May 20th: Pleasant View, TN - Cruise'n N Groove'n Kicks off the 2023 season at the Pleasant View Community Park, 2501 Pleasant View Rd, Pleasant View, TN (from the intersection of 49 & 41A, turn onto Church St to Pleasant View Road, the park is on the right) **Starts May 20th thru October 21st.** Times: 5pm - 9pm. Oldies Music, Food Trucks. Pick of the Month plaques sponsored by O'Reilly Auto Parts in PV. For more info, contact 615-746-0600 or Jim Hutchens 615-517-1423 or Larry Rediker 615-419-5214.

May 20th: Coopertown, TN - Templar Brotherhood Ashland City Masons on Motorcycles presents a **Poker Run / Car Show Fundraiser** at the Coopertown Middle School, 3820 TN-49. Registration: 8:30am, Kickstands up 10:30am, Judging starts at 10:00am. TOP 10 Awards plus Best of Show. Entry fee \$25.00. Silent Auction, Raffles, 50/50 drawing, Hamburger or Hot Dog, Chips & Drink \$6.00, BBQ Chicken plate \$10.00. Fundraiser for a 10 yr old girl who has leukemia cancer. For more information, call Dean Norwood 615-818-3030.

May 20th: Murfreesboro, TN - 2nd Annual SHOWIN' OFF for Shelby at The Experience Community Church, 521 Old Salem Road, Murfreesboro. Registration: 8:00am - 10:00am, Judging 10:00am - Noon, Awards at Noon. Entry fee \$20.00. For more information, call Dennis Jordan 615-849-5255

May 20th: Clarksville, TN - Mt. Hermon Baptist Church Jesus Spring Fling Thing at Fellowship Park, 5354 Ashland City Road, Clarksville, TN. Times: 11:00am - 4:00pm. Open Car Show, All vehicles welcome! Free food, Live Music, Door Prizes.

May 26-27-28th: McMinnville, TN - SLAM JAM 2023 at Pish La Ki Resort & Amphitheater, 208 Pish La Ki Circle, McMinnville. Custom Car, Truck and Bike Show.

May 27th: Granville, TN - 24th Annual Granville Heritage Day Antique Car Show + Antique Tractor & Engine Show at "Tennessee Mayberry Town", 6800 Granville Highway. Registration: 9:00am - Noon, Awards at 3:30pm, Drive thru Judging. Entry fee \$20.00 1st car / \$15.00 2nd car. First 300 cars will receive a dash plaque, Trophies in 1st / 2nd / 3rd Place in 56 Classes, plus Best in Show (Production & Modified) / Furthest Driven to show / Granville Choice / H.F. Houston Memorial Production Award. Tractor Show times: 10:00am - 4:00pm. For more information, call Randall Clemons 615-945-8492 **(See Flyer Page 35)**

7th Annual

BROKEN PISTONS CAR SHOW

★ ★ ★ ★ ★
**MAY 6TH
2023**



Presented by Covenant Confirmers "The Biker's Church"
300 10TH AVE E SPRINGFIELD, TN 37172

ALL PROCEEDS GO TO LOCAL CHAIRITY



REGISTRATION: 8:30 - 12:00 PM

AWARDS: 3:00 PM

Door Prizes Hourly
D.J. Danny Hall
Feed Meal Food Truck
Event Photographer: Barbie Qualls Smith
50/50 Drawing
Good Humor Ice Cream Truck
Vernon Guest Memorial Trophy

\$20 Entry Fee Per Vehicle



AWARDS FOR TOP 60

BEST OF SHOW CARS

BEST OF SHOW TRUCKS

MOTORCYCLES TOP 3

RATRODS TOP 3

FOR MORE INFORMATION PLEASE CALL:
KEVIN WILBURN 615.406.7223

WILSON Bank & Trust

27th Annual Spring Meet

ANTIQUE CAR SHOW

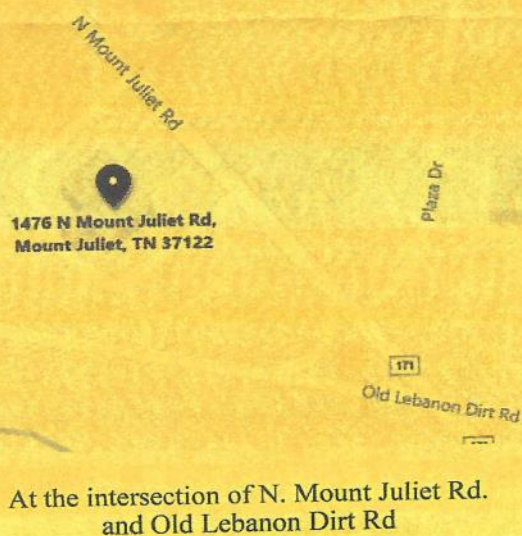
Sunday, May 7th, 2023

Schedule of Event Registration- 8 a.m. to 12 p.m.
Awards- 3 p.m.

