

Website: www.volunteerv8.com

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

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March 2024

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*Happy St.
Patrick's
Day!*



MESSAGE

Greetings! Only about 3 more weeks until Spring arrives and we can start thinking about getting our cars out again.

This issue continues the 1949 Ford theme with Part 2 of the "New Ford for 1949" story and also information about the Early Ford V8 Foundation in Auburn, IN, the site of the EFV8CA's 2024 Central National Meet. We also welcome two new members (see above) and their cars (see page 6).

I work each month to make this newsletter fun and interesting and welcome any input you can provide. Until next month, Best regards, Mickey

NEW MEMBERS



Kevin O'Rourke
1001 Murray Creek Lane
Franklin, TN
1933 Ford Coupe



.....
Dr. John Looney
209 Addison Avenue
Franklin, TN
1948 Lincoln Continental
WELCOME TO THE CLUB!

See their cars on Page 6!



V-8 TIMES

MAGAZINE FOR EARLY FORD V-8 ENTHUSIASTS

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Notice:

In The Future, Your **Membership Renewal Envelope** Will Be In This Polybag With Your Magazine. You Will NOT Receive A Separate Mailing of the Renewal Envelope. Please Watch For The Renewal Envelope In The Issue That Your Expiration Date Indicates.

CHANGES?

need to update your
member info?
Use the back of this card.

2
Your EFV8CA Member Number

Supplement to V-8 Enclosed



*****3-DIGIT 372
918540 MAGAZINE EXPIRES IN MAR/APR 2022
WILLIAM (HICKEY) M. HOLTOM
BARBARA J. HOLTOM
5018 META DR
NASHVILLE TN 37211-5722

Periodical

1
Membership
Expiration Date

Here are a couple of things you need to be aware of as a member of the EFV8CA and the Volunteer V8 Ford Club:

1. Your membership expiration in the EFV8CA depends on the month you joined (see #1 above); membership in the Volunteer V8 Ford Club runs from January 1st to December 31st.
2. Your EFV8CA membership number is located on the supplement above that comes with the V-8 TIMES (see 2 above).
3. You will receive a Membership Renewal Envelope in the polybag with the V-8 TIMES, not a separate mailing of the Renewal Envelope (see 3 above)

THE V8 TIMES IS DIGITAL!!

4. The V8 TIMES is also sent to you digitally about a week before it arrives in the mail. To access the digital edition you (1) go to the website for the Early Ford V8 Club...www.earlyforv8.org...and click on "Membership." (2) That will take you to the Early Ford V8 Club "Member Area" where you will log in with your member number and password. **IMPORTANT! To log into this site you must have already registered for an on-line account. Simply being a member of the EFV-8 Club does not automatically grant you access.**
- (3) Once you have set up an on-line account and are on the page that has your information, click on "On-Line Magazine." That will take you to a page that has a list of V8 TIMES issues where you can click on the issue you want to see. The most current issue will always be the first on the list. Following these instructions to view the V8 TIMES is easy and well worth the effort.

******You may also have noted that you received an updated Membership Roster that includes your EFV8CA member number and membership expiration date. I have sent and will continue to send "reminder emails" well in advance of your expiration date.**



MEMBER CAR OF THE MONTH

**Bob McCreary
Hohenwald, Tennessee
1932 Ford Roadster**

The Bud Groome Roadster

By Bob McCreary

Imagine that you are a teen sneaking a peak at the hotrod "little books" of the 1940's at every opportunity. Inspired, at the age of 17, you and your friends start to buy up 1932 Ford Roadsters with a focused intent to build hotrods. This story is about Bud Groome, his friends, the RAM'S, and an old jalopy we affectionately refer to as The Bud Groome Roadster.

By 1949, Bud and his friends were addicted to early Fords, specifically 1932 roadsters. They formed a car club, The Roadster Association of Maryland, the RAM'S! By working together and helping one another by 1950 channeled hotrods started appearing in the Howard Park and Gwynn Oak streets of Baltimore.



The Club entered and sponsored car shows and reliability runs. They were innagural and supportive members of the newly formed Maryland Timing Association. Spending weekends racing at small airports and on unfinished highway construction in Maryland and Pennsylvania. All while making their cars the best they could possibly be. In 1951, club member Charlie Crowther along his brother Frank, Bud Groome, and Nelson McLeary took the Best of Show award at the Capitol City Auto Show in Washington DC.

This accomplishment was featured in a two page article in the March 1952 edition of Hot Rod Magazine (pg. 18-19).

Time passes, families and careers take priority. Bud parked the Roadster in 1961. Plan was to rebuild the channeled car into a highboy. He painted over the Buick Royal Maroon with black



primer to "protect" the paint. However, the old Roadster sat until it found its way to our garage in 2011.

The goal was not to recreate the car, but to leave the condition as-found. As much as we could, we sourced missing pieces from photographs. New crankcase oil, lubricating cylinders with Marvel Mystery Oil, and slowly hand bumping the crank for a couple of weeks and surprisingly, we got it running fairly quickly. Only to find bits of piston rings when we drained the oil the next morning.

Just like the RAM'S, a bunch of friends contributed to rebuilding the Bud Groome Roadster. We took a few liberties; Will Rattigan and I wired the car with cloth covered vinyl wire from Brillman, Roy Jordan and I welded hat channel cross braces and

rebuilt

some body mounts, Woody Jasper machined and assembled the motor, Michael Driskell rebuilt the transmission, Max Musgrove rebuilt the Stromberg carburetors, Skip Haney rebuilt the water-pumps, Dean Alexander at the East Coast Hot Rod Garage fabricated the exhaust.

If you think about it, not much has changed in the last 75 years the way that old cars get people together. Take a kid to a car...Bob McCreary





New Members Cars...

Kevin O'Rourke and John Looney



The 1933 Ford 5 Window Coupe of **Kevin O'Rourke**. You **MAY** remember this car if you attended the picnic at the Old Schoolhouse in Leipers Fork in October. It was owned then by Steve Jordan.



The 1948 Lincoln Continental Coupe of **John Looney**



Cars and Coffee, Saturday, February 24th, 2024

Always looking for new members!



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	<u>1</u> 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 \$ _____

Please complete the following pages to register for meals, tours, merchandise, and raffles

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

The NEW FORD for 1949



Ford Industrial Archive Photo

From left to right, clay modeler Al Kellum, designer Joe Oros and clay modeler Caesar Tuskagusa work on George Walker's proposed design for the 1949 Ford.

