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This car (right), a 1938 Ford, was driven over 2700 miles from California to attend the 2023 60th Anniversary Grand National Meet!



MESSAGE

Today, June 21st, is the official first day of summer and the beginning of many old car related activities. I hope you will be taking part in some of the fun. Danny and Sharon Driskell and I returned this past weekend from the 60th Anniversary Grand National Meet in Dearborn, MI. It was a good meet made even better by the fact that my '48 Ford Sedan Coupe earned its second Dearborn Medallion. There were many very nice cars at the meet and, of course many, many old friends, a lot of whom attended our meet last year in Franklin and had some very complimentary things to say about it.

Mark Saturday, July 7th, on your calendar as a very special club tour is in the planning stages.

Regards, Mickey Holton



MEMBER CAR OF THE MONTH

1948 Ford Convertible

Chris and Rhonda Roush

Woodlawn , TN

Please forgive me if this seems like a family story of my dad, but the two stories are so intertwined that the lines can become a little blurred. You see, my dad graduated from Hillsboro High School, in Ohio, in 1955. He had been saving, literally, all of his life for college and now he needed a way to get there. He found a Barcelona Blue, 1948 Ford Super Deluxe Convertible for \$250, the going rate for a good used car at that time. As it turned out, the car wasn't as good as it appeared; in addition to the obvious bent rear bumper and broken trunk handle, the seller had apparently turned the tires around on the rims, so that the "blow-out" patches, on the sidewalls, wouldn't show: within six months, on top of other college expenses, he had to buy four new tires!

As most of us who have gone away to college know, finances tend to get a little tight. The gas required to make the occasional 70-mile trip home could be a little much. At the time, as I recall him saying, gas was 25 cents per gallon but, since his father was a farmer, they could get kerosene at the discounted price of 10 cents. The car wasn't crazy about it, but he discovered that he could use up to 5 gallons of kerosene in the 17.5-gallon gas tank and she'd still get him from point A to point B (try that with a modern car)! I don't know the exact story but, at some



April 1, 2022: Bessie finally reached her new home



Time for 20+ years' worth of maintenance

point, when she was acting up a bit, Dad started saying "come on, Bessie..." and, thus, she became "Bessie."

My parents were married in 1962 right after Dad graduated from Ohio State University. My mother had graduated the previous year, gotten a good job, and bought herself a new Chevy. He had been drafted into the Army and left for training not long afterward. In the meantime, Bessie had developed a serious issue: Dad was driving down the road and, out of nowhere, the oil pressure gauge dropped to zero! After a new rear main seal, it seemed to be fixed; then it happened again. A

new oil pump; same result. He threw several parts at the problem but nothing seemed to fix it for long so, with no real need for two cars, the problem car was put into storage in his grandmother's garage.

Judging by the service sticker on the doorjamb, it was 1970 the next time Bessie saw the light of day (I would have been about four years old). I remember pulling huge mouse nests out of the glovebox, among other places. Unfortunately, she'd been stored with gasoline in the tank, so there was an abundance of "crud" in the tank. Dad's answer was to just drive it and, eventually, the crud would work its way out. When driving, you had to keep the usual wrenches but, added to the list: a length of ¼" rubber hose and a gas can. Periodically, the car would start to sputter and then die. This is when you had to disconnect the fuel line at the firewall, attach the afore mentioned rubber hose to the line leading to the tank, blow into the hose until the blockage cleared, reassemble the line, pour a little gas into the carburetor to prime it, start the engine and continue on your way. Oh, by the way, of course the oil pressure problem came back almost immediately. Dad took the car to a friend he had met while Bessie was in storage an excellent mechanic who had cut his teeth on flat-heads). Charley replaced the oil sending unit and the problem was solved!

Bessie was one of the first manual transmissions I ever drove. My dad taught me to double clutch in her. As a kid, I remember going to Dairy Queen and United Dairy Farmers (awesome ice cream place that never made it to Tennessee, as far as I know) in Bessie. As kids, my sisters and I conducted "physics experiments" in the back seat: throw a paper wad (likely a Dairy Queen or UDF wrapper) out the back and watch it end up in the front seat; that one never seemed to get old. Dad and I have both driven her in parades. When I was in college, and even after I joined the Army, I used to take her for drives when I was home. Before we were married, my wife and I went for a few rides in Bessie. The car was always part of our family.

As time went by Rhonda and I were married and started a family of our own and Uncle Sam just seemed to always want me in places far away from Ohio. Bessie was occasionally a topic of telephone conversations but I never seemed to get to drive her anymore. Dad told me once that the radio wasn't working and I searched the internet for the required part (try googling "Malory Vibrator" and see what you come up with!!) I did find it, but not without having to weed out some... interesting... results. Once, I recall my dad saying the car wasn't currently running, but he was pretty sure he knew what the problem was. Once Mother got sick, he seemed to lose interest in getting Bessie back on the road, even though my mother would lament that she'd like to go riding again.

After my mother's death, Bessie became one more item, collecting dust, out in the metal garage, behind their home. The gravel floor made it nearly impossible to keep animals out. At some point a cat (?) decided the rotten old convertible top made a comfortable bed, until the top gave way, opening up a new sunroof that couldn't be closed. After my dad passed away, in November, 2017, the car became mine and it was left to me to find a place for her and a way to get her here. With a combination of some of Dad's life insurance, my

own funds and a bit of sweat equity, I was able to have Bessie's new garage built.

Is there a car story in our EFV8CA regional group that Danny Driskell doesn't have some part in? Early on Friday, April 1st, 2022, Danny and I headed north for the 6-hour drive to get Bessie. By the time we got there, my brother-in-law had already aired up the tires and, after coaxing her out of the gravel that she had settled into (apparently quite comfortably) over the past 20+ years it was just a matter of getting her through the grass, to the pavement, into Danny's trailer and down the road. Danny dropped us off at home, in Woodlawn, late that night. It was the first night in a long time that she'd spent under the stars and the next day, another friend of mine came over to help me get her up to, and into, the garage (with the help of Bessie's new friend, and occasional garage mate, Della, the Ford 8N tractor, just 3 years Bessie's junior).

