

# Merry Christmas To All!

## The Rear View Mirror

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

Mickey Holton, Editor

December 2023

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### MESSAGE

I'm writing this soon after our "Cars and Coffee" at the Driskell's where we welcomed a visitor from New Jersey, Jack Diana (see pages 11-13). It turned out to be a great day and I wish more could have come. In this month's newsletter you'll read a remarkable story by a new member to our group and his remarkable car. Don't forget that dues for 2024 are due...check and/or cash acceptable. There's a lot of good information and pretty pictures in this issue and I hope you enjoy it.

I wish all of you a very Merry Christmas with your families and a Happy New Year. Let's look forward to another great year for the Volunteer V8 Ford Club!...Mickey

### No argument here!



**October 31, 2023**

Dear Mickey, I drove back from the Bowens' (Leipers Fork picnic), following Terry and Mike Esterday in their '35 coupe. Our cars were loosely mixed in with modern traffic much of the way. Cars and trucks are a lot better today, but they aren't 1/100th as stylish as Fords from the 30s!

**Steve Jordan**



*The Original*  
**Rat Trap**  
AA/FA  
**RAT TRAP RACING**

***You're  
Invited!!!***

# ***CHRISTMAS OPEN HOUSE & Hot Rod Gathering***

**JUMP IN YOUR HOT ROD, MUSCLE CAR, TRICK TRUCK  
OR WHATEVER COOL RIDE YOU ROLL IN, AND JOIN US  
FOR SOME HIGH HORSEPOWER CHRISTMAS FUN!!**

**TECHNO***CRAFT*

***When:*** QUALITY ALUMINUM CABINETS

***Saturday December 2nd  
10am - 2pm Rain or Shine***

***Where:***

***RAT TRAP RACING  
&  
TECHNOCRAFT CABINETS  
FACILITY  
1540 N. Main St.  
Mt Pleasant TN 38474***



**DON'T MISS "NITRO-NOISE" AT 12 NOON!  
WE'RE GOING TO BURN SOME NITRO THRU THE  
PIPES OF ALTEREDS & VINTAGE DRAGSTERS  
YOU DON'T WANT TO MISS THIS!**

Note: NITRO NOISE is Weather Permitting

# DUES!

**Yes! Dues for 2024 will come due as of January 2024.**

**Dues for 2024 are \$20.00**

**If you wish to remain a member for  
another year please remit  
\$20.00 in check or cash to:**

**VOLUNTEER V8 FORD CLUB**

**P.O. BOX 3011**

**BRENTWOOD, TN 37024**

**Remember, too, that membership in the Volunteer V8 Ford Club requires that you must also be a member in good standing in the Early Ford V8 Club of America. Check the expiration date on the address label that comes with the *V-8 TIMES* to see if you need to re-new your membership there, too.**

**I also check on members expiration dates and have sent some of you reminders and will continue to do that on a regular basis, at least a month in advance of your membership expiration.**



# **36<sup>th</sup> Annual STONES RIVER REGION, AACA SWAP MEET**

**Auto Related – Tools – Literature – Toys  
Service Station Memorabilia – Parts – Accessories**

**Sunday, February 4, 2024**

**6:30AM to 3:00PM**

**Vendor Setup on February 3, 2024 - 8AM to 3PM**

**NO SET UP ON SUNDAY**

**The Fairgrounds Nashville - Nashville, TN**

**Sponsored By: Stones River Region, AACA  
Murfreesboro, Tennessee**



**\$10.00 ADMISSION**

**CHILDREN UNDER 12 FREE**

**CONCESSIONS AVAILABLE**

**10'x10' Heated Indoor Spaces ..... \$60.00**

**10'x20' Covered Outdoor Spaces... \$50.00**

**10'x20' Open Outdoor Spaces ..... \$40.00**

**For Vendor Information:**

**Stones River Region, AACA**

**P.O. Box 330818**

**Murfreesboro, TN 37133-0818**

**Phone: 615-631-3004**

**Website: [stonesrivercarclub.com](http://stonesrivercarclub.com)**

**Email: [stonesriverswapmeet@gmail.com](mailto:stonesriverswapmeet@gmail.com)**

**NOTICE!! NOTICE!! NOTICE!!**

**The Volunteer V8 Ford Club will have some spaces at the Stones River swap in February, so if you have some items or parts you would like to sell, please let us know!**

# Member Car of the Month

## 1941 Lincoln Continental

### Reynolds and Dena Davies

#### Nashville, TN

## Ed Davies' (my father's) 1941 Lincoln Continental

By Reynolds Davies

I took title to my father's 1941 Lincoln Continental in August 2020 during the pandemic after it had become unsafe for him to continue driving due to infirmities of old age and illness. He purchased this car in the summer of 2002 and owned it and babied it for the next 18 years. He was very proud of this car which we all referred to in our family simply as "the Lincoln." My father died in November 2021 two days after his 90th birthday and a little over a year after handing the Lincoln over to me.



To understand how I ended up with the Lincoln, you need to know a little bit more about my father and his love and appreciation for old Fords. In the summer of 1947 when he was 15 my father found a job that he really loved - working at filling station owned by G. C. English located on Harding Road (at the present location of the Belle Meade City Hall). He wrote that he didn't know too much about what he was doing but he had a lot of fun and had dealings with many people. The owner, Mr. English, was friendly, patient, and very understanding.

The next summer, my father had learned much more about mechanics and the service station business. While working at this job he became very interested in cars and what made them run. That summer, he earned and saved enough of his money to buy a Model A Ford at age 16 which became the light of his life. The other men who worked at the service station helped him to get the car running, and he painted the body light blue. His parents

put a top on the car made from bright red canvas. A worker at his home immediately named the car "Ida Red" upon first sight and it was known as "Ida Red" thereafter.

Some of this information comes from my father's autobiography that he wrote in 1949 during his senior year of high school at The Webb School in Bell Buckle, TN. Unbeknownst to my brothers and me, my father saved and kept his autobiography stored in his bedroom closet at his home for decades. One of my brothers located it while cleaning out the closet shortly before my parents sold their home in 2021. It is a very interesting document and more importantly, I discovered that he dedicated his high school autobiography -- not to his parents or family -- but to his Model A Ford. He writes: "To Ida Red -- who is a nightmare to those who know her only by sight or sound -- but who to me is the realization of a fond dream I affectionately dedicate this book."

Fast forward to the summer of 1999. My father (who was at retirement age then) purchased a 1931 Model A closed cab pickup from a gentleman in Charlotte, TN. It is apparent to me that my father must have been attempting to re-live his Ida Red glory years through the purchase of his birth-year Model A. He paid \$4,500 for this truck and spent about \$4,500 too much considering the shape the truck was in when he brought it home. The truck had been stored outside in a barn and the engine





block was ruined from freezing as water had been left in the engine when it was stored. The vehicle was unrestored, and did not run, but it was mostly complete. He then spent the next 3 years restoring the truck. He and a friend removed the engine and shipped it to Ron Kelley in Texas to be rebuilt with a new block. While the engine was in Texas, he worked on the body and the frame removing and replacing many parts (brakes, springs, shocks, steering, etc.) to get the truck road worthy again. The rebuilt engine was returned from Texas in 2000, was reinstalled, and ran great. My Dad could take short drives in the Model A around his neighborhood, but he was never able to get the Model A road worthy enough or in a reliable state to take longer trips.



Then, in the summer of 2002, one of my brother's friends had an in-law in Morristown, TN (Mr. Stuckwish) who wanted to sell his '41 Lincoln. The friend knew that my father had an interest in old cars through his work on the Model A and contacted him about purchasing the Lincoln. My father contacted the seller and eventually went to Morristown at the end of July 2002 where he purchased the Lincoln for \$14,800 and arranged for it to be delivered to his home in Nashville. However, once he purchased the Lincoln, the Model A pickup quickly played second fiddle.

