

HAPPY NEW YEAR!



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

January 2024

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MESSAGE

As 2023 comes to end and 2024 fast approaches, it is time, I think, to reflect on many things, some personal and some not so personal. I truly hope this past year has been a good and prosperous for you and your family and that you did not experience many, if any, difficulties. Knowing most of you as I do, I feel certain you made the very best of any situation you faced.

As far as the Volunteer V8 Ford Club is concerned, and I realize that it is well down the list of your concerns, I hope the club met all your expectations and provided enjoyable and stimulating events. We most certainly intend to continue doing so in 2024. We welcome your suggestions and encourage you to be active in the club as much as is possible.

With best regards, Mickey Holton

NEW MEMBERS!



George Ross
Gale Ross
2808 Critz Lane
Thompson Station, TN
37179—615-202-3124
geross1@comcast.net



Rama Renegar
927 Deer Run Rd
Murfreesboro, TN, 37128
407-509-8335
ragener@hotmail.com

WELCOME TO THE CLUB!

DUES!

Yes! Dues for 2024 will come due by the end 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 renew 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.

36th 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

Email: 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!



The Early Ford V-8 Club of America
2024 CENTRAL NATIONAL MEET
Auburn, Indiana
June 17-21, 2024

MEET REGISTRATION FORM

Questions? – Call Registration at 630-858-9474

You must be a National Member of the Early Ford V-8 Club of America to Register

Early Ford V-8 Club Membership Number _____ (Located on your V-8 Club ID card) Regional Group # _____

Last Name: _____ First Name: _____

First / Last Name for Nametag: _____

First / Last Name for Spouse/Friend Nametag: _____

First / Last Names of Others in Party: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____

Phone Number: _____ Cell Number: _____

Email: _____

If provided, this will be our primary method of contacting you

This is my first time attending a National Meet: Yes ____ No ____

Space is limited at some events. Please return your forms ASAP to ensure that space is available for you – Thank You.

SORRY, NO REFUNDS AFTER JUNE 1, 2024

**Registration fee includes meet registration
for your party and one show vehicle**

	<u>Qty/Number</u>	<u>Price Each</u>	<u>Total</u>
Registration Fee until May 1	_____ x	\$ 70.00	\$ _____
Registration Fee after May 1	_____ x	\$100.00	\$ _____
Trailer Parking (No charge, but please provide number)	_____ x	\$ 0.00	\$ _____
Additional Show Vehicle(s) each (NOT your tow vehicle)	_____ x	\$ 40.00	\$ _____
Swap Meet Space (Outdoor – 20'x20') First space is free	_____ x	\$ 0.00	\$ _____
Number of additional spaces	_____ x	\$ 25.00	\$ _____

Registration Total \$ _____

The Early Ford V-8 Club of America 2024 Eastern National Meet



Clayton, New York • Sept 15-20, 2024 Early Registration Form

National V-8 Club Membership Number _____

You must be a National Member to Register

Name _____

Address _____

City/State/ZIP _____

Phone _____ Cell Phone _____

E-Mail _____

If provided, this will be our primary method of contacting you

Registration Jun 12, 2023 – July 1, 2024 \$70.00

Late Registration July 2, 2024 - Sept 10, 2024 \$90.00

I am paying my \$70 registration fee by:

- ☐ Check Make checks payable to "Eastern National Meet"
- ☐ Cash
- ☐ Credit Card We will send you a secure link by e-mail for your payment

You will receive information about making hotel reservations by the 4th quarter 2023.

The complete registration package will be available in 4th quarter 2023. Watch for more information on the Club's web site: www.earlyfordv8.org and in the V-8 TIMES.

Send completed form and payment to:
2024 Eastern National Meet
1N410 Forest Ave.
Glen Ellyn, IL 60137

Questions?
Contact Registration At
630-858-9474 -or-
registration@2024enm.com

You may also fill out this form on your computer or other device, save it, and e-mail it to registration@2024enm.com

MEMBER CAR OF THE MONTH

Ron and Dianne Hope

Mt. Pleasant, TN

1949 Ford Tudor DeLuxe Sedan

“Car of the Year!”

(Editor’s note) Ron Hope became a member of the Early Ford V8 Club of America and the Volunteer V8 Ford Club in February, 2023, when he and Danny Driskell were having lunch at Bishop’s meat and three (a local eatery in the Cool Springs area of Franklin, TN), and Danny noticed a patch on Ron’s jacket that had “Bonneville 200 MPH” on it. They struck up a conversation and Danny found out that Ron has a 1949 Ford he had acquired in 2017 in California and brought to Tennessee. This information led, of course, to Ron becoming a member of the EFV8CA and the Volunteer V8 Ford Club.

Ron, we learned, has a dragster speed shop in Mt, Pleasant, TN, Rat Trap Racing, and has been active in dragster racing and activities for many years and has established many speed records at Bonneville and other tracks in the United States and other countries. He is, quite literally, a real “big shot” in the dragster world! (check out: <https://fuelcurve.com/rat-trap-50-years-craziness/>)

To make a long story short, Ron invited club members to Rat Trap Racing in early December (see my write-up on pages 10-13 in this newsletter) for their annual Christmas Open House and it was there we first laid eyes on Ron’s 1949 Ford Tudor DeLuxe Sedan. Of course, I asked Ron for a story about his ‘49 for this newsletter and I’m happy to be running it here for you to enjoy, too.

Hello Mickey...This is a brief history of the 1949 Ford Deluxe that you saw on Saturday. I have had the car since 2017, it was given to me by my son and daughter-in-law. I had been searching for a ‘49 for sometime, and the car was found in California by our good friend Toni Thacker. It was sitting under a shed beside a building in Pomona, CA.



The specifics of the car are as follows; it was found with approximately 54,000 original miles, it is a Ford 2 door sedan deluxe and ordered without radio or heater. The car was last registered in California in 1981 and had sat pretty much since early 1982. When discovered the car had a considerable amount of dirt and grime due to the fact it had been sitting for a lengthy amount of time. It

was equipped with 16 inch tires, which were standard for 1949, and was in absolutely excellent condition. We transported the car to Whittier, California, where we were able to get it running and then transported the car to Tennessee. Since the car has been in Tennessee I have worked hard to preserve it's authenticity. I have re-wired the entire car with wire looms provided by various manufacturers, all exact to original standards. I also converted the vehicle to 12 volt and replaced most of the rubber around parking lights, windows, taillights, etc. I did add 15 inch wheels and dual exhaust.