When we pulled Bessie into my repair bay, using a chain and a come-along, 14 months ago, I said the only way she would leave would be under her own power. Since then, she's gotten a new gas tank, with fuel level sending unit and fuel lines, new master brake cylinder and all four wheel cylinders, all new wiring, new front marker lights rebuilt tail lights, rebuilt fuel pump (with ethanol-proof kit), and rebuilt/updated coil (by Skip Haney). She also has a new rear spring and the rear end and distributor rebuilt thanks to Michael Driskell, not to mention cleaned and gapped spark plugs and, of course, all new fluids. Finally, this past Friday, June 9th, was a big day for Bessie: the first time in over 20 years that her engine roared to life (trust me, with the state her exhaust system is in, "roared" is a suitable term, but what a beautiful roar it was)! The short time she



It would take a LOOONG time for this much "crud" to work its way through!

was running, and the work it took to get her started, showed me she needs some carburetor work and, given the putty-like substance I found in the bottom of the engine oil filter housing, I've decided it best to drop the oil pan for a bit of cleaning and inspection but it's becoming more and more evident that Bessie will soon be ready to back out, get a long needed bath, and then return to the road!



Bessie's new friend, Della (only 3 years her junior), bringing her rear end over for installation.

The 1948 Ford



Nineteen Forty-Eight was the last year for Ford's pre-World War II design. Military production halted domestic car manufacturing for the 1943-1945 model years. After the war, the car-starved public was eager for any new automobile, and most of the major companies simply brought back their existing lines.

The 1948 Ford models were offered in Deluxe, and Super Deluxe trim levels. The Deluxe series was the base trim level and came with a horn button instead of horn ring, an armrest on the driver's door, one sun visor, and rubber moldings around the window openings. Prices began at \$1,150 for the coupe and rose to \$1,270 for the sedan. The base L-head six-cylinder engine displaced 226 cubic-inches and offered 95 horsepower at 3,300 RPM. All 1948 Fords rested on a 114-inch wheelbase platform and measured 198.2 inches in length. The L-head V8 displaced 239 cubic-inches and offered 100 horsepower at 3800 RPM.

The Super Deluxe Series included the body styles found on the Deluxe plus a 3-passenger coupe and station wagon. Super Deluxes equipped with eight cylinders added a convertible body style. Super Deluxe models added extra chrome, two sun visors, armrests on all doors, and passenger assist straps on the interior 'B' pillar.

Ford's out Front with Father!



1. You know how kids swipe your socks. Well, the same thing is happening to our new Ford. I haven't been able to get my hands on it since I drove it home—somebody in the family always gets there first!

2. But you can't blame them! That car with that 100-horsepower V-8 engine is as much fun as a hole in one. (My brother-in-law says the same thing about his new Ford Six.) As a matter of fact, I drove all the cars in the low-priced field and it was that extra pep and smoothness that sold me on Ford!



3. Another thing I like is the way the car stops when you put on the brakes. My boy says it's because Ford brakes are self-centering and that the entire braking effort is distributed evenly over the lining. Imagine him explaining that to me—me an engineer!

4. Now my wife tells me she likes the way the Ford parks and she ought to know because she drives over to the village every day. And, by the way, she raves about the looks of the car, too, inside and out. She said that the best decorator in town didn't have upholstery fabrics half so nice.



5. Yes—from all the "build-up" the family gives me about our new Ford you'd think they were trying to sell me another. But they'd be a lot smarter if they let me really drive this one first.



There's a
Ford
in your future

Listen to the Ford Theater over NBC stations Sunday afternoon 5:00 to 6:00 P. M. E. S. T.

2023 60th ANNIVERSARY GRAND NATIONAL MEET

Dearborn, Michigan

June 11th –June 17th, 2023

Every five years, The Early Ford V8 Club of America holds a Grand National Meet. This year, it was the 60th Diamond Anniversary of the founding of the EFV8CA as well as the 120th anniversary of the founding of the Ford Motor Company. Danny and Sharon Driskell and I trailered my 1948 Ford Sedan Coupe to the meet to be judged for the second time in EFV8CA competition. Joining us there were Mike, Jane, and Charlotte Driskell from McMinnville, TN, and Third Gen Automotive, who brought their 1932 Ford Fordor Sedan.

As usual, there were many activities planned for attendees. If you participated in the 2022 Eastern National Meet last year in Franklin, Tennessee (sponsored by our own Regional Group #97, the Volunteer V8 Ford Club) you know how busy it can be at a V8 meet so I won't go into details. Suffice it to say there was plenty to do. The real pleasure in attending these meets is the fact you get to meet so many old friends you've made over the years at these meets, to learn what they've been doing since the last time you saw them and, of course, about their old Fords or any new ones they might have acquired or restored. It was amazing to me just how many have been friends for so many years and chiefly because of the passion they all share for Early Ford V8's.

Having our cars judged is, of course, the main reason for a meet and this year the con-course was scheduled for Thursday morning. The weather reports called for rain but we were all keeping our fingers crossed that the rain would hold off long enough for the judging to be completed. My '48 had been put on the show field the night before and covered with a rain-proof cover so it was in good shape when the cover was removed. I was hoping the judges would get to my car early but, as it turned out, it was the very last car in my class to be judged and the rain started to come just as the judging was finished. After talking to the chief judge about any deductions cited by the judging team, I was satisfied and signed the judging sheet. I did still did not know what the final score would be, however, and had to wait until the awards banquet on Friday night.

I am pleased to report that the car was awarded a Dearborn Medallion (the first was last year at Franklin) and the judging sheet accompanying it showed a score of 996 points out of a possible 1000 points. To me, this was confirmation that Danny, Sharon, Mike Driskell, Kenny Polly and I and other members of the Volunteer V8 Ford Club and EFV8CA had worked hard and diligently over several years to restore the car the way it was supposed to be done according to EFV8CA standards. To those who contributed to that effort...I thank you sincerely!

I didn't get around to everything at the meet so I didn't take as many pictures as I would have done normally, but following are some of the ones I did take. If you haven't attended one of these meets I encourage you to do so in the future. You don't need to have a show car to participate. Many "drivers" and "touring" cars are brought and their owners have just as good a time as those who bring "trailer queens."

Cars in the Parking Lot before judging...





Concourse judging...



Awards banquet...



(Left) Marisa and Rick Claybaugh, (Center) Ken and Carolyn Bounds, (Right) Bruce Nelson and Rick Claybaugh



That's all folks!