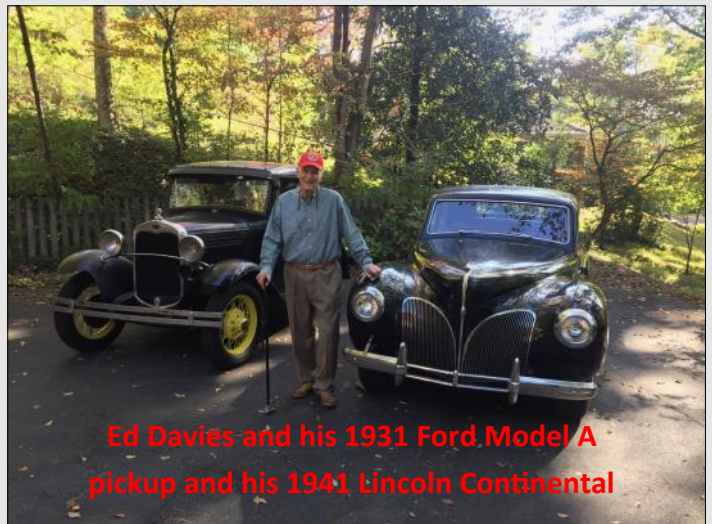
Mr. Stuckwish owned the Lincoln from 1971 to 2002 when he sold it to my father. I don't have a complete history of the car, but handwritten notes in the repair manual for Lincoln V-12 engines (which came with the car) indicate the Lincoln was purchased in 1955 by W.C. Turner, Jr. of Chattanooga, TN who owned the car from 1955 until Mr. Stuckwish purchased the car in 1971. My father was told that the car was owned and used by a funeral home business in Chattanooga and per a brief Google search, I learned that Turner Funeral Home is the oldest funeral home in Chattanooga locally owned and operated by the founding family. I don't have any information about who owned the car from 1941 to 1955 or how the car ended up in East Tennes-

see initially.

The Lincoln was apparently painted blue when it left the factory in 1941. Underneath some of the flaking black paint is a nice light metallic blue color. The black paint does not appear to be the original color, and someone later painted the car black using a black lacquer finish. I'm surmising that the car was painted black by Mr. Turner at some point for use in his family's funeral home business.

My father enjoyed driving this car for many years. Once he was driving the car on Belle Meade Boulevard and was pulled over by a Belle Meade policeman. He did not understand why he was being pulled over and fumbled for his registration and proof of insurance as the officer approached his car. Turns out, it was a slow day for police work as the policeman just wanted to chat about the car and wanted to see the engine.

Although the Lincoln was shown at the 15th and 16th annual Mountaineer Antique Auto Club car shows in Maggie Valley, NC in 1982 and 1983, and at the 1st annual Cherokee Car show in 1982 in Cherokee, NC, the Lincoln was not a show car when my father purchased it in 2002. It was more of a driver as it remains today. Still, it is a very elegant-looking car and is mostly original with many neat features including an "H series" V-12 engine that was used in many Lincolns from 1936-1947 rated at 125 HP – 4000 rpm. It is also equipped with a float instead of a dipstick for checking the oil level, vacuum-tube AM radio, a floor operated switch for preset radio stations, a clock, push button door han-



dles, electric "cigar" lighters at every seat, a fan powered manifold heater and defroster for the interior, and of course, the cowl vent, and three on the tree manual transmission. Many of the features and gauges no longer work, the black lacquer finish has "alligatored," and the electrical wiring harness is worn and still needs to be replaced.

Note: for a great slideshow of the Lincoln photographed and put



together by Steven Lowry of *rustedbumper.com* in October of this year, please check out the following YouTube link: <https://youtu.be/4xaO9jXOZtA>.

In October 2014, my father hired Mark Lambert to overhaul and rebuild the V-12 engine at his garage (old fire station) on Charlotte Pike. The engine was removed from the car, and the car was towed back to my father's home (sans engine) for storage. Unfortunately, this proved to be a lengthy process taking several years to complete due to difficulty in removing all 24 valves (which required months of soaking in penetrating oil) and delays in obtaining parts needed for the rebuild. In December 2017, the rebuilt engine was finally re-installed in the car and the Lincoln was returned to my father.

By that time my father was in his late 80s and near the end of his driving career. The Lincoln sat largely unused in his garage thereafter and went for long periods of time without being started or driven. The Model A pickup was also stored in the garage in many pieces and was being used as a home for my parents' cat Rudy. It also had not been started or driven for many years. My mom decided that the Model A needed to go so she could use the garage for her car and my father reluctantly agreed and offered the Model A to me. I turned it down initially for many reasons: 1) I didn't have the time to fool with it; 2) if I took it, I would want to put it back together immediately, get it running, and would obsess over it; and 3) I didn't have a place to keep it. When I told my wife Dena that I had turned down the Model A, she said, "You did what? Why would you do that? That is your dad's truck, and of course you are going to keep it!" I warned her that I was going to get it going again right away and would not store it in hundreds of pieces – the condition it was in when I removed the truck from the garage.

I received the truck in October 2018 and (true to my word about obsession) was able to put it back together and get the engine running and the truck somewhat road worthy in time to give my

father a ride in it one month later for his 87th birthday in November. Later, I rebuilt the bed of the truck, added an electric windshield wiper, glass for the missing windows in the doors, repaired the fuel gauge, replaced the generator and horn, and added new lights and taillights. I worked on the body and painted the truck in my driveway in May 2019 and took my father to purchase his Christmas tree in December 2019.

My father informed my brothers and me at a family meeting in 2019 that he felt he was suffering from dementia and was getting worse. He was worried about what to do with the Lincoln and wanted it to be removed from his garage right away in preparation for clearing out his house and moving to a retirement center. My brothers had no interest in the car, and I could tell that my

father wanted me to have it. When I stated that Dena wanted the Lincoln to go with the Model A, it was a done deal. My brothers are easy to deal with and we quickly worked out a swap where I took the Lincoln, and they took some of my father's other valued possessions. I feel that I got a much better deal than they did!

The Lincoln is really a fun car to drive. The engine runs well (albeit a bit smoky) and has plenty of power. I feel like a celebrity when I drive that car as many passing cars will honk, drivers and passengers will wave, and families with children out in their yards will run to the street to watch the Lincoln pass by. At intersections, and 4-way stops, I often look up to find the drivers of the other cars holding their phones and taking photos and videos of the Lincoln as I start off. At the gas station, other drivers want to know all about the car and will frequently ask if they can take pictures of the car.

I am honored to be the caretaker of this car and my goal is to keep the Lincoln well-maintained as a functional, drivable car so that one of my children will want to keep it and I will be able to





pass it down too. I'm not interested in making it a show car – I want to get it into condition where it looks good, runs well, and where I will be able to take it on a long road trip without having to worry so much about breaking down. Right now, I have a sticky front brake that needs to be repaired before I can take it out again. I also want to repair some of the gauges that don't work (namely, the fuel gauge), the radio, and the clock. I am thankful that my father got interested in these old cars going way back to his high school years in the 40s and his first car... "Ida Red." I am also grateful that my wife Dena forcefully persuaded me to take his Model A pickup in hundreds of pieces and allowed me the space to put it back together again. Otherwise, I probably would not be driving the Lincoln today.



