



Mickey Holton, Editor

August 2021

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AACA SPRING NATIONALS

July 1st-July 4th, 2021

Auburn Auction Park

Auburn, Indiana

The first week in July saw the AACA Spring Nationals at Auburn Auction Park in Auburn, Indiana. As most of you know, Mickey Holton's '48 Coupe was a three year restoration project with many frustrating obstacles but when it was finally done both Mickey and Danny Driskell were very pleased with the result.

To make a long story short, Mickey's '48 was awarded First Place Junior. The next stop on the show trail will be at Greenville, SC, in September and finally at Hershey, PA, in October. Following are pictures taken at the "cruise in" in downtown Auburn, at the AACA meet on Saturday and the awards banquet on Saturday night.



Other V8s at Auburn AACA Spring Nationals



1947 Ford Sportsman, Dave Henley, Springfield, Illinois



1947 Ford Woodie, Scott Gilday, Barrington Heights, Illinois



(Left to right) 1951 Ford F3 Wrecker, Rich Gray, Zane, PA; 1940 Ford Convertible, Owen White, Ainsworth, IA; 1939 Ford Convertible, Robert Dudeck, Sarver, PA



1940 Ford Pickup, Dave Collette, Pittsburgh, PA

Cars seen at the Friday night "cruise in" in downtown Auburn, Indiana



Member Car of the Month

Mike Esterday, Nashville, TN
1935 Ford 3W Coupe

My wife, Terry, and I live in Nashville and have owned our 1935 Ford 3-window coupe for 25 years. Someone here bought it out of Florida with the intention of making it a hot rod but for financial reasons put it up for sale. It's stock except for hydraulic brakes and a new 12-volt system. Our family has had a lot of fun with it around Nashville – especially comments to our children when riding in the rumble seat!



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.

**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 host 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, check this box 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-65 about 1/2 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**

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

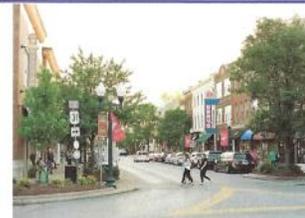
Friday, June 3

- 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

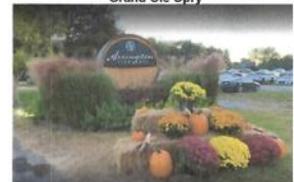
2022 Eastern National Meet



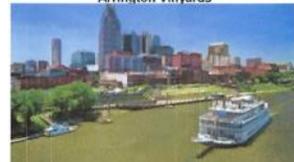
Historic Downtown Franklin



Grand Ole Opry



Arrington Vineyards



Nashville Skyline



TECH TIPS

Extending the Life of Stored Batteries

Batteries in collector vehicles that are stored more than they are driven typically have short lives. This tendency is avoidable. You'll get many years of life and service out of your vehicle's battery if you follow these three simple steps:

1. Keep the case clean and dry
2. Keep the electrolyte level above the plates
3. Keep the battery fully charged

Dirt and grease on the case create an electrical circuit that can cause the battery to discharge in a relatively short time. When you place your collector car or truck in storage, remove the battery and wash the case with a cloth soaked in ammonia or a baking soda and water solution. When washing the case, be careful that none of the solution gets into the cells as it will neutralize the electrolyte. Before storing the battery, be sure the case is wiped dry. Don't place the battery in a location (like a cement floor) where it will pick up condensation.

Some electrolyte is lost each time the battery is charged. Make sure the electrolyte never falls below the top of the plates. If the plates are exposed to air, permanent damage to the battery will result. Distilled water should be used to fill the battery. On most batteries, the correct electrolyte level is indicated by a ring (1/4 to 1/2 inch above the plates) under the cell cap. Batteries discharge when they're not used, so they need to be recharged at fairly frequent intervals. This is done with a battery charger.

A slow charging rate of 4 to 6 amps is best for the battery. Many batteries are replaced needlessly simply because they are allowed to discharge and stay that way long enough for internal damage to occur. It takes more than a few hours to bring a discharged battery up to full charge. Using an inexpensive home-shop charger to bring a battery up to full charge may take a day or more.