MEMBER STORY: THE FIRST GRAND NATIONAL, 1973



MY GRAND NATIONAL STORY

By Bob York

In May 1972 I was a single young man who had returned home from the Army and was waiting to be called back to my employer (LTV) from military leave of absence. I had made it known among V-8'er friends that I would like to have a '40 Ford coupe and one of them let me know about a Deluxe coupe which was for sale. It was an unrestored car, solid but needed everything. Glass and upholstery were all original but barely serviceable. I managed to purchase the car, borrowed my Dad's truck and trailer and brought it home. I named it Sam.

When I came home from Viet Nam late in 1970, my Dad suggested maybe we could register for the 1971 Eastern National Meet in Fredericksburg to re-kindle my participation in the V-8 Club. We flew east, rented a car and attended my first National. That trip set the hook for my enthusiasm for these events.



*Robert A. "Bob" York and his 1940 Ford Coupe.
He drove it to the 1973 Grand National and every one since then!*

At top; Bob's 1940 Ford Coupe, as shown at the 2018 Grand National Meet. Inset; Bob and his Coupe, November/December 2003 V-8 Times.

(This article was part of the information provided at the 2023 Grand National Meet)

I started working on my '40 coupe shortly after I got it home. Dad and I went thru all the mechanical systems to ensure it would drive and stop well. As time passed, we heard about a new event the Club was planning for 1973 called the Grand National. Before long, Murphy & Eunice Stockton ('40 Standard Coupe), Mom and Dad ('39 Deluxe Fordor), and my new wife and I were planning a driving tour to Dearborn. I did a quick cosmetic improvement on Sam and with 25 miles on the spruced-up version we headed for the meet.

Keep in mind, at this time the Club only recognized '32 thru '40 and touring classes didn't exist, so the only judging was on the concourse. All entrants were point judged. We had a great time at the meet. The Dearborn Inn was the host hotel. I remember in the parking lot we had to put a throw-out bearing in Murphy's '40. It was pouring rain and I drew the duties under the car to get the job done. (All the while laying on the wet asphalt). After attending this special event I was really hooked for life.

Every year after 1973, we looked forward to what the V-8 Club planned for us. We toured all over the USA in my '40. When work allowed, the 3 couples attended at least one or two National meets each year. My job used to ask what my future vacation plans were and I would say I don't know yet because the National hasn't announced the meet hosts. My '40 and I have attended each and every one of the 11 Grand Nationals including the two sites away from Dearborn; Tulsa, Oklahoma in 1978 and Lake Tahoe in 2013.

Now that I am in my late 70's and have experienced all these wonderful times, I look back on the 67 National Meets that I have attended with a great deal of joy and appreciation for our beloved flathead powered vehicles and the lifelong friendships I have formed thru the years. I hope I get to extend my V-8 presence for years to come.

Happy V8ing,

Bob

Bob York
Lavon, Texas
2011 National President



Bob's Coupe "Sam" was featured in an article in the November/December 2003 V-8 Times.

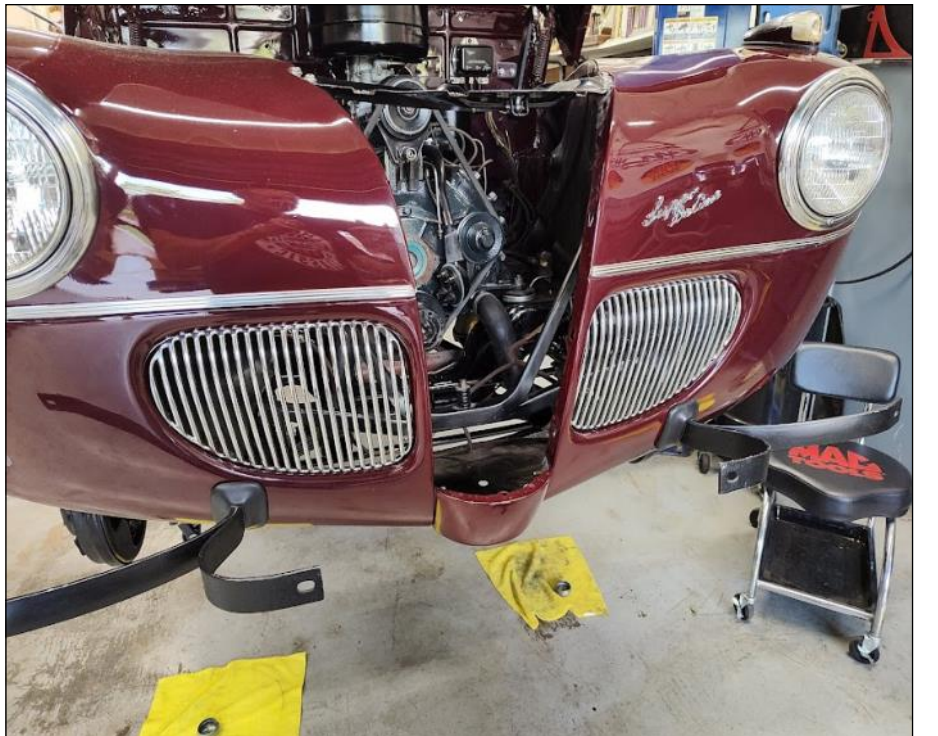
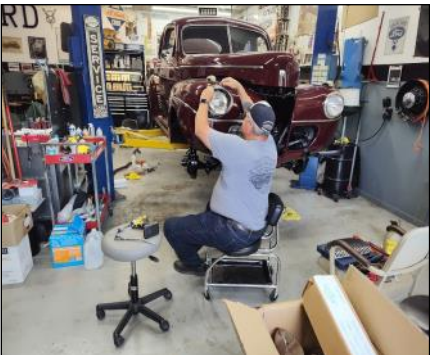
Program Note

Bob served on the National Board of the Early Ford V-8 Club as South-Central Director from 2007 to 2012 and as National President in 2011.

Bob takes his National Meets seriously. He has judged at over 35 meets including Fords, Mercurys, and original (Rouge) vehicles. Bob often serves as Deputy judge of the judging team and achieved the status of "Master Judge" many years ago.

(This article was part of the information provided at the 2023 Grand National Meet)

Restoration of Jim Bynum's 1941 Ford Coupe continues...







To be continued...

31 years ago...

