

# 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

SEPTEMBER 2021

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## A Note from Danny Driskell

To our Volunteer Ford V-8 Club Members:

I would like to take a moment of each of your time to explain the reasons behind the cancelation of our Leiper's Fork tour and outing. The weekend prior to our tour both Mickey Holton and I were working together in my shop on old cars. That Monday morning, I began feeling like one of my sinus issues was coming on and mentioned it to my wife Sharon. She said we would keep a watch on it and would call the Doctor if it got worse. Well by Tuesday evening it was worse, and we went to the clinic to get checked out. I and my wife are ones who got all our Covid shots months earlier and just thought I would be told we were looking at a sinus infection. Well, the end results was that I had contracted the Delta Covid infection and would need to be under quarantined for 10 days. I immediately called Mickey and told him the news and we both felt that since we were together, we should not chance spreading anything to our club members and thus cancelled the event.

Now the good news, first thanks to my covid shots, I recovered by Thursday night with my fever clearing up, however we did maintain the 10-day quarantine. Mickey who also had his shots never got any part of the infection and neither did my wife Sharon. We are all very thankful for the positive ending and are looking at rescheduling our tour and planning other trips. I just wanted to let everyone in our club know exactly what had happened and why. Thanks for your time to read this and let's keep these old Fords going!

## ANOTHER V8 FORD RESTORATION UNDERWAY!

Having inherited and bringing to Tennessee from California his grandfather's '36 Ford Cabriolet, Volunteer V8 Ford member Cameron Ahler started to work recently with Danny Driskell to restore the car as a "good driver." Following pictures show the car with Cameron and Danny doing what Danny always does first thing...pull the brakes!



# Member Car of the Month

Chuck Westen, Franklin, TN

1948 Mercury M-47 Pickup

(Mercury M-Series was a range of pickup trucks introduced in Canada in 1946. M-Series trucks were largely rebranded [Ford F-1 Series](#) trucks mostly sold in the Canadian market. M-Series vehicles were designated by their Gross Vehicle Weight Rating, divided by 100. An example would be the M-47, with 47 referring to the truck's 4700 GVWR.) The M-series was available with a range of inline six and V8 engines during production, which lasted until 1968.)

Here is the story as best I remember.

I was at Cars & Coffee in Franklin and met a man from Canada who was with a friend and we talked about cars. I asked about cars & trucks in Canada for sale and he said try the computer sight [www.Kijiji.com](http://www.Kijiji.com)... I think that is right. So, I found a few nice old pickups. I checked some and while chatting I found out that it is hard to get a vehicle from Canada because of import taxes.

The person in Alberta, Canada, told me of an importer in, Ogden, UT, who could get the truck across the border and to a shipper, for only \$400. This covered all import tests and papers. Some crossings require a test to be done even though they don't apply or so I was told.

Auto Importers got the truck to my shipper at Taylors Transportation in Great Falls, Montana, and the truck arrived in Franklin by a "Hot Shot" shipper, on 8/31/2017.

The truck was used as the cover shot for the "Your Williamson Magazine" December 2019.



# CARS & COFFEE



Saturday, August 14th, 2021



# FIRST ANNUAL VIETNAM VETERANS CAR SHOW

Sponsored by the Elks Lodge, Franklin, Tennessee and the Music City AACA

July 31st, 2021

This was the first show sponsored by the Elks Lodge in Franklin and the Music City AACA. It was a **hot** day but was well attended and had a final count of 161 cars. There was no real judging but trophies were awarded to the top 30 cars as voted on by car owners plus a few special trophies. As is usual these days it was a show dominated by Corvettes and Chevys of the 50s and 60s. There were a few Fords (including Mustangs) but most of those were hot rods. The only real Early Ford V8 was shown by Volunteer Ford V8 Club member Doug Anderson, who brought his gorgeous 1940 Ford standard coupe, Like I said, lots of Chevys but I'll just print pictures of the Fords here.



## DOUG ANDERSON'S 1940 FORD STANDARD COUPE

# FORD'S FINEST MADE FINER

A wagon is a wagon...a woodie is a work of art



This 1947 woodie wagon is owned ...and driven regularly...by Volunteer V8 Ford Club member Jim McGuire

By Bob Stevens

Ford didn't need a woodie to sell its station wagon in 1946. The postwar scramble to buy cars created an instant market for anything that would move under its own power. Even the Edsel would have sold well!

But, the wood-bodied station wagon did, indeed, grace the 1946 lineup from Dearborn. In fact, it was a major attraction. Its natural beauty, born of mahogany panels framed in maple, made this fashionable woodie a favorite with car buyers in 1946, and it's even more popular with car collectors today. Even when interest fades in cars of the early postwar period as the hobby's trends cycle, the woodies always remain immune to dips in popularity. But then that's always true of genuine works of art.

Ford pioneered the woodie concept in 1929 when it opened its unique wood-manufacturing operation in Iron Mountain, Mich., in the state's Upper Peninsula, where Ford had acquired thousands of acres of virgin timberland. It was a massive undertaking, but a worthwhile one, as Ford was cranking out more than 10,000 woodie wagons a year by the start of World War II.

After the war, Ford picked up right where it left off. In fact, Ford is generally credited with being the first domestic volume automaker to resume production after the lengthy war interruption. Ford's assembly lines were back in motion by early July of 1945. The first 1946 model, a Special DeLuxe two-door sedan, was an instant celebrity car, being delivered to President Harry S. Truman. Henry Ford II personally handed the keys to the

country's top executive. Too bad a woodie wagon was a bit too extravagant and stylish for the conservative Truman.

With production of civilian motor vehicles once again under way, assembly plants were soon working to capacity to replenish the long empty pipeline to the automakers' dealer networks. It would be years before the pent-up demand was satisfied, which is why some experts questioned Ford's continuation of the hard-to-produce wood-bodied wagon. Even more puzzling was the debut of the gorgeous but expensive limited-production Sportsman, a wood-bodied convertible that arrived in mid-September of 1945 as a '46 model.

