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See pages 12-14 f for the latest update on Jim Bynum's '41 Coupe

MESSAGE

Today, Saturday, May 27th, we enjoyed a great tour and visit to the farm and garage of Kenny and Maria Polly (pages 2 thru 5) with over 40 club members and friends in attendance. If you weren't able to go, you missed a treat!

Plans are in the works for another interesting tour in July. I don't think you'll want to miss it!

June will see the 2023 EFV8CA Grand National in Dearborn, MI.

Regards, Mickey

HAPPY
Father's
DAY

June 18th, 2023

Visit to the Polly Farm and Garage

Bon Aqua, TN

May 27, 2023



A group of Volunteer V8 Ford Club members met in Brentwood, TN, on a warm Spring morning for a nice, leisurely Saturday tour. Other members who weren't able to meet for the drive were heading straight to our destination...the farm and garage of club members Kenny and Maria Polly in Bon Agua, TN...and looked forward to a great meal and fellowship and a lot of talk about our Early Ford V8s. It was a great day and following here are a few pictures to prove it.





Welcome to the Polly Farm and Garage!





A special "THANK YOU!"
to Ken's lovely wife,
MARIA POLLY
for the **WONDERFUL**
food!



Our host...Kenny Polly





Kenny's 1919 Chevrolet Truck



1951 Packard



Steve Jordan's 1950 Pickup



Took my Chevy to the levy!

Last trip with it...sold it!

MEMBER CAR OF THE MONTH

1936 Ford Cabriolet

Cameron and Heather Ahler, Franklin, Tennessee



Cameron's grandfather with "Jessica"



Arriving in Nashville



"Jessica"...Cameron Ahler's 1936 Ford Cabriolet

By Cameron Ahler

Back in California in 1963, my grandparents were looking for a car their family with four daughters could enjoy as their "fun car". My grandmother had a special affection for 1936 Fords and wanted one. My Aunt Barbara remembers that they had a coin bank that they put their coins into to save up for one. She recalls that they paid \$800 for Jessica.

My mom recently asked her sisters about memories:

Aunt Tori: "It was the car I drove my senior year in high school. It certainly got me some attention!....I think we drove it in a parade at Ventura High School at a football game and I know Dad drove it in some parades and probably a car show or two."

Aunt Barbara: "We were really proud to have a car like that and got to be in parades, shows, etc.... Cute boys would stare as we drove by. Ha-ha!"

Mom: "I remember specifically driving up Seaward with friends in the rumble seat, feeling special to be driving and being seen in this cool car. We all felt blessed in that way. And after school, it warmed my heart to see her (yellow then) in the senior parking lot waiting to drive me home. Another memory is leaving the house in a huff after a disagreement with Mom and heading in Jessica on the freeway to Santa Paula to my boyfriend's house. Jessica broke down on the freeway and I had to walk home with my tail between my legs. Dad and Mom graciously told me soon after that they would buy me a reliable car for graduation. Driving a shift was fun and not difficult once I got the rhythm and precise movement down. There was a sense of cooperation between car and driver that I liked."

As a child, I would get to visit my grandparents in the summer. My grandfather had a couple of Cessnas in an airplane hanger, and there "Jessica" would sit. Every now and then on a nice day, my grandfather would let us pile in, and drive the car around the airport to look at airplanes and go eat lunch. I was always enamored with the style and



fun that the car brought as we felt the sun on our faces.

I remember one summer my stepfather tried to convince my grandfather that the car was just sitting, and that he would love to buy it and turn it into a beautiful hot rod. I believe my grandfather's response to having it chopped was something to the effect of "over my dead body". As a result, Jessica sat in the hanger as just another project to be done, with just enough maintenance to turn it over and drive around the block.



In 2017, my grandfather passed away. I had asked my family if I could buy it, and there was some initial hesitation. After the sisters discussed it, they decided that they would rather sell it to me for a good deal, rather than to someone who would do whatever they wanted. I was able to purchase Jessica for \$8,000, under the condition that 1. I wouldn't turn it into a hot rod, and 2. I wouldn't sell it any time soon.

The COVID project.

I finally got it shipped to Nashville in August of 2021. Pulling it into the driveway, it barely started, the brakes were non-existent, and the paint was in bad shape. Jessica came with a 59AB engine, rusted out dual exhaust, chrome dash, hydraulic brakes and turn signals. Very little of it worked at the time, and I even needed the kids to help push it into the driveway.



Having very little car knowledge, let alone on something 85-years-old, I started looking online for someone or someplace I could get some assistance. After finding an online forum on Facebook, I was introduced to the Driskell's...Danny, Sharon and Mike. Danny did what Danny does, and immediately brought my car and me to the Volunteer V8 Ford Club and Early Ford V8 Club of America fold.

We would work on it one weeknight, and then for about 5 hours every Saturday to take this thing apart and put it back together. We started with replacing the brakes, tires and wheels, then replaced the gas tank and sending unit. The radiator was "boiled" twice, and the engine block was pressure

washed inside and out. We replaced the bumper, grill, heads, carburetor, wiring and flooring. We took the dash and interior back to original styling and color. Along the way we would find "creative engineering" that previous mechanics had performed over the years. Often, I'd take my daughter to Danny's garage, where she would hang out and watch as Danny,

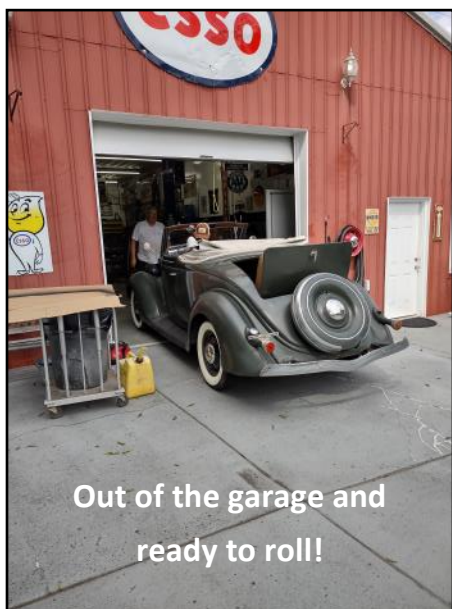


Before and after pictures!



The Family Event

Cameron's mom, wife Heather and daughter Vivienne touching up the paint.



Out of the garage and ready to roll!

Mickey Holton, myself and countless others came by to work on her one piece at a time. I'd take my daughter, Vivienne, my neighbor Kenneth or other members of my family over to help at times. We even made it a family event to touch up the body paint by hand. When they say, "it takes a village," that's exactly what happened along the way.

Those 10 months were great; I met a whole new community of good people, with a passion to learn and teach about a period that was. It was such a blessing to have this project in the middle of the pandemic, and to be able to work on something that felt personally meaningful to me and my family.

After 10 months, Jessica had graduated and was able to fully come home. I was fortunate to be able to drive her to the 2022 Eastern National Meet here in Franklin, Tennessee, in June and have my mom come out to the event to drive with me, experience the action, and tell her childhood stories that came with the car. It was entered in the Open car division, where it took first place in the Touring Class.

I still have some projects to complete (convertible top, tail pan, rear fender, a clock, and perhaps a new rear end), but she's become a staple for the family to take on ice cream trips or a drive around town. My children and the neighborhood kids **LOVE** going along on a nice day.



Cameron and Vivienne take "Jessica" on a test drive



"Jessica" at the 2022 Eastern National Meet



Danny Driskell and Kenny Polly steam cleaning the engine

The Specs of a 1936 Ford

BY ROB WAGNER

The Ford Motor Company produced only two models for 1936: the 48 and 68 Series. Both cars were carryovers from 1935 with the same basic body styling, but with modest upgrades. Both models featured numerous body styles and sold well despite Ford falling behind Chevrolet in overall sales. The Fords came in standard and deluxe trim levels.

Model 48

The 1936 Ford Model 48 came in a cabriolet, convertible sedan, three-window coupe, five-window coupe, deluxe five-window coupe, deluxe Fordor sedan, deluxe sedan, deluxe Tudor sedan, Fordor sedan, Phaeton, roadster, station wagon, touring sedan and Tudor sedan. The Model 48 was not as popular as the Model 68. The 48's best-selling model was the touring sedan with 1,362 units sold. The cabriolets numbered 1,116.



Model 68



Ford offered the immensely popular Model 68 as a cabriolet, club cabriolet, convertible sedan, five-window coupe, five-window deluxe coupe, three-window deluxe coupe, deluxe Fordor, deluxe Phaeton, deluxe roadster, deluxe sedan, deluxe Tudor, Fordor sedan, touring Fordor sedan, two- and four-door sedans with trunk, station wagon, Tudor sedan and touring Tudor sedan. Top sellers were the Tudor sedan with 174,470 units sold and the sedan with a trunk following in second with 166,018 leaving the showroom. Ford also sold 159,825 touring

Fordor sedans. In all, Ford sold manufactured 792,000 Model 48s and Model 68s.

Engine

Ford offered only one engine. A 221-cubic-inch flat-head V-8 powered both models. It had a 3.1-inch bore, a 3.75-inch stroke and a 6.3-to-1 compression ratio to generate 90 horsepower for the Model 48 and 85 horsepower for the Model 68. A Stromberg dual downdraft carburetor delivered the fuel to the engine. A three-speed manual transmission transmitted the power to the wheels. The final rear gear ratio of the spiral bevel differential was 4.11-to-1.