The restoration of a 1935 Ford Standard Tudor Sedan

By Mickey Holton

31 years ago, in October 1992, Danny Driskell, Sharon Driskell, a young Mike Driskell and I drove to Ohio where a 1935 Ford Standard Tudor the Driskell's had bought was waiting to be picked up and trailered back to Nashville. We arrived, inspected and drove the car before loading it in the trailer for the trip back. It was a long trip because we didn't stop for the night but drove straight back to Nashville. We were a lot younger then so it didn't seem too big a task. I remember, too, that we listened to the 6th game of the 1992 World Series between the Atlanta Braves and the Toronto Blue Jays, a game won by the Blue Jays in the sixth and final game of the series.

Scroll forward many years later and, without getting into a lot of details, the sedan was still awaiting restoration. It eventually got its engine done (by a now grown up Mike Driskell of Third Gen Auto) and the frame by Bryan King and the body was put in the hands of a painter who was known for his excellent painting skills. After many near starts over a period of a few years, the painter decided he would not be able to paint the car after all. What was Danny supposed to do now? Danny then contacted the painter who did my car (a 1948 Ford Sedan Coupe) and asked if he would consider painting his car. He was now semi-retired and is well-known to some club members and his shop is in another state but graciously said he would take it on. Several months ago, Danny took the car to his shop and left it to be painted.

As I write this, Danny and Sharon had just arrived back in Nashville after driving one weekend (notice that 31 years later it was NOT an overnight trip!) to pick it up and bring it back to Nashville. They arrived back just one day before we were to leave for the 2023 Grand National Meet in Dearborn so we had to scramble mightily to unload the '35 and other painted parts, clean out the trailer, and load my car into the trailer along with our luggage and other items for the trip to Dearborn. Lots of fun!

Now that the Grand National is behind us, the long-desired restoration will begin. With help from other Volunteer V8 Ford Club members, Dan's looking to have it completed before the summer of 2024 and ready for its unveiling at an EFV8CA meet. Keep your fingers crossed for him and look for updates in this newsletter.

(See pictures next page...)



Kenny Polly lays on hands and says a quiet prayer for the 35's restoration



Ford Crestliner Still Sensational at 73

by John Emmering

As the new decade of the 1950's rolled in Ford Motor Company was riding high. Ford's successful post-war redesigned line of cars had gone over with the public and were selling well. Ford Motor Company had a new organizational culture and again was showing a profit.

There was however a fly in the ointment. For 1950 rival Chevrolet had introduced an innovative new model that would set the tone for years to come when they unveiled the Styleline Deluxe Belaire. While the style, known as the "hardtop convertible", had been introduced by General Motors back in 1949 in the more expensive Buick, Oldsmobile and Cadillac lines, Chevrolet had the first hardtop in the low priced field.

Anxious to counter Chevrolet, Ford stylists found that that the 1949-50 bodies did not lend themselves to removal of the B-pillar located to the rear of the doors as the bodies would not be strong enough. Initial trials found use of the convertible body would be too expensive. The Ford styling department sought to produce a unique model that would take some of the spotlight off of Chevy's two door hardtop model.



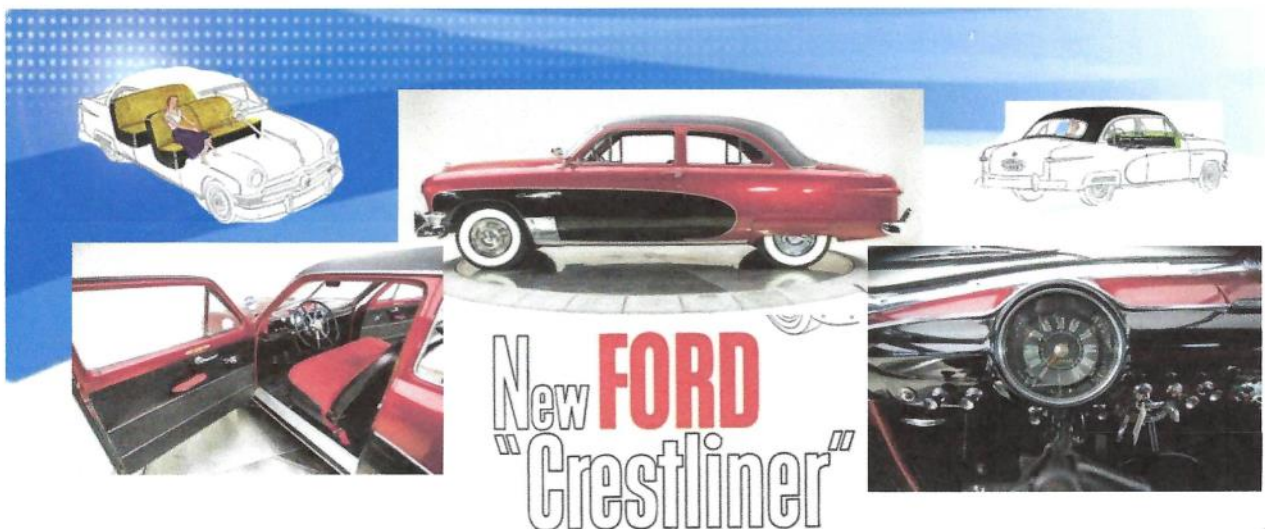
Surprisingly a solution developed when a member of Ford's design department, Art Querfeld, purchased a new 1950 Ford Custom Tudor for his wife. Desiring to give the car a sportier look, Querfeld had a trim shop install a padded leather covering over the vehicle's roof. When he drove the car to work, some of the other designers took notice and soon it caught the attention of design department executives. Querfeld's customized Tudor was brought into the design studio and the decision was quickly made to produce a new model based on this example in an effort to counter Chevy's hardtop.

In addition to the unique basket weave pattern vinyl top, designer Bob McGuire complemented the body with curved stainless-steel side trim, termed the "Airfoil", separating the dual body colors.

Rocker panels received stainless steel moldings and special wheel covers replaced the standard "dog dish" hubcaps. Items which were available as accessories on Custom and Deluxe Ford models, such as twin outside rearview mirrors and three ribbed fender skirts, were standard equipment on this car.

Ford's unique "Four-Spoke" steering wheel offered in ivory as an accessory for their cars since 1949 was also standard equipment, although in a black or brown version depending on the body color. The dash boards also were given special two tone treatment and the interior generally upgraded, including chrome plated windshield garnish moldings. Originally dubbed "Sedanca" the new model's final designation became the "Ford Crestliner".

