

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

Mickey Holton, Editor

May 2024

flatheadv897@gmail.com

CONTENTS

1. Contents, Message, New Members. Cartoon
2. Volunteer V8 Picnic, May 4th, 2024
3. 2024 Central National Meet, Auburn, IN
4. 2024 Eastern National Meet, Clayton, NY
5. New Member Truck—1938 Ford Pickup
- 6-8. Ford V-8 Trucks
- 9-13. Ford V-8 for 1935
14. The Mail Went Through In A 1935 Ford
15. Magazine Ad for A 1935 Ford
- 16-17. AACA Garage Tour, April 13th, 2024
- 18-19. Kars4Kids Car Show, April 20th, 2024
- 20-21. Cars and Coffee, Spring Hill, 4/27/24
22. The Grease Pit Poet
23. Technical Tip
24. Blast From the Past
25. In the Kitchen
26. For Sale—1952 Ford F1
- 27-29. Local Cars Shows and Cruise-Ins
30. Advertisers



V8 TIMES, March-April 1974

MESSAGE

I'm sending this month's newsletter a little earlier (1) because not much more can happen this month and, (2) it's big enough now and I don't want to add additional pages!

Two new members families were added this week (see below). I get surprised when going to car shows or cruise-ins and see cars (Early V8s) I've never seen before. With applications and information always nearby it's not too difficult to get them to join.

A reminder, too, about the Volunteer V8 Ford Club picnic on Saturday, May 4th, 2024 at Danny and Sharon Driskell's garage (see Page 2). Bring your appetites and your Early V8 (if it's not raining!) and enjoy the company of good friends.

Mickey Holton

New Members

Leonard and Missy McKeand
212 Deerfield Lane
Franklin, TN 37069
1947 Lincoln Continental
Convertible



Tommy and Nancy Allen
216 Williamsburg Circle
Brentwood, TN 37027
1948 Ford Pickup Truck
(See Page 5)



VOLUNTEER V8 FORD CLUB PICNIC!

NOON, SATURDAY, MAY 4TH, 2024

DANNY DRISKELL'S GARAGE

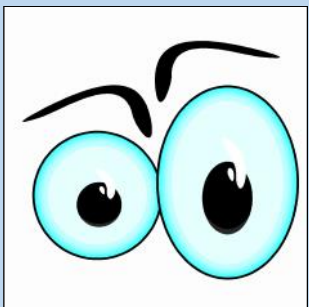
5175 REGENT DRIVE

NASHVILLE, TN 37220

The club will provide the hamburgers, hot dogs, and drinks and club members can bring salads, beans, chips, a dessert or anything else needed for a picnic.

Please call, email or text Mickey Holton (615-815-9203, flatheadv897@gmail.com) or Danny Driskell (615-293-9975, dannydriskell@comcast.net) and let us know if you will attend and what you will be food item you will be bringing.

Bring a chair, park Early V8s in Danny's back yard (in front of the garage), park moderns on Regent Drive or in the neighbor's back yard.



The "eyes" have it!

"See" you there!



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 \$ _____

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

(NEW) MEMBER CAR OF THE MONTH

Tommy and Nancy Allen

Brentwood, Tennessee

1938 Ford Pickup



Tommy and Nancy Allen and their 1938 Ford Pickup

Nancy and I drove to southern Indiana about 10 years ago to look at this truck. I knew nothing about the early trucks except I was a Ford guy (having previously had a 1953 F 100) and liked the looks of the prewar trucks. Someone with more knowledge than me would have seen it did not start out as ½ ton with a pick up bed. It is now clear to me the bed was added some years later.

The truck had been sub framed with a 1990 Mustang front end giving it power steering and power brakes. It had a 5 liter (302) 1990 Mustang engine with a noticeable knock, a C 6 automatic and Mustang rear end. The wiring was a mess, with holes in the dash for after market gauges and a radio. It also had been decorated with oak wood trim down the side of the bed and inside the truck.

Nevertheless, we managed to drive it home to Brentwood that day. Our work started from there.

Over the years we have had the engine rebuilt and a mild cam added. There was much body work done, mostly by me, sand blasting and repairing the front fenders, dash, and holes in the side of the bed. The truck was painted professionally and we recently had the interior redone.

The largest projects I performed myself included moving the gas filler cap from the bed to the rear fender, replacing the wooden bed boards, removing the after market turn signals, replacing the 1990 Mustang steering wheel, and rewiring most of the truck.

Over the years we have tried to maintain the look of a 1938 on the outside while making a comfortable and safe daily driver on the inside....Tommy Allen

was essentially a cargo area behind a drivers seat. In many ways just like a horse wagon except with a motor. By about 1913 there were outside suppliers who would provide Ford with various truck body styles. These were customized to the Model T chassis. It appeared that nothing really successful came together until the year 1917 and the introduction of the Ford Model TT. The Model TT came out as a one ton vehicle that was built on a strengthened Model T frame that could handle the heavier load. These first Model TT's were sold as a chassis and cab only with the cargo bodies being installed by one of several outside suppliers.

That truck was followed up with the Ford Model AA. These of course led to the popular Ford F Series which were introduced in 1948.

The early automakers recognized the feasibility of commercial vehicles. Why can't a farmer haul his supplies with a motorized vehicle? The question was what to build and how to market it. Ford actually built it's first truck in 1905, just two years after building it's first car. This first truck was essentially a cargo area behind a drivers seat. In many ways just like a horse wagon except with a motor.

By about 1913 there were outside suppliers who would provide Ford with various truck body styles. These were customized to the Model T chassis. It appeared that nothing really successful came together until the year 1917 and the introduction of the Ford Model TT. The Model TT came out as a one ton vehicle that was built on a strengthened Model T frame that could handle the heavier load. These first Model TT's were sold as a chassis and cab only with the cargo bodies being installed by one of several outside suppliers. At one time, coach work companies were commonly employed to install customized car bodies. They are still in existence today throughout the U.S.

The 1938 Ford Half-Ton Pickup came with an L-Head V-8 delivering 85 horsepower with the 221 cubic displacement engine and 60 horsepower with the 136 cubic inch version. Ford came out with a 95 horsepower V-8 with the 1939 models. All of these Ford flathead en-

The truck had a 112.0 inch wheelbase and an overall weight of about 2,700 lbs. The 1938 Ford Truck had an overall frame length of 157.4 inches and a width of 30 inches at the front axle and 44 inches at the rear axle. The rear truck bed dimensions included a length of 77.7 inches, a width of 44.0 inches and a depth of 22.2 inches. The 1938 Pickup came with a three speed manual transmission. Brakes were drum with manual cables.

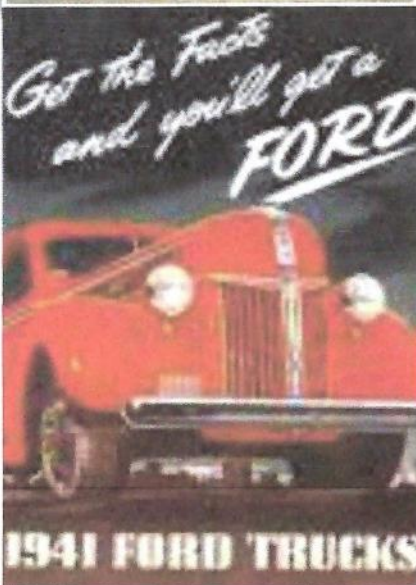
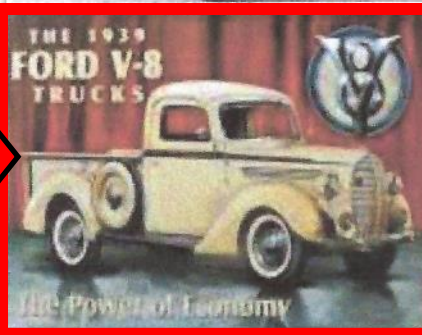
The Ford Motor Company offered several options with their 1938 Half-Ton Pickup. These included a radio which would cost about \$45 installed, a sliding rear window, dual windshield wipers and a heater. What were options decades ago are now mostly standard equipment. Over sized tires were also an option during the 1938 and 1939 model years.

The Ford Motor Company produced a total of 410,263 vehicles for the 1938 model year. That year's production was affected by a recession and numbers for all major automakers rose in 1939.

The 1938 Ford Half-Ton Pickup sold new in 1938 for about \$590. This was reportedly the lowest priced new pickup truck you could buy in 1938. Some of the things about the 1938 Ford Pickup that collectors like include the trucks styling, a good sized interior and the fact the trucks were generally very well built.



The 1938 Ford Pickup



1930s—Ford V8 Trucks

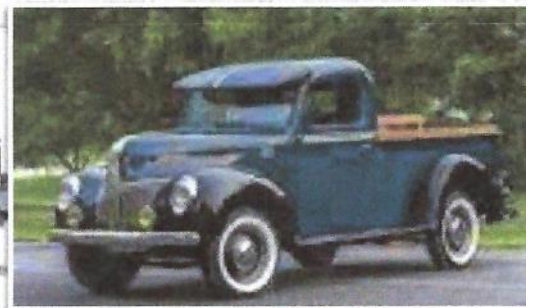
The Ford Motor Company proved its ability to adapt during the difficult post-Depression years of the 1930s. The innovative Ford trucks and cars made during this time managed to remain fairly priced -- an act of flexibility that helped Ford survive the decade.