50 Years Young

by James C. Farrell

Part Two

In early August, Walker's model was chosen over Gregorie's, but to be fair to Gregorie, a second contest was initiated, and Walker and Gregorie were each authorized to build full-sized clay models of their proposals. When they were finished, one of them would be chosen as the new '49 Ford. It was decided that the two full-sized clay models for the second part of the contest would both be built at the Ford Design Department, in separate and guarded areas.

Gregorie's full-sized clay model was designed by Gregorie, Tom Hibbard, Bruno Kolt, Eric Ramstrum, Walter Kruke, Ed Martin and Bill Wagner. Clay modeling was supervised by Gre-

gorie's head clay modeler Dick Beneicke. Clay modelers Bill Leverenz, Herman Sommers, Johnny Cheek, Dean Allward, Art Karpeles and Werner Framke worked on the car. The design engineering on Gregorie's proposal was supervised by Martin Regitko.

Walker's full-sized model was built under the supervision of Walker employees Joe Oros and Elwood Engel, who actually moved into a separate area of Ford's Design Department. They were assigned several Ford clay modelers to work with them, including Clyde Trombey, Al Kellum, Caesar Tuskagusa, Al Kellum and Al Sartor.

It took about three months to complete the full-sized clay models. Oros says he made several changes when translating Caleal's 1/4-sized clay

model into the full-sized proposal, including raising the roof line, increasing the glass area and redoing the trunk area to accommodate Henry Ford's requirement that Ford trunks accommodate a standing milk can. Not surprisingly, because of the strict package measurements laid down by Youngren, when they were done, both cars looked like they were related, except for the rear fenders and grille areas.

The Decision

When both models were finished, Ford's Executive Committee choose the body from Walker's proposal as the next '49 Ford, but stipulated that something else be done to the front and rear ends of the car to give it the distinctive look Ford was searching for. Although both Walker and Engel claim credit for the idea, Engel turned the tail-lights from vertical to horizontal and put wind-sprints on the rear fenders leading up to the tail-lights.

Up to this point, and contrary to the recollections of Bourke and Koto, Oros insists - and photographs appear to confirm - that Calval's 1/4-sized clay model had no spinner in the grille. Oros says he designed the spinner grille on Walk-



Ford Industrial Archive Photo

Designer Eugene T. "Bob" Gregorie (third from left) in front of his proposed 1949 Ford.

er's full-sized proposal to give it the "distinctive look" Ford wanted on the car. (After overcoming objections from engineers who thought it would interfere with cooling, the spinner grille became the most distinctive feature on the '49 Ford.) Oros and Engel also designed the instrument panel to match the spinner grille. In addition, the back doors from Gregorie's proposal, with their obvious dogleg, were incorporated on the Walker proposal, but no one seems to remember how that happened.

When Walker's proposal was chosen over his, it was the final humiliation for Gregorie. He saw it as handwriting on the wall and decided to go have a talk with Henry Ford II. Gregorie told Mr. Ford he didn't like the committee system Breech had instituted and really wanted to go back to working one-on-one with Mr. Ford, just as he had with his father. Mr. Ford told him that was impossible, and that he had to work with Breech. Gregorie then told Mr. Ford that if that was the case, he would rather leave as friends, because he didn't think he fit in at the "new Ford Motor Co." Mr. Ford offered to double his salary if Gregorie stayed, Gregorie said "no" and Mr. Ford told him he regretted seeing him leave but would give him six months to return to his old position, no questions asked. After eleven years as the head of Ford's Design Department, Gregorie's last day was December 15, 1946. A few months after that, he moved to Florida and into a semi-



One of several front end designs on Walker's proposed 1949 Ford.



Clay modeler Al Kellum working on the fastback proposal of the 1949 Ford.



Clay modelers Caesar Tuskagusa (left) and Al Kellum working on Walker's proposed 1949 Ford.



Clay modelers Bob Sommers (left) and Art Oetilla finishing up the final rear end design (ABOVE)

Clay modeler Alfredo Sartor working on the final front end design of the 1949 Ford. (RIGHT)

From left to right, Ford clay modelers Bill Leveranz, Werner Franke, and Robert Sommers working on Gregorie's proposed 1949 Ford. (BELOW)



retirement designing ocean-going boats. He never again designed cars.

Walker claimed that when he came up with the winning design for the '49 Ford, Breech promised him a long-term design consultancy with Ford, but that didn't happen at least right away it didn't.

When they finished their full-sized clay model, Breech changed his mind and Walker, Oros and Engel left Ford. (Because of Gregorie's departure, Breech felt he had to rebuild Ford's own Design Department. One year later however, Walker, Oros and Engel were asked to return as long term consultants.)

Ford Studio Chief Designer A.D. "Gil" Spear refined the clay model Oros and Engel had designed and made it production ready. (According to Spear, the full-sized clay model done by Walker's men was poorly done and needed substantial revision to make it production ready.)



From the collections of Henry Ford Museum & Greenfield Village

Gregorie's full-size clay model of his proposed 1949 Ford would never see production

Among other things, Spear tried to include on the production '49 Ford a "heads up" display for the speedometer, with lighted speedometer numbers displaying the speed on the windshield. He borrowed the technology from World War II aircraft, but the "fear of the unknown" and cost dictated a conventional speedometer. One of the body styles that almost made it into production was a fastback model. As Spear remembers it, a fastback model '49 Ford was the idea George Snyder, Ford's soon to be Head of Design, but for reasons that were probably tied more to an anticipated lack of sales for the model, no fastback was included when the '49 Ford was introduced.

Even before the design of the '49 Ford was approved, Youngren and the more than 100 new engineers he had hired (mostly from G.M.) were rapidly developing the templates and die models needed for production of the car. As early as March 1947, they were testing mechanical prototypes of the '49 Ford chassis under reworked '47 Ford bodies and in July 1947, the first hand-made bodies of the '49 Ford were ready for testing with the proposed new chassis. Although Ford only had 21 months to complete their crash

program, they were able to compile over a million miles of testing on the '49 Ford, both on the test track and in various parts of the United States and Canada, before it went into production.