Ford's woodie featured maple framing around mahogany paneling, although birch, which was also plentiful on Ford-owned timberlands, was sometimes sub-

stituted for the mahogany on earlier models. It was a good choice for appearance and durability. Maple, being a hardwood, was especially durable and also capable of securing hardware, and, aside from its finish, was somewhat fire-resistant. Maple was also tougher than the ash used by competitors General Motors and Chrysler in their woodie offerings of the period.

Ford claimed that nearly 80 improvements accompanied the new '46 models to market, but the first postwar Ford was mostly a warmed-over '42 model. Styling chief E.T. Gregorie did his best to disguise the new editions with some minor refinements, the most notable of which was a redesigned grille. But, major restyling would have been superfluous anyway, with the country starved for new cars of any kind, especially those carrying a familiar name like Ford.

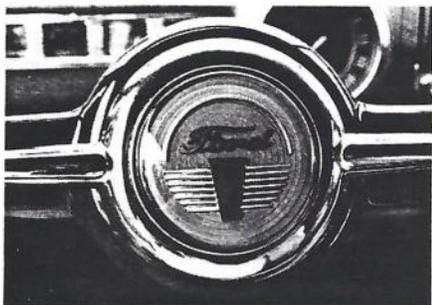
The company's lineup for 1946 embraced 10 models, starting with a three-passenger coupe and followed by a pair of six-passenger sedans, the Tudor and Fordor, in the basic DeLuxe series, identified as 6GA with six-cylinder power and 69A with the V-8. Then, the upscale Super DeLuxe line included the three aforementioned models plus a six-passenger coupe sedan, the eight-passenger station wagon (the beloved woodie), the six-place convertible coupe, and the exciting new Sportsman woodie convertible, which carried six in lavish comfort, thanks in part to the sumptuous leather upholstery standard with every Sportsman. The last two models, the convertible coupe and the Sportsman convertible, were available in the V-8 Super DeLuxe series exclusively. The designations for the Super DeLuxe line were the same as the DeLuxe for six and V-8 (6GA and 69A, respectively). Serial numbers, incidentally, ran from 1GA-227524 to 1GA-326417 on six-cylinder models and from 99A-650280 to 99A-1412707 on V-8 cars. Production officially began on July 5, 1945.

Ford announced resumption of car production with the terse notice: "The 1946 Ford with many advancements — now in production!" Its advertising, however, would go on to beckon loyal customers and converts with the promise, "There's a Ford in your future!"

Ford's advertising, displaying a new '46 model in a crystal ball (the "Ford in your future"), described the mildly upgraded model as "the most beautiful Ford car ever built — with more improvements than many prewar yearly models. Under the broad hood there's new and greater power, plus improved economy in oil and

gasoline. Roomy, colorful interiors invite you to relax in luxury. New-type springs assure a full-cushioned level ride. Brakes are newly-designed hydraulics for quick, smooth, quiet stops." It certainly sounded good, even if many of the cited improvements were more superficial than substantive.

Yet, there were several "real" improvements embodied in the new '46 Ford, such as more efficient brakes. But, the biggest news was generated under the



hood, where Ford had beefed up its V-8 offering by yanking the 90-hp flathead of 1941 and replacing it with the 100-hp 59A V-8, which it simply transplanted from its truck line. The stroke remained the same, but the bore was enlarged, hiking the displacement from 221 cubic inches to 239.4 cubic inches. Also, the compression ratio rose slightly, from 6.2:1 to 6.75:1.

It may not have been revolutionary, but the 10-hp hike in power lifted spirits at Ford, which proudly and loudly proclaimed the mill "the most powerful engine ever to power a Ford car." Besides, it eliminated the embarrassment of having a V-8 with the same power rating as the six (both were rated at 90 hp in 1942; the six retained its 90-hp rating for 1946). The extra pair of cylinders should have been good for at least an extra 10 horses!

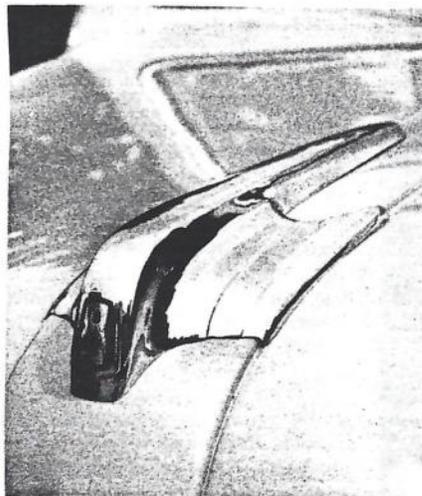
Both engines, the in-line six and L-head V-8, featured aluminum pistons with four rings (rather than three as was previously used) to reduce oil consumption. How did the V-8 perform? Quite well, actually, as noted in a Tom McCahill road test published in the February 1946 issue of *Mechanix Illustrated*. He posted a 0-to-60 mph time of just under 20 seconds and a top speed of 84 mph.

But, superb mechanics weren't the only highlights of the '46 Ford. The list of standard features was impressive and included a pair of horns, twin tail lamps, a trunk light, and not one, but two windshield wipers. The Super DeLuxe models offered even more, such as a clock, fancy horn ring, cigar lighter, two inside sun visors, a pair of ash receivers mounted atop the dash, and a "Special DeLuxe" emblem on the left front fender. The station wagon was especially versatile, providing transportation for eight adults with its trio of bench seats, or, with the back two seats removed, offering truck-like load-carrying capabilities. Ford called it the carryall that was truly two vehicles in one.

The woodie wagon was also immensely popular in its day. The '46 model run, for instance, included 16,960 station wagons. The woodie wagon trailed only the two-door sedan, which accounted for 163,370 units, the four-door sedan at 92,056 units, and the coupe sedan at 70,826. Next came the club convertible at 16,359 and the three-passenger coupe at 12,249. The rarest of all '46 Fords was, as one might

have suspected, the Sportsman woodie convertible, which tallied just 723 units. Each handcrafted beauty was a neo-classic at birth. Of course, so were the woodie wagons, although the Sportsman was definitely in a class by itself. The production totals by body style incorporate both six and V-8 production, and add up to a grand total for the 1946 model year of 372,543, excluding 37 passenger car chassis assembled and shipped as bare chassis for special applications.