Thick pile carpeting replaced the usual rubber mats covering the front floorboards. Crestliners came in the distinctive colors of Coronation Red Metallic and Black, Sportsman Green and Black and also Hawaiian Bronze Metallic with the lower body in Mahogany.



Crestliner was introduced as a late entry into the 1950 model year when it was unveiled in July 1950. The Crestliners were only equipped with the 100 hp V-8 engine and the base price was \$1,700. Production of the 1950 Crestliner reached 17,601, which was reportedly more than Ford Motor Company had expected to sell.

As plans for the 1951 model year began the Crestliner model was kept in production by Ford Motor Company. The 1951 model shared the twin spinner grill, wider tail lights and buyers could order the optional Fordomatic transmission. For 1951 the colors offered were somewhat different. Crestliners could be ordered in all black as well as Greenbrier Green and Black and Hawaiian Bronze and Mahogany. The Coronation Red and Black and Sportsman Green and Black color scheme were also carried over

on some early models. Crestliner prices dropped down to \$1595 in 1951 but only 8,703 units were produced, making a 1951 Crestliner a rare car today.

By the spring of 1951 a genuine pillarless hardtop, the Ford Victoria was introduced, replacing the Crestliner in the Ford line of cars. The Victoria was what the public was waiting for and 110,286 1951 Ford Victoria hardtops were sold, beating out the Chevy Styleline Deluxe Belair by 7,000 units.

Ford had at last entered the hardtop market with the successful Victoria. The two model year run of the attractive Crestliner was over. While very few in number, the Crestliners are the most unique cars of 1949-51 Ford series and greatly admired and prized by collectors and those who appreciate early Ford V-8 automobiles.



Hoosier Views, Indiana Regional Group, June

Ford V-8 Fuel Pumps

First a little history: Ford first used the mechanical fuel pump on the 1932 Ford cars. It had been in use for approximately 4 years by other manufacturers. The mechanical pump was a great help to making the automobile more user friendly. Before the fuel pump was used, gas was delivered to the carburetor via gravity or pressure from a hand pump.

Gravity systems used either tank placement or a vacuum tank to feed the carburetor. The vacuum tank would get its vacuum from the engine and then suck the fuel from the tank into a chamber where the fuel could run down to the carburetor. The other option for gravity system was to place the tank higher than the carburetor as in the Model A.

When Ford designed the V-8 engine, he placed the fuel pump on the top of the engine, while other V-8 engines used a long arm to reach past the cylinders to the camshaft allowing a lower placement of the pump. The lower placement had a couple of advantages that the Ford placement did not. The most important advantage was that the tank outlet and the fuel pump were on the same plane allowing easier priming of the pump, the other advantage was that it was in a place that was easier to keep cool. These engines also had their exhaust manifolds located at the top of the engine. They were also much more expensive to build than the Ford design.

The 1932 V-8 fuel pump was used only in 1932. I don't have any other information about this pump, other than its mounting was unique to the 1932 V-8.

In 1933 the fuel pump stand and oil filler stand were combined and the 40-9350 pump was used in production. This is shown in Fig. 1. This pump was used from 1933-1936. It looks similar the fuel pumps used up to 1946. It does not have a glass sediment bowl, the body diameter is approximately 1 15/16" and the outlet port to the carburetor is about 1/4" lower than the input port. It has a hex head screw for the sediment bowl drain. The valves in these pumps are made up with 2 hex shaped phenolic valves, 2 springs, a spring retainer, a valve retainer plate and a gasket.

The 68-9350 (fig 2.) was introduced in 1936. This pump was used from 1936 through 1940. It has a larger 2 1/4" body diameter, the top is more rounded. The outlet port is still 1/4" lower than the input port. The parts catalogs up to 1940 show this pump with the hex head sediment bowl drain. The 1940 catalogs show this pump with a petcock type wing nut drain. I am not sure when this type of drain was introduced. 1937 brought us the 60 HP engine and another fuel pump, P/N 52-9350 (no photo).

It is similar in size and appearance to the 40-9350, but the alignment to the fuel pump stand is different.

The 11A-6350 (fig.3) replaced the 68-9350 in 1941 and was used until 1946. It differs from the earlier pumps by having the outlet port at almost the same height as the inlet port and the cover was changed to have projections to help guide the cover onto the body. The valves were changed on this pump to pieces assembled in a brass holder. This type of valve is still in use in mechanical pumps. The sediment drain is shown as the petcock type wing nut.

In 1947 the 59A-9350 pump (fig.4) was released. It incorporated a glass sediment bowl. It uses the same valves and diaphragm as the 11A-9350. The glass sediment bowl increased reliability by collecting most of the debris before it got to the valves in the pump. These pumps do not have a separate sediment drain.

The 1949-53 (fig5) cars used a pump that is similar in appearance to the 59A-9350. The sediment bowl is smaller, the inlet thread size is smaller and they have different mounting angles. A dual action pump was also available during these years. I do not have sufficient data to further identify these pumps.

The application data in this article is general in nature, as the information came from Ford Chassis Parts catalogs from Nov 1935, January 1939, May 1940, October 1941, March 1948 and November 1950.

General Maintenance: When installing the pump, pack grease around the operating arm. This will help lubricate the pivot. Make sure that the cup on the operating arm is on the pushrod. Use a line wrench to tighten the fittings to prevent rounding the soft brass fittings.

After installing the pump, the maintenance should consist of draining and cleaning the sediment bowl on a regular basis. On the 33-46 fuel pumps, drain the fuel and remove the top cover. Pay particular attention to the relationship of the gasket to the screen. Some gaskets are replaced above the screen while other pumps require the gasket to be below the screen. Remove the screen and clean it, then vacuum out the sediment bowl. Replace the screen and the top using a new gasket. The rubberized cork gaskets give a better seal than the just plain cork gaskets.

The glass bowl fuel pumps should be cleaned in a similar manner. Use a rubber gasket with the glass bowl, they seal better. Finger tight will seal the glass bowl against the rubber gasket.

Be careful to not over tighten the bail. This will warp the fuel pump top and cause a vacuum leak.