The new Ford was four inches lower, it had new independent front suspension, a new steering layout and Hotchkiss rear drive - something that would have made Henry Ford roll over in his grave. The front seat was six inches wider than in the 1948 model, yet the overall width of the car was reduced by about two inches. By repositioning the body and engine in the chassis, weight on the front end of the '49 Ford was increased and



From the collections of Henry Ford Museum & Greenfield Village

Rear view of Gregorie's full-size clay proposal of the 1949 Ford.



From the Collections of Henry Ford Museum & Greenfield Village

George Walker's full-size clay Model of his proposed design would become the 1949 Ford after a grille change.

that required bigger brakes. By including an X-member in the frame, rigidity was also increased by more than 60%, although the body and frame were reduced in overall weight.

Ford called the way the car rode its "midship" ride, which was accomplished by moving the seats forward by five inches, which allowed the rear seat to be placed ahead of the rear axle.

The '49 Ford also featured an accessory Borg-Warner overdrive unit, which replaced the Columbia overdrive. Although there just wasn't time or money to develop an entirely new overhead valve V-8 engine, as Youngren wanted, they were able to bring out an all new six-cylinder engine that many say was just as powerful as the venerable flathead V-8.

(That's another story, however.)

Improvements to the V-8 engine made for better cooling and less oil consumption. A new ignition system and better engine valves and engine mounts made the flathead V-8 run smoother.

It cost Ford \$72 million and 10 million man hours to develop the '49 Ford. On June 18, 1948, in a \$10 million extravaganza that brought more people to Ford showrooms than anytime since the introduction of the Model A, the '49 Ford was introduced at the Waldorf-Astoria Hotel in New York City to huge crowds and at regional showings all

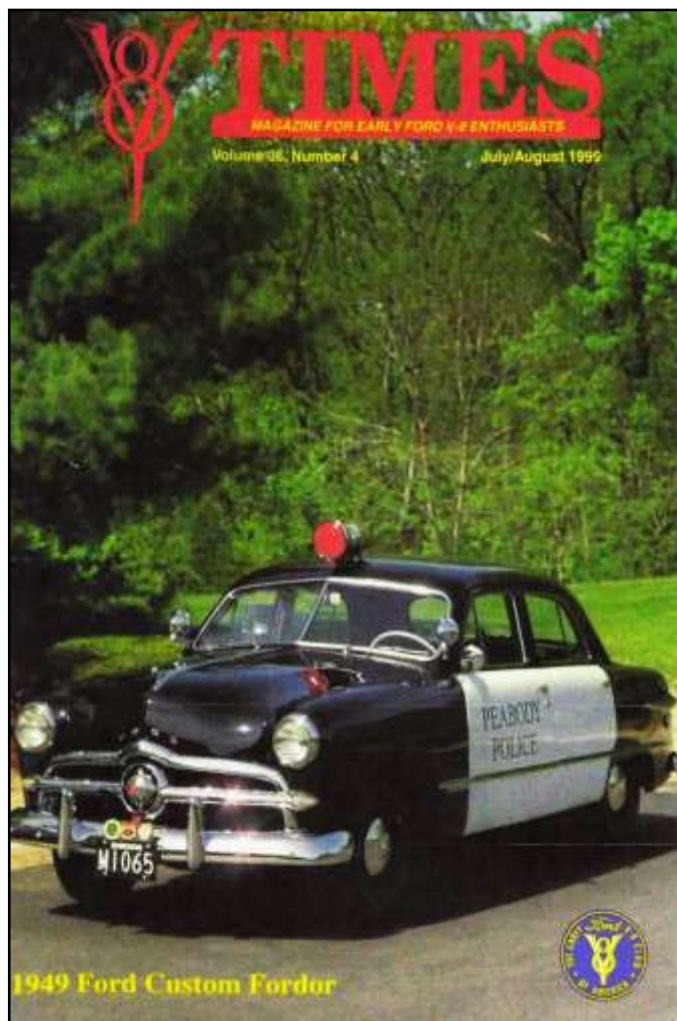
around the country held a week later. During the first day they were on sale, orders were taken for more than 100,000 cars and it was months before Ford was able to catch up with the back orders. 1,118,308 new '49 Fords were sold and Ford Motor Co. made a whopping \$177 million profit from the '49 Ford!

Many of our members will disagree about whether the '49 Ford is better than Fords built in previous years, but the '49 Ford was at least as good as past Fords- and the third generation of the Ford family to run the Company made a huge impact with the first new Ford produced on their watch.



From the Collections of Henry Ford Museum & Greenfield Village

Rear view of Walker's full-size clay before it was decided to change the taillight.



1949 Ford Custom Fordor



Gray, Black or Tan. The car also featured twin spotlights, and a roof mounted Sterling model 20 siren/light. A Sterling model 20 siren was found at the Carlisle Meet. As corner call boxes were the means of communication at that time, the car was not equipped with a police radio. The rest of the

car was basically what came on a 1949 Ford from the showroom floor.

The idea to resurrect the Ford came about in 1991 during a conversation about old cars with my close friend, the Peabody Police Chief. I located a rust free 1949 Sedan in Virginia.



Ultra clean rust, ready for police equipment.



1949 FORD POLICE CAR

PEABODY POLICE CRUISER

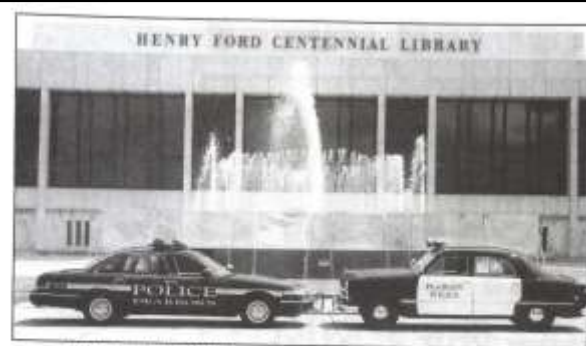
In 1949, the Peabody, Massachusetts Police Department fleet consisted of a 1937 Ford Paddy Wagon, a 1948 Harley Davidson motorcycle, and a 1942 Dodge cruiser.

On March 18, 1949, the Dodge was traded in for a new Ford at Rowe Motor Company, the local Ford dealer. While an exact, readable invoice could not be located, research through the Peabody city books revealed the purchase date.