One of those 16,960 woodie wagons that hasn't fallen prey to termites is the light moonstone grey (paint code 3981) beauty owned by Juanita Alwes, Louisville, Ky. She's owned it since 1967. That's incredible itself, but the car has been in the family even longer; her father bought it in 1962 for \$240. He was attracted to the old wagon by the natural beauty of the wooden body. A retired medical technologist, Juanita Alwes devoted a considerable amount of retirement time to the restoration of the car's mechanics, which

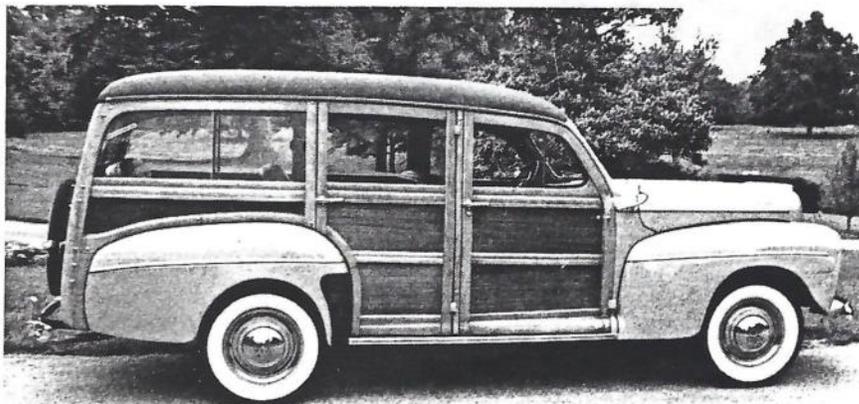


she accomplished with the help of two sons. The upholstery work was farmed out to a trim shop in her hometown area, while the body and paint work, and the overall project, were handled by the Antique Auto Shop, Elsmere, Ky.

The car is totally restored and was authentic, right down to the covered rear-mounted spare tire. Options were few in '46, but this gem sports a few new ones, such as the radio and antenna, turn signals, and whitewall tires. Bearing serial number 99A-76979, the woodie was created late in the '46 model run.

Currently, the '46 woodie wagon has been relegated to a life of leisure as a show car. Its appearances are few and far between, but each showing is appreciated by admiring old-car lovers. Even body loves a woodie! It shares space in the Alwes garage with another woodie, a partially restored '41 Plymouth wagon and a mostly original '42 Pontiac four-door sedan.

But, the '46 Ford woodie stands out even in such distinguished company. One doesn't mind seeing a mature tree sacrificed to craft such a wonderful work of art!

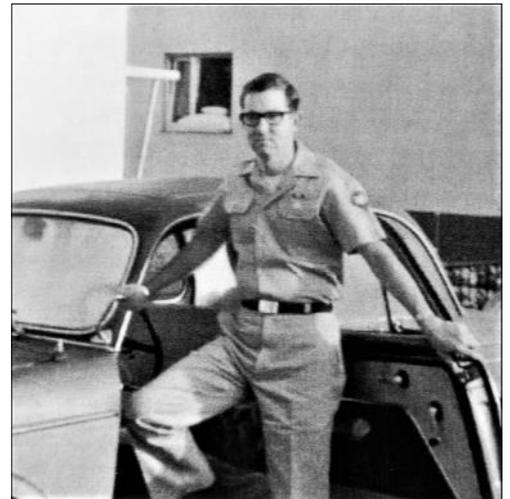


# THE NOSTALGIA PAGE

*(Nostalgia...a sentimental yearning for the happiness of a former place or time)*



The above is a picture of my mother, Christine Holton, taken in, I believe, in 1942 with a 1940 Ford Standard Coupe. I doubt very much if she or anyone in her family owned the car. Most likely, it was owned by a friend or neighbor. I think it probable that my father took the picture because my mother is wearing his Army garrison cap. My father was in the Army and this picture may have been taken after he left Fort Jackson, SC, and was headed for the landing...Operation Torch...in North Africa in late 1942.

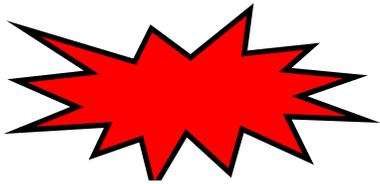


This photo was taken in Nussloch (Nut Hole), Germany in September, 1969. The car I am getting into is an early 60s NSU Prinz Auto Union (later to become Audi), our first car in Germany. Barbara didn't like it so we sold it and bought a 1963 Volkswagen. This was the last day I drove the Auto Union.



The two photos were taken in Germany in 1948. The soldier on the left, Lt. Guy D. Reynolds, was a family friend and is shown with a jeep and his new 1948 Ford Sedan. The picture on the right shows me as a three-year-old apparently trying to tear the vent window out of the door of that same car.

Readers...I'd like to make this a regular feature of this newsletter but, once again it will depend on you sending me some pictures of you or someone in your family or friends with what we consider now consider antique or vintage cars. It doesn't have to be an Early V8 Ford, Mercury or Lincoln (preferable, of course)...just any old car will do. You can send them to me by email...[flatheadv897@gmail.com](mailto:flatheadv897@gmail.com)...or by snail mail...5018 Meta Drive, Nashville, TN 37211...with information and I will copy them and send them back to you. Best Regards...Mickey Holton



# BLAST FROM THE PAST!

(From the December 1993 issue of *The Volunteer Voice*)

## Stainless Steel Fords

No junk yards for these autos...they were made to defy time...and do!

By George Pitt



**N**EARLY ALL of the cars Henry Ford made back in 1936 have found their way to junk yards and hence back to the steel furnaces. The handful that are still around have either been cut down for farm trucks, rebuilt as hot rods, sit in dignified retirement in auto museums or are in the hands of private collectors. Of these, the few still running in stock condition are, at best, pretty well beat up and rusted out.

Hundreds of thousands of 1936 Ford V8's came churning out of the River Rouge plant in Dearborn, Mich. 21 years ago, alike as peas in a pod; but six two-door sedans were different from all the rest.

Their bodies were made of stainless steel.

It all started when the Allegheny Ludlum Steel Corporation decided to promote stainless steel for automotive use in such items as grilles, headlamp rims, body moldings and hubcaps. Then, somebody got the idea of an attention-getting stunt. "Why not make an entire car of stainless?" he asked.