The simplest and most accurate way to tell when a battery is fully charged is to take a reading with a hydrometer (a rubber device that looks like a thermometer and is available for a few dollars from an auto supply store). Most battery chargers also

show when the battery is reaching full charge by cutting back the amp output.

Be sure that the battery can "breathe" when recharging. This means that you want to make sure that the hydrogen gas that is created during the recharging process can escape from the cells. The vent caps contain small holes for this purpose. But sometimes these holes become plugged. If this happens, pressure can build up inside the battery and an explosion can result. To make sure the gas can escape, but also to avoid any risk that the hydrogen gas collect and be ignited, remove the cell caps and place a damp cloth over the top of the cells. The cloth will absorb the hydrogen gas and allow it to combine harmlessly with the water molecules. After recharging, remove the damp cloth, dry the top of the battery case, and replace the cell caps.

Before replacing the battery, be sure to clean the posts and cable clamps. An easy way to prevent corrosion at these contact points is to give the battery posts and cable clamps a coating of Plastidip. This rubberizing product is available at discount marts. The Plastidip coating will seal out moisture and corrosive vapors that are given off during the discharge and recharging process and preserve a good contact between the cable clamps and posts. You can also give the hold down frame and bolts a coating of Plastidip to prevent corrosion.

Tips for maintaining batteries while vehicles are in storage:

- Charge the battery every two weeks
- Store in as cool a place as possible - batteries don't self discharge as rapidly when cold
- Keep the case clean and dry
- Make sure the electrolyte stays above the tops of the plates.
- Install a shut-off switch or remove battery cables while the vehicle is in storage to prevent possible shorts in the electrical system from discharging the battery or starting a fire.



Cooks Tour

Give 'em the wonderful smell of Hershey's baking!

The kitchen of the American home of the 1930s was the domain of the housewife where she often spent countless hours baking. Cookies, cakes, pies, icings and frostings were all made "from scratch," much to the delight of kids and dads who got to lick the bowl!. When she baked with chocolate, which was often, she used HERSHEY'S. Here are a couple of those delicious chocolate goodies Mom made from the recipes in *Hershey's 1934 Cookbook*:

MINI CHIP HARVEST RING

1 1/2 cups flour	3/4 cup vegetable oil
3/4 cup sugar	1 1/2 tsp vanilla
1/2 cup brown sugar	2 cups grated carrot,
2 tsp cinnamon	apple or zucchini
1 1/4 tsp baking soda	3/4 cup Hershey's Mini Chips
1/2 tsp salt	1/2 cup chopped walnuts
3 eggs	Cream Cheese Glaze

Heat oven to 350°. Grease and flour 6 or 8 cup fluted tube pan. In large bowl, stir together flour, sugar, brown sugar, cinnamon, baking soda and salt. In small bowl, beat eggs, oil and vanilla; add to flour mixture. With spoon, stir mixture until well blended. Stir in carrot, apple, or zucchini, chocolate chips and walnuts. Pour batter into prepared pan. Bake 45 to 50 minutes until pick inserted in center comes out clean. Cool 30 minutes, remove to serving plate. Drizzle Cream Cheese Glaze over top and sides.

CREAM CHEESE GLAZE

1/2 of 3 oz. pkg. softened cream cheese
 3/4 cup powdered sugar
 2 to 3 teaspoons milk
 1/2 tsp vanilla

In small bowl, beat cream cheese, powdered sugar, milk and vanilla until smooth.

ALMOND BAR CHOCOLATE SAUCE

4 Hershey's Milk Chocolate Bars with Almonds
 (1.45 oz. each), broken into pieces
 1/4 Cup milk

In heavy sauce pan, stir together chocolate bar pieces and milk. Cook over very low heat, stirring constantly, until chocolate is melted. Serve warm as a topping over cake, ice cream or other desserts.