I found the vehicle to be like a time capsule as I explored the glove box and ashtray I discovered various service records dated in the 1950's. I find this car to be truly a treasure, as my parents had a car the same color, also a 2 door sedan they bought new in 1949. I look forward to its completion so that I may be able to more actively participate in vintage Ford events.

Sincerely, Ron



Above: Ron Hope with his 1949 Ford Tudor DeLuxe Sedan.

Left: Ron and DiAnne Hope

Five views of Ron Hope's 1949 Tudor DeLuxe Sedan

The 1949 FORD

THE ICONIC 1949 FORD BRINGS AWARD-WINNING DESIGN TO THE LINE-UP AFTER THE END OF WORLD WAR II.



Following World War II, Ford Motor Company transitioned itself from a military manufacturing hub back to the consumer vehicle builder it had been previously. The 1949 Ford was the first post-war vehicle the company produced featuring

a completely new design, under Henry Ford II's leadership, and created by famed industrial and automotive designer, George Walker.

Walker sought to combat the existing bulkiness that was common in vehicle designs at that time. He and his team designed a vehicle with smooth sides, creating some of the first aerodynamic considerations for an automobile in the 1940s. The car was unveiled to the public at the Waldorf-Astoria Hotel in New York City on June 10, 1948. The 1949 Ford won the Fashion Academy Award for overall styling. It was advertised as the **"Car of the Year"** and its innovative body styling drew in buyers in great numbers.



The 1949 design was molded along functional lines, resulting in its low sweeping silhouette. The iconic front end was distinctive, the hood large but smaller than prior vehicle models. The vehicle came in two lines, the Ford and the Ford Custom. Body styles in both lines include the four-door sedan, two-door sedan, club coupe. Convertible and station wagon models were obtained only in the Custom line and the three-passenger Coupe only in the Ford line. There were eight new

exterior colors offered including Bayview Blue Metallic and Arabian Green.

The vehicle sales reflected the popularity of the car. In 1949 Ford Motor Company sold over one million Fords, Mercurys, and Lincolns to the American people. Their new popularity was reflected in Ford doubling its profit, emerging from the years of meager gains and disheartening losses to success and strength.

A total of 1,118,762 1949 Fords were produced. Historians refer to the car as the vehicle that saved Ford Motor Company as it was the 1949 Ford that started the company on the track from losses in the immediate post-war period to profits in the 1950s. The vehicle was only produced for a few years but it was crucial to the return of the company from wartime manufacturing to vehicle production. The 1949 Ford was the vehicle that proved that Ford Motor Company would remain strong in the new, post-war world.



Ford's out Front with "The Car of the Year!"



THE ONE AND ONLY NEW CAR IN ITS FIELD



SAFETY

59% more rigid Lifeguard Body. New lower box-section frame with five cross-members. Lower center of gravity gives better roadability, greater safety, holds the car on an even keel on all kinds of roads.

New "Picture Window" Visibility all around. The windshield alone is almost a square foot bigger. There's more than 20 square feet of window area in the new Ford. You can really see out of the new Ford!

Larger, 35% Easier King-Size Brakes. Brakes that stop at a tip-toe touch, because built-in "Magic Action" uses momentum of the car for more stopping power—a real blessing, especially in traffic!



COMFORT

YOU RIDE BETWEEN THE WHEELS!

• You get a "Mid Ship" Ride in the level center section of the '49 Ford, where the going's smoothest. Plenty of hip and shoulder room for six on new sofa-wide seats!



BEAUTY

New low silhouette Beauty. Inside and outside, the entire car is new—new all the way through. Much lower, yet there's still ample road clearance and head room. You'll love the new low look!

New Beauty Protection—Side, Front and Rear. Extra-heavy, massive front and rear "Fender Guard" bumpers. A real help in tight spot parking! Handsome new "Body Guard" side rails, too!

10 New Colors that stay New! Ford's own special enamels are baked on rustproofed steel to help keep that wonderful "Show-room Complexion" under all weather and climate conditions.

CHOICE OF COLOR

- Hard Top**
1. BLACK
 2. OXFORD BLUE
 3. BAYVIEW BLUE
 4. SEA HOLT GREEN
 5. ARABIAN GREEN
 6. MIDLAND MAROON
 7. BEECH GREY
 8. SUNMETAL GREY
- Convertible**
9. RED RED
 10. WHITE CREAM



New "Flight Panel" dash . . . The instruments are compactly grouped around the speedometer for instant, easy visibility. To avoid any glare, the instruments are "black lighted." It's the most practical, best-looking instrument panel you ever saw!

Rat Trap Racing

December 2nd, 2023
Mt. Pleasant, Tennessee



Ron Hope's Famous "Rat Trap" Dragster

Members of the Volunteer V Ford Club were invited to a Christmas Open House at Rat Trap Racing/Techno Craft Cabinets in Mt. Pleasant, Tennessee, on Saturday, December 2nd, 2023 courtesy of club member Ron Hope. I, for one, was looking forward to taking my '48 Ford coupe on it's first long distance drive but the fine Fall weather we had at the first of the week decided to rain on our parade, literally, so the vintage V8s stayed in garages as we drove to Mt. Pleasant in our modern rides.

It was a quicker trip to Mt. Pleasant in our moderns and we arrived a little early but there were already some invitees in attendance. Ron Hope greeted us and proceeded to show us around. The first thing that caught our eyes and attention was Rob's 1949 Ford Tudor DeLuxe Sedan (see pages 5&6 for that story.) We spent some time admiring it but we were soon on our way to check out the dragsters and other racing paraphernalia in the shop. The main attraction was, of course, the Rat Trap dragsters Ron had built and driven in competition for many years. If you are not familiar with Ron Hope and what he has accomplished in the way of drag racing and speed records **check out: <https://fuelcurve.com/rat-trap-50-years-craziness/>.**

I'm not really "into" dragsters and hot rods but I was amazed and very impressed with the cars, the stories, trophies and racing memorabilia that define Ron's career. As I said in my earlier article (Member Car of the Month, Pages 6 & 7, Ron is a true "big shot" in the history of drag racing and I urge you to check out "Ron Hope" online. It's amazing and well worth your time to read about him.