So, Allegheny asked Ford Motor Company to make six bodies from light-gauge sheets of stainless steel. The tougher-than-carbon-steel stainless sheets were carefully stamped on regular Ford presses and hand-welded

with special shielded electric arcs.

When the six stainless steel cars were made in the early part of 1936, little was known about the metal fabrication for such a job. In fact, there was talk in the industry that the material couldn't be drawn or formed for these automobiles.

Allegheny's original six stainless-steel-bodied-cars were all sold about 10 to 12 years ago. Last year the company located and rebought one of these cars and has been renovating it for several months.

This 1936 Ford V8 has traveled more than 250,000 miles and recently had the third engine installed.

When the car again came into the possession of the company it was badly in need of repairs and replacement of working parts. The stainless steel body, however, was in excellent condition and needed only a thorough cleaning.

This car was used in the New York sales office of Allegheny Ludlum by sales personnel for about nine years. It was later bought by one of the salesmen who used it as a trade-in on a new automobile. A painter from Brackenridge, Pa., bought the car and used it for a number of years. He added about 50,000 miles to the 200,000 already on the car. The painter then all but abandoned the car to his own and neighborhood children, who used it to play in.

The history of the remaining five stainless Fords reads like the diary of a private detective.

One of the other cars is now in the Thompson Products Museum in Cleveland; another is being used almost daily by a dentist in Chicago.

Another of these cars was sold in 1946 to a man in Cleveland who, in turn, sold it to a used car dealer in Williamsport, Pa. about a year later. This car was last seen in Harrisburg, Pa.

One of the cars was sold in Philadelphia to a man interested in stainless steel. He left the city a number of years ago and probably took the car with him. A search has failed to find this car.

The last of the cars was sold to a man from St. Louis, but there is little more information on this particular car.

It is known that at least one of the stainless steel cars led a metal scavenger's life for a number of months during World War II and, finally ended up as part of an ingot itself.

From the looks of the exterior of the car Allegheny now has, the stainless steel will easily last another 20 years and outlast another three engines.

So, if you're prowling in a junkyard and you run across an unpainted, unrusty '36 Ford with a unique pewter-like finish, give it a close look—you may have found one of Allegheny's lost sheep—a stainless steel car.

from FEB 1957 MOTOR GUIDE

# SHOP Talk

Problem-solving maintenance tips

## REPLACING YOUR CLUTCH

You have two ways to get to the clutch - either pull the engine or remove the differential and transmission. The best way to choose is to check all parts under the car that should be replaced or are there any oil or grease leaks?

Example:

1. Does torque tube to trans. joint leak grease?
2. Do axle housing inner seals need replacing?
3. Does "U" joint need looking at?
4. Are shock links worn?
5. Does rear brake flex hose need replacing?
6. Does transmission operate O.K.? Noisy when clutch pedal is released. (Might need bearings or new gaskets and seal to stop leaks.)

If you need to do any of these repairs the best way is remove the differential and transmission and do the repairs before you reinstall what needs to be fixed. If the engine needs work that has to be done out of the car, then pull the engine.

When I do a clutch job I can always find problems to be fixed to prevent future breakdowns. Pre-48 Fords must have the oil removed to remove flywheel. Once you remove the flywheel, inspect the starter ring gear for wear. Now is the time to replace it if it needs a new one. I take a hacksaw and saw down to the flywheel, then take a cold chisel and split the gear. **BE SURE TO USE GOGGLES TO PROTECT EYES!** Make sure that there are no burrs or nicks on the machined surface the ring gear seats on. If there are, the ring gear won't shrink down to the proper size and it will bind up the starter bendix when trying to start engine when it is hot because engine heat expands metal. I had this happen once.

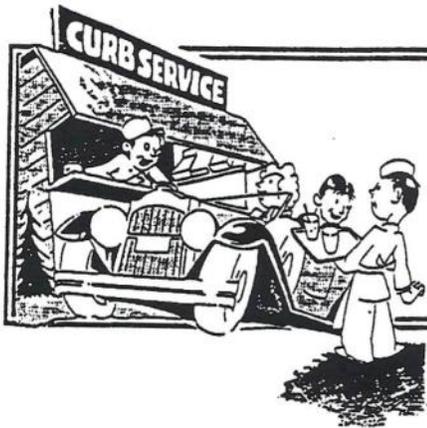
The flywheel needs to be ground on special wet grinder. This is a precision machine to take off an equal amount of metal off the full surface

of the flywheel. **YOU MUST HAVE FLYWHEEL AND CLUTCH COVER BALANCED.** You should have this done by a company that has a good reputation and good equipment. If the clutch is not balanced, the steering wheel will vibrate in your hands going down the highway. You can put the transmission in neutral and rev up engine and watch steering wheel - it shouldn't vibrate at all. If it does, it is hard on the engine and main bearings.

You should replace transmission main drive gear pilot bushing. Don't use a ball bearing. They can go bad and the bushing won't. Put a little grease on the pilot when installing transmission. Check clutch release shaft and bushings and replace if necessary and make sure fork is not distorted so bearing face will hit clutch fingers squarely. Put a light coating of grease on the surface the throw-out bearing slides on. You always replace throw-out bearing. Check clutch linkage for wear. I have seen clevis pins ready to break in half, and this could cause a serious accident.

Be sure the last step is to adjust clutch so you have clearance between the clutch release fingers and the throw-out bearing face and the clutch return spring is in place or the throw-out bearing will ride on the clutch fingers and wear both out and ruin the new parts.