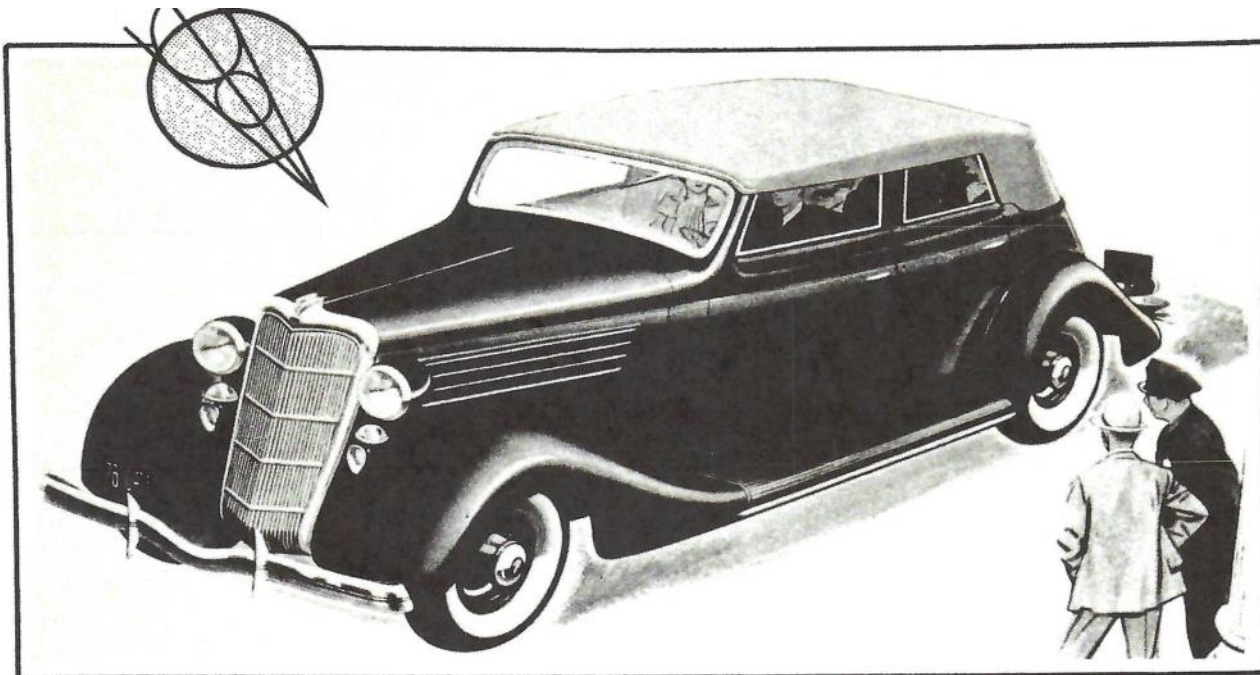
The Thirties dawned in a dismal state as the Great Depression took hold. People were out of work, standing in breadlines, and money to buy anything -- let alone new cars and trucks -was scarce. Profits made during the Roaring Twenties seemed to disappear overnight, and many automakers didn't weather the financial storm.

Ford managed to survive, of course, partly due to its sheer size and depth of resources. But the company helped its own cause by not resting on its laurels, instead bringing out better-looking, better-performing vehicles offered in a greater variety of models. And steady price cuts didn't hurt, either.

Styling changes to the 1930 and 1931 Model A cars and Model AA truck made them look fresh, and several special models were added to widen the make's appeal. But this turned out to be just a warm-up for what was soon to come.

During these years, chief rival Chevrolet, offered a six-cylinder engine, which was considered a competitive advantage over the four-cylinder found in the Model A. So when Henry Ford began brainstorming a successor to the A, he decided to trump Chevrolet with a V-8 engine. The Ford trucks of the 30s also featured revised styling and sleek looks.





FORD V-8 FOR 1935

THE GREAT DEPRESSION was just about over. Franklin Roosevelt's WPA and CCC programs had put countless thousands back to work and people were flocking to the movies in unprecedented numbers to watch Hollywood stars like Shirley Temple, at age 6 the top box office draw (a position she was to hold through 1938). Others in the top five were Will Rogers, Clark Gable, Fred Astaire and Ginger Rogers, still a knockout 41 years later. Not many 1935 cars have held up so well. This was also the year that the Marx Brothers produced their greatest comedy, "A Night At The Opera," remarkable also by the fact that no early Ford V-8s were demolished just to make people laugh.

1935 was a great year for the Ford Motor Company. Once again, an entirely new body was offered, proving that old Henry was no longer averse to change. This year proved to be the only time in the Thirties that the Ford Motor Company would outsell arch-rival Chevrolet.

The new Fords were introduced on December 29, 1934, just four days after this writer was married. As a wedding present to ourselves we ordered a spanking new '35 Ford Roadster, painted baby blue to match my bride's eyes, but more about that anon.

1935 was the final year for Ford's famous welded spoke wheel, though the rim was further reduced to 16", a diameter which was to remain fixed for the remaining years recognized by the Early Ford V-8 Club. Larger, softer tires contributed to improved riding.

The welded steel spoke wheel was first introduced in 1925, being used on some 3,000,000 Model T Fords. It also appeared on 5,000,000 Model As, and at least 2,000,000 Early V-8s. Counting five wheels

per car, this means that the total production was somewhere between 50- and 55-million steel spoke wheels before Henry went to the pressed spoke wheel of 1936.

Bumpers and tail-lights were quite similar to those on the Model 40, but just about everything else was different. The motor was moved forward eight inches so that most of its weight rested over the front axle, and seats were moved forward proportionately so that all passengers were "cradled" between the wheels in what the company called the "center-poise ride." Bumper to bumper, the 1935 Fords were eight inches longer, and bodies were materially wider (5½" across the front seat).

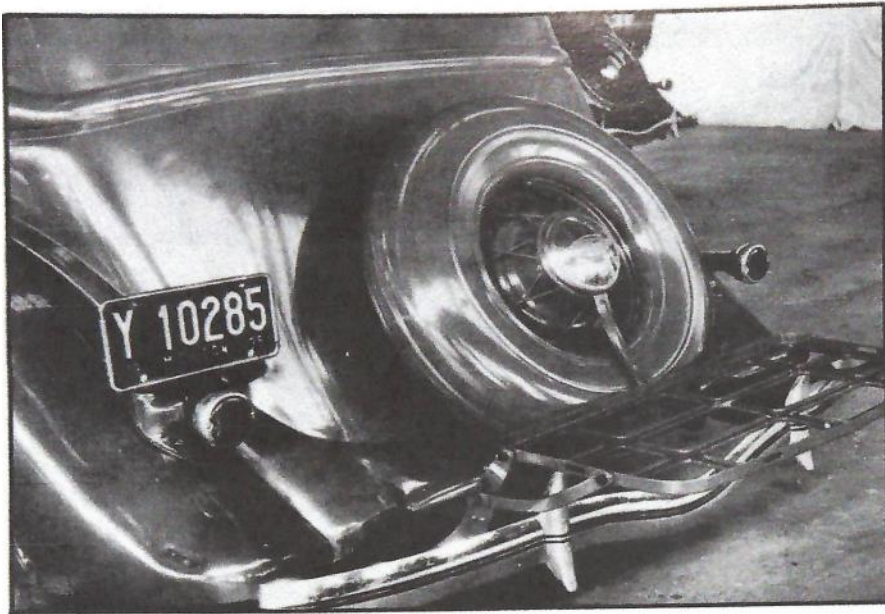
Among the important reasons for the 1935 "easier to drive" claim were new brakes, clutch and steering. The brakes were still mechanical, but of new design which were more powerful while easier to operate. In addition to the self-centering feature, the 1935 Ford front wheel brakes had what the company called a "floating wedge" to equalize the pressure applied to each of the two brake shoes in the drum.

Principal improvement in the V-8 engine was a new crankcase ventilation system to provide a constant circulation of air through the crankcase and valve chambers for exhausting water vapor and gases. The connecting rod bearings were of a new "aircraft type," copper leaded similar to that used in racing cars and airplanes where reliability under the most severe operating conditions was of paramount importance.

Other engine features included: cast alloy steel crank-

Our thanks to the following for material from which this article was composed: Lois Eminger (Dearborn, Michigan), Bob Lincoln (Mount Vernon, Ohio), Mike Burch (Spencer, West Virginia), Jim Dawson (No. Tana-wanda, New York) and Marty Duling (Wheeling, Illinois)

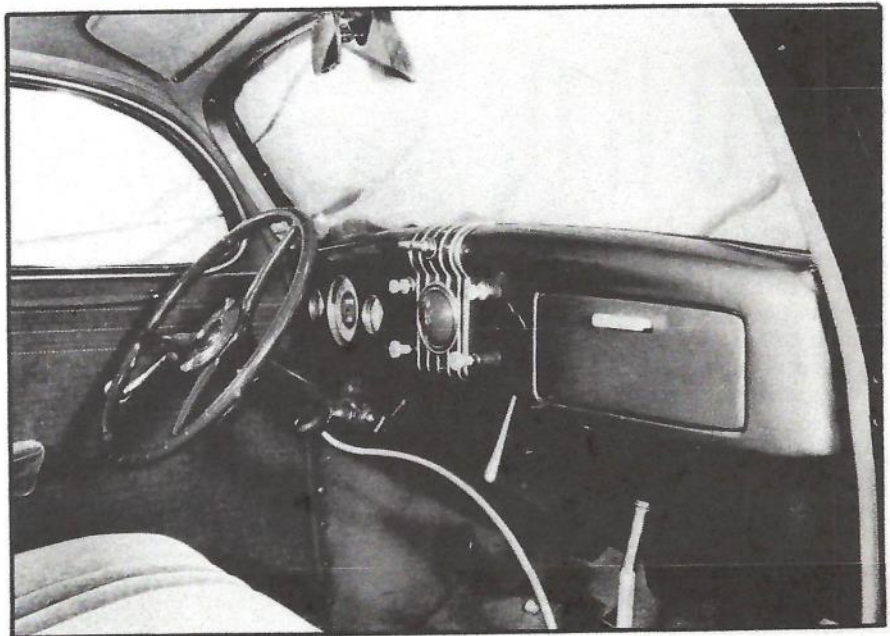
shaft, exhaust valve seat inserts and factory-set non-adjustable valves, light-weight cast alloy pistons, aluminum cylinder heads and one-



Excellent streamlining at the rear eliminated the Victoria model for 1935. Accessory trunk rack is shown in the open position ready to accept luggage. This is a DeLuxe, according to the bumper guards and twin tail lights.