## Pictures taken at Cars and Coffee...



The pictures used above were taken by Steve Lowry. You can view these and more pictures of the Lincoln on You Tube/rustedbumper



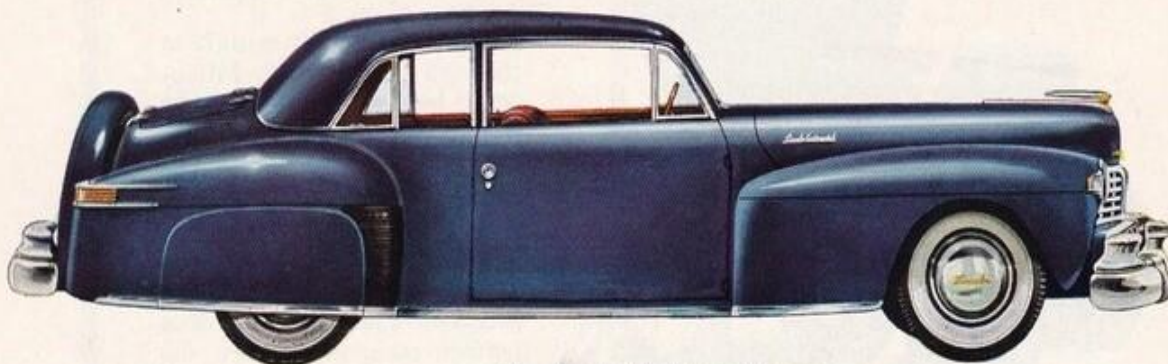
## THE 1941 LINCOLN CONTINENTAL

The Lincoln Continental had a simple, clean, and elegant design that was initially conceived as a personal car for Edsel Ford for use at his winter home in Hobe Sound, Florida. It was instantly identifiable as a Lincoln and based on the Zephyr but had a seven-inch longer hood and the body sectioned to be 3 inches lower. The design was greeted with instant acclaim and was soon put into production. Production began as a 4-seat cabriolet followed shortly by a coupe, which quickly became more popular than the cabriolet.



Only minor modifications were applied for the 1941 model year, such as the interior and exterior door handles being of the push-button type. 400 examples of the Cabriolet were built at a base price of \$2,780 while the coupe had a base price of \$2,725 and 850 examples were built. The L-head 12-cylinder engine displaced 292 cubic-inches and had four main bearings and a Holley downdraft two-barrel carburetor. They had a three-speed transmission and Bendix hydraulic, internal expanding brakes on all four wheels. The Lincoln Continental script was placed on the spare tire hubcap and on the hood. The road hubcaps had the Lincoln V-12 name.

Lincoln produced 1,250 examples of the Lincoln Continental in 1941.



*The Lincoln Continental Coupe*

*Nothing  
could be finer*



*Lincoln*

DIVISION OF FORD MOTOR COMPANY

When available, white sidewall tires at extra cost.



## NEW JERSEY COMES A CALLIN' TO TENNESSEE

About a month or so ago, I received an email from a EFV8CA member from New Jersey...Jack Diana...who said he was going to be visiting his grandparents in the Nashville area during Thanksgiving and wondered if it would be possible to get together with some Volunteer V8ers while he was here. Yes, I said, that was possible and what was arranged was a "Cars and Coffee" at Danny Driskell's garage on Saturday, November 25th. Some 25 members attended on a very nice November morning, met Jack and had a good time showing Jack some Southern hospitality and, of course, their Early Ford V8s. Although we had enough donuts available for every one who attended, Jack was good enough to bring some delicious Italian pastries, which were a big hit. It was our pleasure to meet and know you, Jack, and we hope you had as good a time as we did.



Jack Diana



"Cars and Coffee," November 25th, 2023





Jack and Cameron's '36



"Cars and Coffee," November 25th, 2023





Thanks for coming, Jack! It was great to meet you!



# A Visit to the Early Ford V8 Foundation and Museum

Auburn, Indiana

Danny Driskell and I delivered the 60 HP flathead engine that was donated to the Foundation and we had picked up in Covington, GA, a couple of months ago, in early November. Danny participated in a Board of Trustees meeting held at the museum while we were there and I took advantage of the time to take some pictures (no surprise!). What follows is a pictorial "tour" of the museum and many of the cars on display there.



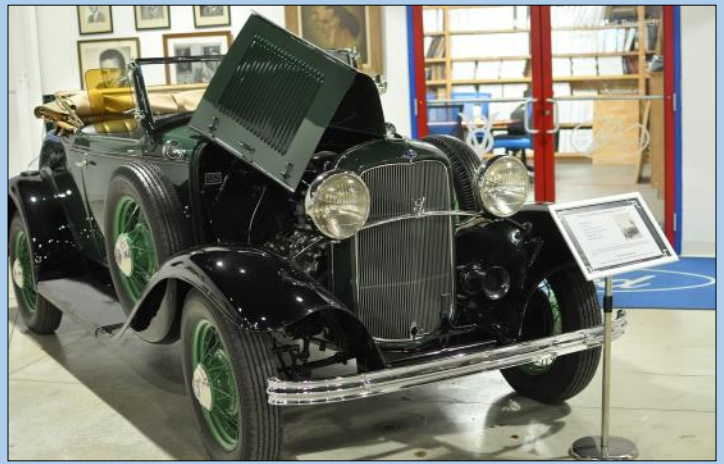
The Early V8 Ford Foundation and Museum, Auburn IN



The Jerry Windle Event Center







These are just a few of the cars in the museum. I took pictures of every car there but, obviously, I can't use them all here.



## Early Ford V8 Foundation Board of Trustees Meeting



Early Ford V8 Foundation Board of Trustees and attendees at the meeting



## Delivery of the 60 HP Engine to the Ford Foundation and Museum

(Donated by Lawson Cox, Covington, GA)





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# Vehicle Inspection Sheet

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If you are planning on purchasing a used/old/antique vehicle, here are some guidelines to use in inspecting the vehicle prior to purchasing it.

## INSPECT AND RATE THE EXTERIOR

### 1) Body

Stand 2 to 3 feet in front of each headlight and taillight individually so that you can view the side panels at an angle to inspect for waves or bulges or any signs of poorly done body repair.

Check for paint blisters for signs of rust, especially over wheel wells, along with rocker panels and around headlights

Use a magnet over various parts of the body to check for body filler, signs of previous damage and those typically known for rust.

Check for uniform gaps between the body and the doors, trunk, and hood.

### 2) Doors

Check to see if the doors sag when they are open, particularly the driver-side, as this will be a sign of worn hinges.

Look for signs of aging and cracking in the weather seals around the doors and windows.

Check for paint blisters that would indicate rust, especially along the bottom edges.

### 3) Hood and Trunk

Inspect the hood for any rippling, denting and underlying rust.

Check under the carpeting in the trunk and around the wheel housings for rust.

Are the hood and trunk aligned properly so they close and latch easily?

### 4) Top

Originally convertibles built prior to 1950 had canvas tops, vinyl tops appeared in the 1950s. Is the top made from the original-type material?

Is the material worn or discolored, is the stitching coming apart?

Convertibles built from 1965 into the 70s usually had glass rear windows. Is the rear window of the convertible top of the original type?

Check the condition of the convertible top mechanism, does it lower and raise easily and does it fit snugly in place.

Check for dents on vehicles with metal tops.

On vinyl covered metal-topped cars, inspect its condition and assure it's sealed tightly without rips or other damage.

## INSPECT AND RATE THE PAINT, GLASS, AND TRIM

### 5) Paint

Does the finish reflect a high gloss or is it dull? Is the finish smooth or does it have an orange-peel texture?

Can you spot any runs, cracking or drips in the paint that would indicate an unprofessional finish?

When possible you should ascertain if the car is painted in its original color?

Look for indications that the car has been repainted by checking doorjambs, inside the hood and trunk. If it has, how well does the re-paint color match the original?

### 6) Trim

Inspect all chrome-plated trim pieces. Is the chrome bright and shiny or is the base metal starting to show through?

Are the headlight and taillight housings or any other plated die-cast parts badly pitted?

Pitting on die cast parts is not easily repaired.

Inspect the grill for damage and broken parts.

Check for missing or dented stainless steel trim on body side moldings.

### 7) Glass

Check for factory markings on the glass which would indicate originality.

Inspect the weather seal around the glass for cracks that would allow water to leak in around the seal.

If it has cracks, then look for signs of water leakage on the dash or around the inside of the rear window.

Inspect the glass itself for chips, cracks or discoloration.



## **INSPECT AND RATE THE INTERIOR**

### **8) Dashboard and Instrument Panel**

Inspect the general condition of the instrument panel and dashboard. Look for wear and aging on plating, knobs, and switches.

Are there knobs missing?

Do all the knobs and switches work, for example, the lights, horn, wipers, etc.?

Is the lettering around the knob plate worn or have letters missing?

Are the gauges original, intact and working? Or do they have non-original gauges or aftermarket radios that have been installed and cut into the dashboard?