If there is a large amount of debris in the sediment bowl, you may be having problems with rust in your tank, deterioration of the flex line or rust on the inside of the fuel line from the tank. You should find the source and repair it because debris can cause the input valves of the pump to fail, and the pump will not be able to prime itself. The debris can also clog passages in the carburetor.

Some trouble shooting tips: Common fuel pump problems are failure to prime and insufficient fuel delivery. Vapor lock is considered insufficient fuel delivery.

Failure to prime: There have been many complaints about gas evaporating from the carburetor when the vehicle sits for more than a week. This means that the fuel pump must prime itself and pump some gas into the carburetor before the engine will start. The Ford V-8 fuel pump must be able to generate and hold vacuum in order to draw the gas from the tank and lift it as much as 18 inches to the sediment bowl. Once the pump is primed, the pump must deliver gas to the carburetor. The source of the vacuum is the diaphragm and the input valve acts to hold the vacuum. A good pump will prime itself in about 30 seconds and start the car in about 60 seconds. Add about 30 seconds of time to fill the glass sediment bowl. Do not crank your car continuously for this length of time or you will burn out the starter.

If you are having a problem with priming the fuel pump, hook a vacuum gauge to the input of the fuel pump and crank the engine. The vacuum gauge reading should rise to 10 inches in 18 seconds. Stop cranking the engine and watch the needle on the gauge. It should take one minute to reach 0. In order of probability causes of failure in this area are top cover or sediment bowl gasket leaks, input valve not working or defective diaphragm. The valves in the new after market pumps made by Air-Tek will not hold vacuum above 5 inches. This may lead to priming failures. If the above test showed that the fuel pump was OK, move the gauge to the next connection in the input side of the fuel pump and retest. This will check out the flex line and the connections to the tank. If these tests results show good connections, the problem could be plugged lines or tank pickup. A bad connection may not leak fuel, but it will leak vacuum. The flex lines can leak at the crimp for the connection or from pinholes caused by not being alcohol resistant. Another cause of failure to prime is rust clogging the line or the pickup in the tank. To check the line, disconnect it at both ends and blow through it from the fuel pump end with compressed air. The tank end should be directed into a container to catch whatever comes out of the line.

I do not recommend pouring gas down the carburetor to start the engine. It leads to too much gas entering the cylinders and washing all of the oil film from the cylinder walls. Use a starting fluid to start the engine. Electric pumps will prime the carburetor for starting the car, but they can lead to other problems, such as vacuum leaks in the fuel line.

Insufficient fuel delivery: This condition shows up when driving at highway speeds as a miss or the engine dies. Vapor lock occurs when the fuel pump output pressure is very low and the engine is hot. It is much rarer than commonly thought. Most cases of suspected vapor lock can be attributed to another problem such as a weak coil or condenser, but can be caused by a weak fuel pump. To determine if you really have vapor lock, remove the air cleaner and look in the bowl of the carburetor, while operating the accelerator linkage. You should see two streams of gas in the carburetor if you don't, you have a fuel pump problem.

Fuel pump pressure is controlled by the return spring under the diaphragm, too little pressure means the spring is weak, too much pressure means the wrong spring was used. Pressure should be between 1.5 - 3.0 lbs at all engine RPMs. Too much pressure will not allow the float to control the amount of fuel in the carburetor bowl, low pressure will affect fuel delivery.

To check fuel delivery, you need a graduated 16 ounce or larger container to determine the amount of fuel delivered in a measured time. Disconnect the fuel pump line from the carburetor and direct it into a graduated container. Crank the engine long enough to get 2 ounces of gas in the container and then continue cranking for 15 more strokes of the pump. The pump should have delivered 6 more ounces of gas.

Insufficient fuel delivery can be caused by a vacuum leak, plugged flex line, worn pivot in the pump arm, stretched diaphragm, plugged fuel line or tank pickup, plugged tank vent or wrong gas cap or a worn push rod.

Leaks: If you are leaking fuel around the fuel pump diaphragm, the diaphragm must be replaced. Leaks around the fittings can be caused by ferrule not crimped tight enough, fitting not tight enough, wrong type of fitting used or the ferrule crimped in the wrong place, keeping the fitting from seating. Most of the auto supply and hardware stores do not carry the correct fitting any more, you have to order them from one of the vendors that support the hobby. Do not use Teflon tape on these fittings. It tends to shred when the fitting is tightened and the small particles will plug the carburetor orifices. I use a light grease to lubricate the fittings.

continued on page 6

Rebuilding the pump: Your pump will require rebuilding if the arm pivot is worn, if it doesn't hold vacuum or pressure or if the diaphragm is leaking. I do not recommend that you rebuild a fuel pump because complete rebuilding kits are hard to come by and the older kits sold at swap meets may have a diaphragm that is not compatible with the modern fuel and gaskets that have dried out. If you have a 1940 or older car, and you want to have your car point judged, I suggest that you have the pump rebuilt. There are rebuilding services that claim to have parts that work with the modern fuels. If you want to rebuild the pump yourself, the diaphragm can be ordered from most of the parts vendors. Order from one that you can trust and get their assurance that it is compatible with modern fuels and look for a kit at a swap meet. A complete kit (fig. 6) will contain new valves, diaphragm, return spring, operating arm parts and gaskets for your model of pump. You can use the gaskets in the kit as patterns for cutting new gaskets from fresh gasket material.

These are the steps needed to rebuild a single action fuel pump:

- 1) Take a file and make a mark across the diaphragm flanges. This mark will be used as a guide when reassembling the fuel pump to ensure that the inlet and outlet ports are in correct alignment with the mounting flange.
- 2) Remove the rocker arm pivot pin by supporting the casting and driving the pin out. The rocker arm spring and the rocker arm can now be removed.
- 3) Remove the screws holding the top and bottom of the pump together and unhook the link from the diaphragm. The diaphragm and return spring can now be removed.
- 4) Remove the top cover, taking care to notice the relationship of the screen to the gasket, valves, taking care to notice their orientation and the type of valve (one piece or 6 piece).
- 5). Clean the castings in a good carburetor cleaner.
- 6) Examine the castings for corrosion or pitting in the valve area. If there is corrosion, you will have to machine the surface or discard the parts and look for another pump. Examine the mounting of the glass sediment bowl. If the bail has been over tightened, the bowl will not seat on its gasket properly. The bowl should fit up in the recess without rocking.
- 7) Assemble the new valves in the upper pump body. Be sure to use the new gaskets that came with the kit and that the valves are correctly oriented so they will maintain vacuum on the inlet side and pressure on the outlet side. (See fig. 7)
- 8) Place the diaphragm return spring in position, then place the diaphragm in position and hook it onto the pump operating arm.
- 9) Insert the new pivot pin through the pump body and arm, then stake it to prevent it from working out of position. Replace the operating arm spring.