(Photos on this page are being reproduced through the courtesy of the Ford Archives, Dearborn, Michigan.)

Instrument panel was entirely new, painted in gray taupe colored lacquer in DeLuxe models, and mahogany otherwise. DeLuxe cars had an ash tray, lighter and a glove compartment on the right.



piece casting of cylinder blocks and crankcase with cylinder walls and upper half of crankcase fully water-jacketed. The engine was cushioned in rubber at three points.

Ten bodies were listed. The following were available with DeLuxe equipment: Phaeton, Roadster, Convertible Coupe, Convertible Sedan, 3-Window Coupe, 5-Window Coupe, Tudor Sedan, Fordor Sedan, Tudor Touring Sedan, Fordor Touring Sedan. The Roadster and Cabriolet came with rumble seats, and it was an option on both Coupes. The 5-Window Coupe and the Tudor and Fordor Sedans were available without DeLuxe equipment. DeLuxe models were easily recognized from the exterior. They had two tail-lights and two horns with chrome rings. Standard models had only one tail-light and a single black horn.

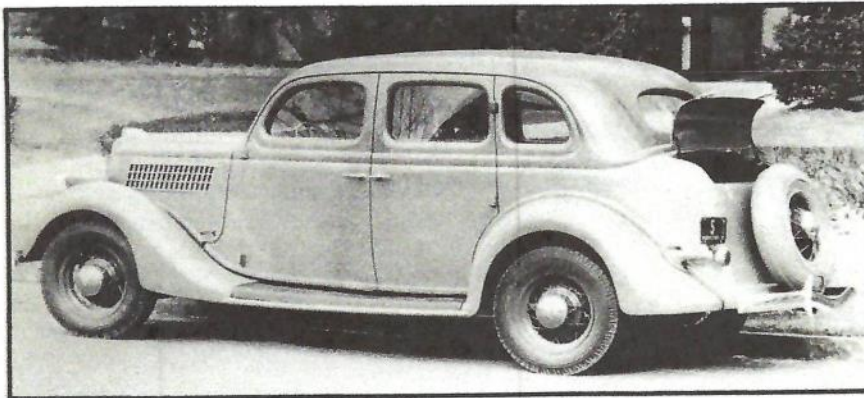
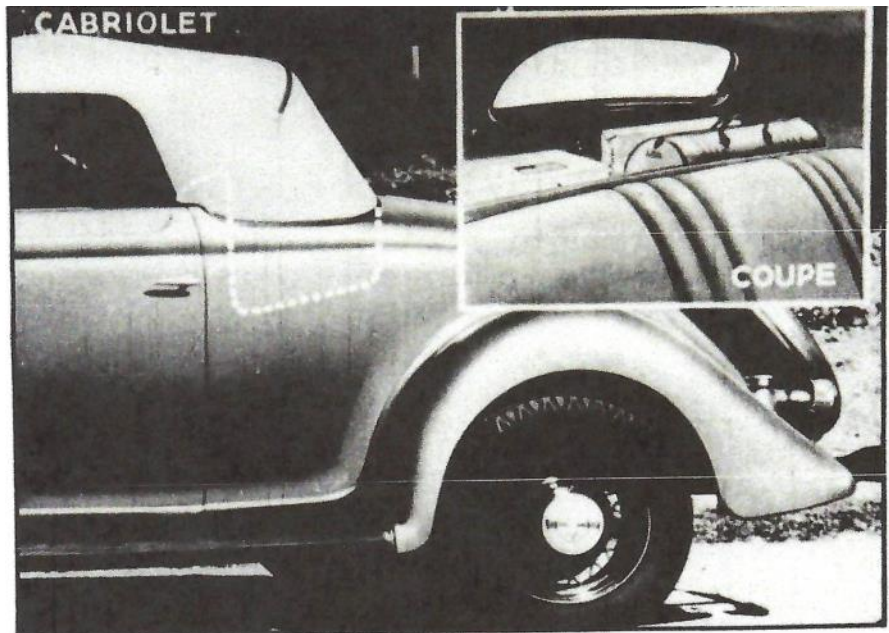
Slanting vertical louvres with horizontal stainless steel beading combined to make an attractive ornament on the hood sides. The radiator ornament became fixed in

position, with the filler cap moved beneath the hood. Headlamps had larger, curved lenses and chromed rings. Parking lights became incorporated into the headlamps.

One of the greatest selling points about the new Fords was improved riding quality, achieved by combining three major engineering principles, viz., 1. Equality of front and rear spring flexibility, 2. Proper car weight balance and passenger weight distribution, and 3. Locating the rear seat passengers closer to the center of the car. All this was made possible by moving the front spring four inches ahead of the axle, corresponding to the placement of the rear spring behind the axle. Both springs were longer, particularly the front (7-5/8" greater in length than on the '34 car). The front spring was also 1/4 inch wider, and the bow in the rear spring, a carryover from the Model T, was finally eliminated.

The frame was entirely new and more rigid. The X-members now extended to the full length of the side rails,

The Cabriolet and Roadster for 1935 had a neat recess behind the seat for the top to fold flush with the body. Similar space in the Coupe models could be used for storage. Photo courtesy of the Ford Archives.



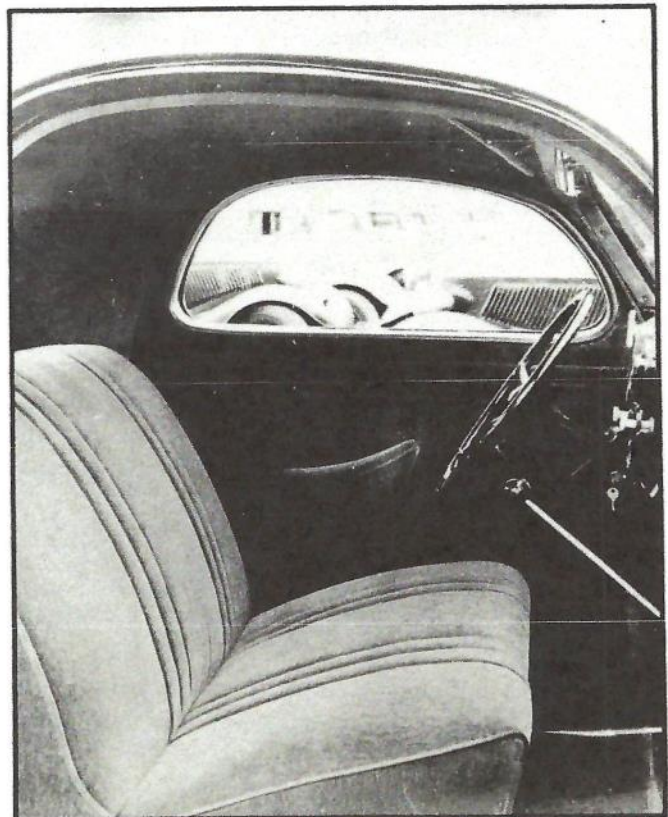
The powerful Fordor Touring Sedan seen here has the trunk lid open. Small by today's standards, nevertheless it was an improvement over previous years which had none at all. Rear seat backs were hinged to provide luggage space in '35 Ford Sedans without trunk. Photo courtesy of the Ford Archives.

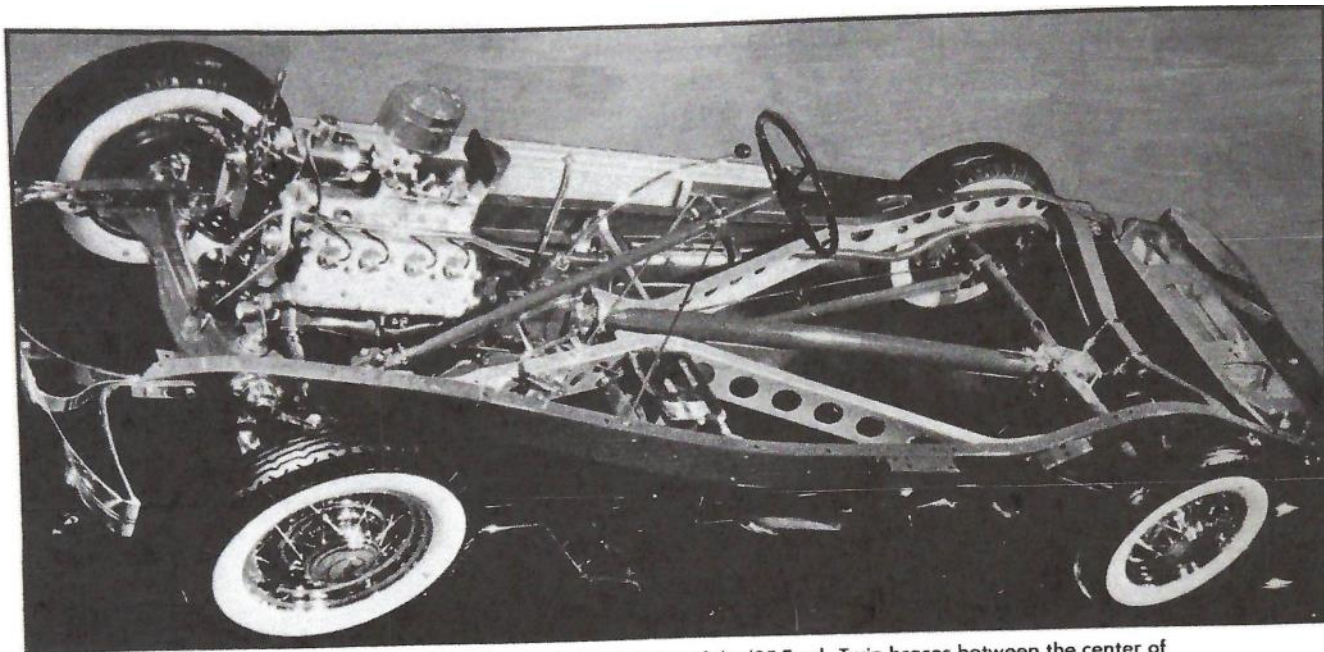
Upholstery materials were new and excellent tailoring gave the appearance of a custom job. A choice of Mohair or Pinstripe Broadcloth in Taupe Gray was offered on DeLuxe models. Touring Sedans could be had with Wool Suede or a stout Bedford Cord, both in Taupe. Standard models came in Wide Wale Bedford Cord, piped five inches apart. The Cabriolet and Convertible Sedan could be had either in genuine leather or Bedford Cord as in the Touring Sedans. The Phaeton and Roadster were upholstered in leather only. Photo courtesy of the Ford Archives.