The only special police equipment installed was the Ford 1950 Heavy Duty vinyl seats. Ford offered a heavy duty vinyl for "fleet upholstery." Available colors were



TEXT & PHOTOS
BY
TED JONES



Daarborn meets Peabody. Old and new police cars at the Henry Ford Centennial Library and the 1949 Ford at Ford's World Headquarters in Dearborn. (Below)

One specific was that it had to be a 1949 Custom because that's what the Peabody Police Department bought at the time. The car had only 30,000 miles but had been stored in a hot barn for over 20 years. Needless to say, everything was dry rotted. The dumbest thing I did during restoration was not taking pictures starting with the unrestored car. Many times during restoration I regretted not having photos of the original car.

Originally my intent was to make this a "driver" equipping in a decent restoration. I never imagined it would become a TOTAL Concours restoration. To make matters worse, I set an almost unreachable goal of having the car ready for Peabody's 75th Anniversary parade. Working feverishly, the total restoration took about a year.

Using the memories of two retired officers who were on the force in 1949, I was able to exactly replicate the lettering on the dashboard of the car, complete down to the phone number of the Peabody Police Department in 1949!

Back to the library for research turned up only one vague newspaper photo of the original 1949 Ford Police car. Restoration was completed in 1992 just in time for Hershey. To the best of our knowledge it is an exact duplicate of the original car.

Since its completion, it has been shown at national shows, winning the AACA First Junior at Hershey in 1992 and the Senior Award in 1993. Over the years it has garnered nine AACA

Preservation Awards and a Second Grand National in 1998.

In July of 1994 it won first place in the National Police Car Show held in Eureka Springs, Arkansas. The coveted Early Ford V-8 Club's Daarborn Award was obtained at the Farmington, Connecticut National with 966 points, and the medallion won at the 1998 Grand National in Daarborn with 970 points.

Many articles have been published featuring the car including the National Police Car Club Magazine and OLD CAR WEEKLY's "Watching the Fords Go By."

I drive it locally, putting on almost 2000 miles in six years, but it's trailered for long distances.

Ted Jones
Peabody, Massachusetts



FORD..SAVED BY THE WHIZ KIDS



Before the 1949 Ford, cars looked and were styled differently. But those were sober times, while the 1949 Ford came in an age when America was awakening from World War II as the undisputed leader of the world, and rapid social change and a sense of buoyancy came to define the age. Evidently, this was reflected in the design of the 1949 Ford, which was modern, revolutionary and more practical than previous models. Moreover, the different body styles, four-door sedan, two-door sedan, club coupe offered options for different consumer segments.

The Smart "Kids" That Saved Ford

Under Henry Ford II's guidance, the automotive company embarked on a new trajectory. Ford II understood that in order to succeed, he needed to revamp the company and restructure it completely. Unsurprisingly, Ford II came in not only with a new vision for the company but also a brand-new design and executive team. As such, he recruited some very talented youngsters, which came from the ranks of the Air Force. These people had top management and leadership experience, so they could lead the company out of crisis and bringing it back to profit.

Charles B. "Tex" Thornton led the veterans that were dubbed Ford's "Whiz Kids". Another famous team member was Robert

S. McNamara, which later became the president of Ford Motor Company, and then the United States Secretary of Defense, and in 1968, the President of the World Bank. Ben D. Mills, Arjay Miller, George Moore, W. R. Anderson, C. E. Bosworth, J. E. Lundy, Francis C. Reith and James O. Wright were also on the team. Needless to say that thanks to them, the business was saved, and Ford inaugurated the 1949 model, which became an instant success and emblem of the company's rebranding efforts.

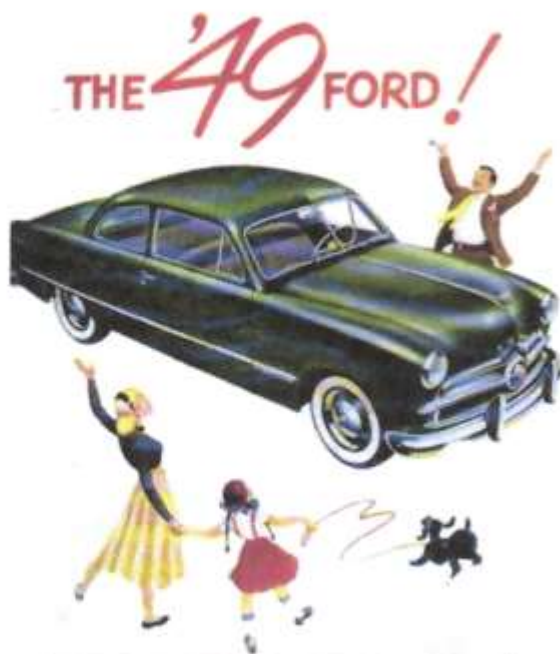
The elderly Henry Ford had become a controversial figure with his anti-war and anti-union views, at a time when everything around him was changing fast. Despite his earlier successes, Ford was ready to retire and leave the helm of the company to the young Harry Bennett, his right-hand man. But Clara and Eleanor Ford had other plans for the company, so in 1945, the two Ford ladies got together to pressure the elderly Henry Ford to abandon his idea of bringing someone from outside the family to the helm of the company.

According to his wife and Edsel's widow, either Henry Ford would leave the leadership of the company to his grandson or Eleanor would auction her stake in the company. Evidently, the older Ford agreed, and the ladies got rid of Bennet and throned the younger, visionary Henry Ford II as the new leader of the company. This was a key moment for the American automotive company.

The 1949 Ford Broke Sales Records

It didn't take too long and Henry Ford II and his new team understood that the cars on the market were outdated, so they proposed a vehicle with an original design. This new car highlighted the company's aerodynamic efforts. Contrarily to the sizable vehicles that were on the road back then, Ford came out with a body style that looked lighter and more compact. The spinner-nose grille and fenders became some of the most iconic features of the vehicle, giving it a rebellious look. According to Motor Cities, News Week magazine even claimed "The new car was certainly, as advertised, Ford's most radical face-lifting since the Model A. It was definitely modern and definitely slinky".

Unsurprisingly, when Ford exhibited the vehicle at the Waldorf-Astoria Hotel in New York City on June 10, 1948, the public went crazy for it. Not only that, but the Fashion Academy Award also honored Ford for its design efforts, and in the end, it gave the 1949 model the first prize for overall styling. In the upcoming months, Ford continued to sell the highly popular car, breaking sale record after sale record. In the end, more than 1.1 million 1949 Ford cars were built, proving to the world that with determination, the best management practices, and a great team, organizations can grow and innovate. Today, industry experts consider the 1949 Ford, the model that saved the legendary company.