Dimensions

Both 1936 models sat on a 112-inch wheelbase with a 55.5-inch front tread width and 58.25-inch rear tread width. The models measured 182.7 inches long and 69.5 inches wide. The fuel tank held 14 gallons.

Chassis

Front and rear suspension consisted of transverse leaf springs with a worm and sector steering gear mechanism. Stopping power came from all-wheel mechanical internal expanding 12-inch drum brakes. Ford moved the engine closer to the nose by 8.5 inches and made the body 5.5 inches wider. It also repositioned the front springs forward of the front axle and moved the rear springs behind the rear axle for better weight distribution.

Exterior Colors

Ford offered its 1936 models in Gun Metal Gray, Washington Blue, Gray Vineyard Green, Benton Gray Metallic, Cordoba Tan, Desert Sand, Light Fast Maroon, Bambalino Blue and Armory Green

Features

The 1936 models featured leather interiors, a Steward Warner gasoline heater, a clock ensconced in the rearview mirror and a radio. Ford hid the dual horns in 1936 and added bright work around the headlamps and grille. The model year 1936 proved to be the last year of the freestanding headlamps.



Cameron Ahler's '36 Cabriolet on the concourse at the 2022 Eastern National Meet



THE FORD CLUB CABRIOLET

Smart Shoppers Know Value

HAVE you ever noticed how often you see a Ford V-8 in front of the nicer shops? . . . Smart shoppers know value and they have found that they get higher quality, at a lower price, in this good-looking, eight-cylinder car. . . . The V-8 engine alone is an important reason for choosing the Ford. You have to pay hundreds of dollars more for such a fine engine in any other car. And it does make a difference in motoring enjoyment when you have V-8 acceleration, power, and smoothness. . . . There are many other features of extra value in the Ford. The safety of the welded steel body, safe, sure, quick-stopping brakes and Safety Glass all around at no extra charge. . . . The comfort of Center-Poise Riding. (A modern improvement that means easier riding on all roads, especially in the back seat.) . . . The all-round economy that has always been a Ford feature. You will find that you save many dollars when you buy a Ford.

THE FORD V-8

\$25 A MONTH, AFTER USUAL DOWN-PAYMENT, BUYS ANY MODEL 1936 FORD V-8 CAR—FROM ANY FORD DEALER—ANYWHERE IN THE UNITED STATES. ASK YOUR FORD DEALER ABOUT THE NEW UNIVERSAL CREDIT COMPANY $\frac{1}{2}\%$ PER MONTH FINANCE PLANS

Jim Bynum's '41 Ford Coupe...
The restoration begins...again!
(Hey...it only started 53 years ago!)



Out of Jim's garage for the first time in 14 years!



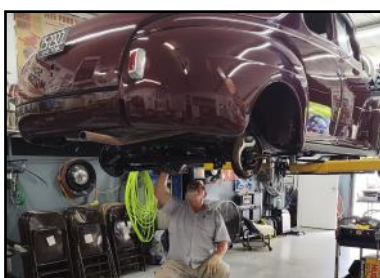
Loaded on the trailer and ready to go.

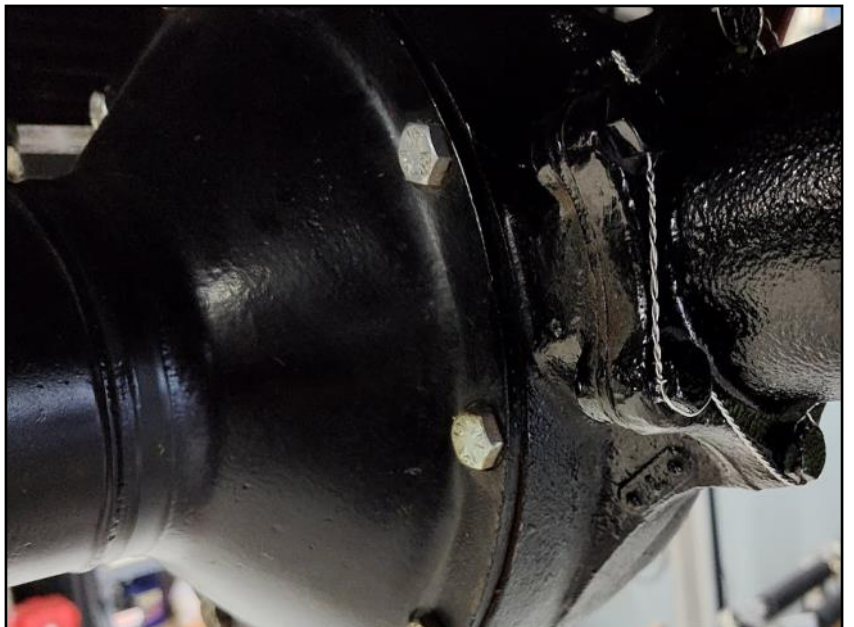
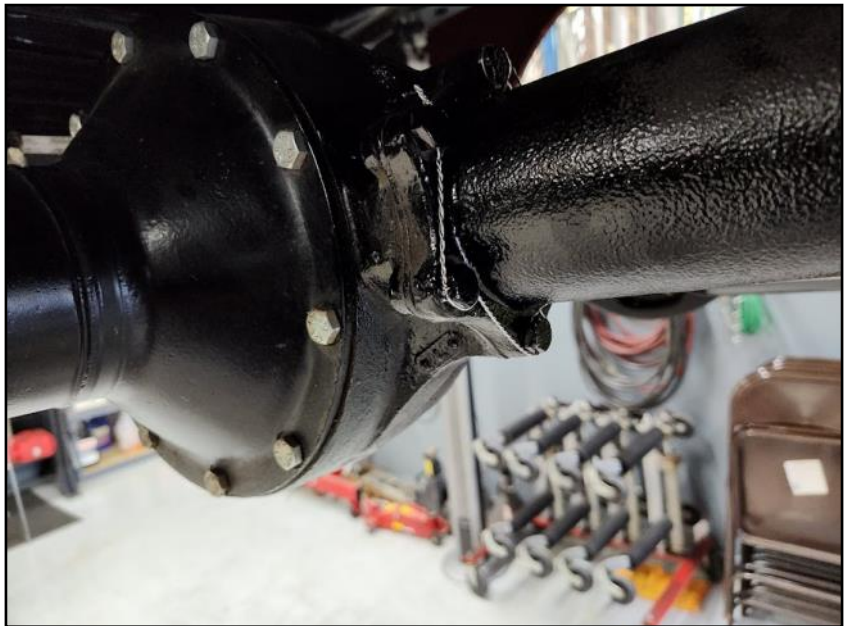


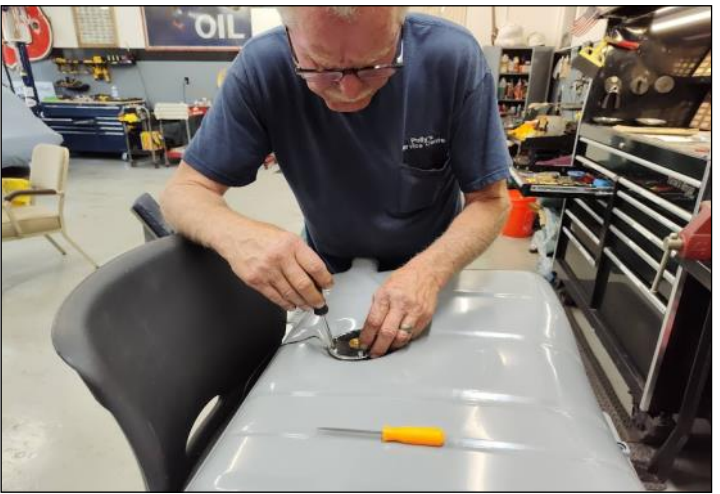
In its temporary home, ready for restoration!



(Above) Job #1...brakes! (Below) Cleaning the undercarriage; new gas tank; parts





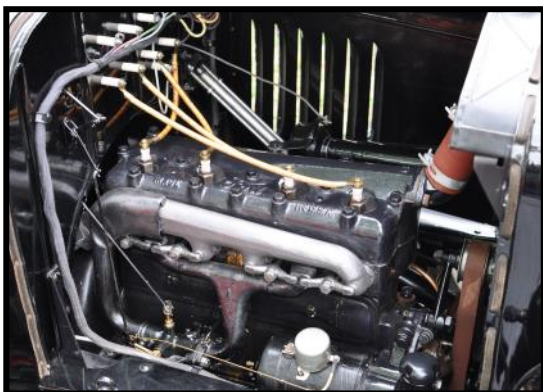


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Update on Rick Mattson's '37 Phaeton

Rick and wife Susan had their '37 Phaeton out for a spin and wound up at the AACA Cars and Coffee at Christ Community Church, Franklin, TN, on May 6th





The picture above is from my wife's family. It shows her grandparents in a Model T somewhere in Chicago in the mid-20s.

The Model T is Ford's Universal Car That Put the World on Wheels

The Model T was introduced to the world in 1908. Henry Ford wanted the Model T to be affordable, simple to operate, and durable. The vehicle was one of the first mass production vehicles, allowing Ford to achieve his aim of manufacturing the universal car. The Model T was manufactured on the Ford Motor Company's moving assembly line at Ford's revolutionary Highland Park Plant. Due to the mass production of the vehicle, Ford Motor Company could sell the vehicle for between \$260 and \$850 as Henry Ford passed production savings on to his customers.