but instead of fitting closely within the side rails, were arranged to form box-section members to the cross members, to which the springs were attached. Where the X-members were connected at the center of the frame a new deep box-member of welded construction was used for additional rigidity.

Retained was the somewhat traditional grille, which was long and slightly vee-ed. These grilles were painted to match the body on Standard models, but sparkled with chrome on the DeLuxe.

All Fords were finished with an enamel body finish of enduring lustre. Wheels, fenders, headlamps, tail lights and other small parts were Bonderized before painting to prevent the spread of rust.





New X-member of the '35 chassis reveals ruggedness of the '35 Ford. Twin braces between the center of the X and side rails were added, one of which supported the battery. Photo courtesy of the Ford Archives.

Medium Lustre Black—All DeLuxe cars (body and fenders). Stripe and wheels were bright apple green. Cars without DeLuxe appointments had black wheels, with the stripe apple green.

Dearborn Blue—All DeLuxe cars (body and fenders). Stripe and wheels, poppy red.

Cordoba Gray—All DeLuxe cars (body, fenders and wheels). Stripe, poppy red (wheels, poppy red optional). Cars without DeLuxe appointments—5-Window Coupe (entire body and fenders). Stripe, poppy red. Wheels black.

Vineyard Green—All DeLuxe cars (entire body, fenders and wheels). Stripe, bright apple green. Wheels in apple green optional. Non-DeLuxe Tudors and Fordors (body and fenders). Stripe, bright apple green. Wheels, black.

Gun Metal—All DeLuxe cars (entire body, fenders and wheels). Stripe, bright apple green.

Credit for designing the '35 Ford is generally given to Phil Wright of the Briggs Engineering Company, a major supplier of Ford bodies. According to Petersen Publishing Company's "Ford in the Thirties," Mr. Wright reportedly did the renderings at his home and

then showed them to his boss, Ralph Roberts. The latter took them to Ford management, including Edsel Ford, who were so pleased that the order was immediately issued to proceed with a full-scale wood mockup.

Company advertising claimed greater beauty for the new Ford, but the preference of collectors proves, we believe, that the Model 40s were better styled. Collectors usually prefer the 1936 cars over 1935 also, but the latter were very well received by car buyers of that day.

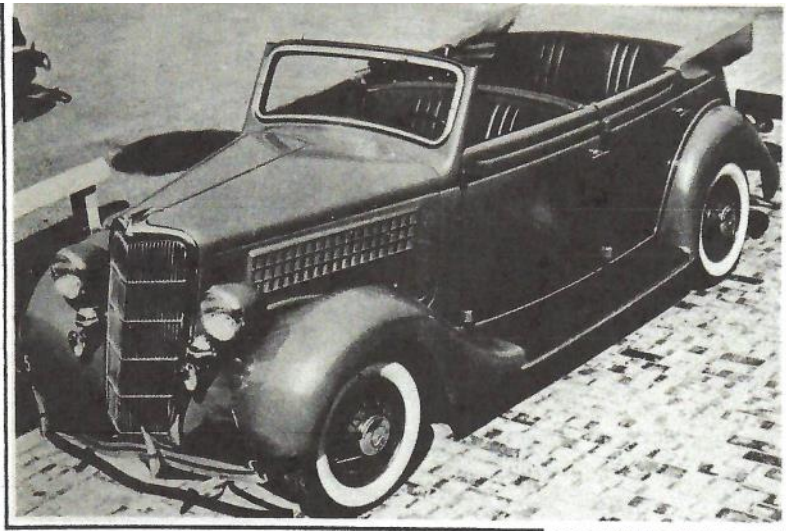
There is so much more that could be written about the 1935 passenger cars and trucks that we could fill the entire issue on that alone, but at least this is a beginning, while leaving much to be said in future issues by other editors.

If you're wondering what happened to that Baby Blue Roadster, it lasted just one year, which probably wasn't enough time to adjust our taste to that out-thrust front end. We replaced that car with the more traditional '34 Roadster from a used car lot. But that one used nearly as much oil as gasoline, so in 1936 we dumped it for a brand new Phaeton, which was an entirely new ball game that will have to await another time.

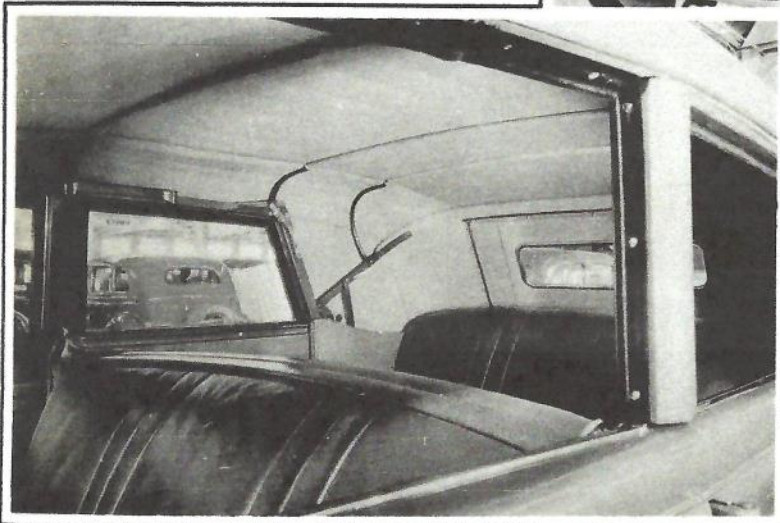
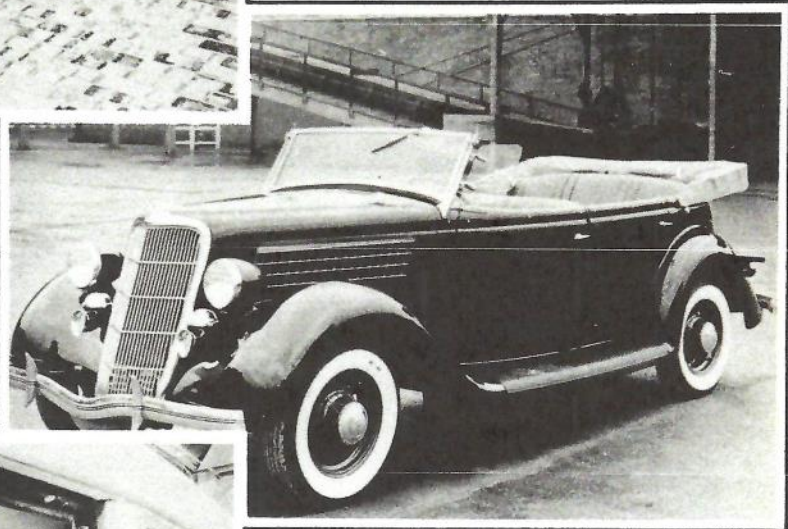
•••

PRODUCTION FIGURES

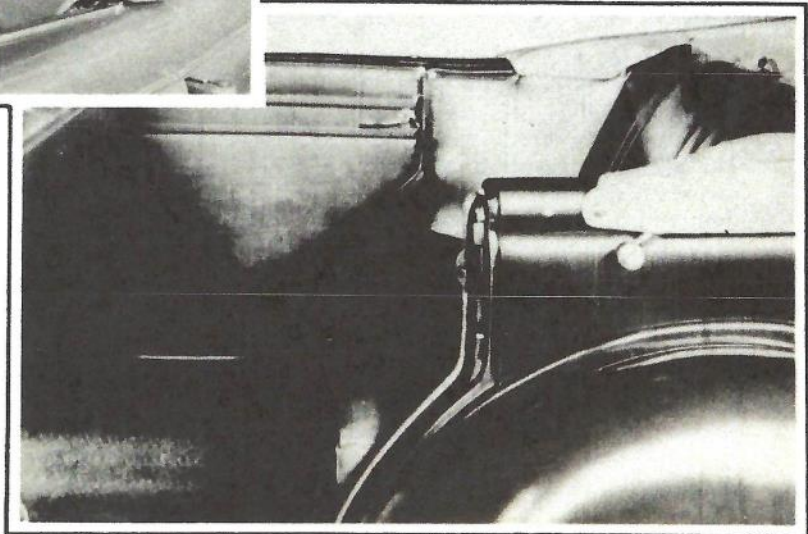
48-750 Phaeton (\$580)	6,073	48-730 Fordor Sedan	
48-740 Convertible Sedan (\$750)	4,234	Standard (N/A)	49,176
48-710 Roadster (\$550)	4,896	DeLuxe (\$635)	75,807
48-760 Convertible Coupe (\$625)	17,000	Touring Sedan	
48-770 3-Window Coupe (\$570)	31,513	Tudor (\$595)	87,326
48-770 5-Window Coupe		Fordor (\$655)	105,157
Standard (\$495)	78,477	48-790 Station Wagon (\$670)	4,536
DeLuxe (\$560)	33,065	48-780 Sedan Delivery (N/A)	8,308
48-700 Tudor Sedan		Panel Delivery	
Standard (N/A)	237,883	Standard (N/A)	9,888
DeLuxe (\$575)	84,682	DeLuxe (N/A)	4,946
		50-830 Pickup (N/A)	47,639