- Note: (1) You should buy new bolts for clutch cover to flywheel. They have a special shoulder and are Grade #8.
- (2) Before installing differential start engine and check clutch operation and balance



## The Filling Station

*This is a great recipe for all those summer vegetables! Fresh vegetables can also be grilled on the barbecue if you don't want to turn on the oven.*

### ROASTED VEGETABLES

4 large unpeeled potatoes (about 1½ lbs) cut into 2 inch chunks

1 medium-size red onion, cut into 6 wedges

3 Tbs. vegetable oil and salt to taste

2 bunches baby carrots (about 6 oz. each), peeled

½ lb. baby pattypan squash or yellow straightneck squash, cut into bite-size chunks

½ lb. green beans, stems trimmed

2 large red peppers, cut into 2 inch chunks

2 large yellow peppers, cut into 2 inch chunks

1 Tbs. fresh minced thyme or

1 tsp. dried thyme leaves

½ tsp. coarsely ground black pepper

1 large lemon, thinly sliced

About 1¼ hours before serving:

Preheat oven to 425° F. In large roasting pan (about 17" by 11½"), toss potatoes and onion with 1 tbs. vegetable oil and ½ tsp. salt. Roast 15 minutes.

Add carrots, pattypan squash, green beans, red and yellow peppers, thyme, black pepper, 2 tbs. vegetable oil, 1 tsp. salt, and half the lemon slices. Continue roasting 45 minutes, turning vegetables with pancake turner twice, until vegetables are golden and tender.

Arrange vegetables on platter, garnish with remaining lemon slices. Makes 10 servings.

### **Food for Thought:**

***Life is like a 10 speed bicycle. Most of us have gears we never use.***

*I like this vegetable recipe because it can be prepared ahead and refrigerated until ready to bake. It's always a mainstay when I don't know what to serve as a side dish.*

### MUSHROOM GARDEN BAKED IN FOIL

1 lb. fresh mushrooms

1 box cherry tomatoes

¼ lb. zucchini, sliced ½ inch thick

1 tsp. Italian seasoning

1 tsp. onion powder

1 tsp. salt

¼ tsp. garlic powder

Black pepper to taste

3 Tbs. olive oil

2 Tbs. melted butter

Rinse, pat dry and halve mushrooms. Line a 10 x 8 x 2 inch baking dish with aluminum foil. Place mushrooms, tomatoes and zucchini in foil. Sprinkle combined seasonings over vegetables. Combine oil and butter and drizzle over vegetables. Cover with foil, crimp edges together. Bake 350° for 25 to 30 minutes

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*A quick and easy way to fix potatoes.*

### POTATOES ROASTED WITH GARLIC AND ROSEMARY

4 medium-size baking potatoes, scrubbed (better if they're unpeeled). Red potatoes are also good fixed this way.

¼ cup olive oil

4 cloves garlic, unpeeled

1 tsp. dried rosemary, crumbled

¼ tsp. salt

Heat oven to 375°. Cut potatoes in half lengthwise then crosswise into 1 inch thick pieces. In a 13 x 9 x 2 inch baking dish stir together oil, garlic and rosemary, and bake uncovered for 5 minutes. Add potatoes and bake, uncovered, turning often, until tender and crispy brown - 45 to 50 minutes.

# 2022 Eastern National Meet

June 1st-June 5th, 2022  
Franklin, Tennessee



Above is the logo we have designed and adopted for the 2022 Eastern National Meet in Franklin, Tennessee, sponsored by your regional group, the Volunteer V8 Ford Club of the Early Ford V8 Club of America. The host hotel will be the Marriott at Cool Springs. Information will be included in the next issue of the V8 TIMES. We have already received some very positive feedback from potential attendees who heard that we are sponsoring the meet and are expecting a large turnout. As time for the meet approaches there will work to be done to assure the meet's success and we feel confident that Volunteer Club members will come forward to help. Please put these dates on your calendar and plan to be a part of what we know will be a significant event for the Early Ford V8 Club in 2022. Updates will appear monthly in this newsletter.

**Early Registration Form  
2022 Eastern National Meet  
Franklin, Tennessee • June 1 - 5, 2022**

National V-8 Club Membership Number \_\_\_\_\_

You must be a National Member to Register

Name \_\_\_\_\_  
 Street Address \_\_\_\_\_  
 City/State/Zip \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-Mail \_\_\_\_\_

When we receive your registration, we will provide you your registration number and information needed to make your hotel reservation. A complete registration package, including vehicle registration and event details, will be sent to you toward the end of 2021.

Registration at the best hotel requires paid Meet Registration first!

Registration Fee is \$50.00  
 (through December 31, 2021)  
 Beginning January 1, 2022, the fee is \$65.00  
 Sorry, no refunds after May 15, 2022

Send completed form and payment to:

2022 Eastern National Meet  
 1N410 Forest Ave  
 Glen Ellyn, IL 60137

Make checks payable to  
 "2022 Eastern National Meet"

If you want to pay by credit card, checkable here and we will call you

**You Are Invited**

The Volunteer Regional Group #97 invites you to gather with your fellow Early V-8 enthusiasts in Franklin, Tennessee, as we celebrate the first National Meet after the pandemic. Our headquarters hotel, the Franklin Marriott Cool Springs, is conveniently located just off I-45 about 11/2 hour south of downtown Nashville—Music City U.S.A.!



The Marriott will be our home location for meet registration, raffle room, meetings and seminars, memorabilia display, meals including the Welcome Reception, the Judges' Breakfast, the Awards Banquet, and more, as well as the site of Friday's Concourse Day.

**2022 Eastern National Meet**

**Contact Information**

**Meet Chairman**  
 Danny Driskell - 615-293-9975  
 danny.driskell@comcast.net

**Registration**  
 Ken & Carolyn Bounds  
 1N410 Forest Ave  
 Glen Ellyn, IL 60137  
 Phone: 630-858-9474  
 E-Mail: registration@2022enm.com

**More Information**  
 2022enm.com

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**The Early Ford V-8  
Club of America**

**Volunteer  
8 Ford**  
Franklin, Tennessee

Presents

**The 2022  
Eastern National Meet  
June 1 - 5, 2022  
Franklin, Tennessee**

**"Best Little Town in  
Tennessee"**

*Celebrating the  
75th Anniversary  
Of the 1947 Ford,  
Lincoln, and Mercury*

**2022 Eastern National Meet**

**Please Join Us in Tennessee!**

The 2022 Eastern National Meet Committee is planning a meet that promises to be a great time for everyone. For the first time since 2019, Early Ford V-8 enthusiasts from all over the country are encouraged to come together in the Nashville area for a traditional National Meet.