INSIDE THE SHORT STORY!

The story goes that in 1946 Henry Ford II, who had assumed the Presidency of Ford Motor Co. in 1945, took an entourage of designers & officials along an assembly line that was building '46 Fords - He went along slamming doors on the new cars. They were just as strong and just as well hung as the doors on competitive cars but their acoustics were bad. They sounded tinnny. "That," remarked Henry II, has got to be changed."

The Grandson of the late Henry Ford had been released from the Navy so he could go home and rescue the floundering company which had suffered great organizational difficulties after the death of his father, Edsel Ford, in 1943.

January 23rd, 1944 he was elected Executive Vice President of the Company and shortly thereafter he was elected fourth President - He was just 28 years old.

Facing the huge task of re-organization and modernization of the company, one of his first tasks was a new post war automobile that would keep the company competitive and viable.

Read the entire story in the V-8 Club's "V-8 Album" - The official publication produced by the Early Ford V-8 Club of America.

A word from Charlie D; Past Editor - SoCal EFV-8 Club Newsletter, "The Fordist"



My passion for the 1949 line of Ford cars started the moment I spotted my neighbor, Mr. Wilson's, beautiful new Colony Blue Sedan in his driveway. He offered to take me for a short ride but first, I would need permission from my family. I ran in my house and returned within seconds.

Soon we were out on the road - that modern new dash and expansive hood out front. And Wow!, what a soft ride. This was all new and exciting to this 15-year old car crazy kid's eyes.

This Year Marks *the 75th Anniversary of the 1949 Ford*

The car was introduced to the public at New York's Waldorf Astoria Hotel on June 10th, 1949 with an estimated crowd of 55,000 people. Never before had a new car been received with such whole-hearted enthusiasm from the buying public. The company sold 1,118,740 vehicles in 1949, the most of any American manufacture.

All new, from bumper to bumper, the car bore little resemblance to its predecessors. The new car weighed approximately 250 lbs. less then the '48s. The car was lower and three inches wider and the rear seat was boasted to be a full five feet wide.

The new **modern styling** is most obvious... The distinctive grill, the massive hood is shorter and the body so wide the rear fenders have been eliminated. **Comfort** has been of primary importance. Front seat width has been increased to give full five passenger interior space. The body has been moved five inches forward and the seats cradled between the axles for a much smoother ride.

A new type of suspension eliminating the old front and rear transverse springs and solid front axle. Hydra-Coil front springs now give the car a much softer ride..

There's much, much more, including the optional **Borg-Warner Overdrive** transmission, which replaced the earlier Fords Columbia 2-speed rear-axle.

The Fordist, So. Calif RG, February 2024

WHAT'S BEEN HAPPENING AT THE EARLY FORD V-8 MUSEUM

The Youth Mechanic's Program grew by two more kids over the past two months, when two more middle schoolers joined the program. "They are ready and willing, and eager to work," explains Museum Director, Josh Conrad. "We got one kid whose grandpa drives him an hour and a half each direction! They're working on the Museum's collection while they learn." For the past week, they've been working on the '32 Ford Fordor sedan that Josh took to Nashville in 2022. During that driving tour, the radiator blew out, so the car was trailered back to Auburn, where it has sat awaiting repairs. Well, the students got on it last week.

They removed the radiator to have it repaired, and when they disconnected the hoses, "oil came out all over!" They then removed the heads and found the source of the oil: cylinder #4 had a hole in the cylinder wall. The young mechanics removed the fenders in order make the removal of the engine easier, and it will be sent to a machine shop to have a cylinder sleeve installed and other work done.

Needless to say, the students are learning a lot and having a ball. However, the Museum could use more mentors. If you live near the Museum, please consider donating some of your time for this worthwhile program. You'll probably have more fun than the students.

As you recall, we got a dealership license last year, and we have been selling cars through our dealership, Museum Select Motors. The 1953 Ford convertible that we had for sale sold, and we have several more fabulous old V-8s that will be arriving soon to put up

for sale. Please check out the Museum's website often to see what new arrivals are being offered. And keep the Museum in mind if you decide to sell your car. As Josh says, "Let us take the headache out of selling your car!"

As far as our beautiful facility, we got a \$10,000 sponsorship for the office in the new Events Center. This was given to us by the Hines Family Charitable Trust, in memory of Dick Martin. Three big pieces of shop equipment were donated to the Museum by Jeff's Towing, a local repair shop—a tire changer, a wheel balancer, and a brake lathe. These will certainly come in handy. We also have a brake lathe that has a small arbor, so now, we can turn all our brake drums in-house, even the rear drums of pre-'49 Fords.

New to this issue is "My First Flathead V-8"—a story about how a person got hooked on these old Fords. The idea came from our first contributor, Edwin Jacob, and we would like to have a story like his in subsequent newsletters. So, if you would like to tell your story, please email it to me (domingueh2@AOL.com) or call me (801-425-4606), and I'll write it up for you. If you have a photo of your first flathead Ford, I would like to include that as well.

Lastly, it's not too early to be thinking about the two Early Ford V-8 Club's national meets and the Museum's Swap meet. Please go to the V-8 Club's website to register for the regional meets, and see our swap meet announcement on page 14.

HOURS OF OPERATION

The Early Ford V-8 Foundation Museum is open every day from 9:00 A.M. to 5:00 P.M. (except Thanksgiving, Christmas Eve, and Christmas)

2181 Rotunda Drive Auburn, Indiana 46706

Phone: 260-927-8022

Email: info@fordv8foundation.org



One of the students is "tearing down" the '32, while mentor, Nate Fluke, guides him.

Two Fabulous Ford V-8s Join the Museum

1938 Ford Standard Coupe



1938 Fords are hard to come buy..., let alone 1938 Standards..., let alone 1938 Standard Coupes..., let alone coupes the quality of this Ford V-8.

The car was graciously donated to the Museum by Richard Guttendorf of Willow Street, Pennsylvania, and it is one of the finest examples of this model year that you will ever see. The body is flawless, the stainless steel moldings and trim shinny and smooth, and the interior is exactly like Henry made it.

While the Museum always appreciates donations, it is always a challenge getting the cars from the owner to Auburn. But in this case, a series of serendipitous events made this delivery hassle-free.