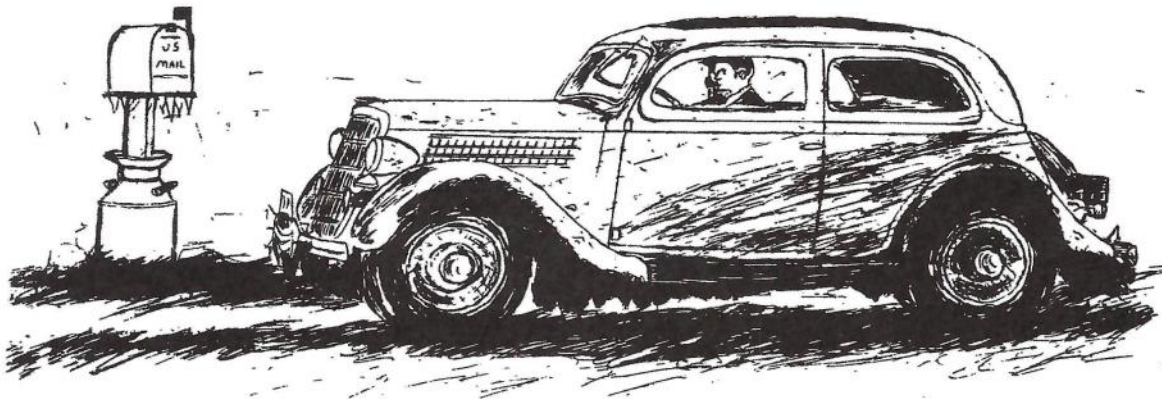
Two of the glamour models of 1935—the Convertible Sedan (left) and the DeLuxe Four Door Phaeton (right). Upholstery on both cars shown is genuine leather, although the Convertible Sedan (and Convertible Coupe) could also be had with cloth.



The Convertible Sedan had several pronounced differences. For one, the front seat was more rounded and thicker. For another, the Convertible models had a chrome strip along the edge of the running board, whereas the Phaeton and Roadster did not. Perhaps Henry Ford was only trying to balance the amount of chrome, because the latter models had fully chromed windshield posts and frame.



All photos on this page are reproduced through the courtesy of the Ford Archives, Dearborn, Michigan.



THE MAIL WENT THROUGH IN A '35 FORD

Our mailman's name was Gerald Baggott. He drove Rt. 4 out of Kilbourn, Wisconsin, until 1927, when the town went modern and changed the name to Wisconsin Dells. (Townfolks thought it would attract more tourists.) Then Gerald drove Rt. 4 out of Wisconsin Dells.

The first new car I remember Gerald getting was a brown '29 Model A. Our mailbox was about 1/3-mile up the road; so you didn't walk up that sandy road unless you knew the mail was there. It was most always there by 10:45.

In 1934 Gerald bought a new '34 Chevy Standard. I recall one day in winter, Gerald brought our mail right to our door. What a thrill! The reason was, he wanted to borrow a pipe wrench to clamp onto the stub of his shifting lever, which had broken off about 4" above the tranny. That was only one of many problems with the Chevrolet, which lasted only nine months on his mail route.

Enter the new gray '35 Slant-Back Ford 2-Door.

Now, Gerald was not an easy man on a car. He would sit near the right-hand side with his long legs extended to the clutch and brake. He never let the clutch out; he just slid his foot off the pedal sideways. With a clunk of the clutch, the rear wheels would start spinning and he was off to the next box.

I guess that's why there was always a deep rut at each mailbox.

Now, when winter came, the Gray Ghost received special treatment. The car was given '29 Ford wheels, and those 21-inch wheels got oversized Ward's knobbie tires with truck chains.

The snow removal equipment in Adams County in the '30s consisted of three four-wheel-drive trucks with V-plows that were broken down most of the time, and one Caterpillar tractor. If the snow got too deep in the road, you cut the fence and started a new road in the fields, but Gerald always delivered the mail. If, by chance, he ran into an impossible wall of snow ahead, he would leave the remaining mail for that road and have a neighbor make phone calls — the others would have to come pick up their mail on horseback.

1936-37 was one of our worst winters. At that time, I was staying in the Dells while attending high school. The folks would crank up the old '27 Master Buick and take me into town on Monday morning and come to get me on Friday night. One Friday in January '37, Mother called and said the roads were too bad, the Buick couldn't make it, and I would have to stay in town until the next weekend. Well, for a country kid to hear those words is about as close as you can get to a jail sentence.

Saturday morning I called Gerald and asked if I could ride home with him (try that request on today's mailman!). He said, "Sure," and told me to be at the Post Office at 9:00.

What a ride. I was in the back seat and the right-hand window stayed open. It was 20° below when we left town.

Now, when you're hitting snowbank after snowbank, and with the heat of the engine, a person can have problems. We did. In the back country, we slid to a stop at a box and the right front brake froze. Gerald grunted, poured it to the Gray Ghost, and we went up the road sorta sideways with the wheel sliding. About a half-mile up the road, we slid to a stop at the next farmhouse. Gerald grabbed their mail, ran to the house, and came back with a tea kettle of hot water (they were always on the wood range in those days). He poured water on the brake, took the tea kettle back to the house, and we were on our way again. The Gray Ghost had me and the mail home by 2:00 P.M. on Saturday.

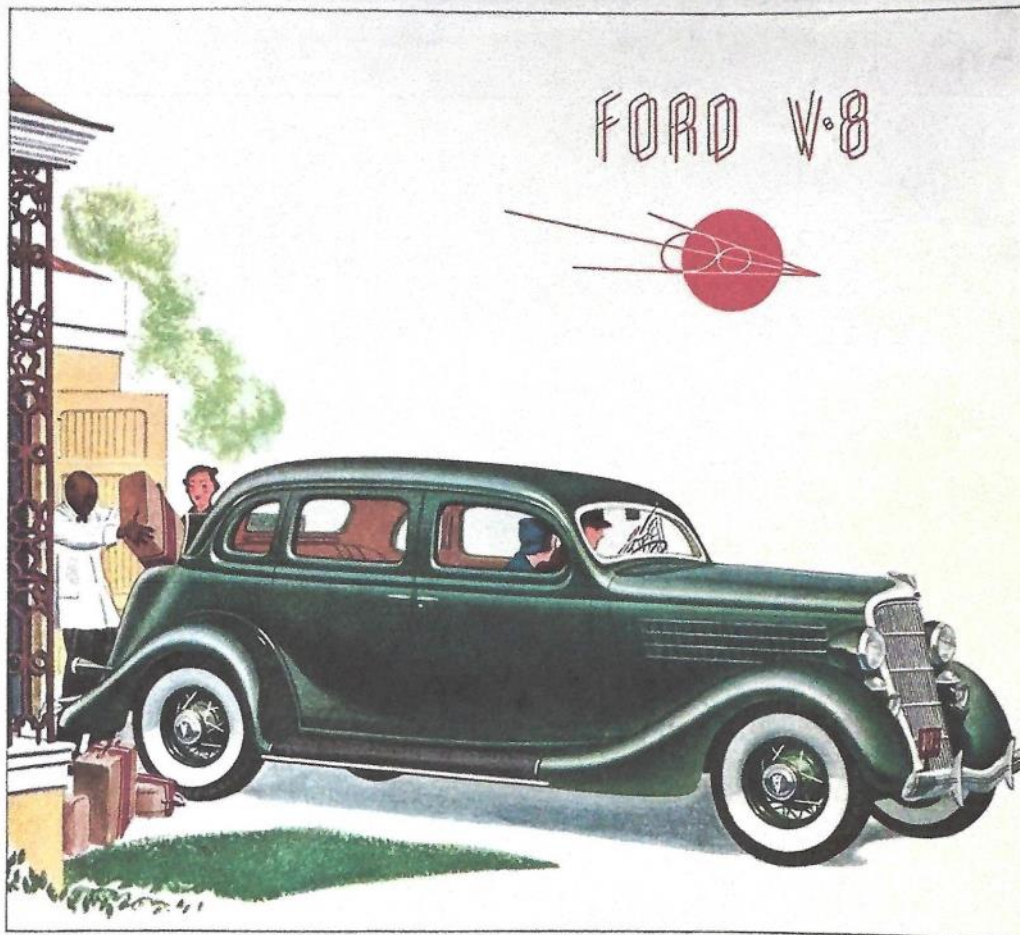
Enter World War II. No new cars, and Gerry was stuck with the Gray Ghost for another five years. Not really a problem, though. The mail continued to go through; the trusty '35 Ford, classy-lookin' in summer on her 16-inch wheels and in winter on her 21-inch wheels, was determined to get through.

In 1946, Gerry got the first 1946 Ford to come into Wisconsin Dells.