This recipe, using Hershey's chocolate chips, is from the kitchen of Sheri Petersen. Her mother-in-law, Joyce Petersen says that these Peanut Butter Cups are better than Reese's. "Everyone stands in line to get them at family reunions," says Joyce.

PEANUT BUTTER CUPS

1 1/2 cups crushed graham crackers
 1 box powdered sugar
 2 1/2 cups peanut butter (regular or crunchy)
 2 1/2 sticks margarine or butter
 1 1/4 cups Hershey's chocolate chips

In a large bowl, combine the crushed graham crackers and powdered sugar. Add peanut butter and 2 sticks of the margarine or butter, melted. Mix well and press firmly into 9 x 13 pan. Melt remaining 1/2 stick margarine or butter with the chocolate chips. Spread over peanut butter mixture. Refrigerate until hardened. Cut in squares.

And here is one of my husband's favorite chocolate cakes. Very rich and addicting!

HEAVENLY HASH CAKE

1 stick of butter	1 cup of flour
1 cup of sugar	1 tsp baking powder
4 eggs	1 lb. can of Hershey's chocolate syrup

Beat butter and sugar well. Add 4 eggs one at a time, beating well after each addition. Add chocolate syrup. Sift flour and baking powder. Add to mixture. Bake 30 min at 350° in 9 x 13 pan.

FROSTING

Melt 2 squares of unsweetened chocolate in top of double boiler with cube of butter. Remove from heat, let cool, then add 1 egg and beat. Add 1 cup of powdered sugar, 2/3 cup nuts, 1/2 bag of miniature marshmallows, and 1 tsp vanilla. Return to heat until marshmallows melt. Top cake and enjoy.

CHOCOLATE HINT

Hershey's Cocoa may be used in place of unsweetened baking chocolate in most recipes. 3 tablespoons of Hershey's Cocoa plus 1 tablespoon of shortening or oil equal 1 square (1 oz.) unsweetened baking chocolate.



BLAST FROM THE PAST!

(FROM NEWSLETTERS OF THE VOLUNTEER V8 FORD CLUB OF THE 1990S)

A FORD FIT FOR A PRESIDENT

(January 1994)

As we continue to look back 50 years to the final years of World War II, it is natural to think about the man who led this country and the free world during that era: Franklin Delano Roosevelt, FDR, as he was fondly known to his countrymen, rallied this nation through the miseries of the Great Depression and the awesome horrors of the second war of this century to have engulfed the whole planet. For most Americans he inspired confidence with his "fireside chats", his determined courage and his magnetic personality. To the rest of the planet he was more than equal in charisma, intellect and determination to the other larger-than-life world leaders of the time (Stalin, DeGaulle, Churchill, Mao, Hitler, Tojo, Mussolini, Chang Kai Shek, etc.)

Although FDR came from a quite famous and wealthy family, his personal life was not without its tribulations. In fact, he suffered from polio in his youth and his legs were virtually without strength for the rest of his life. However, he was as courageous and undaunted in his personal life as he was in his public one and, in 1924, he designed a set of hand controls for an automobile in order to give himself the freedom to travel where he wanted, unaided by others. That car was one of Henry's Model T's,