The Model T was first tested by Henry Ford himself who took the vehicle on a hunting trip to Wisconsin and northern Michigan. The Model T became famous for the stunts it could perform including climbing the stairs of the Tennessee State Capitol and reaching the top of Pikes Peak. After the test of his own product, the vehicle was shipped to its first customer on October 1, 1908.

The revolutionary vehicle saw the placement of the steering wheel on the left side, allowing passengers easy access to and from the cars. The vehicle was also the first to have its engine block and the crankcase cast as a single unit, the first to have a removable cylinder head for easy access, and the first to make such extensive use of the lightweight but strong alloy known as vanadium steel. The Model T's agile transmission made shifting gears easy for everyone. These improvements and innovations allowed the world to move towards a more urban way of life. The early Model T came with a tool kit, packed the gas tank under the front passenger seat, provided a windshield as an option (before it was standardized), and had to be cranked to get it going.

A common myth is that all model T's were black. While Henry Ford did say "Any customer can have a car painted any color that he wants so long as it's black," the policy was in place solely for efficiency and uniformity. The car was only offered in black from 1914-1925, however before and after that various models of the vehicle could be purchased in a variety of colors including blue, red, grey, and green.

The vehicle also became famous for its unique nickname—Tin Lizzie. There are various accounts of how this nickname was acquired by the Model T. Possible origins include the popularity of the female name "Lizzie" during that period to a famous Model T racecar named Old Liz. Despite the popularity of the nickname Tin Lizzie, the Model T had dozens of nicknames.

The Model T was so popular Henry Ford once said: "There's no use trying to pass a Ford, because there's always another one just ahead." By the early 1920s more than half of the registered automobiles in the world were Fords. More than 15,000,000 Model T's were built and sold. In May 1927 a ceremony was held to honor the end of production of the Model T. It was the end of an era.

While the vehicle is more than 100 years old, its legacy is timeless. The vehicle had many new features that were unique for its time. The low price point allowed many people to become a Ford owner, should they choose it, and caused Ford Motor Company to be a household name.

VINTAGE CAR REVIEW

From the March 2000 issue of *Car & Parts*

(Thanks to Steve Jordan)



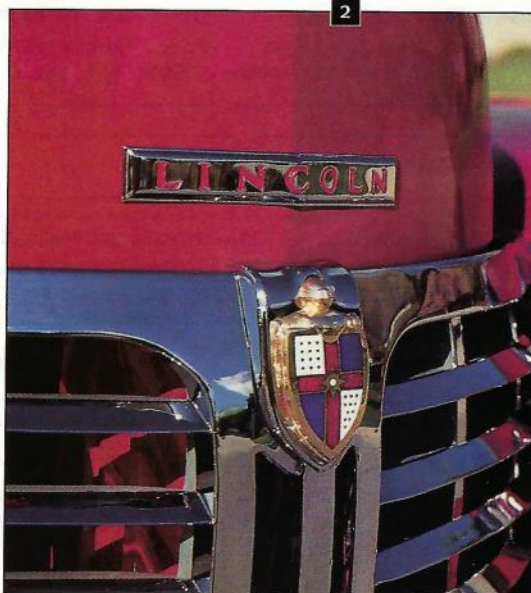
**“Being seen”
in a personal
luxury
automobile**

1946 Lincoln Continental Cabriolet

by West Peterson

Being seen is what it's all about for some folks. Especially those in the entertainment industry. But on a larger scale, in every community in the U.S., the wheels that you're seen in represent not only you, but your family as well. In a country that is dependent on daily transportation, your automobile tells everyone who you are, and where your priorities are. Like it or not, the car is an extension of your personality.

In the 1940s, Lincoln's rather orthodox marketing plan for printed material used a single profile photo of a Continental along with the line, "Nothing could be finer." Although restrained in verbiage, the brochure exuded a message directly to the upper class in almost the same fashion that Duesenberg did with their ads of the early 1930s; where they proclaimed, "The World's Finest Motor Car" along with a single profile view of one of their models. Duesenberg then went on to print advertising without showing a car at all, only a very wealthy individual with single line of type at the bottom that read, "He (or She) drives a



Photos by Bob Stevens

1. Although one often thinks of the first series Lincoln Continental as a production car, it was virtually built by hand, custom cars on a production line, if you will. The featured car is owned by Bill Prater of Middletown, Ohio, and is painted in a beautiful shade of red.

2. The gold and enameled Lincoln crest adorns the heavily-chromed grille, and the name Lincoln appears just above it as a separate emblem.



3

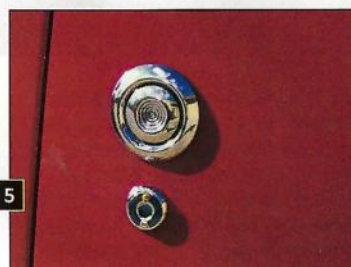
3. In this author's opinion, the 1942-48 Lincolns have the hand's-down best looking taillight design of all Classic-era automobiles. These are only taillights, however, and persons driving behind sometimes don't realize that the brake light is a single light mounted with the spare tire.

4. The gold ball was around from the beginning, but the rest of the hood ornament seemed to change from time to time. The "wings" were a one-year only addition, then the spear returned as in 1940-41.



4

5. Perhaps not one of the best ideas to come out of Dearborn, but one of the most innovative, was the "door handle." By pushing in the button, the spring-loaded doors would pop open. Winter in the north proved to be a problem for them, as well as the tiny cover over the door lock.

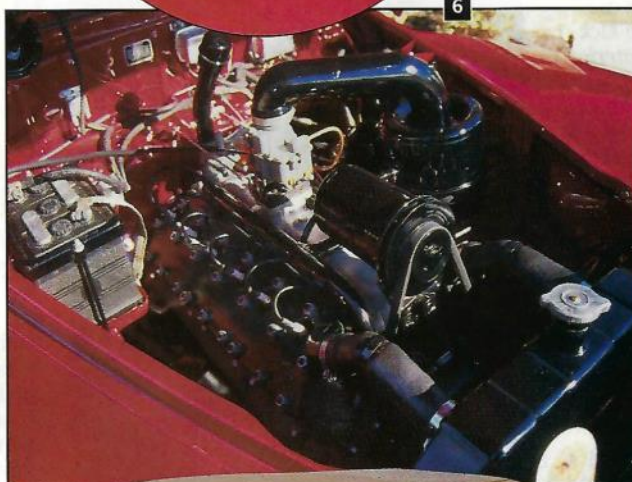


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Duesenberg." We're not sure anyone has ever compared a first series Lincoln Continental with Duesenberg before, but times were different when the basically custom Continental finally came into vogue. Just as celebrities were eager to be seen in a flashy Duesenberg, by the 1940s, they were "being seen" in Lincoln Continentals.

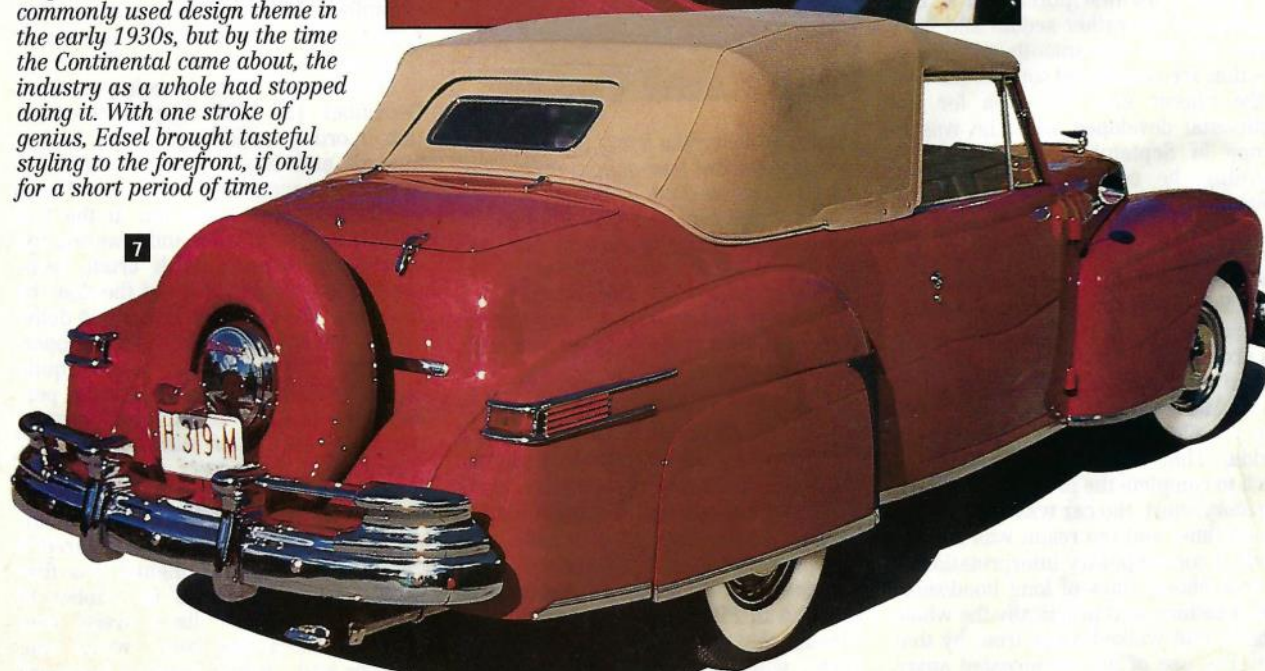
The Continental was conceived by Edsel Ford, a man who loved special cars. In fact, his garage was full of custom one-offs that were designed and built just for him. Within the industry, Edsel had been considered one of the most gifted automobile stylists of his time. It was Edsel who took the reigns of Lincoln, from the begin-

7. There's no argument that the pure and simple design of the Lincoln Continental is beautiful. Edsel Ford fathered the idea of the Lincoln Continental on a trip to Europe in 1938, then came home to collaborate with Bob Gregorie who put it on paper. The long hood/short deck idea was a commonly used design theme in the early 1930s, but by the time the Continental came about, the industry as a whole had stopped doing it. With one stroke of genius, Edsel brought tasteful styling to the forefront, if only for a short period of time.