Is the material covering the dash shelf cracked or splitting?

### **9) Upholstery**

Inspect the condition of the door panels, seat coverings, and headliner.

Do the interior coverings appear to be the originals? Even if they are in good condition, if they are not according to the original specifications of the car, it will affect the value.

If the seat coverings have been replaced, check to make sure a good foam foundation is underneath.

### **10) Floor Coverings**

Are the carpets worn, soiled or torn? Do they seem to be the original color or pattern?

Look at the step plate along the bottom of the door coverings; are they deteriorated or missing?

If possible, always pull back the carpet to inspect for rust on the metal flooring underneath.

### **11) Interior Trim**

Is the interior trim complete and to original specification?

Check for missing door handles and window cranks.

Are the door handles and window cranks in good working order?

Make sure all power accessories are working, such as windows, locks, seat mechanisms, antenna and side mirror adjusters.

What is the condition of the window moldings? Are they chrome plated or painted as original?

## **INSPECT AND RATE THE MECHANICS**

### **12) The Odometers Recorded Mileage**

Does the car's recorded mileage appear to be accurate and do the owner's service records provide confirmation?

Check the brake and clutch pedal pads; if they are heavily worn it would be a good sign of a high mileage vehicle.

Another indicator would be a well-worn driver's seat.

The signs of wear and tear on the vehicle should be indicative of the miles recorded on the odometer.

### **13) Engine Operation**

Do the car start and the engine run? If not, there is no way to appraise the engine or most of the car's other mechanical components. In this case, always assume the worst and that the engine and possibly other mechanical parts will need to be rebuilt or replaced.

If the car starts and the engine is running, listen for expensive sounding noises.

Stand behind the car at the first startup and look for any smoke coming from the tailpipe. Blue smoke would indicate the engine is burning oil.

While the engine is running, check the oil pressure; it should be at midrange.

When checking the engine's oil, is it fairly clean or is it black and thick which would indicate long intervals between oil changes and possibly poor maintenance and care.

### **14) Engine Compartment**

Inspect the general condition and cleanliness of the engine compartment.

Are the engine and the accessories painted in authentic colors?

Does the wiring appear to be in original and good condition?

Is there frayed insulation and obviously un-original wiring patched in?



### 15) Breaks and Steering

If you drove the car out on the highway would you feel safe in doing so?

Do the brakes stop the car within a reasonable distance without pulling to the side or making grinding or screeching noises?

Is the steering tight? Does it keep the car in a straight line with minimal correction, or is there an excessive play which would mean some or all of the steering components need rebuilding.

### 16) Transmission

If a car is equipped with a standard transmission, check the condition of the clutch; does it engage smoothly and fully disengage the transmission.

If the car is an automatic, are the shifting points smooth or does the transmission seem to slip, especially under acceleration?

Check the automatic transmission fluid. The color should be bright red and not brown with a burned smell. This would indicate the transmission has internal damage and will need an overhaul.

### 17) Undercarriage

If it was a recent restoration the chassis should be clean and painted.

Does the engine, transmission or rear axle appear to leak oil?

Check for rust around the shocks and suspension.

## RATING THE AUTHENTICITY, SPECIAL FEATURES, AND DESIRABILITY

### 18) Authenticity

In addition to the originality of the paint, interior and engine, evaluate the cars overall authenticity.

Take into consideration the accessories that are included with the car such as special wheels, fancy wheel covers, and other dress-up items.

Do these extras match what was originally offered on the car? They may be attractive but if they're not authentic, it will subtract from the car's value.

### 19) Special Options

Examples of special options that will enhance the car's value would be a higher horsepower engine, upgraded trim or interior package, sliding sunroof or an overdrive transmission.

Price guides may assign a premium of 10% to 30% to these features, individually or in combination.

### 20) Desirability

Although desirability may not be a factor used by Price Guide publications, it should be a factor to you before writing the check or applying for financing.

What do you really like or dislike about the car?

Is it the car you've always wanted, the convertible you never had or is it the car your ex-wife never let you buy?

If the car resonates deeply in your soul, add points reflecting its appeal.

The Greyhound, Lone Star RG #6, November 2023





# Technical Tip

## What Antifreeze should be in the Early Ford V8 Radiator?????

When Ford V8's were built, the antifreeze of the day was a wood alcohol based product. A major defect in the use of alcohol was that it evaporates at 180 degrees and cooling systems lost protection from freezing with time as the alcohol evaporated. It was recommended that a rust inhibitor be added to the water and alcohol mix. The alcohol antifreeze products were replaced in the late 1940s with an ethylene glycol product, or as it was then referred to as permanent antifreeze. It had an additive added to prevent engine cast iron blocks from rusting. With modern engines and aluminum radiators used today, antifreeze manufacturers have modified their products to best protect them. The V8 owner will find that the new formulations will attack silicone compounds (the most commonly used base for gasket sealants) and also lead-based products (solder and Babbit), some yellow metals (cam bearings, radiators) and conventional gaskets and packing materials. The warning here is to NOT use coolants with OAT (Organic Acid Technology) in your antique car. You should select a product with the label indicating IAT (Inorganic Additive Technology) inhibited antifreeze. So...Check your containers in your garage!!!!

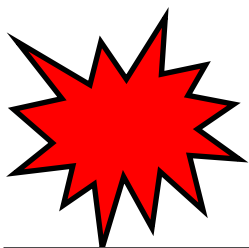
Here are a few tips for finding IAT coolants:

- Prestone says that all of its current antifreezes are OAT. Don't Use!
- Peak says that their antifreeze and coolant is an IAT formula. The container is blue. It is important that it does NOT say "long life". Peak Sierra brand is propylene glycol for those who prefer that. It, too uses IAT formula.
- Zerex says that Zerex Original Green is an IAT formula. It comes in a white container. Do NOT use their G-05 formula in the gold jug. I don't drive my V8 in freezing weather and store them in my shop where the temperature does not get below freezing. A full charge of antifreeze in a V8 will sometimes cause the coolant to foam and overflow. In addition, coolant can actually lower boiling point (modern cars have pressurized cooling systems) making overheating a more likely problem. The mix some people put in their radiators is water with a quart of rust inhibitor, a bottle of Water Wetter and a very light charge of antifreeze. Most auto supply houses no longer sell rust inhibitor but NAPA does. It keeps the radiator water from turning red, an indication that the engine waterways are rusting. Water Wetter is a product name available at most auto supply stores and it reduces surface tension of the water producing a little better heat transfer both in the radiator and engine. The small shot of antifreeze is just in case I drive in moderately cold weather. (Above based on some information from Western Michigan Buick Chapter newsletter.)

Hagerty also recommends looking at some other essentials for winter storage of longer than three months:

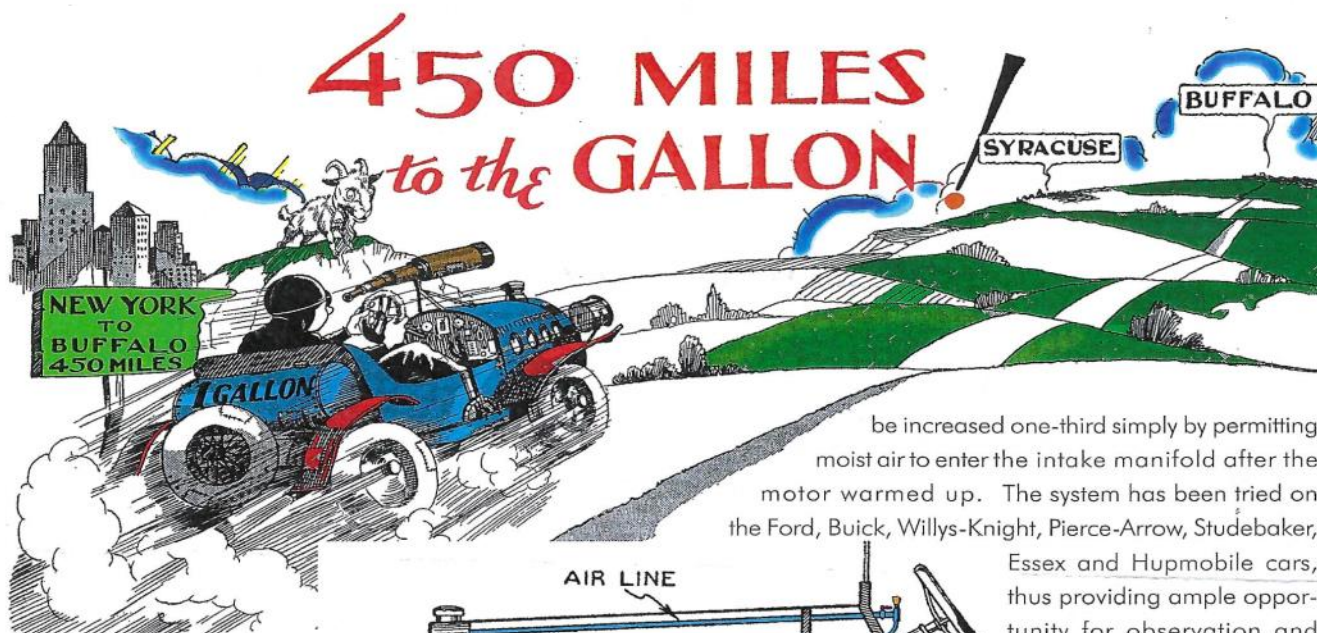
- Fuel – Consider draining the tank for extended storage. For shorter term, fill the tank if using gas with ethanol to limit condensation and use Stabil. For gasoline free of ethanol, add Stabil.
- Battery – Leave fully charged to extend life. Do not leave on trickle chargers as they can over charge and damage batteries.
- Rodent Protection – Leave bait in the area to kill rodents. Consider using Bounce dryer sheets, Irish soap, or peppermint oil in the car as rodents do not like the odor.





# Blast From The Past

(Science and Invention, March 1930, By Alfred Caddell)



## A PIPE DREAM!"

Maybe, 450 mpg is a mark for inventive genius to shoot for. Such a mileage per gallon may be impossible in any automobile known today, but there is no telling what may be accomplished when automotive engineers, metallurgical chemists, fuel and lubricating experts, road engineers and Mr. and Mrs. Driver get their heads together.

The average motorist thinks in terms of 15 to 20 miles per gallon, for that is about all he gets. But power latent in a gallon of gasoline is tremendous. Burning a gallon of gasoline to propel a Ford touring car could power it 450 miles along a level paved road at 20 miles an hour.

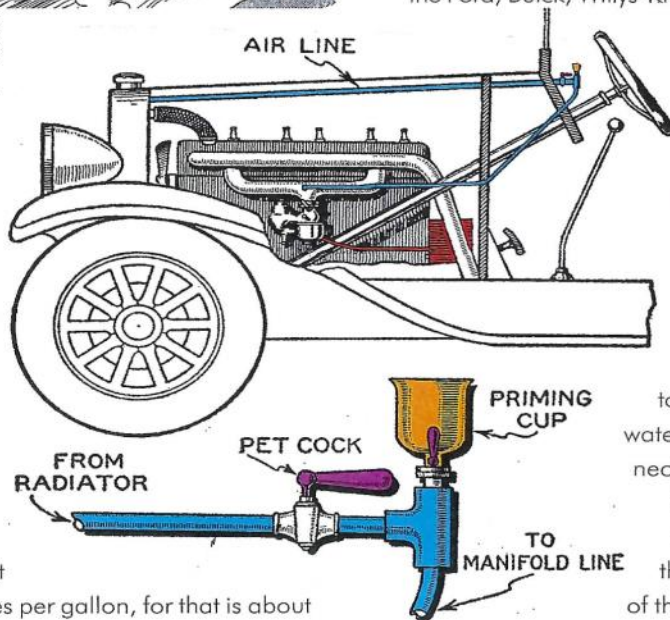
Automotive engineers are trying to solve it with high-speed, high-compression engines, the increased compression of which results in greater expansion and a more powerful working stroke.

If we could achieve an increase in compression with better gasoline blends, that eliminate preignition, then mileage per gallon could, in theory, be increased 100 per cent.

## SIMPLE INSTALLATION

The writer conducted experiments on several makes of cars and proved most conclusively that miles per gallon could

be increased one-third simply by permitting moist air to enter the intake manifold after the motor warmed up. The system has been tried on the Ford, Buick, Willys-Knight, Pierce-Arrow, Studebaker, Essex and Hupmobile cars, thus providing ample opportunity for observation and checking.



## SYSTEM IS SIMPLICITY

Consisting of a petcock, copper tubing, T-fitting, priming cup and the necessary connections. A copper tube runs from the top of the radiator, about three inches above the waterline, to the dash. Here it connects to a petcock and a T-fitting, from which another copper tube extends to the vacuum port at the intake manifold. In the case of the Ford, a hole was drilled and tapped in the intake manifold, permitting moist air to mix with the gas-air vapor as it is drawn into the cylinders.

The priming cup helps start cold motor. Use half a thimbleful of a 1:2 mixture of gasoline and ether, mixed in proportion of one part motor ether and two parts gasoline. This permits instant firing of a cold motor. This slight detail saves choking and wasting gas. Not only does the excess of gasoline mean lost money, but it washes the lubricant from the cylinder walls and finds its way to the crankcase, where it dilutes the lubricating oil and destroys its lubricating qualities. The priming cup is a gas-saver and a cuss-saver. This is one of the best attachments anyone can put on his car.





# In the Kitchen...

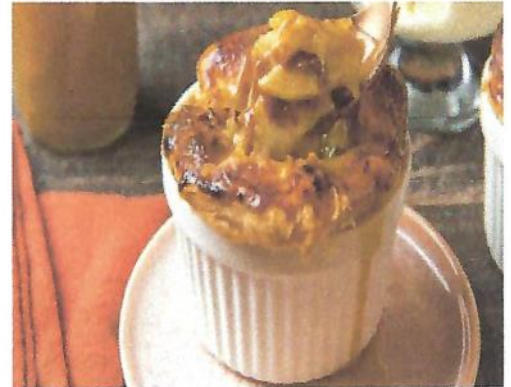


## Salted Caramel Mini Apple Pies

Prep time 25 min Cook time 30 min

### Salted Caramel

- 1 cup firmly packed light brown sugar
- 1/4 cup light corn syrup
- 1/4 cup (1/2 stick) butter, cut into chunks
- 1/2 teaspoon [McCormick® Sea Salt Grinder](#)
- 1/3 cup heavy cream
- 1/2 teaspoon [McCormick® All Natural Pure Vanilla Extract](#)



McCormick Recipes

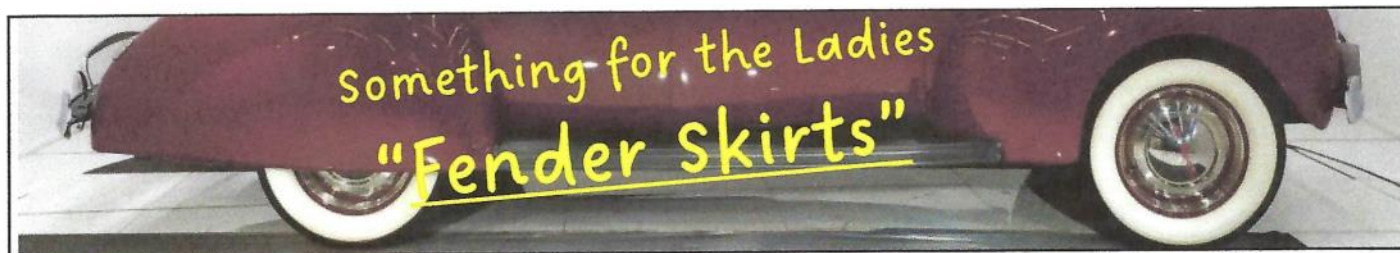
### Mini Apple Pies

- 3 tablespoons flour
- 2 tablespoons firmly packed light brown sugar
- 1 teaspoon [McCormick® Ground Cinnamon](#)
- 3 tart apples, such as Granny Smith, peeled, cored and thinly sliced (about 4 cups)
- 1 sheet frozen puff pastry, thawed (1/2 of 17.3 ounce package)
- 1 egg yolk, lightly beaten
- 2 tablespoons granulated sugar
- 1/4 teaspoon [McCormick® Sea Salt Grinder](#)