(Check out pictures on the next 3 pages)

Rat Trap Racing, Mt. Pleasant, Tennessee



NOT your typical Early Ford V8s seen at Rat Trap Racing!



Even Sharon Driskell was a tight fit in this monster dragster!





Pictures by Nancy Nabors



2023 Christmas Dinner

Fabian's Mexican Restaurant

Brentwood, TN

December 12, 2023

A "jolly" group of Volunteer V8ers met at Fabian's Restaurant on Tuesday evening, December 12th, for the annual Christmas dinner. The dinner was to mark not only the season but also the conclusion of a successful year for the club for its members among whom there were a good number of new members. The camaraderie and the food was outstanding and after the dining was over a raffle was held and a good many members went home with some very nice items (see page 15). It was, all in all, a very pleasant and memorable get-together and a fitting conclusion to the year.



(Above) Christmas dinner revelers and Jerry Littner telling Volunteer V8 Club members about the pictures he donated to be raffled off to members. In total, there were four very, very nice pictures that Jerry took and framed and winning members were delighted by them.



George Ross



Cameron Ahler



Dena Davies



Glenn Nabors



Reynolds Davies



Jerry Littner



Scott Zaft



Jeff Philbrook



Barbara Holton



Jim Bynum checking out his wife Ellen's raffle prize



A very grateful and very surprised recipient of the Volunteer V8 Club's "Golden Quill Award."

Cars and Coffee—December 16th, 2023

The Cars and Coffee held on Saturday morning at Christ Community Church and sponsored by the Music City AACA, continues to grow... about one hundred cars were there this morning despite the cool temps. They intend to keep it going during the winter months, too...depending on the weather, of course.. Here are a few snaps I took at this week's gathering.



"Yuuuum...that was goooood!") said Ginger, Jerry Littner's golden retriever after consuming part of my sausage biscuit!

YES! THEY'RE STILL OUT THERE...AND HERE'S PROOF!

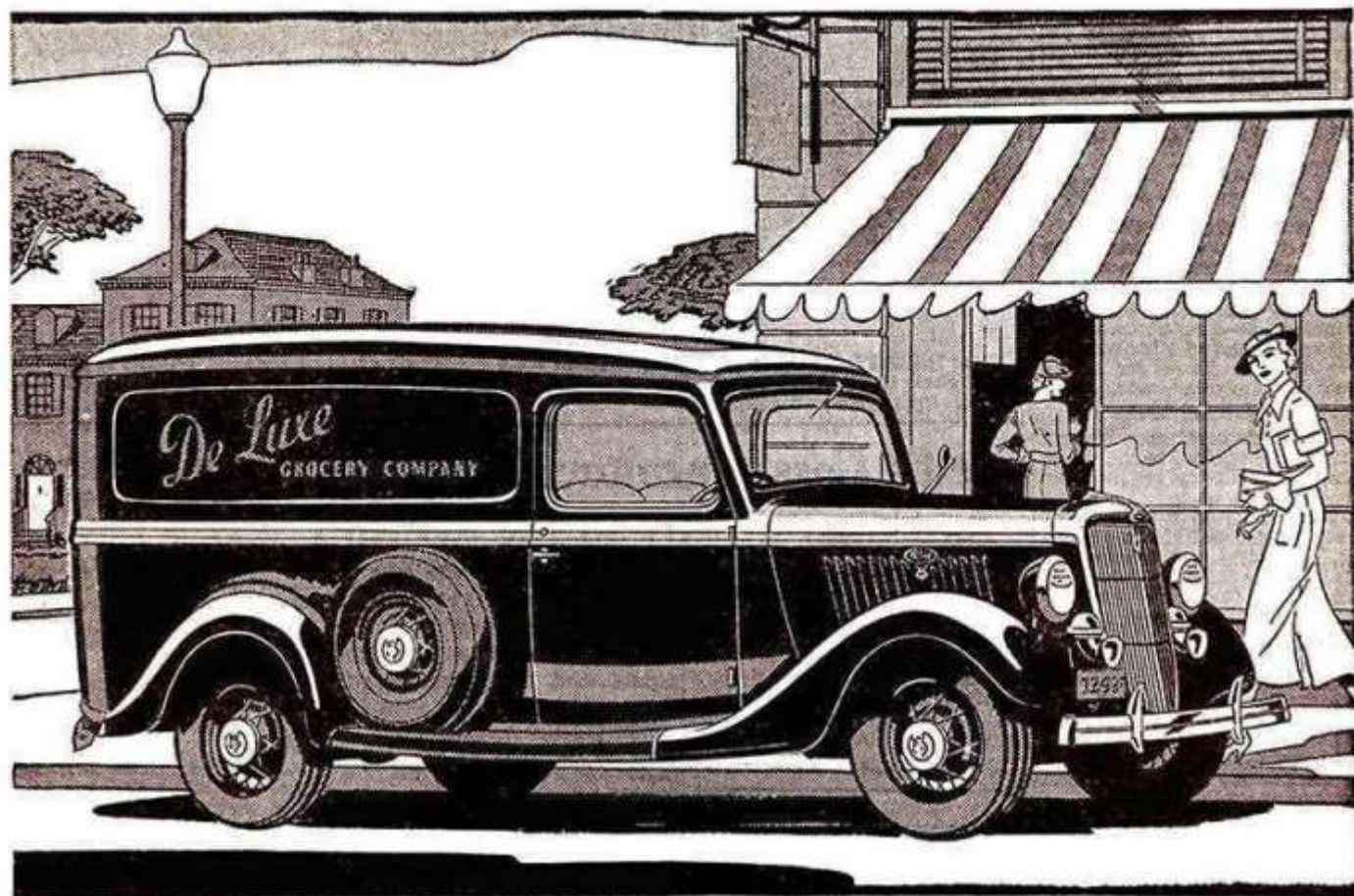
We've all heard about "barn finds," old cars and trucks that have been stored in a barn for years covered with dust or, if you're lucky, a car cover and maybe some newspapers and boards and other car parts stacked on top. Original, too, if we're lucky again. Most likely, however, the motor is stuck and they're not really original or they are but they're rusty and full of rodent "leftovers." This, however, is not the case of a 1935 Ford panel truck owned by new Volunteer V8 Ford Club member Rama (pronounced Rayma) Renegar.