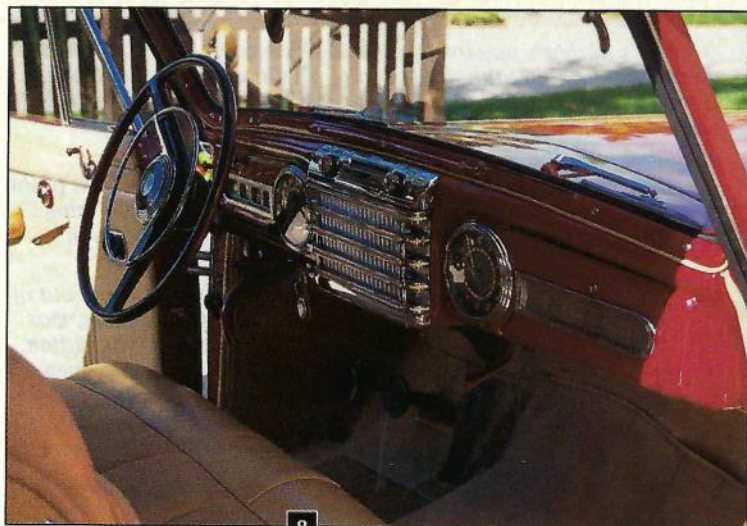


6

6. The 292-cid, 125-hp V-12 engine was not the most powerful thing on the road, but with the style and grace one had while sitting behind the steering wheel, going fast wasn't the priority, being seen was. Because the hood of the Continental was so much lower than that of the regular Lincolns, the oil bath air cleaner snaked down to the driver's side of the engine compartment.



7



8

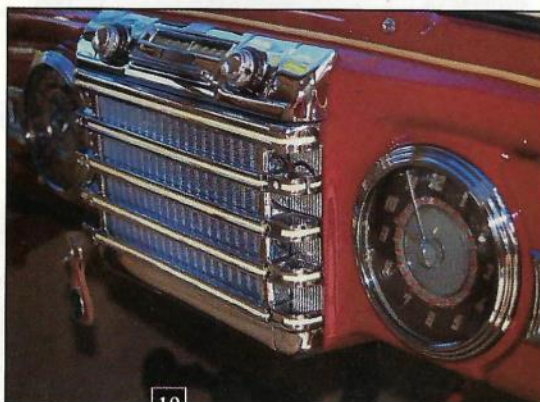
8. Dashboards were painted in the same color as the exterior, and the windshield frame is lined with a cord of leather. Note the garbage can-sized steering wheel, good for parallel parking. Real car fanatics will recognize that Tucker used the same wheel.

9. The seats and door panels are 100 percent leather, with the kick panels done in carpet. The interior door opener matches that of the outside with just a button. Although the main side window is electric, the vent window is manually cranked.

10. With the size of the radio and grille, it almost has the look of a Wurlitzer juke box. There's a signal seeking tuner bar located between the radio controls, something the younger generation thought was a new electronic idea. The clock matches the left side of the dashboard, keeping an asymmetrical appearance.

ning when Ford first purchased it, and transformed the rather sedate and boxy luxury car into the smooth and classy lines that are considered some of the best in the Classic era. The idea for the Continental developed while he was in Europe in September of 1938. Upon returning, he collaborated with Ford stylist Eugene "Bob" Gregorie who immediately recommended using the Zephyr V-12 chassis in which to base the creation. Gregorie also masterfully finetuned the ideas that Edsel conveyed to him, and immediately the custom car was ordered to be built.

Edsel demanded that it be ready for use by March of 1939 so that he could have it while vacationing in Palm Beach, Florida. That left only six months in which to complete the project. To make a long story short, the car was delivered to him on time, and the result was an outstanding contemporary interpretation of the true classic lines of long hood/short deck, a fashion that practically the whole industry had walked away from by that time. The use of an unconcealed spare tire was also extremely unusual for



10

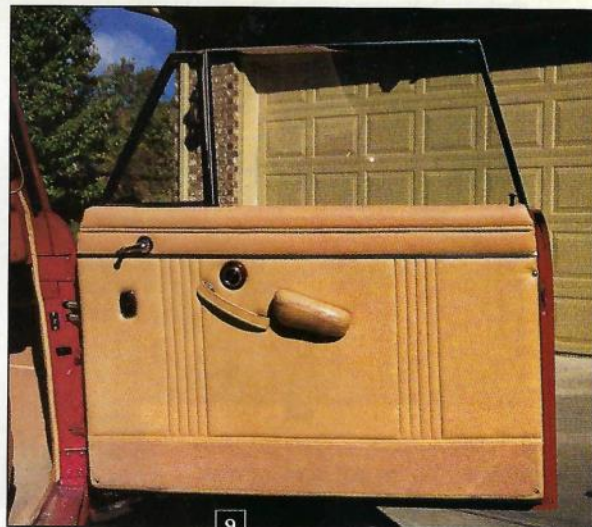


11

11. In the bar to the left of the speedometer are four gauges giving you temperature reading, oil pressure, ammeter and fuel level. In sort of a disarray, the knobs around the bar, starting at the top going counter clockwise, control windshield wiper, electric top, power antenna, and starter. Below the dash is the hood release and overdrive lever.

don the redundancy), in fact, it was recommended by other stylists to place it in the trunk, following the current trend. But Edsel insisted that it remain outside the rear deck, as that is what gave it the European "continental" flavor.

Lore has it that the car was so well received in Florida from neighbors and friends, that he returned to Dearborn, Mich., with more than 200 orders in hand (the



9

LINCOLN CONTINENTAL CABRIOLET/ COUPE PRODUCTION AND PRICES

Year	Production	Price
1940	350 / 54	\$2,840 / \$2,783
1941	400 / 850	2,778 / 2,727
1942	136 / 200	3,174 / 3,174
1946	201 / 265	4,474 / 4,392
1947	738 / 831	4,746 / 4,662
1948	452 / 847	4,746 / 4,662
Total	2,277 / 3,047	

nutshell, the Continental was officially born. Two more prototypes were built, one shown at the New York Auto Show and the other at Los Angeles, after which tooling for a limited number of 500 was ordered. Actor Mickey Rooney received the L.A. car as a gift from Edsel, evidently as some sort of good-will gesture - Rooney had spent the summer in Greenfield Village filming *Young Tom Edison*, with whom Henry senior was a close pal.

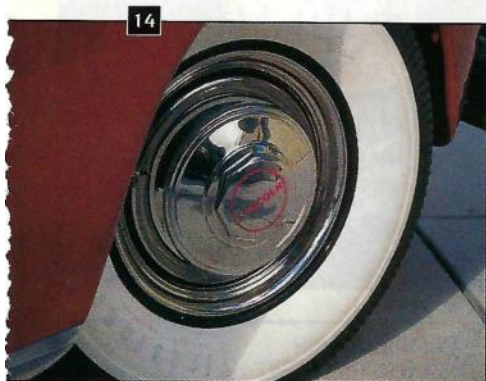
"Production" of the Lincoln started on December 13, 1939. During construction, in order to add length, stock Zephyr fenders and hoods were modified by inserting seven-inch sections. Three inches were also taken out at the belt line, further enhancing and lowering the overall appearance. With crude techniques, only 54 made it out the door by the end of the year, the first being delivered to yet another actor, Jackie Cooper. The term "production car" doesn't quite fit the virtually hand-built Lincoln, perhaps calling it a production-built custom car would be better suited. ("Limited" would hardly be correct, as modern-day marketing zealots have changed the meaning of the word to represent nothing more than "how many get ordered.")

When the 1940 Continental was first introduced to the press in October of 1939, the elegant lines were well received. "... a real lady," wrote one. Another said, "It had beauty - but more

12. One of the complaints about the Continental trunk is that it is cumbersome to lift baggage in and out. The coupe's trunk is big enough for a family of six to go on vacation. On the cabriolet, however, the top box takes up a good portion of what was available.



13. Everything about the Continental is first class, including the intricate latches that hold down the trunk lid. Truly continental in style.



14. As if to mimic Rolls-Royce, the hub caps for the postwar Lincolns looked as if they needed a hub puller to get them off. White sidewall tires were an option, when available.

package was wrapped up neatly, actually containing some of the elegant styling features that Bill Mitchell brought together on the 1938 Cadillac Sixty Special – low roof and beltline, and no running boards being the major similarities, especially in the coupes. The Zephyr blood lines also helped create the Continental's sensational public reaction, as the Zephyr had already received the accolades of the New York Museum of Modern Art, calling it "the first successfully designed streamlined car in America." (Sort of a backhanded slap at Chrysler's flopped Airflow project, a car the public largely rejected.)