10) Place the top half of the pump in position and start all of the diaphragm screws. Tighten the screws until they contact the lock washers.

11) Operate the pump several times to seat the diaphragm and then tighten the screws using an alternating pattern.

12) Replace the screen and top cover gaskets. Replace the top cover and check the pump operation for good vacuum and pressure.



In the Kitchen...

Crock Pot BBQ (One of our family favorites)

This is very simple and possibly some of the best BBQ you have ever had.

1 Pork Tenderloin-trim any excess fat off
1 jar BBQ Sauce- I use Uncle Yammy's Southern Style because I like the vinegar based sauce

Pierce the tenderloin on both sides with a fork and place in a crock pot. Pour the whole jar of sauce over the meat and cook on low for about 6-7 hours. Take it out and use 2 forks to pull the meat apart (pulled BBQ). Pour the sauce out of the crock pot and then place the meat back in the crock pot to keep it warm. I add more of the sauce if I think it is needed. Serve with slaw and baked beans.

Chicken with salsa and honey

3-4 chicken breasts (bone in or boneless)
Salsa- 12-16 oz jar or can
Honey- 1/3 to 1/2 cup (whichever suits your taste buds)

Mix honey and salsa in a small bowl. Place chicken in a baking dish and pour the honey mixture over the chicken. Cook in a 400 degree oven. For boneless, cook for about 45 min. and for bone in cook for about 1 hour. Serve with your favorite rice and spoon the salsa sauce over the rice.

Chicken and Ham

boneless chicken breast
sliced ham

slice of mozzarella cheese
bread crumbs

Pound the chicken breast to about 1/4" thick. Lay on a slice of ham and a slice of cheese. Roll up and secure with a toothpick. Roll the breast in bread crumbs and place in microwave proof dish. Microwave on med-high for about 20 min.

Glazed Water Chestnuts Appetizer

Water Chestnuts
Bacon
Soy Sauce
Brown Sugar Mix these 3 items to your taste
Ketchup

Cut bacon slices in thirds. Wrap each chestnut with a piece of bacon and secure with a toothpick. Place on a broiler pan and bake at 350 degrees for about 30 min.

Mix together the soy sauce, brown sugar and ketchup in a small bowl. Remove the chestnuts from the oven and place in a shallow baking dish. Drizzle the sauce over the chestnuts and place back in the oven and cook until "gooey" (about 5-10 min.)

Did you know...

Henry Ford Repaired Watches?

Anyone who met Henry Ford was frequently asked what time it was. Not because Henry didn't own a watch, but because he wanted to see what type of watch the person carrying.

When Henry was a boy, a farmhand on his father's farm showed Henry the inner workings of his watch after he removed the back cover of it. Henry immediately became fascinated with watch repair. He was 13 when he made his first watch repair. Henry stated in one of his notebooks that the first watch he repaired belonged to a Mr. Albert Hutchins during Sunday School. That same watch is displayed at the Benson Ford Research Library.

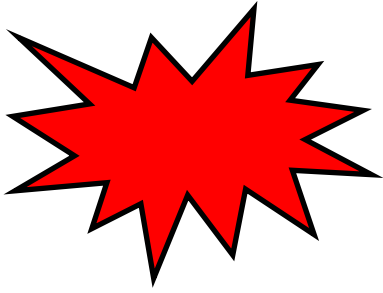
He made his own tools to repair watches, from found objects. He set up a small workbench in the windowsill at his parents farmhouse. He would work on them until he mastered the inner workings and could adjust and repair a watch as well as any jeweler. While working for the Detroit Dry Dock Company. He needed more income, so he worked a second job in the evening for a jeweler named Robert McGill in his shop on Michigan Avenue. He could work on watches in the back room so customers could not see the young man performing the master's work.

The first watch repair job started Henry thinking about mass production. He was not thinking of cars at the time, but was considering he could manufacture a 30 cent pocket watch and would have to make 2000 watches per day to meet that low price. He later concluded there was not a market for half a million watches per a year. Later watch repair became a hobby to escape the pressure of running the largest automobile empire. He kept a watch work bench in the powerhouse at Fair Lane and another one in the Dearborn Engineering Building.

In Greenfield Village, there was a work bench in the front window of the Grimm Jewelry Store and in the late 1930's guests to the village might see an older gentleman sitting at the bench tinkering with watches. What they did not realize was that person was Mr. Ford. He kept repairing watches until late in life. He was known to sometimes give you his own watch if he felt the one you pulled out of your pocket was not as good as his.

In 2014, watch makers Shinola of Detroit released a pocket watch in honor of Henry Ford's contribution to American's history of innovation and industry. With a price tag of US \$1000., these limited-edition watches of 1000 have Henry's signature on the side of the casing.





BLAST FROM THE PAST!

Pictures from the assembly line at the
Ford River Rouge plant in 1946



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1930 Model A Ford, Murray body, \$16,500

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FOR SALE

1946 Super Deluxe Ford

This is a 6-cylinder 1946 Super DeLuxe Ford Tudor Sedan. It has a new engine block and all the internal parts, except the connecting rods, were NOS at standard specs. I have spare parts for upkeep to go with it including another transmission, water pump, fuel pump, a box of carburetor parts, a six-cylinder distributor and miscellaneous bits and pieces. It is a Dearborn Emeritus car, but the new owner could have it point judged. I am asking \$17,500.

Call Rusty Davis (Monroe, Michigan), 734-755-7633

(Editor's note: Rusty is a long-time member of the Early Ford V8 Club, a highly respected authority on '46-'48 Fords and was a much contacted source of advice and information as I was restoring my '48 Ford Coupe. If you have any questions about this car please call Danny Driskell at 615-293-9975.)



1946 Ford Super DeLuxe Tudor Sedan

Local Car Shows, Cruise-Ins, etc for July....