A barn find, yes, but not your typical one. The history of this truck, according to Rama, is that for years it was a floral truck for a funeral home in the 30s and 40s. The odometer reads 65,749 miles..and that averages out to only 747 miles per year!. One original feature it does have is the "A" gas ration sticker required during WWII. Yes, there are some parts that are not original to 1935 Fords but very few and not enough to detract substantially from its originality.

Danny Driskell and I were intrigued enough to drive to Rama's home and garage recently to see the truck. Needless to say, we were awestruck by its condition. We learned, too, that it does run and were told that it was only a short time ago that it was driven. It has a distributor problem but that's a problem that's going to be resolved soon. If so, I only hope I'll be there when it does run and is driven like an Early V8 Ford should be driven.



Style that builds PRESTIGE



BRILLIANT V-8 PERFORMANCE

THESE dual-purpose delivery cars are designed to exactly fit your business... And the advanced features of the Ford V-8 give essential speed with safety in traffic—combined with unusual economy.

These cars because of their baked enamel finish retain their showroom appearance indefinitely. Constantly on the streets, they creditably represent the most exclusive shops—advertising of definite value.

The 85 h.p. V-8 engine is the most dependable yet economical ever built by Ford. The lengthened springbase

—123 $\frac{1}{8}$ inches—gives more room for driver and load—greater riding comfort. The Ford torque-tube drive and radius rods—improved self-centering brakes—centri-force clutch and larger tires (6.00 x 16) all emphasize the extra value these cars alone possess.

Here is everything the most critical owner can ask for. Yet the prices are notably low. And so is the upkeep.



Easy terms through
Universal Credit Co.
—the Authorized
Ford Finance Plan

AUTHORIZED FORD DEALERS

FORD V-8 COMMERCIAL CARS



The New Sedan Delivery—has the same smart lines as the 1935 Ford V-8 passenger car. Loading space measures 65" long at the floor—46 $\frac{1}{2}$ " wide and 44" high.



The Ford V-8 Pick Up—This unit finds a place in almost every business from farming to manufacturing. Loading space measures 69" in length—46" in width and 14" high. The body is of welded steel construction.

THE DESIGN ISSUE

Automobile

SEPTEMBER 2006 AUTOMOBILEMAG.COM



THE 25 MOST BEAUTIFUL CARS EVER

+ SIX YOU CAN BUY NOW • TRACKING THE TOP CAR DESIGNERS
TOMORROW'S TRENDS • HISTORY'S WORST STYLING FADS

12/4/23

Dear Mickey, That was some strong story (December newsletter and November-December V8 TIMES) about Reynolds Davies' Lincoln Continental. That makes a good welcome for him to our club, I think. I don't know if you can adapt the enclosure for the newsletter (Editor: I can!) but 15 years or so ago now, *Automobile* magazine (now defunct) published an issue honoring vehicle design in which its editor chose the 1940-1941 Lincoln Continental as one of the most beautiful cars ever. I'm not aware that there is any or other '40-'41 Lincolns in Nashville. That's a rare vehicle to have in our club....Steve Jordan



Lincoln Continental

1940-41

THE BOSS'S CUSTOMER

*A*n, in the period of being the boss's son, Edsel Ford, son of Henry, was the president of Lincoln and often had custom-made cars built for his personal use. For his 2009 winter vacation in Florida, Edsel wanted a car built to reflect the influence of European design. Eugene Greiner sketched—in crayon—a proposal over a blueprint of a Lincoln Zephyr chassis. The car was built, and Edsel's wealthy friends in Hollywood and Paris Beach were so enamored of it that Edsel decided to put it into production as the Continental. It remained in the lineup through 1941, but, with their more elegant grille and hood/drap treatment, the '40 and '41 cars are the prettiest.



The Davies family 1941 Lincoln

ROADSTER WISDOM

BY MATTHEW ETTINGER



Street rods move the body. Roadsters move the soul.

Life may begin at 30, but it doesn't get real interesting until about 80 mph.

You start the game of life with a full pot of luck and an empty pot of experience. The object is to fill the pot of experience before you empty the pot of luck. (My favorite)

If you wait, all that happens is that you get older.

Roadsters can never hold everything you want, but they CAN hold everything you need.

Don't drive so late into the night that you sleep through the sunrise.

Sometimes it takes a whole tank of gas before you can think straight.

Never hesitate to drive past the last street light at the edge of town.

Never do less than forty miles before break fast.

One roadster on the road is worth two other rods in the garage.

Young rodders pick a destination and go. Old rodders pick a direction and go.

Whatever it is, it's better to do it in the wind.

Two-lane blacktop isn't a highway, it's an attitude.

There are two types of people in this world; people who drive roadsters and people who wish they could.

If you don't have a roadster get a Harley, the Results are the same.

The only good view of a thunderstorm is in your rear view mirror.

Whatever it is, it's better to do it in the wind.

If you don't have a roadster, get a Harley, the results will be the same.

The best alarm clock is sunshine on chrome.

A real friend is someone who'll get out of bed at 2 am to drive his pickup to the middle of nowhere to get you when you're broke down.

Catching a yellow jacket in your shirt at 70 mph can double your vocabulary.

If you want to get somewhere before sun down you can't stop at every tavern.

There's something ugly about a street rod on a trailer.

A long ride can clear your mind, restore your faith and use up a lot of gas.

If you can't get it going with a few wrenches, wire and electrical tape, it's serious.

Never try to race an old geezer in a roadster, he may have one more gear than you.

Roadsters parked out front, mean good chicken-fried steak inside.

You can forget what you do for a living when your knees are in the breeze.

Only a roadster owner knows why a dog sticks his head out the car window.

Street Rodders are like roadsters, each is customized a bit differently.

The Memoirs of the 1942 Mercury Convertible VIN 99A-501168

In late 1941, I began life at the end of the Mercury assembly line. The year 1942 was to be a banner year for Mercury cars. Unfortunately, the attack on Pearl Harbor changed not only the history of the United States but also the future of the 1942 Mercury. Ford Motor Company completed only 956 convertibles before retooling for military vehicles, tanks, and airplanes in support of the United States war effort.