"This car we got transported over to us for free," explains Josh, "by the guys who run Iron Trap Garage—they are big on YouTube. They bought a '32 roadster that we had on consignment at Museum Select Motors, so they were going to have to drive all the way over here to pick it up. But twenty minutes from them was Richard's coupe, so they went over and picked it up and brought it to us. And then they picked up the '32 that they had bought. You can see the '32 Ford in action by visiting Iron Trap Garage on YouTube."

We would like to thank Richard for his kind donation, and if any of you have been thinking about donating your Early Ford V-8 to the Museum, please consider doing what Richard did—we would be a good home for it.

1940 Ford Standard Fordor Sedan



As luck would have it, the Museum got another Ford Standard V-8 car—this one however, is a 1940 Fordor. This good ol' Ford is 100% original, except for one of the rear fender, which was damaged and had to be repaired. "Other than that," explains Josh, "it's a real Rouge car—delaminating windows everywhere." It was a running, driving car when it arrived, but "we had to tweak the distributor a little and put new spark plugs in it (the ones in the engine were completely fouled). Now, it runs like a champ and drives great."

This rare example of one of Ford's best, was donated by Betty Shell of Lutz, Florida, on behalf of her late husband, George. "He told her that is what he wanted done with the car," Josh explains.

Thank you so much, Betty.



PHOTOGRAPHING YOUR EARLY V-8

By Jerry Windle

Mr. Windle is a professional photographer for the SAN DIEGO UNION/EVENING TRIBUNE, also a photography teacher, a photo columnist and has appeared on a San Diego edition of "PM Magazine" offering photo tips. He is also editor of THE FORD FAN, newsletter of the San Diego Regional Group.

Choosing A Good Location

Taking a good picture of your Early Ford V-8 is a little more involved than merely rolling it out of the garage and snapping off a few shots.

To do the job right requires prior planning and homework on your part. If you skimp at this early stage, the final picture will certainly show it. It's like restoring sheet metal: when that final coat of paint hits the metal, those "shortcuts" stand out like a "sore thumb!"

When you begin your search for the right location, there are two very important points to consider.

First is the background. Is it too cluttered? Is it too "busy"? Are there telephone poles in the way? What about wires? Are there television antennas sticking up in the air? Are there bright houses or other objects distracting your attention? Bet you didn't realize there were this many things to consider.

The second requirement for a good location is room to maneuver your V-8. This is important if you want to take advantage of the light when taking the pictures.

So, where do you find a nice background with plenty of maneuvering room?

The best places to start your search are parking lots at parks, schools and golf courses.



When selecting a location, note the background. Ones like this with open spaces provide light areas which tend to draw the viewer's attention away from the car. Also note parking stall lines painted on the pavement. Another distraction for the viewer.

CAR: 1936 Roadster owned by Hans Iliew, San Diego Regional Group.

You might consider driving the car up onto the grass, but before you do that, you'd best check with someone in charge unless you want a visit from the local constable and a citation for trespassing.

This is even more true if you are on someone's private property. Then you are definitely trespassing and could be risking arrest. Most people who own homes you would like to use for a background would happily welcome you just for a chance to get a good look at your car. The offer of a free print for letting you use their house for a background will always be a good step in the right direction. So, be tactful and don't be blatant about taking your pictures. Be courteous.

Golf courses are often another place you might be able to use. There are nice green areas right next to the parking lot you could probably drive right onto for a nice picture, but be sure you check with the pro shop and I wouldn't plan on trying this on a Saturday or Sunday. During the week might be better when they wouldn't be so busy. Watch out for those flying golf balls though.



Trees or bushes provide a neutral background for photographing the Early V-8. They should be as tall as the car or taller. Being darker, the background does not detract the viewer's attention away from the car.

Remember that early morning and late afternoon light will tend to be a little warmer, that is, have more red than during the day. This can make for some dramatic effects. Watch out for those shadows though, since they will be elongated due to the low angle of the sun.

The same holds true for pictures around noon. The sun is directly overhead, which eliminates most shadows and this makes for rather dull pictures.

The best times of the day to take your pictures are between the hours of 9-11 a.m. and 1 till 4 p.m. Before and after that, be ready for some different colors in the light

and rapidly decreasing exposures.

If you study the new car brochures, you'll see the use of these early or late hours, since the photographers are trying for special effects which will make the pictures more dramatic and effective.

Very popular locations for pictures of antique/classics are buildings or homes built during the same era as the vehicle being photographed. You can "recreate" a scene which appears to have been taken 40 or 50 years ago using your own car.



You may want to include an interesting building in the picture of the same vintage as your car such as this one housing a carousel in San Diego's Balboa Park. In this photograph, the building tends to dominate the entire scene, reducing the car to a secondary role when it should be the center of attention. The problem is trying to show too much of the building and still include the car. Keeping the same camera position, move the car closer to the camera, which will place more emphasis on it.

Remember that the most important element in the picture will be the car, so it has to have a prominent location. Objects closest to the lens will appear to be the largest, so you can have the car fairly close to the camera.

You can also put the car directly in the center of the photograph, although this is not very good composition. It usually works better to have the car in the center of the picture, but slightly below the middle of the picture. This allows room at the top of the picture for a building or home.

As far as the building is concerned, if it is a bright color such as white, then you will have to use a larger f/stop, such as f/4-f/5.6, which will put the building slightly out-of-focus. This will keep it from detracting from the car. Dark colored brick buildings work better. The same goes for the older homes. Those with white trim are better than solid whites.

Remember to ask permission first before you start taking your pictures!

Remember, you don't have to include the entire building/home in your picture. Trying to photograph a car in front of a four-story building will certainly create problems and the car will be lost in the picture at the bottom somewhere. Concentrate on just the entrance or a particularly photogenic area of the building. Older buildings often had quite elaborate, decorated entrances.

Homes were the same way. Mansions often have columns which can be very effective in your pictures.

Once your car is positioned, get close enough to fill the

viewfinder with the car and then slowly move away from the car until you have the scene you want. You may want to take pictures as you move backwards and then decide later which one you want to use.



When using a building to add interest or "date" your picture, move close to the car. Then back up slowly until you have the composition you want. Remember, it's not necessary to include the entire building. Concentrate on architectural styles, but keep your car as the dominating element in your picture. Taken with an 85mm, medium telephoto lens.

People are another favorite decoration for these pictures, especially if they are dressed in period clothes.

Be especially careful when you place them in the picture so they don't cover up important details on the car like that spare tire in the welled fender. It's usually a good idea to keep people to the rear or side of the car so they won't detract from the car itself.