The first Continentals were considered part of the Zephyr product line, in fact, both the hub caps and horn button said "Lincoln Zephyr." As a very limited production luxury car, its price was indicative of the hard-to-get status. At \$2,840, it was over \$1,000 more than the Zephyr convertible, itself fairly expensive as both a Cadillac and a Packard Super Eight convertible could be purchased for under \$1,800. But the Continental was popular, nonetheless, and in 1941 was considered a separate line by itself. Production, if you will, went from 404 units (350 cabri-

olets, 54 coupes) to 1,250, with only minor physical changes such as fender mounted parking lights and pushbutton door knobs. However, the big surprise was that the coupe introduced late in 1940 (thus the low 54-unit production), outsold the cabriolet in 1941 by a margin of over two-to-one, with a price difference of only \$50 bucks! One reason, perhaps, being that the coupe's proportions are a little better without the huge blind quarter that the cabriolet has with the canvas top.

Underneath all the beauty was a troublesome 367-cid V-12 cylinder engine that developed a mere 110 horsepower. Performance was considered adequate, but to say that the V-12 quickly received a bad reputation would be an understatement. Several engineering flaws caused big problems. Inadequate water passages led to overheating, bore warpage, and excessive ring wear. To make matters worse, the unique Zephyr oil float indicator did nothing to encourage owners to use the engine's dipstick, where they could have detected the condition of the oil. Because of the V-12's inadequate crankcase ventilation, sludge was building up at a much higher rate than normal, reducing oil flow. Some of these problems were eliminated as early as 1942, such as implementing the use of hydraulic valve lifters and cast iron heads, but the Lincoln V-12 had already fallen into a reputation problem.

A sizeable 25 inches of increased displacement was offered for 1940, but horsepower crept up by a factor of only 10. For 1942, in order to combat the increase in weight of the slightly redesigned car, another increase in displacement found the V-12 at 305 cubic inches and 130 horsepower, along with new cast iron heads. Unfortunately, this caused further problems, as the cylinder

walls became perilously thin. After the war, the cast iron heads were retained, and would remain so until the end of V-12 production. But early into 1946 production, displacement went back to 292 cubic inches with horsepower dropping just five, to 125. Gearing was also changed back to what it was in 1941. George Dammann, in his book *50 Years of Lincoln-Mercury*, theorizes that, more than anything, the short run of the post-war 305-cid V-12 was responsible for spreading the rumor that all of the 305-cid engines were poorly designed, short-lived engines. As beautiful as the Continental was, though, people found ways to keep them on the road. It is still common, today, to see first series Continentals with L-head or ohv V-8 engine swaps.

The reason for the updated engine was that the 1942 Lincolns received a face-lift in the form of a double-tiered stainless steel grille, and longer and higher fenders. In the rear, a more squared-off reshaped body seemed to make the whole look more contemporary. However, this caused an increase in weight of about 170 pounds. In addition, the cars were about seven inches longer than their predecessors. Production was halted in February after only 336 cars (136 cabriolets and 200 coupes), though, due to the effort of building up the U.S.'s almost non-existent military might into the strongest nation in the world. (Lincoln-Mercury dedicated almost all resources to building jeep and amphibious bodies, tank engines, and parts for B-24 bombers.) When automobile production ended, all remaining unsold cars were "warehoused," and not allowed to be sold without proper government paperwork. Dammann writes that because of the scarcity created, the new 1942 models were bringing as much as \$6,000 in 1943 on the black market, and still higher by 1944.

As with almost the entire industry, the design of the postwar Continentals (1946-48) was identical to that of the 1942 models, with slight aesthetic changes including a chrome-plated white metal grille with fog lights integrated within the lower section. Aside from some minor trim differences, that was it. Production actually began in the fall of 1945, in time for a full year's schedule, but, according to Dammann, "retooling difficulties and shortages of needed sup-

The extremely rare 1946 Continental Cabriolet pictured here is owned by Bill Prater of Middletown, Ohio, who purchased the car after seeing an ad in a hobby publication in the fall of 1995. He immediately commissioned a professional restoration shop, in Fairfield, Ohio, to just refresh its good looks, but as one thing led to another, a complete restoration was inevitable. The effort hasn't gone unnoticed, though, as Prater's Cabriolet won the "Ford Motor Company/Larry Shinoda Award" at the 1999 Amelia Island Concours d'Elegance at Summer Beach, Florida, as well as numerous other first place and best of show awards.

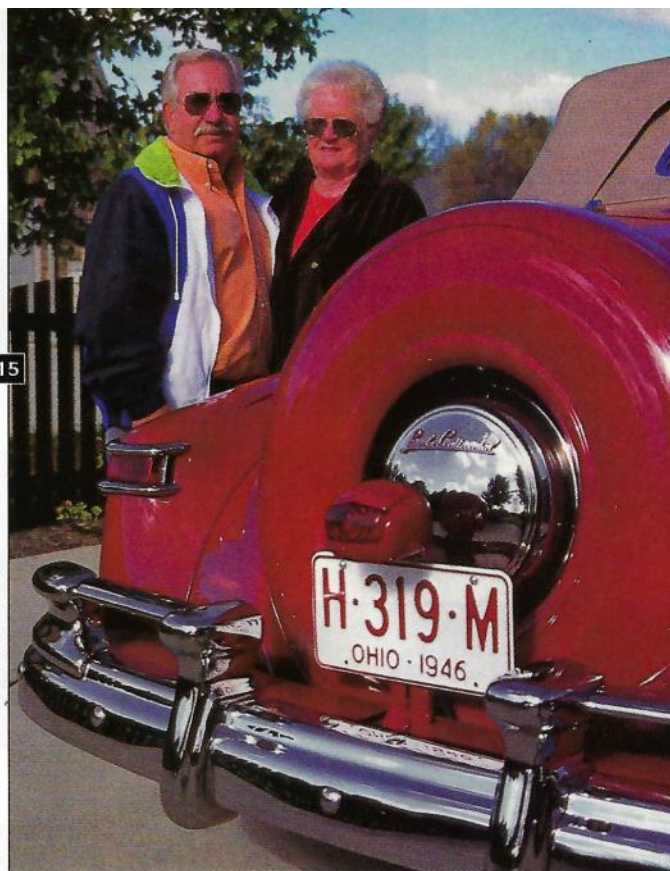
plies greatly held back production." As a result, just 466 Continentals (201 cabriolets, 265 coupes) were produced.

Not nearly enough for car-starved America, some of whom, for not wanting to "cheat" their way to the top of the waiting list, waited two more years to get their hands on a brand new car. For the ones who could afford it, the 1946 models carried a hefty price tag of \$4,474 – again, the coupes were but \$80 more. This was quite a princely sum (unless you were one of those who paid more than \$6,000 during the war), especially when you add in that most people paid quite a bit more due to "under table" deals. The federal government prohibited dealers from hiking prices up, but that didn't stop the more creative dealers and salesmen. "If you want to buy the new car, sir, first you must buy the junk car in the back of the lot!" Maybe not in those exact words, but you get the idea.

For 1947 and '48, Continental production was still considered "custom production." In 1947, the car experienced its best year ever, with a total of 1,569 built (738 cabriolets, 831 coupes). As seen the previous year, cabriolet and coupe production had evened out from the lopsided figures before the war. The death knell was in the air, though, as the high costs of production would soon spell the end for Edsel Ford's moment in the sun. Even as the Continental was heading for yet another record "production" year, in March of 1948 the end of the line had come, after 1,299 cars were built (452 cabriolets, 837 coupes). Again, we see a lopsided figure between the coupe and cabriolet with only an \$80 difference in price. Preparations were being made for an all new line of Lincoln automobiles, ones that had all the appeal of a bar of soap.

Edsel Ford died from inoperable stomach cancer May 26, 1943. Too soon for a man who was in his prime, and in his element. In 1951, the Museum of Modern Art recognized the 1940-41 Continentals and gave them high accolades, lauding their "excellence as works of art." And still, today, it is always included on any list of the most beautiful cars ever built. Any list worth its salt, that is. A tribute to a man with a prowess for good design. By association, the 1942-48 Continentals can be included as well.

15. *Bill and Marcheta Prater are true car lovers. Among others, their eclectic collection consists of a 1935 Ford five-window coupe, 1957 Eldorado convertible, and a 1952 Studebaker Commander convertible.*



1946 LINCOLN PAINT COLORS



SPECIFICATIONS 1946 LINCOLN CONTINENTAL

GENERAL DATA

Body style: Cabriolet
Passenger capacity: 5
Base price: \$4,474
Options: Overdrive,
radio with power antenna,
heater, windshield washer,
white sidewall tires
(when available)

BASIC SPECIFICATIONS

Wheelbase: 125"
Length: 217"
Weight: 4,135 lbs.
Front tread: 59"
Rear tread: 60.6"
Ground clearance: 7.66"

ENGINE

Type: 75-degree V-12
Displacement: 292 cu. in.
Compression: 7.20:1
HP @ RPM: 125 @ 3,600
Torque @ RPM:
214 lbs.-ft. @ 1,600
Bore x stroke: 2.875 x 3.75"
Induction system:
Single 2-bbl, Holley
carburetor
Exhaust: Single
Valve configuration: L-head
Main bearings: 4

TRANSMISSION

Type: 3-spd. selective,
synchronized 2nd and
3rd gears
Ratios:
1st – 2.12
2nd – 1.43
3rd – 1.00

Overdrive (opt.) – 0.70
Reverse – 2.72

DIFFERENTIAL

Type: Hypoid
Ratio: 4.22 (4.44 w/o.d.)
Drive axles: 3/4 floating

SUSPENSION

Type: Transverse leaf springs,
solid axles

BODY & FRAME

Type: All steel unitized

STEERING

Type: Gemmer worm-
and-roller
Ratio: 18.4
Turning circle: 44.5' diam.
Turns, lock to lock: 4.75

BRAKES

Type: 4-wheel Bendix
hydraulic, drum type
Diameter: 12"
Effective swept area: 184"

TIRES

Size: 7.00 x 15"
Type: 4-ply

CAPACITIES

Cooling system: 24.5 qts.
Gasoline tank: 19.5 gals.
Engine oil: 5 qts.
(less filter)

CALCULATED DATA

HP/CID: .428
LBS/HP: 33.1
LBS/CID: 14.2

Technical Talk

The Ford Flathead engine reigned supreme for 21 years. It went through many changes and improvements over that range of years but, finally, Ford had to face the fact that it was outdated and that Ford needed a new engine if it was going to compete for buyers. What replaced the flathead?...