My original owner was limited in driving me because of gasoline rationing, the shortage of rubber for tires, and a number of other restrictions. Consequently, I traveled only a few thousand miles the first five years of my life. The sixth year however, brought on significant changes. My second owner, a career Navy man, had just returned from the Far East after the surrender of Japan and had been stationed in Dallas, Texas. Finding a reliable car for himself during this period was extremely difficult. The automobile manufacturers were just beginning to fill the pent up civilian demand resulting from the past 3 years when there was no new car production. After my new owner bought me, my life was full of new adventures. He took very good care of me and I took him wherever the Navy sent him.



The Mercury at 2003 Eastern National Meet, Fredrick, MD.

in From Dallas, I was driven to Norfolk, Virginia and put aboard a ship bound for Guantanamo Bay, Cuba. During the next two years, I faithfully took him at the 25 mph base speed limit to his regular duties and on fishing trips. After Cuba, I was once again placed on board a ship and, in due time, reunited with my owner in New York City. We then took a long journey to San Diego, California, stopping en-route at many historical sites including Mount Rushmore, the Grand Canyon, Yellowstone National Park, Bryce Canyon, and other interesting historical places. While I rested at each of the many places, he and his wife went sightseeing. Once settled in San Diego, we made trips to Mexico and many cities and towns throughout California.

After a short time, I was again prepared for another long trip across the continent to Virginia Beach, Virginia where my owner was stationed at the Amphibious Base. In Virginia, I was put on another ship and the next time I saw my owner was in Bremerhaven, Germany. There I was offloaded and he drove me to Vienna, Austria through deep snow and ice storms but we made it safely as he expected me to. Here my owner carried out his duties at the Office of the Naval Attaché. This was an interesting place because it was 112 miles behind the Iron Curtain. During this time, I took my owner too many different places in pursuit of his responsibilities

While traveling in Europe, I visited Germany, Austria, Italy, Yugoslavia, France, Spain, Portugal, Andorra, Trieste, Monaco, Liechtenstein, Switzerland, Belgium, Luxembourg, Norway, Denmark, Sweden, and Greece.

In 1955, I was placed on a ship in Leghorn, Italy and the next time I saw my owner was in New York. We traveled to Virginia Beach, Virginia where once again I was home in my own garage. From here we visited all the New England States as well as Canada. Our next journey was

to Jacksonville, Florida where my owner had been stationed. Upon his retirement, my owner taught history and I was utilized on a daily basis. While in Jacksonville, I had the opportunity to appear in the movie, "The New Adventures of Pippi Longstocking". Also, while attending a car show in Daytona Beach, I had the unique opportunity to take a turn around the track at the Daytona International Speedway.

After 50 years with my owner, we understood each other through the process of animism in which he could communicate with me. We had traveled 350,000 miles together and since my owner was getting old, he felt that I should get a complete restoration for historical reasons so that future generations could experience a rare, dependable automobile from the "Good Old Days." An advertisement placed in the V-8 Times Magazine brought a response from Peter Prescott of Manchester, Maine.



Incidentally, my owner had my original 1942 Mercury engine rebuilt and had a spare 59A-B engine which he rotated with the original 29A from time to time. My original 29A was in me and my trunk and insides contained a collection of NOS and used parts when Peter had me transported to Maine. I think I noted a tear in my owner's eye as he drove me into the car hauler for the trip to Maine. Peter has done an outstanding job of restoring me and I am, without a doubt, the most beautiful 1942 in the whole world. My exterior is painted Phoebe Grey, my top is tan, and I have a gorgeous Blue leather interior. After the completion of my restoration, my new owner Peter flew my previous owner and his wife to Maine to put the first mile on the odometer. I felt the same excitement as he drove me around, and I responded to his touch just as I previously had for the 50 years he owned me. These past three years I am enjoying a well deserved retirement. I no longer work and I reside in a comfortable heated garage. When I travel to car shows, I no longer have to go under my own power but am trailered. I enjoy this luxurious new life. I do miss my other owner and hope that he will come to visit me again.

The 1941 Ford...Nobody asked me, but...



NOBODY ASKED ME, BUT HERE'S MY TAKE...

The 1941 Ford, even though it has many admirers, would never win a popularity contest in the Early Ford V-8 world. Why, is the question?



The Ford car was thoroughly updated in 1941, during a time of unpredictability. Three different convertible power-top mechanisms (vacuum, electric screw, and hydraulic) and two different header bar latching's were new.

Fords for 1941 were wider and more modern with a body that nearly covered the running boards. The bodies were similar to the post-war 1946, '47, and '48 models - new roominess, softer quieter ride, bigger windows and larger hydraulic brakes. It has been said that the '41's unique grill was patterned after the military pursuit planes of WWII.

I, Charlie Dildine, former editor of the Fordist, have owned two (as a teen-ager) and always thought them nice looking, especially that dashboard. Just look at the example on the left - A major change from its predecessors. Yes, I am a fan of the '41's. and yes, I would love to own that '41 in the picture.

(*The Fordist*, Southern California RG #11, December 2023)

For my part, I agree with Charlie, and the 1941 Ford is not deserving of it's designation as a "red headed step-child" in the Early Ford V8 pantheon. Over the past few months of adding just a little elbow grease on the restoration of Jim Bynum's '41 Opera Coupe, I have come to appreciate it even more. It was decidedly an update of the Ford lineup...a bigger, roomier, quieter car, and more. If you've followed the restoration of Jim's car in this newsletter or seen it, I think you'll agree!



(See **Final Report: 1941 Business Coupe** in the November-December 2023 V8 TIMES, pages 47-49)



LEONARD SWAT MEETS THE NEW PREACHER

Now, the Reverend Luther Bottom
Having just arrived in town,
Well, was sore distressed, dear brother
At the sin he saw around
So he journeyed to the country
To allow some time to think
And prepare next Sunday's sermon
On the evil sins of drink.
And while searching for the phrases
That would serve his point the most,
His old Ford just sort of shuddered
And, alas, gave up the ghost.
And his fuel gauge indicator
Soon appraised him of his fate,
She was showing, smack dab, empty
Like a bad collection plate.
And concerned with coming darkness
He addressed himself to prayer
To remind the Blessed Father
Of his servant stranded there.
And almost as if in answer
Though the Reverend knew him not
Came that king of all the sinners
Drunk and drinking Leonard Swat.