Several organized tours are being planned, including a tour to Leiper's Fork and to Arrington Vineyards; there is also a special Ladies Tour for concourse day. You have a choice of what you would like to attend.

While in the Nashville area, be sure to leave yourself time for touring on your own. Historic downtown Franklin has plenty to see and do, just a short 5-mile drive from the meet hotel. For those who want to venture farther, downtown Nashville is about a half-hour drive. If your touring takes you to the Grand Ole Opry, a visit to the adjacent Gaylord Hotel is a destination itself. Consider also the Country Music Hall of Fame and Museum for a visit.

The meet itself will have all the activities you have come to expect, from the raffle room, to a memorabilia room, to a swap meet, and a place to clean up your vehicle. There will be a meet & greet on Wednesday with light snacks. In addition to seminars, on Thursday there will be the standard Early Foundation, Meet the National President, and owners/judges meetings followed by a more formal Welcome Party.

A tentative schedule is shown on the adjacent page; watch for an updated schedule in the full registration package.

**2022 Eastern National Meet**

**Tentative Schedule of Events**

**Tuesday, May 31 (Evening)**

- Meet registration for early arrivals

**Wednesday, June 1**

- Meet registration, your choice raffle
- Vehicle cleanup, operational check,
- Swap meet
- Early Meet & Greet

**Thursday, June 2**

- Meet registration, your choice raffle
- Memorabilia Room
- Vehicle cleanup, operational check,
- Swap meet
- Seminars
- Meet the National President
- Early Ford V-8 Foundation Meeting
- Owners & Judges Meeting
- Welcome reception

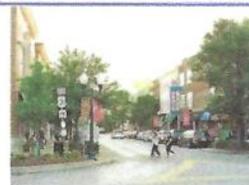
**Friday, June 3**

- Judges' breakfast
- Swap meet
- Early Ford V-8 Concourse - Host Hotel
- Ladies' Tour
- Grand Ole Opry Tour—evening

**Saturday, June 4**

- Pick up Your Choice raffle prizes
- Cars/Coffee car show—optional
- Leiper's Fork tour (historic shops, distillery)
- Awards Banquet, Awards Presentation

**2022 Eastern National Meet**



Historic Downtown Franklin



Grand Ole Opry



Arrington Vineyards



Nashville Skyline

# The Early Ford V-8 Club of America

## About the Early Ford V-8 Club

The Early Ford V-8 Club of America was founded in San Leandro, California in 1963. The Club recognizes all Ford Motor Company vehicles 1932 through 1953. This includes Ford, Lincoln, Mercury, commercial vehicles, tractors, as well as other Ford powered vehicles built around the world.

We are the premier Marque Club with membership of over 9,000 and 130+ active Regional Groups worldwide. We are dedicated to the restoration and preservation of all Ford Motor Company vehicles, 1932 through 1953. The club's award winning bi-monthly magazine, THE V-8 TIMES, is circulated all over the world and is acclaimed as one of the best car club magazines anywhere.

The V-8 TIMES features technical articles, shop tips, questions and answers by our panel of experts, plus classified ads for cars and parts. You will also receive a Roster Book of worldwide Members.

The Club hosts three National meets each year: (Eastern, Central and Western) and The National Club sponsors a Grand National Meet held every 5th year, usually in Dearborn, MI.

Most cars are restored to specifications "Just as Henry built them;" some are original, unrestored or just a fun touring car.

Not all of our members own an Early Ford, Lincoln or Mercury, but each one appreciates and enjoys them. Owning one is not a requirement for membership.

We invite you to join with us, and share our enthusiasm for "Henry's wonderful Ford V-8's."

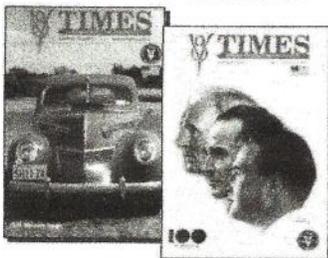
## Benefits of Membership

The Early Ford V-8 Club boasts members in every State. Our members usually belong to Regional Groups and almost every State has at least one Regional Group. As a member of a Regional Group, you have the resources of the group to support you in the hobby. Members usually know where to obtain the correct parts, can recommend suppliers of Ford V-8 parts and might be able to help you during repair or restoration. Socially, they usually plan car cruises, outings, garage tours, swap meets, picnics and other activities.

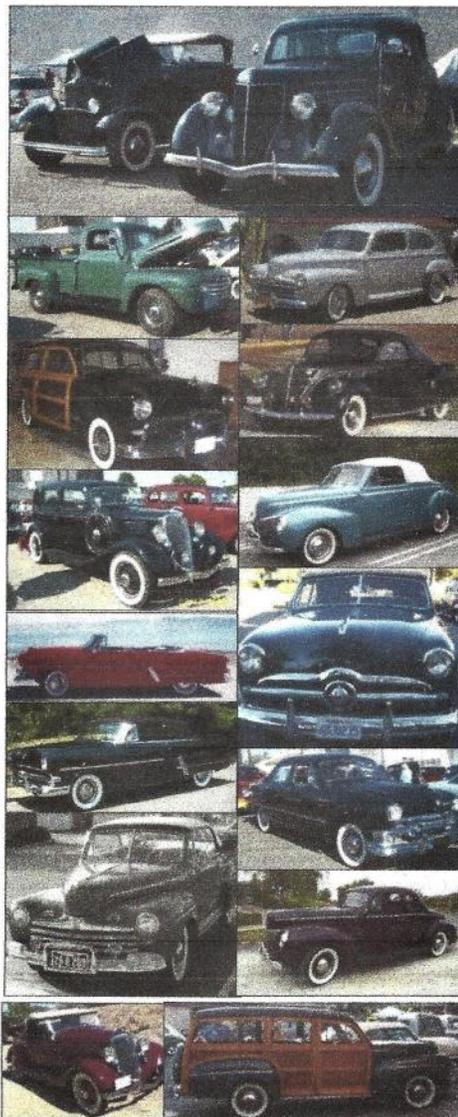
As a member, we have "Restoration Guide" books available for sale to our members. These have been written by the most knowledgeable experts and are a great help in your restoration or judging. Our web site also offers a "forum" for you to ask questions and seek advice from other members. "Click on" now and see our ever-changing information!