We still got our mail on time.

by Clay Nichols
Wisconsin Dells, WI





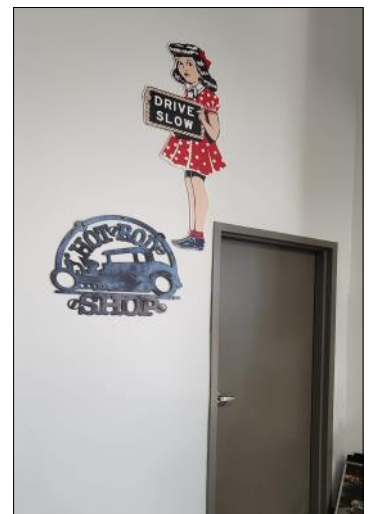
New Touring Sedans, with Built-in Trunk

New among the Ford body styles for this year are the TUDOR and FORDOR TOURING SEDANS. Their beauty, comfort, safety, V-8 performance and economy make them popular, practical family cars. . . . The built-in trunk accents the length of these Touring Sedans and solves the luggage problem. It locks securely and is rain-proof and dust-proof. The large opening makes it easy to get luggage in and out. . . . The Ford Touring Sedans are upholstered in a choice of Bedford Cord or Wool Suede, with taupe color appointments to match. Everything is distinctively new and modern. . . . Four especially important features are the V-8 engine, Center-Poise riding comfort, all-steel body and Safety Glass throughout at no extra cost. V-8 power and smoothness mean more enjoyable motoring. Three years on the road in the service of a million and a half owners have proved that the Ford V-8 is the most economical Ford ever built.

May 1935 Good Housekeeping

BATTLEFIELD AACA GARAGE TOUR, APRIL 13, 2024

The Battlefield AACA held its April garage tour on Saturday April 13, 2024, and included stops at the garages of Bob Beck, Don Potter, George Ross and Chris Woodside. Following are pictures from all those stops.





KARS4KIDS

Saturday, April 20, 2024

Brentwood High School, Brentwood, TN

The morning started with rain and it looked like the show would be a wet one but Mother Nature relented... the rain stopped, the sun came out... and it made for a successful show as the proceeds of more than \$11,000 dollars was raised for the Tennessee Baptist Children's Home in Brentwood. See pictures below and on the next page.





CARS 'N COFFEE

Saturday, April 27, 2024, 8 AM—11 AM

4th Saturday of Every Month

Our Team here at The Goldton at Spring Hill is thrilled to host The Official Cars and Coffee of Spring Hill!

FREE Coffee Bar and Patty's Pastries

OPEN TO THE PUBLIC - FREE ADMISSION

Cars and Coffee of Spring Hill is a group of car enthusiasts in the Spring Hill area that enjoy sharing their love for cars and telling their stories. We have created a family friendly activity within our wonderful city that everyone can participate in and equally enjoy!

Come on out for some great family fun!

For More Information
(931) 451-0009

3056 Miles Johnson Pkwy,
Spring Hill, TN 37174

TheGoldtonAtSpringHill.com


THE GOLDTON
AT SPRING HILL
ASSISTED LIVING | MEMORY CARE

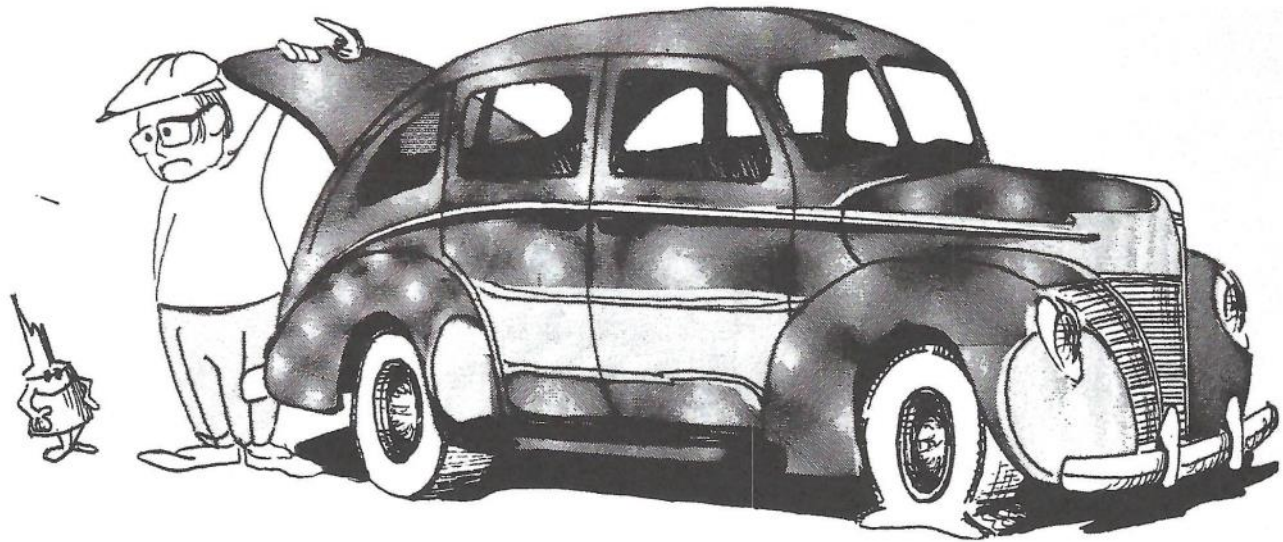


This Cars and Coffee at Goldton Assisted Living Center in Spring Hill was a new one for us and was a REAL Cars and Coffee with free coffee, sausage biscuits, and lots and lots of pastries. Held the last Saturday of the month. Check it out!





THE GREASE PIT POET (AKA BOB MCCOPPIN)



FREE VERSE (A first effort)

*A bottle
Glinting madly in the sunshine
Birthed a few short weeks ago
Of molten heat and sand.
Full blown, stood,
Filled with Mogan David's purple promise.
Not kept.
Like a promise made in passion,
Quickly broken.
Now alone and bitter, waiting,
Jagged on the roadway.*

*Here I come,
Fat dumb and happy, on my Denmans.
A cloud of dust, a hearty Hi Ho Silver.
"Who was that?"
"Don't know, man,
But he was running brand new Denmans."
Crazy!
My Denmans are exciting.
Round and smooth.
Sexy, like the earlobe
Of a Playboy Bunny lady
Hanging down.*

*I see the bottle!
Larger than life, it seems,
Dripping venom.
A monster!
Like in Gidget Meets Godzilla,
Terrifying.
Especially Gidget.*

*I swerve.
Like Andretti at LeMans
I am cool.
Just a little heel and toe
In full control.
Swing it back and track the wheel
With perfect timing.
And I strike the bottle squarely
Like a pro.
Oh! My tender Denmans!
As the wanton bottle finds release
I feel deflated.
And like my first attempt at free verse
I think I blew it.*

Technical tip...

VAPOR LOCK

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.

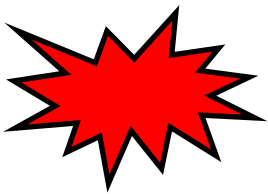
When a vehicle has been operated under high outside temperature and then parked, the build-up of heat begins. Heat is radiated from the engine, causing everything under the hood to escalate in temperature.

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

By Dick Flynn



BLAST FROM THE PAST

V8 TIMES, May-June 1988

Vapor Lock! Can It Be Cured?

Wayne Fee
Montclair, CA



Here is a fellow who says, yes it can; although we may have to deviate just a bit from stock. With heat and vapor lock problems increasing in older cars as more refiners fiddle with the fuel, he makes the point that it is better to arrive at a Concourse and lose a few points, than not to arrive at all!

In this article we will not confine ourselves to flat head Fords, since the same rules apply to any make, year, or model of cars.

Basically, vapor lock is caused by two things: too much heat, or too little fuel pressure. In either case it causes the fuel in the pump to boil and create a vapor.

A good place to start is to check the cooling system. After correcting any problems with the cooling system, you must take a fuel pump pressure and volume test. For this you may have to borrow or rent a pressure gauge which registers from zero to approximately 10 lbs. Proceed by disconnecting the primary wire to the coil or distributor; disconnect the fuel line at the carburetor and attach three feet of hose from the fuel line to the gauge. Crank the engine with the starter and you should have 4 lbs. minimum. Disconnect the hose from the gauge and lower the end of the hose into a quart jar all the way to the bottom. Again crank the engine until the jar is half full, and using the second hand of your watch, record how many seconds. Also observe if there were any bubbles which indicate a fuel line rusted through. With a 12-volt system, one pint in 20 seconds, or a pint in 25 seconds with a 6-volt system is the minimum quantity. (One pint in 15 seconds is average.) If the fuel pump fails the test, correct the problem with a new fuel pump, push rod, fuel line, filter, etc.

I think most will agree that all flat head Fords should have an electric booster fuel pump mounted near the gas tank, with a toggle switch under the dash to be turned on only when needed. Most prefer to have the booster pump into the mechanical pump, but some prefer to go around the mechanical pump (in parallel) and use a "T" fitting.

This will cure many problems, but will not always cure vapor lock problems. In this case you must purchase a Chrysler fuel filter, with three (3) nipples on it; an example is a NAPA 3086. An arrow denotes flow. Observe one nipple has a very small restrictor in it. Start a very small but long metal screw in the hole in this restrictor and pull the restrictor out with a pair of pliers. Use an ice pick and hammer to enlarge the hole to approximately $\frac{1}{16}$ " maximum. Then reinstall it. Cut the fuel line in half near the carburetor and install the new filter. (Observe arrow.) Also make sure the vent outlet is at the top. Connect a vent hose or tubing to the nipple and run it back to the gas tank, and vent it back into the tank.