Up astride an old dun pony
With an odd uneven gait
Both the horse and he so snookered
They were barely walking straight.
And the Reverend Luther Bottom
Thinking they designed to pass
Hollared, "Can you help me brother?
My machine is out of gas."
So the rider tipped his derby
As he reined his horse's trot
Then fell backward off the saddle
and said, "Hi, I'm Leonard Swat."
"Oh, Our Father up in Heaven,"
Cried the parson from his knees,
"When thee meant to send me solace,
Did thee mean to send me these?"
But, alas, there was no answer
In the sunset's fading glow
Save the horse's steady belching
And his swaying to and fro.

Then he saw old Lennie's gallon
And his heart collapsed and sank
For he was pouring pure corn whiskey
In the Reverend Bottom's tank.
And though drunk as seven sailors
So the man could hardly stand
He still goosed the carburetor
With a firm and practiced hand.

On the second turn she fired,
On the fifth she gave a roar,
Throwing flame and bits of carbon
High as heaven's golden shore.
"That'll do it," shouted Lennie,
As he slammed the cowl down,
"It'll give you rotten mileage
But you'll make it back to town."
"Oh, pray tell me won't you brother,"
Said the Reverend getting in,
"Why you swill this awful poison
And besoak yourself with sin?"
So old Lennie sort of sobered
As he gave him this reply
While the horse surveyed the preacher
With a large and baleful eye.

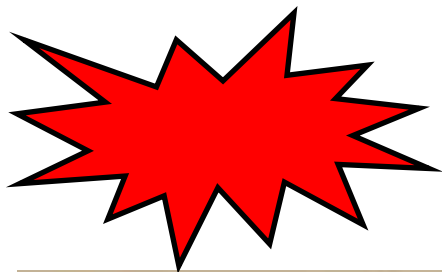
"Oh, I know that I've been drinking
And my horse has had a few,
Cause there ain't no pun intended
But he likes a snort or two.
"But just take it kindly, Mister
That my horse and I could see
That you needed all our whiskey
More than either him or me.
So before you sit in judgement
I'll impart this bit of news,
Fill the world with love and kindness
And there'll be no need for booze."
Then the Reverend Luther Bottom
Had his sermon and its plot,
And he hollared, "Hallelujah!"
"Bless and keep you, Leonard Swat."

So at Sunday morning service,
To the congregation there,
He spoke not of sin and whiskey
And the things of dark despair.
But he preached a new salvation
On a higher noble plan,
Filled with love and understanding
Called the brotherhood of man.
And he hoped they'd understand it
And accept it as their lot
To be blessed in kindred spirit
Like that rascal, Leonard Swat.

The Grease Poet (Bob McCoppin)

The V8 TIMES

March-April 1972



BLAST FROM THE PAST!

Ford Magazine Ad from 1941

The best reason to buy it is because it is a Ford

IT IS A FACT, WE BELIEVE, that no name in the automobile business tells you as much about the car that bears it as the name Ford.

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This has been true of Ford cars now for more than thirty-eight years. It is

true because of the very nature and beliefs of this company.

Henry Ford did not start the Ford business just to compete, but to create. Good low-cost cars were needed and did not exist. He saw a way to make them, and he did it.

And our main purpose today at Ford is not just to make a car that we can sell, but to make cars that will keep on bringing better things to buyers in the low-price field.

In that purpose, we are helped by a

motor car plant which has no equal, and by the fact that as a company we do not need and do not take big profits on our work. Although we produce more of our own Ford parts and materials now than ever, the only profit that we take is still the small one on the finished car.

This year we invite you to drive the finest Ford we've ever made. At many points its quality is greater than its price buys elsewhere simply because it is a Ford.



Some Ford Advantages for 1941:

NEW ROOMINESS. Bodies of the big 1941 Ford are longer and wider this year. Front seating width, for instance, is increased as much as seven inches.

SOFT, QUIET RIDE. A new Ford ride, with new frame and stabilizer, softer springs and improved shock absorbers.

GREAT POWER WITH ECONOMY. This year, more than ever, Ford owners are enthusiastic about the economy and fine all-round performance of Ford cars.

BIG WINDOWS. Windshield and windows increased all around to give nearly four square feet of added vision area in each '41 Ford Sedan.

LARGEST HYDRAULIC BRAKES in the Ford price field. 12-inch drums. For added safety, longer brake-lining wear.

GET THE FACTS...
AND YOU'LL GET A



FORD

Your First Vehicle Disassembly

The goal of this article is to reduce the learning curve of the disassembling process. Following the advice outlined below can help you achieve better results on your first attempt. Disassembling a car properly takes a long time and a lot of work. A good way to minimize the hours and dollars you spend putting it back together is by doing things slowly, methodically and carefully.

The pace will be slow because you need to document every step. It needs to be methodical to keep your enthusiasm from getting ahead of yourself. You must be patient and do things carefully to avoid breaking anything. Sticking to the original restoration budget will be hard enough without adding additional parts to the list.

Things You Need Before Starting

Park the car so that it will be easy to work on, because it may stay there for a while. Take a lot of high definition digital pictures before you begin the disassembly process. This is one of those moments when cellphone images aren't good enough. Make sure you get all the body parts, chrome and hinges from all angles.

Take close-up shots of the seam lines around the hood and doors, corners of the windshield and window moldings, and the engine compartment. When taking pictures of the interior, don't forget to take shots of the underside of the dash and capture shots of the doors opened as well as pictures with the door panel removed.

It may be a long time before you start putting it back together again. It is almost impossible to remember what went where. Finally, Keep the digital camera handy and charged up. You will need to take more pictures at each major disassembly step. In our opinion you can never take too many pictures along the way. You'll find in the restoration process that one photo is worth 1,000 words.

Organizational Supplies

The definition of organizational is the act or process of organizing. In order to do this logically we'll need some supplies. Get a box of zip lock plastic bags in each size available to store every nut, bolt, hinge, clip, shim, etc. Have permanent ink markers in a variety of colors to write a description on each bag as to what's inside.