THE FORD Y BLOCK V8 engine



Manufacturer	Ford Motor Company
Production	1954-1964
Predecessor	Flathead V8
Successor	Ford Windsor engine Ford 335 Cleveland V8
Configuration	Small-block OHV V8

The Y-block engine is a family of overhead valve V8 automobile piston engines from Ford Motor Company. It was introduced in 1954(1953 Trucks celebrated 50 years of Ford with a Flathead V8) on Ford trucks and in 1954 on Ford cars to replace the side-valved Ford Flathead engine and was replaced by the Ford FE engine (on medium cars) and the Ford Windsor engine (on small cars) in 1962 and lasted until 1964 in Ford trucks.

Note that Lincoln introduced a very different and larger Y-block engine in 1952 for use on large cars and on Ford heavy duty trucks.

239

The first Y-block on Ford automobiles was the 1954 239 in³ (3.9 L) Ford engine; known for its deep skirting, which causes the engine to resemble a Y. Rated at 130 hp (97 kW), it replaced the 239 in³ (3.9 L) flathead which was rated at 106 hp (79 kW). The Y-block was considered a major advancement over the flathead. It is known for having oiling problems in the rocker shafts due to the fact the oil first went to the crankshaft bearing, then to the camshaft bearings, then to

the rocker shafts. This problem plagued the entire Y-block family and could be remedied by running a copper line from the oil pump and then to the rocker shafts.

The oiling problem was caused by the passage from the center cam bearing to the cylinder head being offset by an inch and too small. The motor oils of the era were low in detergents, but high in coke; when combined with short trips and infrequent oil changes, this led to blockage of this passage. This left the lower end with ample oil while the rocker shaft assemblies literally burned up. The external oiler kit essentially provided oil to the rocker shafts from the oil pressure port on the outside of the engine.

A quick reference to the engine specifications for 1955-57 will show the Ford V-8s ahead of the Chevrolet counterparts in displacement, horsepower and torque. The real enemy of the Y-block was its displacement limit. The original architecture was very small and tight. Even with the benefit of today's technology (aftermarket rods and stroker cranks), the real limit of a Y-block is about 348 in³, while the Chevrolet could be modified well past the factory limit of 400 in³. The ever-increasing size and weight of the standard passenger car, the added parasitic losses for accessories (power steering, power brakes and air conditioning), cheap gasoline and the horsepower race all caused Ford to outgrow its first OHV V-8 engine. It is interesting to note that both Ford and Chevrolet went to optional "big block" engines for 1958, 352 in³ (5.8 L) at Ford compared to 348 in³ (5.7 L) at Chevrolet.

256

The original Mercury Y-block, introduced for the 1954 model year, displaced 256 in³ (4.2 L). Advertised as the "V-161" engine, it ran a bore and stroke of 3-5/8" X 3-3/32". The compression ratio was 7.5:1, and the rated power was 161 hp (120 kW) at 4400 rpm. Torque was 238 lb·ft (323 N·m) at 2200 rpm. The engine breathed through a Holley model 2140 (4V) carburetor.

272

The 272 in³ (4.5 L) version was introduced in 1955. Most standard Fords used this engine.

This engine, as well as the 292 version starting in 1956, was also produced by Ford of Brazil at its São Paulo plant facility (Ipiranga plant). A new building was opened on November 21, 1958 by the Brazilian President, Juscelino Kubitschek de Oliveira, to produce the first Ford engine in South America. The 272 version was used on Brazilian F-series trucks until 1977 and on the Brazilian Galaxie 500, launched in April 1967.

292

The 292 in³ (4.8 L) was also introduced in 1955. It was used in the Ford Thunderbird, Mercury, and some high-end Ford cars. In 1956, it was an optional engine for Ford cars, was commonly used in high-end models, and called the "Thunderbird V8" (the optional larger 312 in³ engine was called the "Thunderbird Special V8"). The 292 in³ was also used in Ford trucks, namely the F-100, through 1964. The 292 forged steel crankshaft was popular with motor enthusiasts in increasing the performance potential of the 312. With some machine work, this part was used to upstroke the 312 V8 to 340 in³ in combination with custom-made pistons and a .040 inch overbore (4.040 in. x 3.3 in.).

Ford Australia released this V8 motor as its only option in the 4-door *Customline* sedan from 1955-1959 (based on the Crown Victoria), and its utility, based on the same styling as the Customline, called a *Mainline*.

This particular version of the Y-Block engine was used in Argentina in the F-100 pick-up well into the 1960s, and was known as Fase I (Phase I). In 1971, the engine was modified to accept

a new-style cylinder head with a different valve arrangement (E-I-E-I-E-I-E-I versus E-I-I-E-E-I-I-E), new intake and exhaust manifolds and was renamed Fase II (Phase II). In this form, the 292 Fase II continued into the 1980s in the F-100, and was also used in the Argentine Ford Fairlane (built from 1969–1982, and based heavily on the U.S. 1968 model). All Argentine versions of this engine feature a cast crankshaft rather than the forged example that equipped US heavy duty engines. The 292 version was also produced by Ford of Brazil and equipped the Brazilian LTD starting in 1969. Both the 272 and 292 engines were replaced on Brazilian cars by the 302 engine starting on 1976 model year.

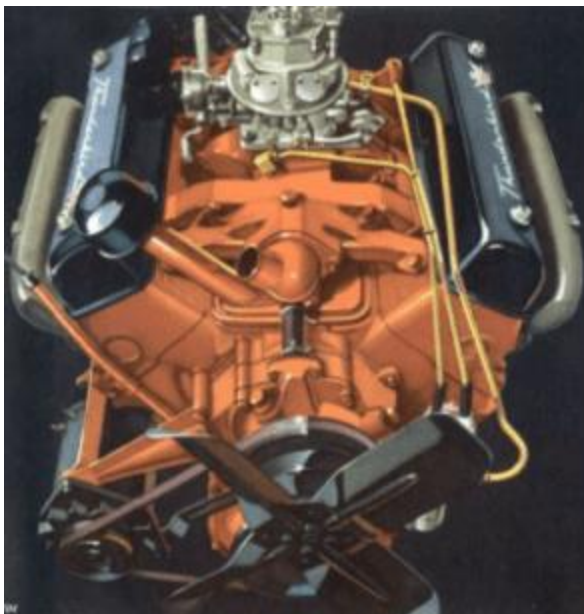
312

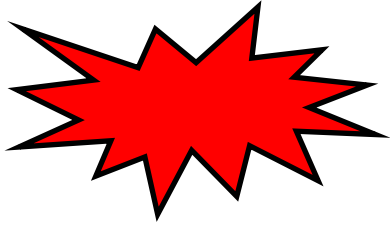
The 312 in³ (5.1 L) engine came out for the 1956 model year and was again used in high-end Ford and Mercury cars, including the Thunderbird. Bore and stroke dimensions of the 312 V8 were 3.80" X 3.44". Depending on model year and application, the 312 was available with a single 2- or 4-barrel carburetor, two 4-barrel carburetors, and with". Depending on a McCulloch (Paxton) supercharger (1957 only).

All 1956 U.S. Mercury models were powered by the 312 in³ (5.1 L) V8 breathing through a 4-barrel carburetor. At the beginning of the model year, a 210-horsepower version with 8.0:1 compression ratio powered Mercury cars with manual transmissions (including 3-speed plus overdrive), while a 225-horsepower version powered cars with automatic transmissions. The 225-horsepower version had an 8.4:1 compression ratio. Later in the model year, a 235-horsepower version with 9.0:1 compression ratio became available. All 1956 Mercury engines had gold-painted blocks and heads. The 210-horsepower version had red valve covers and air cleaner, while the 225-horsepower version had blue valve covers and air cleaner. The 235-horsepower version had argent silver valve covers and air cleaner. A dealer-installed "M 260" engine kit was released in January 1956. The kit consisted of a hotter camshaft, revised cylinder heads, and an intake manifold mounting two 4-barrel carburetors. The kit was advertised as boosting the Mercury 312 V8 to 260 horsepower.

The last regular application of the 312 V8 in the U.S. was for certain 1960 Mercury models. Though considered to be a high performance engine in 1956 and 1957, it was downgraded to an "economy" engine with low compression and 2-barrel carburetor by 1960.