One method of connecting to the gas tank would be to purchase an Edleman #820250 or a Ford #376148-S fitting. With the gas tank less than $\frac{1}{4}$ full, pick an area of the filler neck that is accessible, and clean an area about 2" in diameter; sand it with coarse sandpaper and dent the center with a punch and hammer. Then connect a ground wire from an electric drill motor to the chassis frame, and drill a small pilot hole. Enlarge the hole to $\frac{1}{32}$ " using only new or sharp drills, then tap threads with $\frac{1}{8}$ " pipe tap. Use heavy grease on both drills and the tap to catch the chips. Install the fitting and connect the vent line. Use a liberal amount of "J B Weld" epoxy over the area you cleaned off and well up on to the fitting.

This is by far the most effective method to stop vapor lock and it is inexpensive. Any vapor that is formed goes straight back into the gas tank. Also, the continuous flow of cold fuel from the tank keeps the temperature below boiling.

Now PLEASE, some of you mechanics out there, write some criticals on overheating cures!

In the Kitchen...

TURKEY CHILI BALLS

*Diane Huber
Ferguson, MO-RG #124*

1½ lbs. ground turkey (uncooked)	¼ c. egg whites
1 sm. chopped onion	½ fine chopped green pepper
1 T. Dijon mustard	½ c. toasted bread crumbs
Garlic and pepper to taste	1 head shredded cabbage

Make large balls from mixture of everything, except cabbage. Lay on bed of cabbage in 9 x 13-inch pan. Pour on a mixture of:

1 c. chili sauce	1 can whole cranberry sauce
1 sm. can tomato sauce	

Cover and bake in 350° oven for about 1½ hours, until meatballs are cooked through.

TURKEY CASSEROLE

*Betty Coleman
Port Charlotte, FL-RG #132 & #20*

2 cans mixed vegetables	2 c. diced, cooked turkey
2 cans undiluted mushroom soup	Onions (opt.)
1 (4-oz.) can mushrooms	2 boxes Jiffy cornmeal

Mix all ingredients and put in 9 x 13-inch pan. Make cornmeal as directed on box and pour over mixture. Bake at 350° for 40 to 45 minutes. This is great for leftover turkey at Holidays.

CLASSY CHICKEN

*Myrna Nelson
Vancouver, BC, Canada-RG #120*

3 chicken breasts, skinned and boned	½ c. mayonnaise
¼ tsp. pepper	1 tsp. lemon juice
10 oz. frozen or fresh broccoli (fresh is best)	3 T. oil
1 (10-oz.) can cream of chicken soup	1 tsp. curry
	1 c. grated cheddar cheese

Cut up chicken into bite-size pieces and sprinkle with pepper and sauté in oil. Cook broccoli until just tender and put into buttered 7-inch casserole dish. Put chicken on top. Mix the rest of the ingredients and pour over all. Sprinkle with cheese. Bake, uncovered, at 375°, 30 to 35 minutes.

V-8ers Delight

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

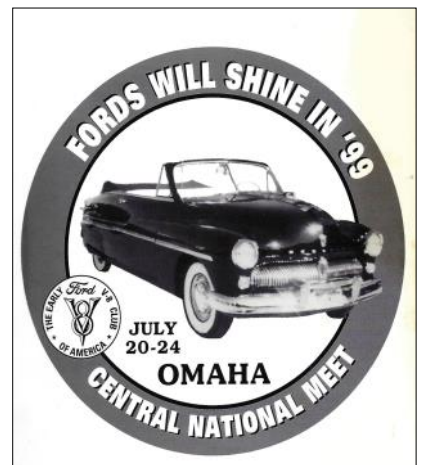
Copyright © 1998
Cookbooks by Morris Press

All rights reserved. Reproduction in whole or in part without written permission is prohibited.

Printed in the U.S.A. by



For information on having your cookbook printed, write for our FREE information packet or call Toll-Free at 1-800-445-6621.



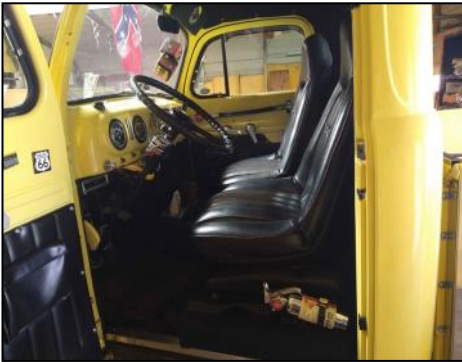
*Early Ford V-8
'99 Central National Meet*

*Omaha, Nebraska
July 20-24, 1999*



FOR SALE

1952 FORD F1 PICKUP



Very nice restoration. Has been thoroughly checked out by a highly respected local mechanic. Air conditioned, power brakes, wood bed. Short block Chevy engine with automatic transmission. Has no significant damage or problems, Clean title. \$52,500

If interested, call Tom Tritschler at (615) 542-8986 (Murfreesboro)

Local Car Shows, Cruise-Ins, Etc., for May 2024

May 3rd: Springfield, TN - 1st Friday Night Market Cruise-In located at the square downtown Springfield, TN. **Starts May 3rd** thru October 4th. Times: 6:00pm - 9:00pm. FREE event for the family, Live music, Food trucks, Kid's Zone, Specialty vehicle cruise-in, 80+ farmers, artists, makers, boutiques, plus your favorite downtown merchants.

May 4th: Clarksville, TN - Memory Lane Cruise Nites at Hampton Plaza, 2884 Wilma Rudolph Blvd. **Starts April 6th.** DJ Music, 50/50 drawing, O'Reilly Auto Parts - Pick of the Month Plaque & Music. Times: 5:00pm - 8:00pm. Dates: April 6th / May 4th (Family Fun Night) / June 1st / July 6th / August 3rd / September 7th / October 26th (Trunk & Treat). Lots of places to eat and shop. For more information, call Katie 518-369-4134 or Stan 309-838-1471.

May 4th: Clarksville, TN - Spring Swap Meet & Car Show hosted by The Clarksville Gearheads. Located at 672 Riverside Drive, Clarksville, TN. Join us on May 4th from 10:00am to 3:00pm. Rain Date May 5th. We ask swap meet vendors to arrive between 8:00am-10:00am, so you'll have time to get ready for spectators. Please don't arrive before 8:00am so we have time to set up on our end. If you want to participate in the car show, please arrive between 10am-noon. The fee to enter the car show will be \$20.00 per vehicle. We will judge from noon till we are finished followed by the trophy presentation at approximately 2:00pm. Twenty (20) trophies will be presented this year.

May 4th: Madison, TN - 5th Annual Madison Little League Car Show at 227 Forrest Park Drive, Madison, TN. Rain Date: May 11th. Fundraiser for non-profit little league park. Entry fee \$20.00. 1st 50 receives a Dash Plaque. Registration: 8:00am - Noon, TOP 50 Awards, Best Jeep, Best Rat Rod, Best Import, Best Stock, Best Modified, Kids Pick, Furthest Driven, Best Local Car, Best of Show, Club Participation. For more information, call 615-429-5176.

May 4th: Springfield, TN - 7th Annual Spring Fever Auto Show at the Springfield - Robertson County Airport, 4432 Airport Road, Springfield, TN. Registration: 8:00am - Noon, Awards at 2:00pm. Entry fee \$20.00, Vendor spaces \$25.00. Door prizes, 50/50 drawing, Car Corral / Parts vendors. Awards & Trophies: Modified / Production / Best of Show / Jimmy Proffitt Memorial / Coach's Choice / Team Choice / Club Participation / Because It's Cool. Welcome all Classic Cars, Muscle Cars, Hotrods, Trucks, Lowriders, Exotics / Specialty & Motorcycles. All proceeds go to Nashville Cruisers Softball. For more information call Chris Goodfred 615-268-4276.

May 4th: Hartsville, TN - 13th Annual Car, Truck, Bike Show at First Baptist Church, 773 McMurry Blvd (Hwy 25), Hartsville, TN. Rain Date: May 11th. Registration 8:00am - Noon, Awards at 2:00pm. Dash plaques for 1st 100 entrants, Food, Oldies Music, 50/50 drawing. Awards include: TOP 50 Awards plus Youth Minister-Youth Choice / Mayor Choice / Pastor Choice / Best of Show Bike / Best of Show / Memorial Trophy Jackie Gammon / Memorial Trophy Joe Morgan. All proceeds benefit the Youth of First Baptist Church. For more information, call Seed Morton 615-504-8330 \ 615-374-9419 or Glen Edwards 615-478-0697.

May 4th: Clarksville, TN - Sunrise Rotary Car Show at Governor's Square Mall, Belk parking lot. Times: 10:00am - 3:00pm. Times: 10:00am - 3:00pm. Entry fee \$20.00. All proceeds will benefit the Sunrise Rotary.

May 4th: Smyrna, TN - Piston Addicts Car/Truck/Bike Show by Mid Tenn American Muscle at Crusader Autoworks, 307 Hazelwood Drive, Smyrna, TN. Rain Date: May 4th. Times: 8:00am - 3:00pm. Entry fee \$25.00 on site. TOP 20 Unique Awards plus 1st/2nd/3rd in 13 Classes, Best Muscle Car / Best 50's / Best 60's / Best 70's / Best 80's / Best 90's / Best 2000 & Up / Best Stock Original (must be stock) / Best Modified / Best Corvette / Best Truck / Best Motorcycle / Under Construction (must be clearly under construction) / Best of Show (Electric Guitar). Owners will pick their class in show. BIG Door prizes: 40" Flat Screen TV / 7" Tablet, Stereo Sound Bar, 50/50 drawing, T-Shirts for sale and more.

May 5th: Mt. Juliet, TN - 28th Spring Meet of the Mid-Tenn Region of the AACA - Wilson Bank & Trust at 1476 N. Mount Juliet Road, Mt. Juliet, TN. At the intersection of N. Mt. Juliet Rd and Old Lebanon Rd. Registration: 8:00am - Noon, Awards at 3:00pm. For more information, contact Jim Pritchard 615-400-2054 or Glen Edwards 615-478-0697. Over 60 Classes in the show.