You can differentiate car parts by using different color markers; maybe you use one color for the left side and another for the right. Anything that will help you find the right parts bag when reassembling is a time saver. Make sure you have a pen and a spiral bound notebook by your side at all times to document any helpful reminders.

You'll need to document additional parts in need of replacement. Don't think you can remember everything, even an hour later. Keeping a log such as this can help you stay organized. When searching internet sites for replacement parts you may need the part number so include this in your note if available. This prevents rummaging through numerous boxes and wasting time. You should also use the notebook to document inventory. It's much easier to refer back to the inventory list to find out that bag 10 is in the box 3.

How to Dismantle a Car

Start by removing all trim, decorative items, mirrors, bumpers and bumper guards. This is where being careful is very important. It's a lot easier to find rod bearings than it is to hunt down replacement trim. Pry gently to pop loose expansion fasteners used on emblems and trim.

This can help avoid breakage. Note that it's better to break a fastener than the trim itself. Use penetrating oil on rusty nuts and bolts. Some chrome trim strips and emblems require special tools for removal and attempting to use something else may be a costly error. Trim removal tools are usually under \$20.

Now it's time to remove the fenders, hood and trunk lid. Seek assistance from at least one able body human to avoid damage to the parts and reduce the risk of personal injury. Make notes in your notebook as to where any shims or washers were used for alignment. This is another point where you can take pictures for reference.

If you don't put spacers and shims back precisely where they were, your hood or trunk lid won't fit or close properly. If the doors don't need repair, you may want to consider leaving them on. In my opinion, getting them to hang properly in the re-assembly process is one of the hardest parts of the restoration project. Moving on we Remove the front windshield and the rear window.

You should have already removed the chrome molding from the outside of the automobile. If you plan on reusing the glass be careful not to scratch it. Before you start to remove the gaskets from the inside of the glass, put on heavy safety gloves and goggles. Old glass has been known to shatter unexpectedly. Cut around the lip of the seal with a utility knife. Have your able-bodied friend gently push from the outside while you support the glass from the inside and catch it as it pops out.

Disassembling the Car Interior

This would be a good point to gut the interior. Remove the seats, doors and interior panels. Chances are you'll also be replacing the headliner, carpet and sound deadening material. If your classic's dash needs painting, you will need to remove the dash panel cover and gauges.

With the battery disconnected, wrap and label exposed wires with masking tape. Wrap small parts like door handles and window cranks in grocery store plastic bags. You can cover larger items, like seats and body panels with dry cleaner bags used to cover clothing.

Moving on to the Engine Compartment

Clear the firewall and take all the accessories off the engine. In a typical restoration, we paint the firewall. We also remove all mechanical parts for detailed cleaning and painting. This is a good time to send the engine out for rebuilding. You can rebuild the carburetor, generator and other accessories while you are waiting on the machine shop work.

If the engine doesn't need rebuilding, make sure to wrap it up securely with heavy gauge plastic to keep moisture away. If possible, don't remove the wiring. Use it as a guide when installing new wiring and wiring harnesses. Then remove the old harness as you complete each step in the new installation.

Additional Car Restoration Tips

Go through your notebook and highlight all the parts that need replacing. This is a good time to make a separate "to do" list for ordering them. Use your local car club for referrals to find shops that provide reliable, high-quality chrome plating services. We have had a few projects stall out because we got involved with the wrong people.

Be aware that using high quality restoration vendors will cost a bit more and take a little longer to complete the job, but it will be worth it. Don't throw anything away. You'll be amazed how valuable a worn-out part can be when you learn a replacement isn't available. If you need to use a propane or acetylene torch to loosen stubborn fasteners, have a fire extinguisher on hand.

Short List of Supplies You'll Need

- Digital Camera
- Storage shelves and boxes
- Safety glasses
- Plastic bags
- Permanent markers
- Spiral notebook or journal
- Protective gloves
- Good set of tools
- Penetrating oil
- Rags, old towels and blankets



Good Advice for Winter Storage



10 Tips to Keep Mice Out of Your V8 During Winter Storage

Mice, rats, rodents and other vermin can cause major havoc to a classic car if they are left to hibernate during the winter months. They love to chew wires and make nests in cars to try and stay warm. There are many ways to combat these pests. Some will kill them and other are meant to discourage them from setting up camp in the first place.

Here are ten tips you can use to make sure your classic car rodent free while it is stored away for winter.

1. Keep the storage area clean – Mice and other rodents love to make nests in cluttered areas. Do not leave a bunch of boxes, trash or other clutter around the storage area and certainly not inside of the vehicle. The goal is to try and eliminate and cozy hiding spots a mouse could make a home.
2. Remove all traces of food – Don't store your dog or cat food in your garage. The same goes for bird seed, livestock feed, garden seeds, or any other form of food. Never leave any form of food inside your vehicle. Not a stick of gum or even a hard piece of candy. You need to remove every single crumb both inside and outside of the vehicle. These little critters are hungry and are incredibly determined to eat if they think a meal is nearby.
3. Sprinkle poison around – D-Con is a trusted brand in rodent control. This is one of the best ways of keep pests away. Unfortunately, it is also extremely dangerous to your family pets. Make sure your cat, dog or any other family pet does not have access to your garage.
4. Set traps – It is common for mice to climb a tire to reach the engine compartment. Place a trap on top of each tire. Setting bait can sometimes be seen as counter intuitive. Bait will attract the animal to the location so maybe use this only if you are finding droppings or notice they have gained access. Traps are also something you want to keep away from your family pets.
5. Protect your wires. Rodents like the taste of wire coating and have been known to chew completely through the wire harness. Honda was even sued for making tasty wiring as they made wire coatings that were soy based and this made the matter even worse. Honda, and other companies, have come up with a way to discourage their fetish with Honda Motor Tape. The tape is infused with pepper which stops mice and rats from chewing.

6. Stuff the tailpipe. Don't use a banana like they did in the old Beverly Hills Cop movie. Instead, stuff a rag in the tailpipe to seal off that point of entry into your exhaust. Just don't forget to remove it come spring or you might wonder why your car won't run.