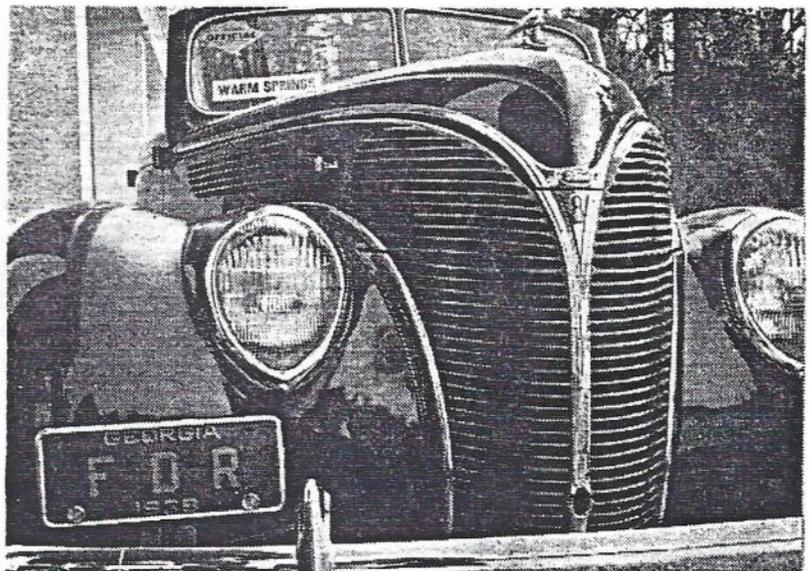
In 1938, several cars and a couple of Presidential elections later, FDR traded for a new Ford V-8 Convertible Sedan and had it converted to hand controls by the Brace Shop of the Polio Foundation. Two of the photos printed with this article were taken in 1938 by the famous photographer Margaret Bourke-White; they show FDR sitting in the '38 with his usual confident look, and the front of the Ford with its license plate that left no doubt as to who the owner was. A third photo, showing the '38 in profile, is from a modern postcard,

The license plate on the '38 was from Georgia because the "Little White House" was located in the town of Warm Springs in that state. Warm Springs was the President's favorite place to relax and a fourth photo in this article shows the front of the "Little White House" with two other new cars; a Cadillac and a Lincoln Zephyr. As I count it, that makes a score of Ford--2, GM--1, a clear victory for Henry. However, the elder Ford was a staunch anti-Roosevelt Republican and,



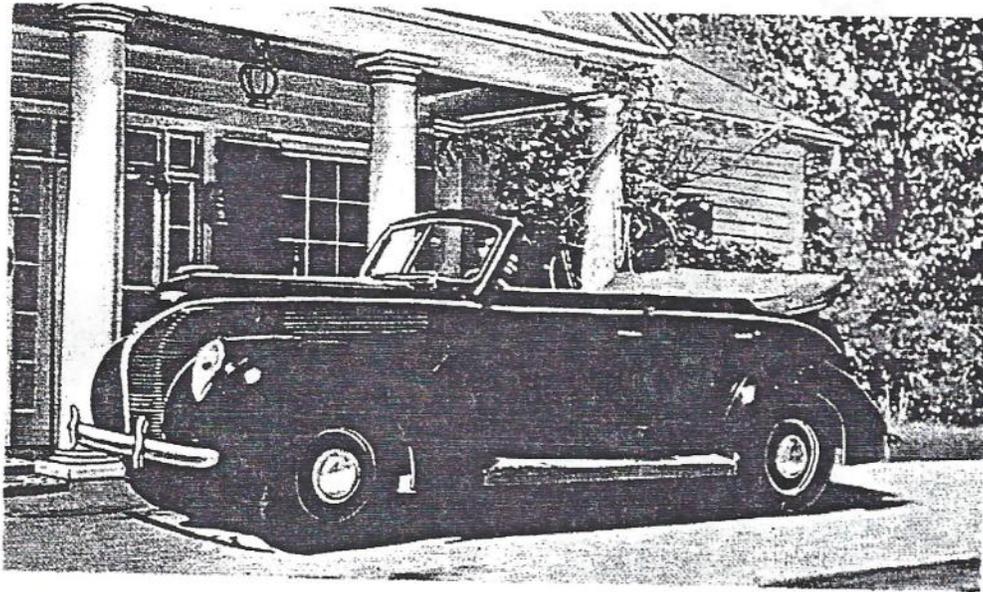
(Above) The only thing missing from this photo of FDR is the cigarette and cigarette holder held at a jaunty angle;

(Below) No mistaking who this '38 Ford Convertible Sedan belonged to!