Another little trick which can greatly improve your picture is to have people in your picture doing something. This doesn't have to be anything elaborate. Often it can simply be a matter of having the people walk alongside the car looking at it.

If you have kids, you might keep them at the rear with picnic baskets or blankets as if the family is going for an outing. One or two people are the ideal number to work with. When you get up to four or five people, then it can be quite a zoo trying to find something for everyone to do.

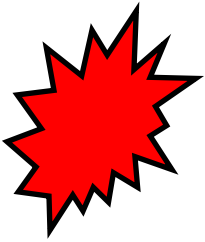
An excellent idea is to study some of the old car ads and see how the people are posed. Photography has changed over the years just as the design of cars has. In the "Old Days" the emphasis was on the family using the car and often ads and pictures depicted this, so study the old ads and then see if you can duplicate them using your camera and car.

Just keep in mind these key points when trying to find that "right" spot for photographing your own antique/classic.

Doing your homework. Finding the right location. Making sure the light is right. Being careful and preparing for the big day when you actually trip the shutter can all pay off when you get the final print.

You can roll the car out of the garage and snap off a few pictures, but I can guarantee you, you won't be happy with the results.





BLAST FROM THE PAST

V-8 TIMES

September-October, 1991



Hot And Angry Ford Turns on Doting Owner



Devours Him As Frantic Family And Friends Look On!

Well, that isn't EXACTLY how it happened. Mickey Holton, who sent us the photo, tells what really transpired:

Volunteer V-8 Ford Club (Nashville, TN) member Danny Driskell really gets "into" his hobby. What actually happened was his 60 H.P. 1937 Ford Sedan had broken down while on a club tour and

Danny was trying hard to find out just what the problem was. Turns out the fuel pump was shot but was soon fixed with the help of another club member and a piece of shoe leather used as a shim between the fuel pump rocker arm and fuel pump push rod. Repair made, Danny and his Ford finished the tour without a hitch.

Actually, we were practicing for the time when the *V-8 Times* is displayed and sold at your friendly neighborhood supermarket check-out counter!

Technical Tip

Vapor lock occurs when various combinations of high underhood temperatures, high vapor pressure fuel, and borderline components of the fuel system are present.

Most prevalent during the spring, vapor lock occurs because gasoline sold in the winter is formulated to vaporize more easily to aid in cold weather starting and driving. When spring arrives and an unusually warm day comes along, some stocks of winter gas are still in service station tanks. The warmer weather also means high underhood temperatures and this combination creates the condition for vapor lock.

When a vehicle has been operated under high outside temperature and then parked, the build-up of heat begins. Heat is radiated from the engine, causing everything under the hood to escalate in temperature.

Heat is also conducted from one metal part to another. This build-up occurs during the first 20 minutes of engine-off time. The gas tank and gas line are exposed to radiant heat from the pavement. Small bubbles in the gas lines and fuel pump begin to expand from the heat. The fuel reaches the boiling point. Vapor lock is more likely to occur if the vehicle is started and driven under these conditions.

The use of high vapor pressure gasoline, a borderline fuel pump, or a carburetor with a faulty fuel inlet system, or any combination of these factors may also result in vapor lock. As the fuel pump tries to replenish the fuel being used from the carburetor, the pumping action only succeeds in expanding and contracting the bubbles in the fuel. The fuel turns in to froth, and this is pumped into the carburetor. Very little fuel is actually being delivered under these conditions. As the supply of fuel to the carburetor runs out, the vehicle stalls from fuel starvation.

Technical Tips, Dick Flynn

In the kitchen...

MAIN DISHES & CASSEROLES

YUMMY POTATO CASSEROLE

Martha Taylor

Diablo Valley, CA - RG #31

6 potatoes boiled & chilled
1 can cream of chicken soup
1 large carton sour cream
1/4 cup butter or margarine

1 1/2 cup shredded
cheddar cheese
1/3 cup green onion-chopped
2 cups crushed Corn Flakes

Shred chilled and boiled potatoes. Melt butter and combine with soup and sour cream. Fold in 3/4 cup shredded cheddar cheese and onions. Pour in 9" x 13" greased casserole and top with remaining cheese then Corn Flakes. Bake 45 min. at 350 degrees.

TACO CHICKEN WITH MEXICAN RICE

Connie Cook

Oklahoma City, OK - RG #64

Mexican Rice

1 clove garlic, cut in halves
2 tsp. Vegetable oil
1 cup uncooked long grain rice
2 cups chicken broth
1/4 cup salsa

Taco Chicken

2 cups cooked, deboned chicken
1 can cream of mushroom soup
1 can cream of chicken soup
1 can tomatoes with chilies
1/2 cup chopped onion
1/4 cup margarine
cheddar cheese grated

Cook and stir garlic in oil in saucepan over medium heat until brown. Remove garlic. Cook and stir rice in oil until golden about 5 minutes. Stir in chicken broth and salsa. Heat to boiling, stirring occasionally, reduce heat. Cover and simmer 20 minutes. (Do not lift cover or stir). Saute Onion in melted margarine until tender. Stir in soups, tomatoes, and chicken. Heat until bubbly. Cover bottom of casserole dish with Mexican Rice. Pour soup mixture on top of Mexican Rice. Sprinkle with grated cheddar cheese. Bake for 30 minutes in 350 degree oven.

V-8ers Delight

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

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215 Heavenly Drive, Omaha, NE 68114**

**Ray Moyer Co-Chairman
5015 South Street, Lincoln, NE 68506**



The Grease-pit Poet

The Grease Pit Poet

Aka... (Bob McCoppin)

T'was upon a midnight dreary,
while with eyes bloodshot and
bleary.
I was driving down the highway by
the shore.
Suddenly I heard a rattle
like two dragons doing battle.
Dragons as in days of yore
emitted from
the engines roar.

Alert now with eyes ablinking,
frantically my mind is
thinking,
while my heart is slowly sinking
to my shoes down on the floor.
But by now they'd ceased their riot
and everything was deathly
quiet.
The engine stopped its awful roar.
"Wham!" it went
then nothing more.

How distinctly I remember
for t'was in a bleak December.
Rain was beating on the fender,
leaking in around the door.
I sat and listened to it raining,
told my wife to quit complaining
then stepped out into the tempests
roar.
With sunday clothes
and temper sore.