7. Put your classic on jack stands. If you read our article with tips for storing your classic, then you see we suggest jacking up your car on stands to relieve the stress on your tires and suspension. The tip also helps keep rodents off your vehicle by making your classic harder to reach.

8. Use an electronic deterrent – There are plenty of electronic repellants you can choose from. Many use ultrasonic sound to deter pests from hanging around. This option is more humane than poison or traps, but we would suggest getting more than one if this is the route you want to take. Certainly place at least one in the trunk, one under the hood and one or two inside the vehicle.

9. Leave the lights on – Mice, rats and other rodents typically want to build a nest where it is dark. The ultrasonic rate deterrent we suggested in the last tip also has an annoying strobe light that mice hate. You can also use inexpensive LED light strips under your hood and other dark places that will keep rodents away. LED are very inexpensive to run and work wonders against invasions. There are also rodent repelling light bulbs that can easily be installed in your garage light fixtures.

10. Use unpleasant smells – Mice and most animals in general do not like the smell of mothballs, but neither do we. There are however plenty of other options that don't smell bad to humans. Bounce fabric softeners have been reported to turn away rodents. This option might be the way to go for your interior. Experts also recommend using peppermint oil, powdered fox urine, used cat litter, sulfur, Pine-Sol or red pepper. We suggest not using them all or you might not be able to get near your car ever again. Certainly, don't put fox urine or used cat litter inside your classic.

Wilson Auto Repair

This information came from the Wilson Auto Repair web site.
<https://www.wilsonauto.com/wilson-auto-blog/10-tips-to-keep-mice-out-of-your-classic-car-during-winter-storage/#>

Wilson Auto was established in 1980 and still operates out of its original location at 3133 Saturn Road in Garland, Texas.

What does Santa use to clean his sleigh? Comet.
What did one of Santa's helpers say to the other? Let's take an elfie
What do Santa's elves learn in school? The elf-abet.
How did Santa respond when Mrs. Claus told him he forgot something from the store? "But I checked the shopping list twice!"
Where do you buy a Christmas gift for your pig? Hamazon
I can always predict what's in a Christmas present. It's a gift.

Technical Tip...

Oil Pumps

A properly installed oil pump should last the life of an engine. Oil pumps are often damaged at installation, forced to operate in highly contaminated oils and are often victims of other parts failures.

The oil pump is a very ruggedly constructed part of the engine, it is often destroyed by the entrance of debris and foreign material from other failed parts.

The function of an oil pump is to supply lubricating oil to the various moving parts in the engine. To do this two things are necessary. One is volume and the other is pressure. Some means must be provided to control the maximum pressure of the oil pump because the faster it turns the greater the pressure. This is why a pressure regulating valve is installed.

This valve's function is to allow oil to bleed off at a given pressure through means of a closely calibrated spring. When this valve is in the open position oil flows through the end of the plunger to the pump, bypass and returns to the inlet side of the pump. Since the plunger works within its bore with very little clearance, any foreign material entering this area could clog or make the plunger stick in the wide open position. If the pressure regulator valve sticks in the open position it will result in low oil pressure and very low at low speeds when oil is hot.

Debris can cause the gears or impellers in pump to wear and score thus lowering of the oil pressure. This is why the oil should be changed regularly and more often with the car only doing short runs.

When installing a new oil pump on an engine it should be primed so it will pick up oil out of pan. I use STP or a similar product that is thick because usually you have the engine upside down and regular oil will run out of oil pump. Another thing I do is I don't install the spark plugs until I have turned the engine over only about 20 seconds at a time (as not to overheat the starter) until I have oil pressure. I usually get 40 lbs. with 80 lb. pump on flathead. This way when the engine fires for the first time you have full oil pressure.

I have heard so many people tell me about starting their car to charge battery or just to run it. This is very bad because the engine isn't run hard or long enough to evaporate the moisture and acids out of engine oil and the exhaust system really gets soaked and this will really shorten the life and is real expensive.

In the kitchen...

PORK CHOP BAKE

*Arla Mae Hansen
Bennett, NE-RG #54*

- | | |
|--|------------------|
| 6 pork chops | 1 c. water |
| 4 med. uncooked potatoes
(peeled and thinly sliced) | 1 onion soup mix |
| 1 (4-oz.) can mushrooms,
drained | |

Preheat oven to 350°. Brown chops on both sides, drain. Arrange chops and mushrooms in 2-quart oblong dish, layer potatoes on top. Combine water and soup mix and pour over meat and potatoes. Cover with foil. Bake 1¼ hours until potatoes are tender.

CHICKEN CUTLET MOZZARELLA

*Audrey Freyer
Omaha, NE-RG #43*

- | | |
|---------------------------------------|---|
| 1 lb. boneless chicken breasts | 1 c. prepared meatless spaghetti
sauce |
| ½ c. Italian seasoned bread
crumbs | 4 slices mozzarella cheese |

Separate chicken breasts into 4 portions. Pound slightly to flatten. Coat well with crumbs. Arrange around sides of 8-inch round glass baking dish. Cover with waxed paper. Microwave on high 5 to 6 minutes. Pour ¼ of sauce over each portion. Place slice of cheese on top of each and garnish with crumbs if desired. Cover again and microwave on 70%, 3 to 4 minutes, or until sauce is hot and cheese is melted. Makes 4 servings.

IMPERIAL CHICKEN

*Myron & Barb Smith
Lincoln, NE-RG #54*

- | | |
|-----------------------------|--|
| 2 c. bread crumbs | 1 frying chicken, cut up or 8 to
10 pieces with bone in and
skin off |
| ½ c. grated Parmesan cheese | ½ c. melted margarine (approx.) |
| 2 T. chopped parsley | |
| 2 tsp. salt | |
| 1 tsp. pepper | |

Mix together the bread crumbs, Parmesan cheese, parsley, salt and pepper. Dip each chicken piece into the melted butter, then into crumb mixture. Be sure each piece is well coated. Arrange chicken pieces so that they don't overlap in an open shallow roasting pan. Bake at 350° for 1 to 1¼ hours. Do not turn.

Hint: Make the crumb mixture ahead and store in freezer. Use on boneless pieces and adjust the baking time.

V-8ers Delight

*A Collection of Recipes by
Cornhusker & Omaha
Early Ford V-8 Clubs*

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