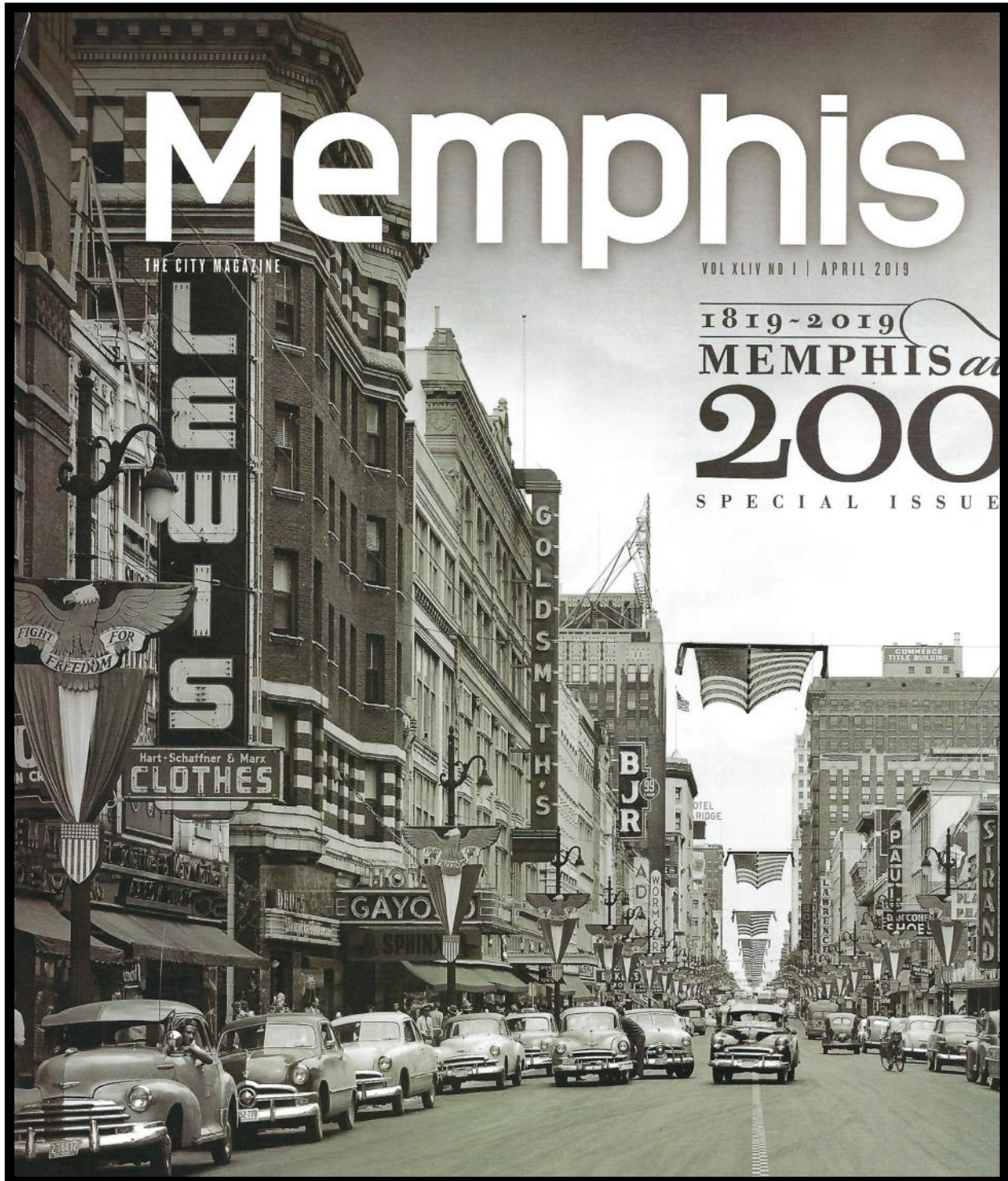
RUMBLES NEWESLETTER, Victoria, B.C. RG. #109





Blast from the Past!

...Downtown Memphis in 1951



Main Street, Memphis, TN, 1951..This was the cover of The City Magazine of Memphis, April 2019, a special edition about Memphis at 200 years. Steve Jordan sent this to me and made the remark, "All Fords and Chevrolets! That tells you right there."

Buying a classic car can be more than you bargained for



Car Talk
Ray Magliozzi

Dear Car Talk: I am not a car nut; hence, I don't know much about the innards of a car. However, I would love to own a classic 1960-ish muscle car, like a Mustang Fastback. Is there anything I should be aware of before I get myself into it?

What would you warn me of before I get into buying myself a classic car?

— Kunal

I would warn you that you're not buying a car, Kunal, you're buying a hobby. Maybe a career. And possibly, a divorce.

From a mechanic's point of view, 50 to 60 years ago, cars were pretty lousy, compared to cars today. They were less reliable, less durable, they handled poorly, stopped poorly, and crashed less safely. But they looked great, right?

So, you're going to need several things before you embark on this bank-account-and-free-time depleting project, Kunal.

First, you'll need a modern car so you can make the classic your second car. You don't want to count on a 60-year-old car as your daily driver. So, don't sell your Corolla.

Next, you'll need some savings. Old cars are always reaching into your

pocket, so just accept that. It's not just the purchase price, it's the ongoing care and feeding.

After that, you'll need a subscription to Hemmings Motors News ("the bible of the old car hobby"). That'll be your bathroom reading for the next 20 or 30 years.

Finally, you'll need a support group. Fortunately, most areas have old car clubs, where nuts and aspiring nuts like you get together and enjoy themselves.

These will be your new people, Kunal. They'll recommend mechanics to you, give you tips on where to get parts that are no longer made, and share their knowledge. They'll also provide emotional support, giving you a shoulder to cry on when you spend two months of weekends replacing the transmission in your '66 Mustang, and on the first test drive, it won't shift out of second gear.

In fact, joining a club like that in advance will help you get advice on what year, make and model to seek out, and, even more importantly, what cars to avoid.

And if all that doesn't dissuade you, Kunal, you'll have a wonderful time with your classic car, and you'll make lots of new friends. Especially tow truck drivers and mechanics. Enjoy!

Got a question about cars? Write to Ray in care of King Features, 628 Virginia Drive, Orlando, FL 32803, or email by visiting the Car Talk website at cartalk.com.

In the Kitchen...

SWEET POTATO CASSEROLE (makes 15 to 20 portions)

Filling:

4 lbs canned sweet potatoes, drained (but you can use fresh!)
3/4 lb brown sugar
1 tsp ground cinnamon
1/4 lb butter, melted
3 eggs
1 tsp vanilla extract

Topping:

1 cup pecans, chopped
1 cup cornflakes. Crushed
1/2 cup all-purpose flour
1/2 lb brown sugar
1/2 lb butter, melted

For filling: Combine all ingredients in a large mixing bowl; mix well. Place mixture in a large casserole dish.

For topping: Combine all ingredients and crumb the mixture over the filling in an even layer. Bake at 350 degrees for approximately one hour or until the casserole is golden brown.

This recipe comes from Jeffrey's in Mooresville, where Chef Wesley Choplin offers this as a side dish that is much like his grandmother made every Christmas when he was a child.

SCALLOPED POTATOES (serves 6)

1 1/2 lbs potatoes
Salt and pepper
Pinch of grated nutmeg
2 cups milk
1 1/4 cups whipping cream
1/2 cup grated gruyere cheese
2 tbs butter

Rub a 1 1/2 quart shallow baking dish with the cut side of garlic, then butter the dish. Peel potatoes and cut in thin slices, preferably on a mandolin cutter. Don't soak them in water as this removes some of the starch needed to give the gratin a creamy consistency. Season slices with salt, pepper, and nutmeg;

Bring milk to a boil in a large saucepan, whisking occasionally to prevent it from burning. Add potatoes to boiling milk and simmer 10 to 15 minutes or until slightly tender. Drain potatoes, discarding milk. Set oven at 425 degrees.

Return potatoes to saucepan and add cream. Bring to a boil and simmer, stirring occasionally for another 10 to 15 minutes or until potatoes are tender but not falling apart.

Spoon potatoes and cream into a buttered baking dish, sprinkle with cheese and dot with butter. Bake for 10 to 15 minutes or until golden brown. Serve hot from the dish.

SCOTCH SHORTBREAD (makes two dozen cookies)

1 cup butter
1 cup berry sugar or very fine granulated sugar
3 cups flour

Thoroughly cream butter and sugar. Add 2 1/2 cups flour and mix well. Turn out on board floured with remaining 1/2 cup of flour. Knead in flour until dough cracks on surface and doesn't stick to board. Roll 1/4 in thick; cut in fancy shapes. Bake on greased cookie sheet in slow oven (275 degrees) 50 minutes or until slightly brown.

LOCAL CAR SHOWS

June 3rd: Lafayette, TN - Lafayette Merchants Car Show on the Square on public square. Times: 2:00pm - 5:00pm. Entry fee \$15.00. TOP 25 receive plaques and awards for the following categories. Historical Society's Choice / Mayor's Choice / Best of Show / Best Bike / Best Rat Rod / Most Unique / Best Jeep and the "Because Billy Thinks It's Cool" Award. Proceeds will go to Lafayette Lion's Club. For more information, call Philip Smith 615-572-4422.

June 3rd: White Bluff, TN - Jimmy B & Fast Freddie's Cruise-In at C&H Farms, 1075 Leatherwood Road, White Bluff, TN. Gates open at 8:00am, Judging at Noon, Trophies awarded at 2:00pm. Door prizes given out throughout the day and \$5,000 in cash prizes for winners. Donations Accepted!!! All proceeds go to AL Menah Shriners.