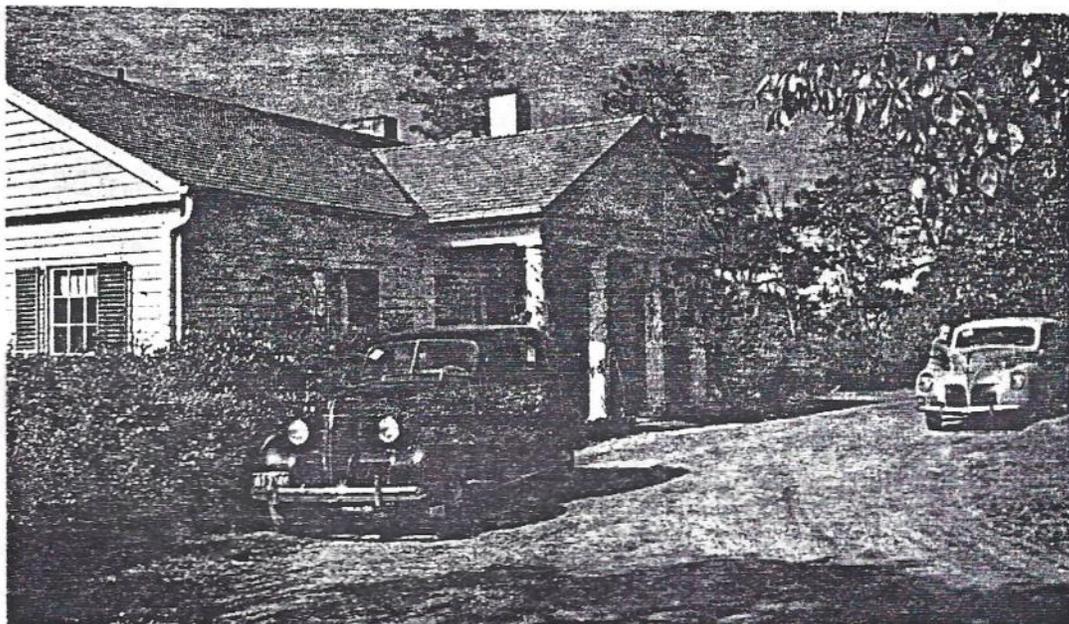


therefore, probably felt no joy in FDR's choice of vehicles, other than that which came from the extra cash in his miserly pockets.

It is more than ironic that the great patrician, FDR, spent his public days in effort to help the average American overcome the Great Depression, while the man of humble roots, Henry Ford, spent his time trying to squeeze as much work out of his workers as he could and all the while squelching most of their individuality out of them. Furthermore, Ford seemed to fail to understand the roots of the Great Depression and the tremendous negative impact on the people from whom his work force was drawn.