## Instructions

- 1 For the Salted Caramel, bring brown sugar, corn syrup, butter and sea salt to boil in medium saucepan on medium heat, stirring occasionally during first 2 minutes. Boil 3 to 4 minutes without stirring until mixture is golden brown. Remove from heat. Carefully stir in cream and vanilla (mixture will be bubbly). Set aside.
- 2 Preheat oven to 400°F. For the Mini Apple Pies, mix flour, brown sugar and cinnamon in large bowl. Add apple slices; toss to coat. Divide apple mixture between 4 small (4-inch) baking dishes or ramekins (8-ounce), mounding apples slightly in the center, as needed. Drizzle each with about 1/4 cup of the Salted Caramel. Cut puff pastry sheet into 4 squares. Place one square on top of each pie, tucking in corners as needed. Cut a small 'x' in center of each pastry to vent. Brush with egg yolk. Mix granulated sugar and sea salt; sprinkle evenly over top of pies. Place pies on large shallow baking pan.
- 3 Bake 25 to 30 minutes or until pastry is golden brown and apples are tender. Cool slightly. Serve warm topped with vanilla ice cream and drizzled with any remaining salted caramel, if desired.





## Dorthea Lange captured the grim realities of Americans' Lives on film during the Depression

by John Emmering

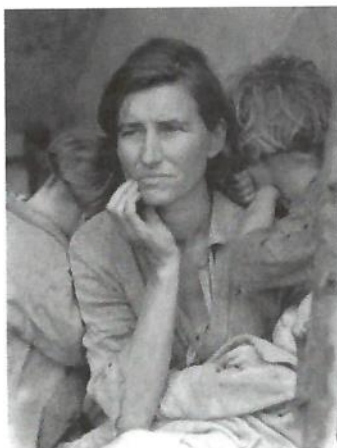
Leaving the comfort of her San Francisco portrait studio behind, 40 year old Dorothea Lange ventured out onto California's back roads in her 1933 Ford V-8 Station Wagon. Her mission was to capture on film the sad plight of those who had left the dust bowl of America's plains to eke out a meager living working in west coast agriculture.

Having experienced her share of misfortune Dorthea had empathy for the victims of the Great Depression. Hailing originally from New York City, Dorthea fell victim to polio as a child and was left with a limp caused by the affliction. The abandonment of her family by her father was another hardship she had faced as a child.

Dorthea studied photography at Columbia University and gained experience working in a photo studio in New York. She moved to San Francisco opening a successful portrait studio catering to the city's elite. In 1932 Dorothea

captured the desperate condition of the unemployed in her published photo *White Angel Breadline*.

In an effort to publicize the plight of impoverished itinerant farm workers, Dorthea was commissioned to capture their dire straights on film by the U.S. Government Farm Security Administration in 1935. Her quest then began as she traveled throughout rural west coast farm districts capturing on film the impoverished condition of displaced migrant workers.



Iconic photo, *Migrant Mother*

Dorthea's most recognized photo was taken when she encountered Mrs. Florence Owens Thompson and her children at a camp in Nipomo, California. Her photo, entitled *Migrant Mother* became one of the most reproduced photographs of all time and today hangs in the Library of Congress. Dorthea paved the way for documentary photography.

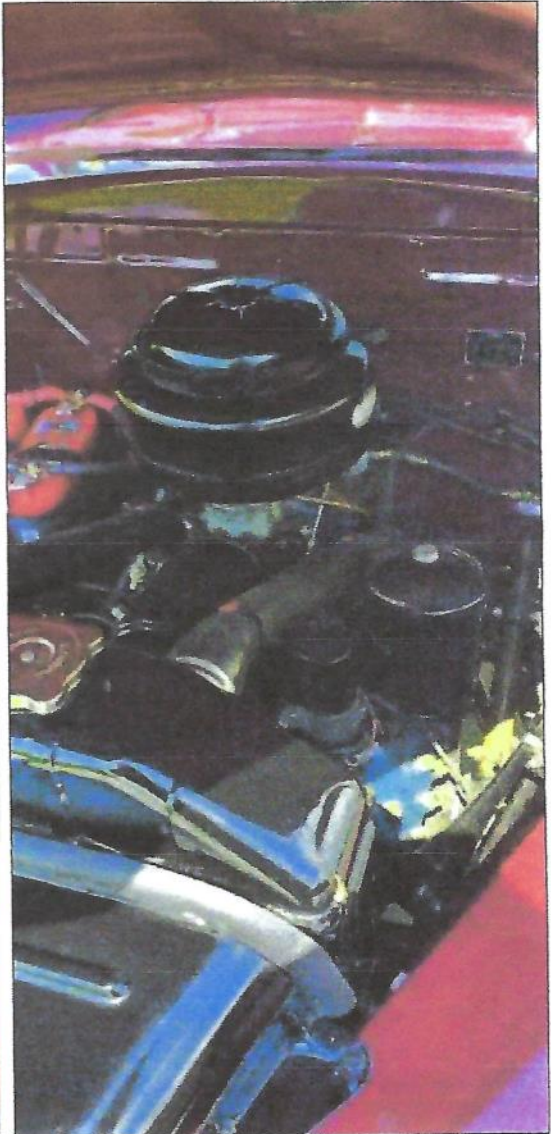
Receiving a Guggenheim Fellowship for achievement in photography, Dorthea put that aside for an assignment by the War Relocation Authority to photograph Japanese American internment. These photos ended up being impounded until the end of the war.

In the 1950's Dorthea helped found *Aperture Magazine* and contributed to *Life Magazine*. Dorthea spent ten years documenting people's lives around the world. Before her death in 1965 Dorthea had received recognition in many quarters for her sensitive photographic eye on humanity.



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## Local Car Shows, Cruise-Ins, Etc.

**December 2nd: Pleasant View, TN - Annual Christmas Parade.** Line up starts at 9:00am behind City Hall (enter thru 24 Church) and Kicks off at 10:00am. There will be floats, cool classic cars, candy, toy drive and more. The Pleasant View Jeep Club will be collecting NEW unwrapped toys for the less fortunate children again this year. Please bring one or more!!! For more information, contact City Hall 615-746-0600.

**December 2nd: Mt. Pleasant, TN - Christmas Open House & Hot Rod Gathering** at Rat Trap Racing & Technocraft Cabinets Facility, 1540 N. Main Street, Mt. Pleasant, TN. Times: 10:00am - 2:00pm, Rain or Shine! Jump in your hot rod, muscle car, trick truck or whatever cool ride you roll in, and join us for some high horsepower Christmas Fun! Also we are holding a food drive for our local food pantry. Please bring canned goods or non-perishable foods. Help us help the less fortunate.

**December 2nd: Murfreesboro, TN - Curves & Coffee TOY DRIVE** at The Fountains at Gateway, 1500 Medical Center Parkway, Murfreesboro, TN. Arrive at 9:00am, **FREE** admission. **Bring a TOY and give JOY!**

**Beginning**      **Location:**      **1500**      **Medical**      **Center**      **Pkwy,**      **Murfreesboro**  
**Final Destination:** Whiskey Trail BBQ 413 Wilson Ave, Tullahoma

Begins with a morning car meet and all classes of cars, trucks and bikes are invited to attend. You'll have plenty of time to mingle with old friends and make some new ones and early enough for temperatures to still be pleasant. Just when you're beginning to get a little bored, we mount up and head off on a scenic cruise to end at an incredible lunch location. We will have a route planned with several photographers staged along the way to capture you and your ride as you pass by. To be clear, this is NOT a timed event nor intended to be a road rally. The suggested route will provide the photo ops but you can travel to the end location how ever you choose. We will provide you with map cards to keep it simple and prevent anyone from laboring to keep up.