Visit our web site  
[www.earlyfordv8.org](http://www.earlyfordv8.org)

## THE V-8 TIMES



The bi-monthly 100 page magazine with color section is always eagerly awaited!



# Join the Fun !



# THE EARLY FORD V-8 CLUB OF AMERICA APPLICATION FOR MEMBERSHIP

**CLUB MEMBERS - SAVE THIS FORM AND PASS IT ON TO A PROSPECTIVE CLUB MEMBER. SEE YOUR CURRENT V-8 TIMES FOR DUES INFORMATION.**

**U.S. MEMBERSHIP: Regular \$35; Joint \$38**  
Send check, money order or credit card to:  
**EARLY FORD V-8 CLUB**  
c/o Cornerstone Registration LTD  
P.O. Box 1715  
Maple Grove, MN 55311-6715

**Visit our Website:**  
[www.earlyfordv8.org](http://www.earlyfordv8.org)

Please update my Membership with NEW information below. (Include only changes)

**Opt-Out Option:**

- Keep Address Private. NOTE: Checking this box will EXCLUDE you from the published Membership Directory.
- Keep Phone Private. NOTE: Checking this box will EXCLUDE you from the published Membership Directory.



**Card Number:** \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ **Expiration:** \_\_\_\_\_ / \_\_\_\_\_ **Security:** \_\_\_\_\_

★ The following information will be used for your listing in the Annual Membership Roster ★

**Name:** \_\_\_\_\_ **Spouse:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Telephone:** ( \_\_\_\_\_ ) \_\_\_\_\_ - \_\_\_\_\_

**E-mail:** \_\_\_\_\_ @ \_\_\_\_\_

## Early Ford V-8s owned

Year	Model	Body Style	Engine Type	Condition

### EXPANDED VEHICLE LEGEND

NOTE: Model codes evolved and changed throughout the V-8 era. Ours is a composite code system. All body types are here. Your model may share its name or code with that of another year.

YEAR	FORD <sup>1</sup>	EXPANDED VEHICLE LEGEND
1932	18	56 - Continental Cabriolet
1934	40	57 - Continental Coupe
1934	40A	59A - Mainline Station Wagon
1935	48	60A - Hardtop Sport Coupe
1936	68	60B - Victoria / Hardtop Coupe-DeLuxe
1937	78	70A - Tudor Sedan
1938	81A	70B - Tudor-DeLuxe
1939	91A	70C - Tudor Touring / Crestliner / Tudor-Special
1940	01A	70D - Tudor Touring-DeLuxe
1941	11A	71A - Roadster
1942	21A	71S - Sportsman
1943	39A	72A - 3W Coupe / Club Coupe / Sedan Coupe
1944	49A	72B - 3W / Club Coupe Sedan Coupe-DeLuxe
1945	59A	72D - Business Coupe-DeLuxe
1946	69A / C69	72C - Sport Coupe / Business Coupe / Likko
1947	79A / C79	73A - Fender Sedan
1948	89A / C89	73B - Fender-DeLuxe
1949	8A / C8A	73C - Fender Touring / Fender-Special
1950	0A / C0A	73D - Fender Touring-DeLuxe
1951	1A / C1A	74A - Victoria, 32-34 / Sport Sedan
1952	2A / C2A	74B - Convertible Sedan
1953	3A / C3A	74C - Convertible Touring Sedan
1953	BF / CBF	75A - Phaeton
1952	501 / 231	76A - Cabriolet / Convertible Coupe
1933	511 / 251	76B - Club Cabriolet / Convertible
1934	521 / 271	77A - 3W Coupe
1935	541 / 301	77B - 3W Coupe-DeLuxe
1936	H / 300	77C - 3W Coupe Pickup / Coupe-Special
1937	HB / K	78A - Sedan Delivery
1938	86H / 86K	78B - Sedan Delivery-DeLuxe
1939	96H / 96K	79A - Station Wagon
1940	06H	79B - Station Wagon-DeLuxe
1941	16H	80A - Pickup
1942	26H	80B - Pickup Open Cab
1946	66H	80C - Panel Delivery
1947	76H	80D - Panel Delivery-DeLuxe
1948	86H	810 - "Jeep", GP / GPW
1949	96H / 96H	820 - "Jeep", GFA
1950	0L / 0LH	830 - Other Military
1951	1L / 1LH	90A - Ambulance / Hearse
1952	2L	90B - Limousine / Taxi
1953	3H	90C - School Bus
1939	99A	90D - Transit Bus
1940	09A	92A - Fire Engine
1941	19A	92B - Paddy Wagon
1942	29A	93A - Platform / Stake
1946	69M / C6M	93B - COE Platform / Stake
1947	79M / C7M	93C - Dump / Chassis Cab
1948	89M / C8M	93D - COE Dump / Chassis Cab
1949	9M / C9M	94A - Truck Tractor / Wrecker
1950	0M / C0M	94B - COE Truck Tractor / Wrecker
1951	1M / C1M	95A - Other
1952	2M / C2M	
1953	3M / C3M	

**EXAMPLES:**

34 FORD Victoria = 40A74A / 49 METEOR Custom Tudor = CRA70B  
 40 LINCOLN Zephyr Cpe = 06H72A / 53 MERCURY Custom Spr Cpe = BG60A  
 50 FORD Crestliner = 0A70C / 49 LINCOLN Cosmo Twn Sdn = 9H73A  
 50 MONARCH Conv = COM76B / 47 MERCURY "114" Sdn Cpe = C7972B

<sup>1</sup> FORD'S Canadian METEOR and MERCURY'S Canadian "114" are listed on the right side of this split column.

<sup>2</sup> LINCOLN'S large Series K and large Cosmopolitan are listed on the right side of this split column.

<sup>3</sup> MERCURY'S Canadian MONARCH is listed on the right side of this split column.