July 1st: Columbia, TN - RED - WHITE - BLUE CAR SHOW This show is a charity car show that benefits Columbia Counseling Ministries. Held at Maury County Park, 1018 Maury County Park Drive, Columbia, TN. 2023 will feature the Columbia Breakfast Rotary and Rotary Club - Columbia TN. Times: 9:00am - 2:00pm, Awards start at Noon. Registration: \$20.00 and you can [REGISTER](#) online. Dash plaques for the 1st 100 entrants, Live music by Classic Vinyl 931. [FACEBOOK EVENT](#) [FLYER](#)

July 1st: Red Boiling Springs, TN - 7th Annual Car, Truck & Bike Show at 17299 Clay County Hwy, Red Boiling Springs. (*Hermitage Springs Community*) Registration: 7:00am - 12:30pm, Judging at 12:45pm, Awards at 2:00pm. Entry fee \$20.00. Classes include: 1900 - 1949 / 1950 - 1969 / 1970 - 1986 / 1987 - 1999 / 2000 - 2010 / 2011 - Present plus Fireman's Choice / Fire Ladies Choice / Longest Distance Traveled / Most Club Members present / Chief's Choice. All proceeds benefit the Hermitage Springs Volunteer Fire Department. [FLYER](#)

July 7 - 8th: Franklin, TN - Music City Showdown. Nashville's premier automotive show, located at the Williamson County Ag Expo Park, 4215 Long Lane, Franklin, TN. Plenty of entertainment, indoor and outdoor spaces, food on site, a dyno, and many of the leaders of the industry. The event will run from July 7th at 3:00pm until 9:00pm and on July 8th, 9:00am - 6:00pm. [FACEBOOK PAGE](#) [REGISTRATION](#) [FLYER](#)

July 15th: Mt. Juliet, TN - Inaugural Ray Daniel Cruise-In Presented by Volunteer State Bank and Two Rivers Ford will be one of the main events for Celebrate Mt. Juliet, the City of Mt. Juliet's annual city celebration inside Charlie Daniels Park (1075 Charlie Daniels Parkway, Mt. Juliet, TN 37122). The Celebrate Mt. Juliet event is from 4:00pm - 9:00pm (rain out date is July 16) and saw more than 10,000 attend last year's historic event. Organizers are adding a cruise in this year (free participation and entry) that will feature a large video board display of each car, gift bags for each participant including Chic-Fil-A gift card, and a large raffle giveaway to one lucky winner. Roll in will be from 2:00pm - 4:00 p.m., and the show will be from 4:00pm - 9:00 pm, and participants can expect thousands of adults, families, and children to view each of the classic and vintage cars that this events wants to feature inside the park. On the other side of the park will be a Ferris wheel, hundreds of vendors, three separate concerts headlined by Scooter Brown Band, and a splash pad, Kool-Aid tasting, and multiple inflatables and food trucks for families to enjoy. Everything is free outside of food truck purchases. To register, follow the QR code on the flyer attached. For more information, call Parks Director Rocky Lee at 615-445-5992. [FLYER](#)

July 15th: McMinnville, TN - WCHS Pioneer Battalion U.S. Army JROTC Car/Motorcycle Show & Swap Meet at Warren County High School, 199 Pioneer Lane, McMinnville, TN. Car / Bike Registration \$20.00, Model Car Entry \$5.00, 10x20 Swap meet space \$20.00. People's Choice (\$1.00 donation jar at each entry). Gates open at 9:00am, Presentation of Colors & National Anthem 10:00am, People's Choice will be announced at 2:00pm. 100% of the proceeds will be given to the Warren County High School JROTC program. [FACEBOOK EVENT](#) [FLYER](#)

July 22nd: LaVergne, TN – LHS Wolverine Band Inaugural Car Show at LaVergne High School, 250 Wolverine Trail, LaVergne, TN. Times: 9:00am – 3:30pm. Trophy presentation at 3:00pm. Entry Fee \$25.00 per vehicle, Awards include: Best of Show / Best Car / Best Truck / Best Motorcycle. [FACEBOOK EVENT](#)

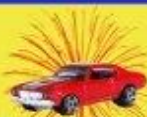
July 22nd: Franklin, KY - Benefit Car Show for Cars-Trucks-Bikes-Jeeps at Franklin-Simpson Community Park, Kenneth Utley Drive entrance (just past the animal shelter). Registration: \$10.00 Donation. Times: 10:00am - 3:00pm. Car Show / Door Prizes / Music / Vendors / Food Trucks / Silent Auction / 50-50 Raffle. Benefit for Amy Stewart, Melanie Cox, Patricia Lassiter to help cover expenses / bills while receiving chemo and radiation treatments. [FLYER](#)

July 29th: Hartsville, TN - 8th Annual Hartsville Backpacks Car, Truck & Bike Show at Trousdale County High School, 262 W. McMurry Blvd, Hartsville, TN. Times: 8:00am - Noon. [FLYER](#)

July 29th: Franklin, TN: The 3rd Annual Vietnam Veterans of America Benefit Show open to all cars, trucks, bicycles, and motorcycles. SHOW LOCATION: The ELKS LODGE #72 located at 485 Oak Meadow Drive (off S. Royal Oaks Blvd. just south of Hwy. 96 near the Home Depot) in Franklin, TN. Registration on-site for \$20.00 per vehicle from 8 am until noon. TOP 30 People's Choice and other specialty awards presented by 2:30 pm. Silent Auction. Food available with indoor seating in the Lodge. Rain or shine with plenty of paved parking. Free for spectators and donations gladly accepted. 100% of the show proceeds fund the Vietnam Veterans of America (VVA) Chapter 1140 in Williamson County Tennessee, benefiting veterans of ALL eras! Come out and support the VVA in "HELPING VETERANS, COMMUNITIES AND THOSE SERVING IN HARM'S WAY." Presented by the Elks Lodge #72 and the Music City AACA and trophies provided by O'Reilly Auto Parts. Sponsored by Fox & Locke in Leipers Fork. For more information, please contact Rich Krejsa, President, Chapter 1140, Vietnam Veterans of America, at 615-870-2294 or E-mail to richk.vva@gmail.com [FLYER](#)

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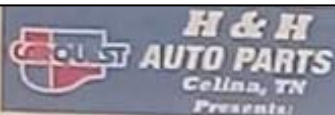


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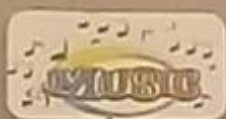




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