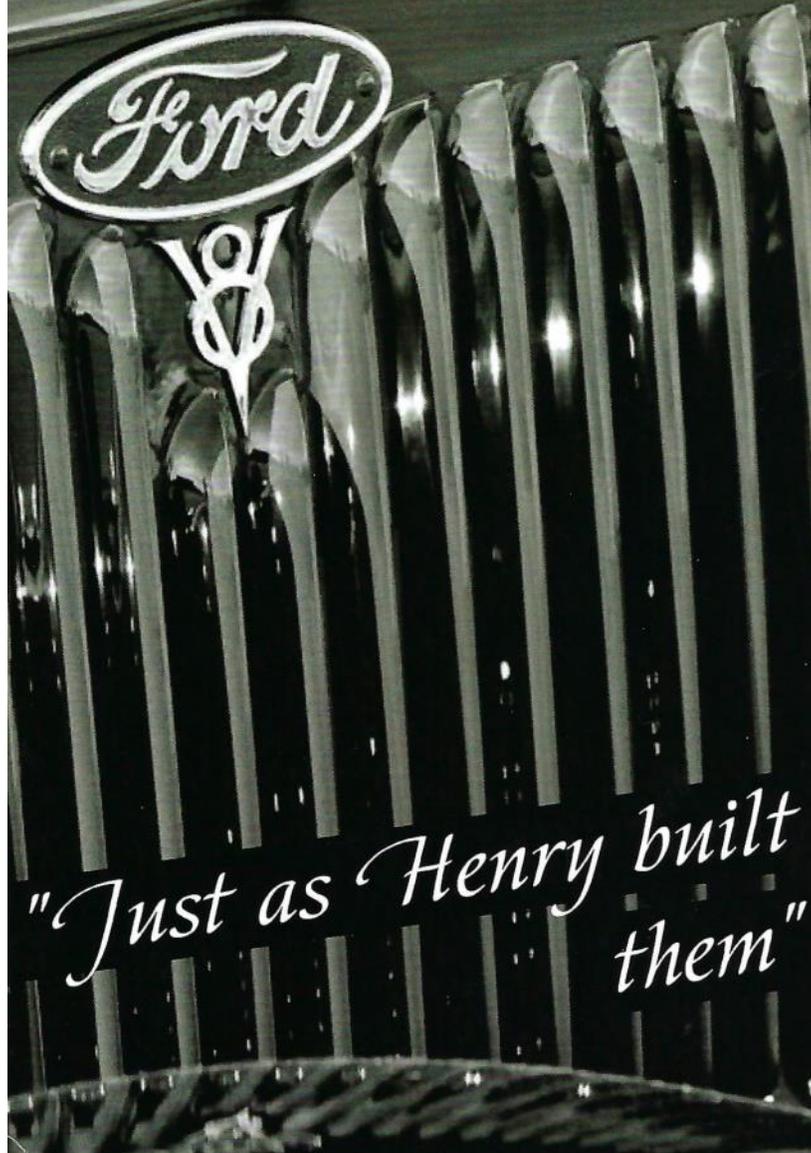
World War II forced the Fords to put domestic politics aside and the company became a major force in what Roosevelt termed the "Arsenal of Democracy." And just as the Ford Motor Company served America, the 1938 Ford Convertible Sedan served the President in Warm Springs until his death on April 12, 1945. It was said to be his favorite vehicle and it can still be seen as a part of the Warm Springs Memorial Foundation. If you would like to read more about the Presidential '38, please see the V-8 TIMES 15/6, Nov/Dec 1978, p. 26 and 16/1 Jan/Feb 1979, p.22 for two excellent articles by Alice Kilgore,



The "Little White House" in Warm Springs, Georgia, FDR's favorite spot to relax and the site of his death in April, 1945.



Auburn, Indiana



"Just as Henry built them"

Drive into history with a visit to
The Early Ford V-8 Foundation Museum
Dedicated to

*"Preserving 1932-1953 Early Ford
V-8 History."*

Come see our new 1936 Floyd Motors
Dealership Showroom Floor

Open Daily from 9a.m. to 5p.m.

Last admission at 5p.m.

Admission Charged.

Call today for group rates

Early Ford V-8 Foundation Museum

2181 Rotunda Dr, Auburn, IN 46706

260-927-8022

Info@fordv8foundation.org

www.fordv8foundation.org



NEW! Donation Form for Individuals who prefer to send a check: [print and fill out the Individual FormMail-In Form](#)

We're NOT your typical Museum. We feature Flathead V-8 engines, transmissions, rear axles (many of them "cut-a-way" models showing the inner workings); two complete Ford V-8 Chassis: a 1940 Mercury and a running 1932; tons of memorabilia, service items, including test equipment and tools; a dashboard collection, carburetors, tires & rims, clocks for every early V-8 year; Schramm air compressors, showroom banners, advertising posters, even a Ford Model A Coupe to show the progress when the '32 V-8 came out, and on and on. All Genuine Ford. We've got enough Fantastic Ford items to keep you busy "exploring" for many hours. Our Reference Library is being organized with hundreds of books, manuals and Ford DVD videos. An irresistible mecca for the Ford V-8 enthusiast! And we're still adding to the collection.

The Early Ford V-8 Foundation Museum is not affiliated with the Ford Foundation, Ford Motor Company or the Henry Ford Museum. We are Ford enthusiasts wanting to tell the history of the Ford Motor Company for others to enjoy.