**Volunteer V8 Ford Club**  
**5018 Meta Drive**  
**Nashville, TN 37211**

Regional Group #97 of the Early Ford V8 Club of America

**APPLICATION FOR MEMBERSHIP**

Date \_\_\_\_\_ (Annual Membership is for the period Jan 1 thru Dec 31)

Are you a member of the Early Ford V8 Club? \_\_\_\_\_

Name \_\_\_\_\_ Birthday \_\_\_\_\_ Member Number \_\_\_\_\_

Address \_\_\_\_\_ City and State \_\_\_\_\_ Zip \_\_\_\_\_

Phone numbers \_\_\_\_\_ Email address \_\_\_\_\_

Spouse \_\_\_\_\_ Birthday \_\_\_\_\_

Children \_\_\_\_\_ Birthday \_\_\_\_\_

Please feel free to mail in pictures of your cars to be included in our newsletter via email or regular mail

Cars Owned (please specify year, make, body style, and engine):

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_

Annual Membership is \$10 per family. Please make any checks payable to Volunteer V8 Ford Club. Mail this application and payment to:

**NO DUES  
FOR 2021!**

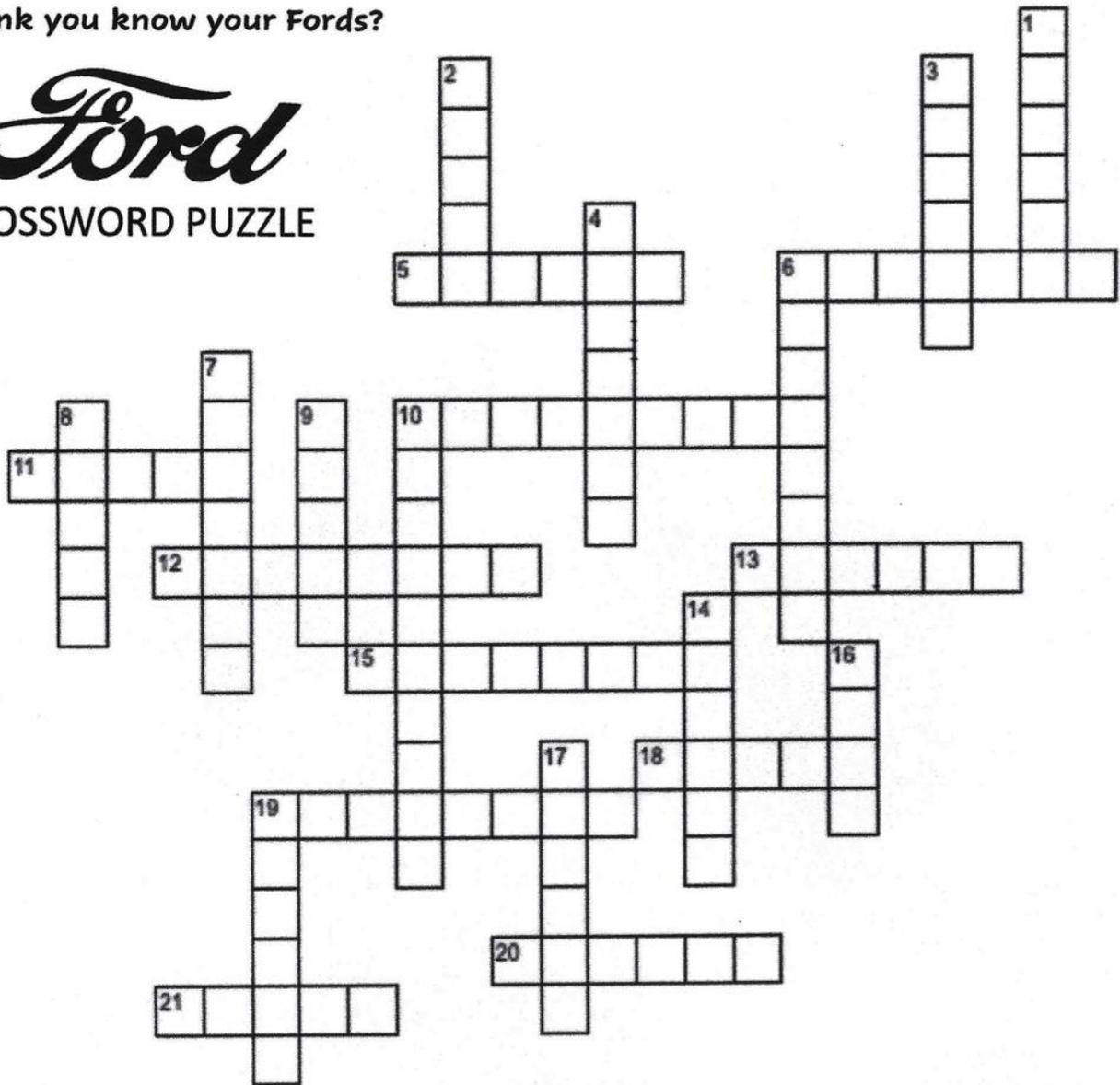
**Volunteer V8 Ford Club**  
**5018 Meta Drive**  
**Nashville, TN 37211**  
**flatheadv897@gmail.com**

**For questions, call Danny Driskell at 615-293-9975 or Mickey Holton at 615-815-9203**

Think you know your Fords?



CROSSWORD PUZZLE



**Across**

- 5 Mercury compact
- 6 radio \_\_\_\_\_ grille
- 10 wood-sided convertible
- 11 Ford's \_\_\_\_\_ built trucks
- 12 Falcon pickup
- 13 radiator guard
- 15 open type automobile
- 18 50 ways new, 50 ways \_\_\_\_\_
- 19 valve-in-block engine
- 20 identifying numbers
- 21 wooden \_\_\_\_\_ wheels

**Down**

- 1 Tin \_\_\_\_\_
- 2 \_\_\_\_\_ steering wheel
- 3 mercury 'cat'
- 4 Skyliner retractable
- 6 30's entry-level Ford
- 7 Ford's pony car
- 8 '36 station wagon
- 9 Henry's favorite color
- 10 spares in fenders
- 14 \_\_\_\_\_-O-Matic transmission
- 16 Clyde's favorite car
- 17 '38 Ford \_\_\_\_\_-nose truck
- 19 Ford's first compact

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**Early Ford V-8**  
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**Joshua D. Conrad** | Executive Director

260) 927-8022 Office  
260) 667-3775 Cell  
info@fordv8foundation.org  
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