Once at our final destination, you will have some more time to socialize and fill your thirst and appetite at the best BBQ in the area. Be sure to bring a new, unwrapped gift.

**December 2nd: Lebanon, TN - Nashville Cars N Coffee at the Nashville Super Speedway.** Times: 8:00am - 11:00am.

**December 9th: Lebanon, TN - C10 Club Tennessee Toy Drive** at Wilson County Fairgrounds in the East/West Building on the Tennessee Blvd side. Inside this year!!! Please bring an unwrapped toy to donate. We will also have silent auction for gift cards for the bigger kids/families. A Taco truck will be on-site for lunch. In the silent auction the big ticket items will be a Snowden Seat and a TinWorks Fabrication frame stiffener, plus many other items

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 WE'RE GOING TO BURN SOME NITRO THRU THE PIPES OF FUEL ALTERNATORS & VINTAGE DRAGSTERS  
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Note: NITRO NOISE is Weather Permitting

**Where:**  
 Saturday December 2nd  
 10am - 2pm Rain or Shine

**Where:**  
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**TOY DRIVE**  
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 SATURDAY DECEMBER 2ND - THE FOUNTAINS AT GATEWAY  
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 December 9th  
 10am to 2pm  
**C/10 CLUB**  
 Wilson County Fairgrounds  
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# The Christmas Truce

By Aaron Shepard

Printed in Australia's *School Magazine*, Apr. 2001



My dear sister Janet,

It is 2:00 in the morning and most of our men are asleep in their dugouts—yet I could not sleep myself before writing to you of the wonderful events of Christmas Eve. In truth, what happened seems almost like a fairy tale, and if I hadn't been through it myself, I would scarce believe it. Just imagine: While you and the family sang carols before the fire there in London, I did the same with enemy soldiers here on the battlefields of France!

As I wrote before, there has been little serious fighting of late. The first battles of the war left so many dead that both sides have held back until replacements could come from home. So, we have mostly stayed in our trenches and waited.

But what a terrible waiting it has been! Knowing that any moment an artillery shell might land and explode beside us in the trench, killing or maiming several men. And in daylight not daring to lift our heads above ground, for fear of a sniper's bullet.

And the rain—it has fallen almost daily. Of course, it collects right in our trenches, where we must bail it out with pots and pans. And with the rain has come mud—a good foot or more deep. It splatters and cakes everything, and constantly sucks at our boots. One new recruit got his feet stuck in it, and then his hands too when he tried to get out—just like in that American story of the tar baby!

Through all this, we couldn't help feeling curious about the German soldiers across the way. After all, they faced the same dangers we did, and slogged about in the same muck. What's more, their first trench was only fifty yards from ours. Between us lay No Man's Land, bordered on both sides by barbed wire—yet they were close enough we sometimes heard their voices.

Of course, we hated them when they killed our friends. But other times, we joked about them and almost felt we had something in common. And now it seems they felt the same.

Just yesterday morning—Christmas Eve Day—we had our first good freeze. Cold as we were, we welcomed it, because at least

the mud froze solid. Everything was tinged white with frost, while a bright sun shone over all. Perfect Christmas weather.

During the day, there was little shelling or rifle fire from either side. And as darkness fell on our Christmas Eve, the shooting stopped entirely. Our first complete silence in months! We hoped it might promise a peaceful holiday, but we didn't count on it. We'd been told the Germans might attack and try to catch us off guard.

I went to the dugout to rest, and lying on my cot, I must have drifted asleep. All at once my friend John was shaking me awake, saying, "Come and see! See what the Germans are doing!" I grabbed my rifle, stumbled out into the trench, and stuck my head cautiously above the sandbags.

I never hope to see a stranger and more lovely sight. Clusters of tiny lights were shining all along the German line, left and right as far as the eye could see. "What is it?" I asked in bewilderment, and John answered, "Christmas trees!"

And so it was. The Germans had placed Christmas trees in front of their trenches, lit by candle or lantern like beacons of good will. And then we heard their voices raised in song.

*Stille nacht, heilige nacht . . .*

This carol may not yet be familiar to us in Britain, but John knew it and translated: "Silent night, holy night." I've never heard one lovelier—or more meaningful, in that quiet, clear night, its dark softened by a first-quarter moon.

When the song finished, the men in our trenches applauded. Yes, British soldiers applauding Germans! Then one of our own men started singing, and we all joined in.

*The first Noel, the angels did say . . .*

In truth, we sounded not nearly as good as the Germans, with their fine harmonies. But they responded with enthusiastic applause of their own and then began another.

*O Tannenbaum, o Tannenbaum . . .*

Then we replied.

*O come all ye faithful . . .*

But this time they joined in, singing the words in Latin.

*Adeste fideles . . .*

British and German harmonizing across No Man's Land! I would have thought nothing could be more amazing—but what came next was more so.

"English, come over!" we heard one of them shout. "You no shoot, we no shoot."

There in the trenches, we looked at each other in bewilderment. Then one of us shouted jokingly, "You come over here." To our astonishment, we saw two figures rise from the trench, climb over their barbed wire, and advance unprotected across No Man's Land. One of them called, "Send officer to talk."

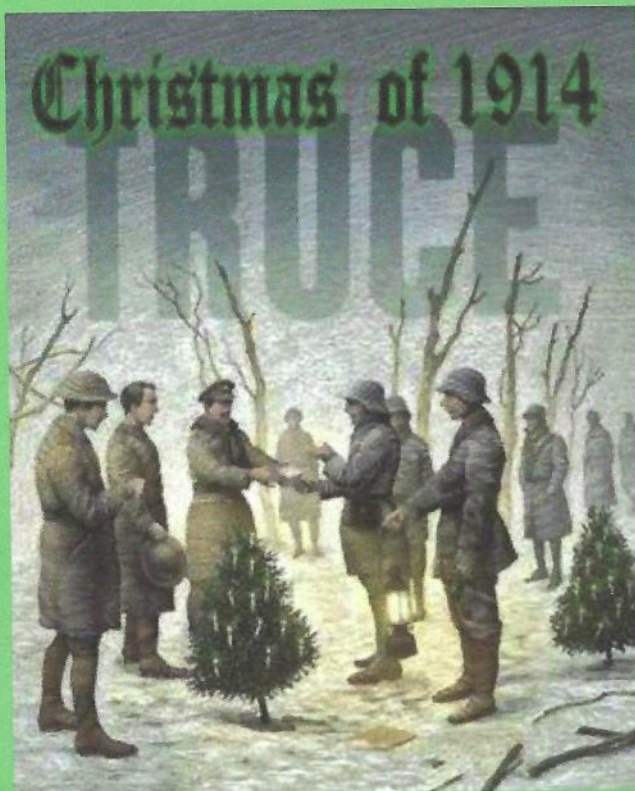
I saw one of our men lift his rifle to the ready, and no doubt others did the same—but our captain called out, "Hold your fire." Then he climbed out and went to meet the Germans halfway. We heard them talking, and a few minutes later, the cap-



tain came back with a German cigar in his mouth!

"We've agreed there will be no shooting before midnight tomorrow," he announced. "But sentries are to remain on duty, and the rest of you, stay alert."

Across the way, we could make out groups of two or three men starting out of trenches and coming toward us. Then some of us were climbing out too, and in minutes more, there we were in No Man's Land, over a hundred soldiers and officers of each side, shaking hands with men we'd been trying to kill just hours earlier!



Before long a bonfire was built, and around it we mingled—British khaki and German grey. I must say, the Germans were the better dressed, with fresh uniforms for the holiday.

Only a couple of our men knew German, but more of the Germans knew English. I asked one of them why that was.

"Because many have worked in England!" he said. "Before all this, I was a waiter at the Hotel Cecil. Perhaps I waited on your table!"

"Perhaps you did!" I said, laughing.

He told me he had a girlfriend in London and that the war had interrupted their plans for marriage. I said, "Don't worry. We'll have you beat by Easter, then you can come back and marry the girl."