My mind was in an awful muddle
for I stepped off in a puddle,
sank up to my portly middle
in the evil muddy gore.
But finally with wind ahowling,
opened up the engine cowlings,
gazed upon the rod of number four,
broken through the engines bore.
"Damn!" I said,
and much much more.

And so we left it lying broken
all its future left unspoken,
abandoned there, a direlect token
of the miles we'd gone before.
A man came later with a trailer,
hauled it off into the bailer.
Bailed into a cubelet six by four,
And now it's gone
forevermore.

Though long ago, I still remember
how it looked that bleak
December
with its spare still in its fender
sitting there beside the shore.
A coupe it was and very pretty.
My it is an awful pity
that it was scrapped and sent off
to the war.
I kick myself
forevermore.

LOCAL CAR SHOWS...MARCH

(Memory Lane Cruisers)

March 1st - 2nd: Crossville, TN - 13th Annual Music City License Plate Collectors Show at Cumberland County Fairgrounds, 1398 Livingston Road, Crossville, TN. (directions on flyer). Show hours: Friday 9:00am - 5:00pm, Saturday 8:00am - 1:00pm. For more informaion, call Ronnie Adams 865-573-5867 or Johnny Denton 423-231-2612.

March 2nd: Smithville, TN - DeKalb County Youth Baseball Car & Truck Show downtown on Public Square in Smithville, TN. Times: 11:00am - 2:00pm, Entry fee \$20.00. Awards include: TOP 20 judged by the kids plus Best of Show. All proceeds to towards the DC Youth Baseball Association. Food trucks, Vendors, 50/50 raffle. For more information, call Jonah Burke 615-580-4286 or Louis Richards 615-684-0751.

March 9-10th: Louisville, KY - KYANA Swap Meet at the KY Fair and Exposition Center. The largest indoor Automobile Swap Meet in the USA. Over 300,000 square feet under roof. 58th Year. Every year sold out since 1984.

March 9th: Murfreesboro, TN - Road Warrior Car Show at Riverdale High School, 802 Warrior Drive, Murfreesboro, TN. Registration: 9:00am - Noon, Awards at 2:00pm. Entry fee \$20.00. All makes and models welcome to attend. 1st / 2nd / 3rd Place in 5 Classes (Classic - Modern - Trucks - Imports - Motorcycles), plus Best of Show, TOP 30 & Specialty Trophies. All proceeds benefit Riverdale High School Band.

March 16th: Smyrna, TN - Mid-Tenn Hotrodders Spring Thaw Out Car Show at Steak N Shake, 951 Sgt. Asbury Hawn Way, Smyrna, TN. Registration: 9:00am - Noon, Awards at 2:00pm. Entry fee \$20.00. 1st 30 registered will receive a Dash plaque, 50/50 raffle. Awards include: TOP 20 / Best Truck / Best Hot Rod / Best Tri-Five / Best Original / Best Modified / Manager's Choice. For more information, call or text Christy 615-848-4232.

March 16th: Mount Pleasant, TN - Cruzin The Square Old & Classic Car Show on the square in Mount Pleasant. Times: 2:00pm - 5:00pm. Sponsored by Main Street and Kittrell's KARS. Food and Refreshments, Kids Games and much more.

March 16th: Waverly, TN - Davo's Spring Fling Car & Truck Show at Carl's Collision, 1022 W. Main Street, Waverly, TN. For more information, call 931-296-1121.

March 23rd: Dickson, TN - 7th Annual Dickson County High School Car Show at 509 Henslee Drive, Dickson, TN (Senior/Junior parking lots). Welcome classic cars / trucks, motorcycles & Jeeps. Food truck spaces & Vendor booth spaces available. Times: 10:00am - 4:00pm. Entry fee \$25.00 for vehicles, Booth spaces start at \$30.00, Food trucks 15% of sales.

March 23rd: Lebanon, TN - 21st Annual Spring Thaw Motorcycle Show & Swap Meet at the Farm Bureau Expo Center in Lebanon, TN. Times: 10:00am - 4:00pm, Admissions \$10.00, Under 12 Free. Open to all bikes, Rat Rods and Trucks. Best of Show wins \$1,000. For more information, call Tommy Williams 615-364-1828.

March 24th: Clarksville, TN - Springfest Car Show, Drag races, Drifting, Donuts at Clarksville Speedway, 1600 Needmore Road. Car Show Time: Noon - 2:00pm, Awards at 12:15pm - 2:30pm, Trophies (4 ft) include: Fan Fav / Best Exotic / Best Muscle / Best Paint / Best Imported / Best Wrap / Best Truck / Best Street Car / Best Bike / Best in Show. Entry fee for car show is \$20.00.

March 27th: Ft. Campbell, KY - 2nd Annual Destiny Week Car Show. Veterans and Soldiers on Ft. Campbell. There will be food, prizes, and helicopters flying into the show. More details later! Must have POST access to attend the show. For more information, contact Scott Gordon on his Facebook Page.

“Things You’ll Never See” Department



While it might seem counterintuitive to place a Ford flathead V-8 into a 1967 Chevrolet Camaro—shouldn't old cars get new engines, not older ones? —it made perfect sense for Clarence Everett, a flathead specialist who just wanted a newer car to wrap around his built flathead, as Mac's Motor City Garage tells the tale.

It's said that Clarence Everett of Oregon was a wizard with the '32-'53 Ford flathead V8 and a racing legend in the Pacific Northwest. He held records at Bonneville with his flathead-powered Ford roadster and ruled the streets with a souped-up '50 Ford coupe. But in 1968, he was looking for a more up-to-date platform for his muscular flathead engines, and he chose, of all things, a Marina Blue 1967 Camaro SS—reportedly, an insurance salvage. He yanked out the 396 cubic-inch big-block V8 and dropped in one of his killer valve-in-block Fords.

Installing a flathead in a Camaro might seem like an outlandish idea, especially to Chevrolet partisans, but it made perfect sense to Everett. Besides, it's true to a basic principle of hot rodding: Why not? Under the hood we can see a pair of high-compression aluminum heads—standard practice on a modded flathead—and four Stromberg 97 carburetors with slicked-up SP-style airhorns. Everett raced his Ford-Maros in the 6-cylinder/flathead gasser classes at local drag strips with some success, reportedly. However, the car's whereabouts today are unknown.

By Daniel Strohl - 02/11/2023 – Hemmings Motor News

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