June 3rd: Winchester, TN - Tims Ford Region AACA 54th Annual Car Show, held at North Middle School 2990 Decherd Blvd (Hwy 41A) Winchester TN, registration 8:00am - 12:00pm, awards by 3:00pm, \$15 entry, \$10 second car, original, restored and modified all welcome, dash plaques, door prizes, 50/50 drawing, music, food vendors provided, free flea market space for automotive related items, other spaces \$25. Rain date June 10th. Tophies for TOP 25 plus Specialty Awards & Best Club participation \$50.00. For more information, call Archie Hunt 931-315-9309 or Robert Morris 931-607-9579 or Tommy Hulvey 931-808-4308.

June 3rd: Lyles, TN - 12th Annual Antique Car Show at Wrigley Baptist Church, 7585 Wrigley Road, Lyles, TN. Entry Fee by DONATION!!!! All donations are tax deductible. Registration: 8:00am - 2:00pm, Judging starts at 1:30pm. Awards: TOP 50 plus Best of Show. Come join our Day of Fun!! Hamburgers, Hot Dogs & Drinks. Inside eating area. Rain or Shine!!! For more information, call William or Eileen King 815-337-6008 or 931-623-9035.

June 3rd: Cookeville, TN - Pistons Car Show at Putnam County Sports Complex, 401 Whiteaker Springs Road, Cookeville, TN. Registration: 10:00am - Noon, Awards at 2:00pm. Entry fee \$15.00. Dash plaques, TOP 25 Awards, Food & Music, Door prizes, 50/50 Drawing, Raffle Items, Kid's Car Show (bring you powerwheels & pedal cars). For more information, call 931-261-0476.

June 9-10th: Lebanon, TN - 9th Annual Spring Redneck Rumble at the Farm Bureau Expo, 945 E. Baddour Pkwy. Times: 10:00am - 7:00pm. New and used car parts, motorcycle parts, auto memorabilia, oil and signs, vintage toys and collectibles. Pre '68 Rods, Customs, Rats, Bikes & Swap meet. Passes \$15.00 / Show Entry \$25.00, includes Driver pass. For more information, call Tommy Williams 615-364-1828.

June 10th: LaVergne, TN: Join us at Streetside Classics for our 2023 SPRING CHARITY CAR SHOW at our showroom located at 6000 Reliance Drive in LaVergne, TN 37086. All year, make, and model cars and trucks are welcome! Registration: \$20.00 per vehicle. Registration is on-site from 9:00am till noon. Top 10 People's Choice (voting by the entrants) and Best of Show plus specialty awards (Best Engine, Best Interior, Best Paint, Ladies Choice, First Responder Favorite, Streetside Classics Top Pick and Proverbs 12:10 Favorite) awarded by 1 pm. The custom trophies were made by renowned "car parts artist" David Baker. 100% of the show proceeds benefit Proverbs 12:10 Animal Rescue. Receive a raffle ticket for a chance to win great prizes for each can of dog or cat food donated at the show for Proverbs 12:10, whose mission is 'Helping His Helpless' through quality care and healing, adoptions, and population control awareness. General admission and parking are FREE for spectators! Come out for great family fun and browse 200 classic cars in Streetside's 50,000 sq. ft. indoor showroom. The day will also include refreshments, food vendors, and a live DJ. Rain or shine with plenty of paved parking. Show produced in part by the Music City AACA (Antique Automobile Club of America). For more information, please call Streetside Classics at 615-930-0600 or send an email

to events@streetsideclassics.com

June 10th: Ashland City, TN - CMBC Car Show by Community Missionary Baptist Church at 1305 Cagle Road, Ashland City, TN. Registration: 10:00am, Judging Noon - 2:00pm, Awards at 3:00pm. Rain Date June 24th. Award Categories include: Pastor's Choice / Ladies Choice / Best Ford / Best Chevrolet / Best Mopar / Best Motorcycle / Best Truck / Best of Show / Best Rat Rod / Best Lawnmower & TOP 20 Dash plaque. For more information, call 615-557-5312 or email: yourcommunitychurch@comcast.net

June 10th: Morrison, TN - Warren Arts presents The King of Rock & Roll Car Show at Warren Arts, 5482 Manchester Hwy, Morrison, TN. Registration: 8:00am - 10:00am, Judging - 10:00am - 1:30pm. Entry fee \$20.00 at the gate, \$15.00 if pre-registered by May 31st [REGISTER](#) Welcome all cars, trucks, motorcycles.

June 17th: Nashville, TN - Cruise-In to the Mansion 3130 McGavock Pike. Presented in partnership with Music City Mustang Club. FREE to attend. Open to all types of vehicles. Food Trucks, Family / Pet friendly, Shaded venue, Mansion tours Adults \$10.00 / Kids \$5.00. Door prize drawings & 50% tour discount for all participants. Donations will be accepted for the MTSU Scholarship Fund.

June 17th: Ashland City, TN - Brighten a Fathers Day Cruise-In at Vantage Pointe Village, 2035 Vantage Pointe Road, Ashland City, TN. Times: 11:00am - 1:00pm. All Cars and Motorcycles welcome! Come join us. For more information, 615-246-0000. [FLYER](#)

June 17th: Winchester, TN - 3rd Annual Children's Miracle Network Car, Truck & Motorcycle Show at 839 Dinah Shore Blvd Old Franklin County High School Football Field. Registration: \$15.00 for 1st vehicle / \$10.00 for 2nd vehicle. Dash plaques for 1st 50 entrants. Trophy list includes: 8 Rodders Store Manager's Choice (car & truck) / 2 Walmart Associates Choice / Daylight/Dark (most unique) / Hwy 64 (longest drive) / 2 People's Choice / 2 Kids Choice / 2 Motorcycle Choice / Vendors Choice. For more information, call Pam Dudley 931-691-4604.

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June 17th: Clarksville, TN - 22nd Annual Muscle Car Mayhem Vintage Auction at 247 Needmore Road, Clarksville, TN. Open to the public - Spectators Welcome - Admission \$10.00. For more information, call George Eber 615-496-2277. [WEBSITE](#)

June 17th: Tullahoma, TN - Southern Wheels N Motion Annual Cruise-In at Waggoner Park, 1300 East Carroll Street (Hwy 55), Tullahoma, TN. Times: 9:00am - 1:00pm, Door Prizes, Dash Plaques, 50/50 Drawing, Swap Meet, Cake Walk, Silent Auction, Food Vendors, Music by Good Times Sounds. For more information, contact Brian Myers 931-581-4775 or James Myers 931-808-7482. [FLYER](#)

June 24th: Smyrna, TN - Darren's Heart In Motion Car and Bike Show at SRM Concrete Headquarters, 1000 Hollingshead Circle, Smyrna, TN. Registration: 8:00am - 10:00am, Judging 11:00am - Noon, Awards at 1:00pm. Entry fee \$20.00. Door Prizes, Giveaways, 50/50 drawing and 1st 50 entries will receive a commemorative dash plaque. Awards include: TOP 40 (Judged by experienced personnel), People's Choice & Darren's Choice. Donations can be made on our [WEBSITE](#) [FLYER](#)

June 24th: Lebanon, TN - Classic Car Show by Wilson United Soccer Club will be at Vulcan Soccer Complex, 806 Castle Heights Avenue. Times: 10:00am - 2:00pm, Entry fee \$25.00. Open to all models and years. You may register your car on their [WEBSITE](#) [FLYER](#)

June 25th: Clarksville, TN - Stance Down Low Tuner Fest coming to Clarksville Speedway. Car Show with the coolest cars / Drifting / Music Competition /+More. Times: 2:00pm - 10:00pm. Giveaways, Awards, Food and more. Get your tickets >>>>> [WEBSITE](#) [FLYER](#)

TOURING IN YOUR EARLY FORD AND MERC V8

Driving an Early Ford V8 on tour is not much different than driving the family car. However, since we are driving a car that is at least 70 years old, we suggest the following guidelines.

Remember that common sense and courtesy will ensure that you have an enjoyable tour. Know your car — do not use a Chapter Tour as a test run. Drive your V8 at least once a month to keep the car in top condition. A V8 sitting on the garage creates problems (fuel, ignition etc). A good running flathead means a FUN tour.

Always have your cell phone fully charged. Have V8 Club members contact numbers in your phone.

Arrive at the meeting place with a full tank of gas. Maintain your position in the group, leaving adequate distance between you and the car ahead for traffic to pass and merge.

A tour may require special instructions due to the size of the group or the distance to be traveled so obey any instructions that your Tour Leader has given out.

If you have trouble, try to get off the road into a parking lot, side road, freeway off ramp, etc. If your car stops completely, pull off onto the shoulder as far as possible and exit your car carefully and safely.

If a car in the group pulls over, continue to follow the tour. The Tour Leader or Tour Coordinator has assigned a "tail car" that will stop and help the disabled member or members. An exception to this would be if the disabled car will be out of sight of the "tail car". In this case, stay long enough to be sure that help has arrived then proceed to follow the tour.

If a tour requires an advance reservation or other notice, please RSVP. It is not the intention of these guidelines to cover every situation that may arise on tour again, let common sense and courtesy be your guide. Lastly, and most importantly, dust off your Early Ford or Mercury, gather up the family and come out and support your tour leaders.

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