He laughed at that. Then he asked if I'd send her a postcard he'd give me later, and I promised I would.

Another German had been a porter at Victoria Station. He showed me a picture of his family back in Munich. His eldest sister was so lovely, I told him I should like to meet her someday. He beamed and said he would like that very much and

gave me his family's address.

Even those who could not converse could still exchange gifts—our cigarettes for their cigars, our tea for their coffee, our corned beef for their sausage. Badges and buttons from uniforms changed owners, and one of our lads walked off with the infamous spiked helmet! I myself traded a jackknife for a leatherer equipment belt—a fine souvenir to show when I get home.

Newspapers too changed hands, and the Germans howled with laughter at ours. They assured us that France was finished and Russia nearly beaten too. We told them that was nonsense, and one of them said, "Well, you believe your newspapers and we'll believe ours."

Clearly they are lied to—yet after meeting these men, I wonder how truthful our own newspapers have been. These are not the "savage barbarians" we've read so much about. They are men with homes and families, hopes and fears, principles and, yes, love of country. In other words, men like ourselves. Why are we led to believe otherwise?

As it grew late, a few more songs were traded around the fire, and then all joined in for—I am not lying to you—"Auld Lang Syne." Then we parted with promises to meet again tomorrow, and even some talk of a football match.

I was just starting back to the trenches when an older German clutched my arm. "My God," he said, "why cannot we have peace and all go home?"

I told him gently, "That you must ask your emperor."

He looked at me then, searchingly. "Perhaps, my friend. But also we must ask our hearts."

And so, dear sister, tell me, has there ever been such a Christmas Eve in all history? And what does it all mean, this impossible befriending of enemies?

For the fighting here, of course, it means regrettably little. Decent fellows those soldiers may be, but they follow orders and we do the same. Besides, we are here to stop their army and send it home, and never could we shirk that duty.

Still, one cannot help imagine what would happen if the spirit shown here were caught by the nations of the world. Of course, disputes must always arise. But what if our leaders were to offer well wishes in place of warnings? Songs in place of slurs? Presents in place of reprisals? Would not all war end at once?

All nations say they want peace. Yet on this Christmas morning, I wonder if we want it quite enough.

Your loving brother, Tom





## About the Story

The Christmas Truce of 1914 is one of the most extraordinary incidents not only of World War I but of all military history. Providing inspiration for songs, books, plays, and movies, it has endured as an archetypal image of peace.

Starting in some places on Christmas Eve and in others on Christmas Day, the truce covered as much as two-thirds of the British-German front, with French and Belgians involved as well. Thousands of soldiers took part. In most places, it lasted at least through Boxing Day (December 26), and in some, through mid-January. Perhaps most remarkably, it grew out of no single initiative but sprang up in each place spontaneously and independently. Unofficial and spotty as the truce was, there have been those convinced it never happened—that the whole thing was made up. Others have believed it happened but that the news was suppressed. Neither is true. Though little was publicly reported in Germany, the truce made headlines for weeks in British newspapers, with published letters and photos from soldiers at the front. In a single issue, the latest inflammatory rumor of German atrocities might share space with a photo of British and German soldiers crowded together, their caps and helmets exchanged, smiling for the camera.

Historians, on the other hand, have not shown much interest in an unofficial outbreak of peace. The first comprehensive look at the event came only with the 1981 BBC documentary *Peace in No Man's Land*, by Malcolm Brown and Shirley Seaton, and their 1984 companion book, *Christmas Truce* (Secker & Warburg, London). The book featured a large number of firsthand accounts from letters and diaries. Nearly everything described in my fictional letter is drawn from these accounts—though I have heightened the drama somewhat by selecting, arranging, and compressing.

In my letter, I've tried to counteract two popular misconceptions of the truce. One is that only common soldiers took part in it, while officers opposed it. (Actually, few officers opposed it, and many took part.) The other is that neither side wished to return to fighting. (Most soldiers, especially British, French, and Belgian, remained determined to fight and win.)

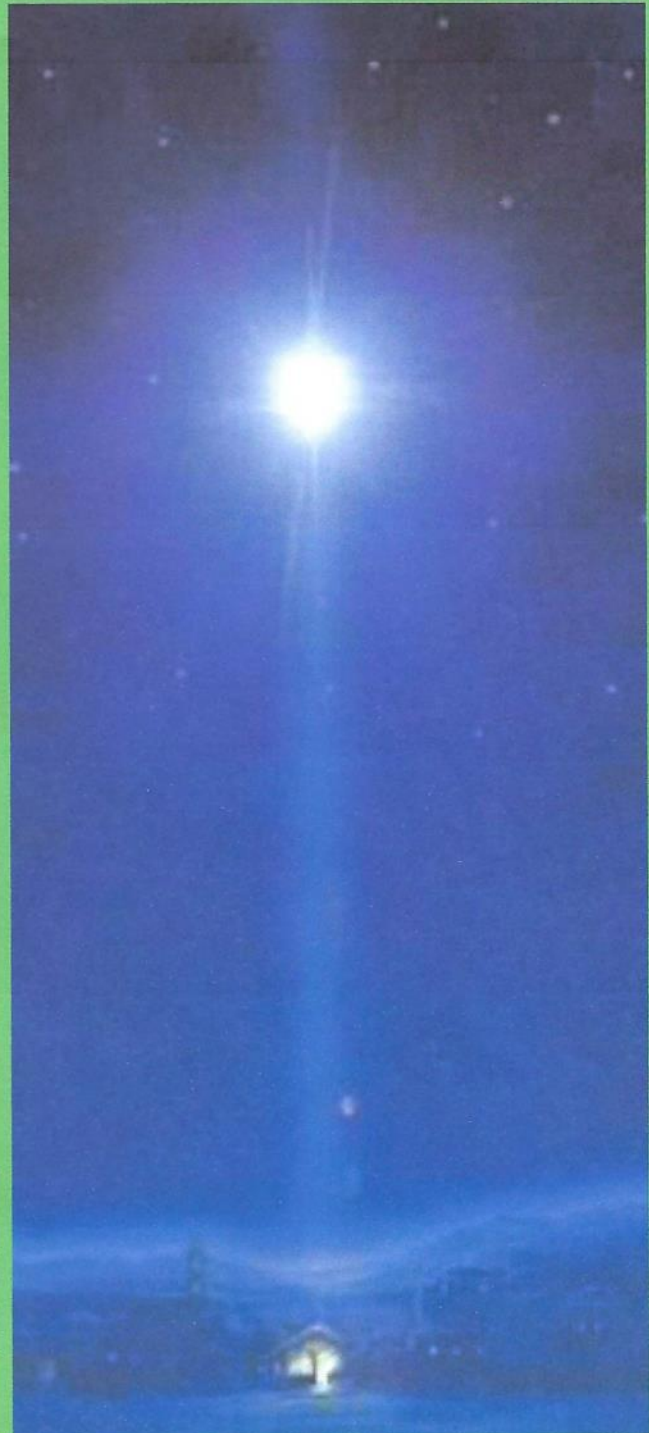
Sadly, I also had to omit the Christmas Day games of football—or soccer, as called in the United States—that are often falsely associated with the truce. The truth is that the terrain of No Man's Land ruled out formal games—though certainly some soldiers kicked around balls and makeshift substitutes.

Another false idea about the truce was held even by most soldiers who were there: that it was unique in history. Though the Christmas Truce is the foremost incident of its kind, informal truces were a long-standing military tradition. During the American Civil War, for instance, Rebels and Yankees traded tobacco, coffee, and newspapers, fished peaceably on opposite sides of a stream, and even gathered blackberries together. Some degree of fellow feeling had always been common among soldiers sent to battle.

Of course, all that has changed in modern times. Today,

combatants kill at great distances, often with the push of a button and a sighting on a computer screen. Even where soldiers come face to face, their languages and cultures are often so divergent as to make friendly communication unlikely.

No, we should not expect to see another Christmas Truce. Yet still what happened on that Christmas of 1914 may inspire the peacemakers of today—for, now as always, the best time to make peace is long before the armies go to war.





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