May 10th-11th: Franklin, TN - Music City Showdown at Williamson County AgExpo Park, 4215 Long Lane, Franklin, TN. Nashville's most prestigious automotive event! Family friendly event 20 minutes outside of Nashville.

May 11th: Springfield, TN - Robertson County Fairgrounds Charity Car Show at 4635 Hwy 41N, Springfield, TN. Rain Date May 18th!! Gates open at 7:00am for registration, Judging begins at 10:00am. Awards for Cars, Trucks, Jeeps & Motorcycles. Entry fee \$20.00, Vendor fees \$50.00 flat fee. Admission for public is FREE. All proceeds will benefit My Father's House Homeless Mission. For more information, call Sheila Byrd 615-944-8441

May 11th: Kingston Springs, TN - 2nd Annual Harpeth High School Car Show at Harpeth High School, 170 E. Kingston Springs Road, Kingston Springs, TN. Welcome all Fords, Chevys, Jeeps, Mopars and GM's. Entry fee \$20.00. Awards include: TOP 15, Best of Show and 1st / 2nd / 3rd Place for Ford, Chevy, Jeep, Mopar and GM.

May 11th: Murfreesboro, TN - Central Magnet High School Car Show in historic downtown Murfreesboro on the campus of Central Magnet School, 701 East Main Street. The car show will feature live music, games, food trucks, vendors and door prizes. We will award Best of Show, People's Choice Award and a TOP 20 chosen by an expert panel of judges. The 1st 50 registrants will receive a dash plaque. The show is a fundraiser for the volleyball team for new uniforms and equipment. For more information, contact Jason 931-224-6512.

May 11th: Loretto, TN - Cars in the Park Car Show at Loretto City Park, 200 Park Street, Loretto, TN. Judging starts at 9:00am - 12:30pm, Awards at 1:30pm. Rain Date: May 18th. Categories to be judged - Best of Show (Cash Award) / Runner-Up (Cash Award) / Presidents Choice (Cash Award) / TOP 25 receive trophies / Crowd Pick 50/50. Proceeds to to Sight, sponsored by Loretto Lions Club. For more information, call Chris Garland 931-279-2361 or Jeremy Johnson 256-762-6945.

May 11th: Shelbyville, TN - Car & Truck Show at Tennessee Walking Horse National Celebration Grounds, 721 Whitthorne Street, Shelbyville, TN. Registration starts at 8:00am, Judging at Noon, Awards at 3:00pm. Entry fee \$25.00 for 1st vehicle / \$15.00 for 2nd vehicle. Car Corral, Swap Meet, Petroliana welcome! Door prizes, Dash Plaques for the 1st 100 vehicles registered. Rain or Shine! 3 Trophies per Class, 39 Classes (on flyer) plus 9 Specialty Awards. For more information, contact Walt Bagar 256-606-0885 or Gene Ray 931-224-7101 or Jerry Clanton 931-684-9379 or Calvin Kincaid 931-580-5662.

May 17-18-19th: Lebanon, TN - 18th Goodguys BASF Nashville Nationals at the Nashville Super Speedway, 4847-F McCrary Road, Lebanon, TN. Cruise your classic or pack the kids into the family truckster and head out to Nashville Superspeedway in Lebanon May 17-19 for the Goodguys 18 th BASF Nashville Nationals featuring over 2,500 of the country's finest 1999 & older hot rods, trucks, customs, muscle cars and classics! You'll also get to take in the Goodguys' Classic Performance Products AutoCross racing series action featuring the No limit Engineering Music City Mayhem shootout competition, shop the swap meet, Cars 4 Sale Corral and vendor midway, enjoy live music, see which rides take home the top awards of the weekend including Builder's Choice Awards by Alloway's Hot Rods, the crowning of the Goodguys 2024 TANKS, Inc. Hot Rod of the Year and so much more! On Sunday, American made or powered late models of all years are welcome for our Meguiar's All-American Sunday celebration!

May 18-19th: Lebanon, TN - Back in Time Vintage Camper Rally, Van-In & Swap Meet at The Made in Tennessee Building, Wilson County Fairgrounds, Lebanon, TN. Come check out our first ever Vintage Camper Rally, Van-In & Swap Meet. Vintage and home built campers ONLY! Trophies for Best Vintage Camper, Best Slide in Camper, Best Truck/ Camper Combo, Best Camper/Car Combo, Best Unusual Camper, Best Hot Rod Camper. Show admission \$10.00. Camp sites \$60/night includes 1 person. Additional person \$10. For more information

May 19th: Murfreesboro, TN - 3rd Annual Showin' Off For Shelby at The Experience Community Church, 521 Old Salem Road, Murfreesboro, TN. Rain Date June 2nd! Entry fee \$20.00. All Cars, Trucks, Jeeps and Bikes Welcome! TOP 30, 1st / 2nd / 3rd Place for each Class. Best in Show plus Specialty Awards.

May 25th: Granville, TN - Granville Heritage Day Antique Car Show at historic Granville, TN overlooking Cordell Hull Lake, 6800 Granville Highway. Registration 9:00am - Noon, Awards at 3:30pm. Entry fee \$20.00 for 1st car / \$15.00 for 2nd car. Awards presented to: 25 Classes of Production / 4 Classes for Trucks / 13 Classes for Modified Cars / 2 Classes for Street Rods / 9 Classes for Modified / 9 Classes for Modified Trucks. 1st 300 entrants will receive a Dash Plaque. Drive thru Judging! For more information, contact Randall Clemons 615-945-8492.

May 25th: Smyrna, TN - Caffeine and Chrome: 25-Year Spectacular. Times: 9am-12pm. The weather is warming up and car show season is springing into high gear. Join Gateway Classic Cars at one of our 21 showrooms in celebration of 25 years in business on May 25, 2024 from 9am-12pm. Cruise in with your classic, bring the family, including the furry ones! Enjoy pastries and coffee* (while supplies last). There will be special awards given out for *Best In Show! All makes and models are welcome, with plenty of parking space. This is a family and pet friendly event! See you there!*
(Courtesy of Memory Lane Crusiers)



CARS 'N COFFEE
Saturday, May 25th, 2024—8AM—11 AM
4th Saturday of Every Month

Our Team here at The Goldton at Spring Hill is thrilled to host The Official Cars and Coffee of Spring Hill!

FREE Coffee Bar and Patty's Pastries

OPEN TO THE PUBLIC - FREE ADMISSION

Cars and Coffee of Spring Hill is a group of car enthusiasts in the Spring Hill area that enjoy sharing their love for cars and telling their stories. We have created a family friendly activity within our wonderful city that everyone can participate in and equally enjoy!

Come on out for some great family fun!

For More Information
(931) 451-0009

2024 Music City Cruise Plans
Spring Hill, TN 37076
theofficialcarsandcoffee.com

THE GOLDTON
AT SPRING HILL
AMERICAN LEGION - MEMORIAL CARE

Car enthusiasts in Spring Hill have a reason to be excited as The Goldton at Spring Hill gears up to host the Official Cars and Coffee of Spring Hill. This event is scheduled for the 4th Saturday of the month (May 25th) providing a relaxed, family-friendly environment from 8:00 AM to 11:00 AM.

Attendees will have access to a complimentary coffee bar and can savor offerings from Patty's Pastries. The best part is there's no admission fee, making it an ideal outing for families who share a passion for cars.

The Official Cars and Coffee of Spring Hill will take place at The Goldton at Spring Hill. This event promises an enjoyable experience for all car lovers looking to connect and share their interests in a welcoming setting.



Cars and Coffee—Every Saturday Morning!
Hosted by the Music City AACA
Christ Community Church
1215 Hillsboro Road
(just North of Mack Hatcher Pkwy)



Thursday Night Cruise-In!
Every Thursday Night, 5 PM
Bring your classic ride to Yogi's Pizzeria and Ice Cream Emporium at 4825 Trousdale Drive, Nashville, TN and enjoy free pizza!

SPEED & DESIGN
HOT ROD INTERIORS



GIL VIGIL
505.480.3461

ALL-N-ONE
AUTO GLASS

Daniel McNeal, Sr.
Owner

allnoneautoglass@gmail.com
615-629-2606 (Rural)

Our #1 Goal
Is Quality!

"Call or text us today for a free quote or to make an appointment"

Mobile Services Serving Your Area

Mark Kicsak

(607) 729-1693



97 Hoodlum Hill Rd.
Binghamton, NY 13905
www.marksfordparts.com

PARTS

NEW, USED &
REPRODUCTION

Early Ford V-8
Foundation
Museum



260-927-8022 (Office)
info@fordv8foundation.org
www.fordv8foundation.org

P.O. Box 284
2181 Rotunda Drive
Auburn, IN 46706



844-EARLY-V8

AUTOMOTIVE

thirdgenauto.com

YOUR GO-TO SOURCE FOR 1932-48 FORD PARTS
NOW SELLING ROY NACEWICZ
FORD RESTORATION SUPPLIES

Visit our **NEW** website for items added daily



Scott Zaft

beclockwise@comcast.net

beclockwise.com

(H) 615-832-0418

(Cell) 615-584-3307

Monday thru Friday

8 Am—530 PM

Closed Saturday and Sunday

Pick up & delivery available

1245 Jeff Davis Dr.

Brentwood, TN

37027

Expert

Clock

Repair

POLLY'S SERVICE CENTER

KENNY POLLY
OWNER

3200 Belmont Blvd.
Nashville, TN 37212

297-4901
297-7624

Pinstriping and Custom Art

Music City Paintworks

Pinstriping, Lettering & Custom Art

Anthony Monaco

www.musiccitypaintworks

anthonymonaco81@yahoo.com

Serving Nashville TN and Surrounding Areas