Registration

Vehicles judged during registration

For more information please contact:
Jim Pritchard (615) 400-2054
Glen Edwards (615) 478-0697
MidTennAACA.org





Granville Heritage Day Antique Car Show

Historic Granville- "Tennessee's Mayberry Town"
May 27, 2023



REGISTRATION: 9:00 AM TO 12:00 NOON

Registration Fee \$20, Second Car \$15

Free Admission Ticket to Festival - AWARD Presentations at 3:30 PM

Honoree- Robert Hall - Cookeville, TN

His Collection of Automobiles will be on Display and He will Receive
Special Recognition at the Awards Ceremony

Memorial Honoree - Robert Fulton - Murfreesboro, TN

Memorial Honoree - Larry McGowan - Nolensville

CORVETTE SHOW WILL HONOR THE MEMORY OF SUE MCGEE

BEST OF SHOW IN HER MEMORY



Jimmy Carter, Account Manager
615.351.7973

J & D Equipment Haulers (615-453-8444)

Denney Trucking (615-449-2866)

Dr. Roger McKinney (615-444-6203)

Granville Bed & Breakfast (931-653-4511)

Granville Gift Shop & Southern Shops of Granville

Roland Digital Media of Cookeville (931-528-8100)

PRODUCTION (STOCK)

1. AACA National Winners
2. Ford Model T & Model A (All)
3. Production & Unrestored to 1954
4. Production 1955-1959
5. Production 1960-1967
6. Production 1968-1975
7. Production 1976-1994
8. Volkswagen, Corvair Stock (All)
9. Corvette 1953-1967
10. Corvette 1968-2004
11. Corvette 2005-2012
12. Chevrolet 1955-1956-1957
13. Mustang - 1964-1969
14. Mustang 1970-1997
15. Chevelle (All)
16. Camaro 1967-2002
17. Mopar 1962-1997
18. Special Interest
19. Rat Rods
20. Motorcycles (All)

STOCK & MODIFIED

21. Cars 1995-2004
22. Cars 2005-2010
23. Cars 2011-2015
24. Cars 2016-2019
25. Cars 2020 & Up
26. Designated Sports Cars to 1997
27. Designated Sports Cars 1998-2001
28. Designated Sports Cars 2002 & Up

STREET RODS

29. Chevy & Ford (All)
30. Other (All)

MODIFIED

31. Cars to 1955
32. Cars 1956-1962
33. Cars 1963-1967
34. Cars 1968 -1971
35. Cars 1972 -1979
36. Cars 1980-1997
37. Cars VW & Corvair Modified (All)
38. Chevrolet 1955 Modified
39. Chevrolet 1956 Modified
40. Chevrolet 1957 Modified
41. Chevelle Modified (All)
42. Camaro to 2002 Modified
43. Mopar 1962-1997 Modified
44. Corvette 1953-2005 Modified
45. Mustang 1964-2005 Modified

TRUCKS

46. Production to 1975
47. Production 1976-1997
48. Production 1998-2004
49. Production 2005 - Up
50. Modified to 1950
51. Modified 1951-1960
52. Modified 1961-1967
53. Modified 1968-1973
54. Modified 1974-1990
55. Modified 1991-2004
56. Modified 2005 - Up

***First 300 cars will receive Special Dash Plaque!**

***Trophies in 1st, 2nd & 3rd of each class!**

***Best of Show Production & Modified**

***Granville Choice and Furthest Driven Awards**

***H. F. Houston Memorial Production Award**

For more information call:

**Randall Clemons - 615-945-8492,
Granville 931-653-4511**

- Festival Admission required for spectators to attend show.
- Drive Thru Judging - May park by who you enter with!
- Canopies are allowed on the field provided there is space. The owner of the canopy assumes all liability incurred by the use of the canopy, including damage to show cars and personal injury. The canopy must be securely anchored and must not block show car parking or lanes of vehicle or foot traffic.
- Trailer Parking Available
- Flea Market Space Available

HERITAGE DAY WILL ALSO FEATURE UNCLE JIMMY THOMPSON BLUEGRASS FESTIVAL, MAYBERRY-I LOVE LUCY MUSEUM, WORLD'S LARGEST WHISKEY DECANTER MUSEUM, 1880'S SUTTON GENERAL STORE, ARTISAN DEMONSTRATIONS, CRAFT BOOTHS, ENTERTAINMENT, GREAT FOOD AND MUCH MORE! COME JOIN US!

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