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."

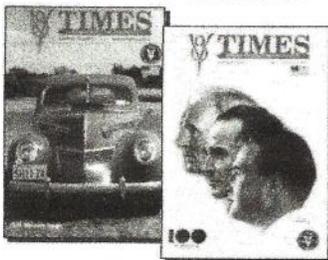
Benefits of Membership

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.

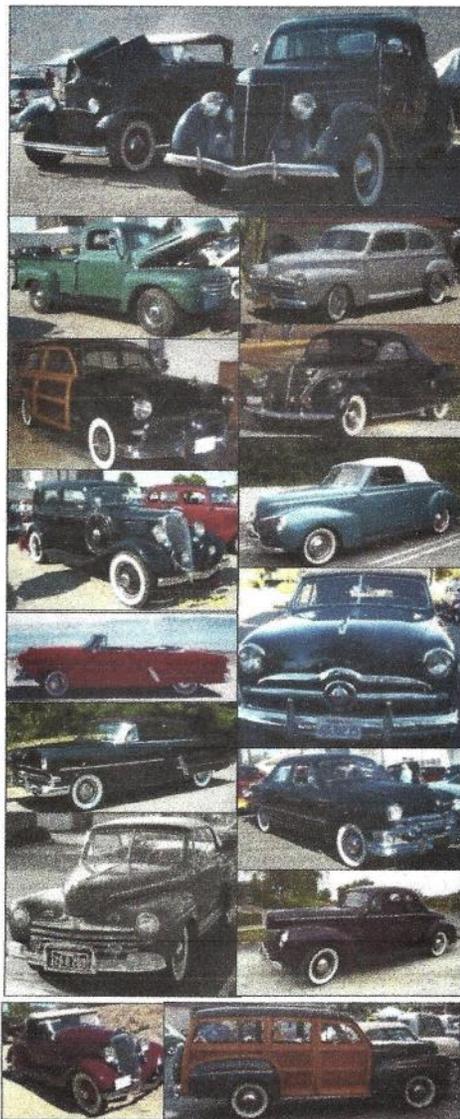
As a member, we have "Restoration Guide" books available for sale to our members. These have been written by the most knowledgeable experts and are a great help in your restoration or judging. Our web site also offers a "forum" for you to ask questions and seek advice from other members. "Click on" now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

Visit our web site
www.earlyfordv8.org

THE V-8 TIMES



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



Join the Fun !

If you know of someone who has an Early Ford V8 Ford, Mercury or Lincoln and isn't a member of The Early Ford V8 Club of America and the Volunteer V8 Ford Club, print this page and show it to them and encourage them to join!

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 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

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	
YEAR	FORD ¹
1932	18
1933	40
1934	40A
1935	48
1936	68
1937	78
1938	81A
1939	91A
1940	01A
1941	11A
1942	11A
1943	30A
1944	40A
1945	50A
1946	69A / C69
1947	79A / C79
1948	89A / C89
1949	8A / C8A
1950	0A / C0A
1951	1A / C1A
1952	BA / CBA
1953	BF / CBF
YEAR	LINCOLN ²
1932	501 / 231
1933	511 / 251
1934	521 / 271
1935	541 / 301
1936	H / 300
1937	HB / K
1938	861 / 86K
1939	961 / 96K
1940	061
1941	161
1942	261
1946	661
1947	761
1948	81
1949	91 / 9H
1950	01 / 0H
1951	11 / 1H
1952	21
1953	31
YEAR	MERCURY ³
1939	99A
1940	09A
1941	19A
1942	29A
1946	69M / C6M
1947	79M / C7M
1948	89M / C8M
1949	9M / C9M
1950	0M / C0M
1951	1M / C1M
1952	BC / CBC
1953	BG / CBG

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

56 - Continental Cabriolet
57 - Continental Coupe
59A - Mainline Station Wagon
60A - Hardtop Sport Coupe
60B - Victoria / Hardtop Coupe-DeLuxe
70A - Tudor Sedan
70B - Tudor-DeLuxe
70C - Tudor Touring / Crestliner / Tudor-Special
70D - Tudor Touring-DeLuxe
71A - Roadster
71S - Sportsman
72A - 3W Coupe / Club Coupe / Sedan Coupe
72B - 3W / Club Coupe / Sedan Coupe-DeLuxe
72C - Sport Coupe / Business Coupe / Limo
72D - Business Coupe-DeLuxe
73A - Fordor Sedan
73B - Fordor-DeLuxe
73C - Fordor Touring / Fordor-Special
73D - Fordor Touring-DeLuxe
74A - Victoria, 22-34 / Sport Sedan
74B - Convertible Sedan
74C - Convertible Touring Sedan
75A - Phaeton
76A - Cabriolet / Convertible Coupe
76B - Club Cabriolet / Convertible
77A - 5W Coupe
77B - 5W Coupe-DeLuxe
77C - 5W Coupe Pickup / Coupe-Special
78A - Sedan Delivery
78B - Sedan Delivery-DeLuxe
79A - Station Wagon
79B - Station Wagon-DeLuxe
80A - Pickup
80B - Pickup Open Cab
80C - Panel Delivery
80D - Panel Delivery-DeLuxe
810 - "Jeep", GP / GPW
820 - "Jeep", GPA
830 - Other Military
90A - Ambulance / Hearse
90B - Limousine / Taxi
90C - School Bus
92D - Fire Engine
92E - Fire Engine
93A - Party Wagon
93B - Party Wagon
93C - COE Platform Stake
93D - Dump / Chassis Cab
93E - COE Dump / Chassis Cab
94A - Truck Tractor / Wrecker
94B - COE Truck Tractor / Wrecker
95A - Other

EXAMPLES:
34 FORD Victoria = 40A74A / 49 METEOR Custom Tudor = C8A70B
40 LINCOLN Zephyr Cpe = 06H72A / 53 MERCURY Custom Spr Cpe = BG60A
50 FORD Crestliner = 0A70C / 49 LINCOLN Cosmo Trim Sdn = 9H73A
50 MONARCH Cmn = COM76B / 47 MERCURY "114" Sdn Cpe = C7972B

¹ FORD'S Canadian METEOR and MERCURY'S Canadian "114" are listed on the right side of this split column.
² LINCOLN'S large Series K and large Cosmopolitan are listed on the right side of this split column.
³ MERCURY'S Canadian MONARCH is listed on the right side of this split column.

If you know of someone who has an Early Ford V8 Ford, Mercury or Lincoln and isn't a member of The Early Ford V8 Club of America and the Volunteer V8 Ford Club, print this page and show it to them and encourage them to join!



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)

Name _____ Birthday _____ Member of the EFV8CA? _____
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

If you know of someone who has an Early Ford V8 Ford, Mercury or Lincoln and isn't a member of The Early Ford V8 Club of America and the Volunteer V8 Ford Club, print this page and show it to them and encourage them to join!

COMING SOON!

2021/2022 Membership Roster



Regional Group #97

Early Ford V8 Club of America



OUCH!



These pictures of a wrecked 1942 Ford Sedan was taken in my hometown of Statesville, North Carolina, in the late 40's or early 50s by a local photographer by the name of Max Tharpe. I don't know the details of the accident or if anyone was injured or killed but I do know from the buildings in the background that it happened near City Hall (Right) and the Vance Hotel (background) at the junction of North Center Street and Front Street.

Note to Volunteer V8 Ford Club Members

It is my intention to publish this newsletter as often as possible, hopefully each month and I hope you will enjoy them. I will do my very best to make them interesting and informative. A lot will depend on you, however, as I will depend on you to provide me with articles of interest, stories and pictures about your car(s) or any thing you think fellow members would enjoy. You can send to me by email (flatheadv897@gmail.com) or by snail mail (5018 Meta Drive, Nashville, TN 37211)...Best regards, Mickey Holton