



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

August 2022

flatheadv897@gmail.com

NEW MEMBER

Mickey Smith

2821 Berkshire Lane

Kingsport, TN 37660

1940 Ford Coupe

1947 Mercury Coupe

(No pictures of cars available...yet!)

Welcome to the club, Mickey!

**A message from John Caldwell, President, Early
Ford V8 Club of America,**

At our recent 2022 annual Face-to-Face Meeting in Franklin, your Board of Directors focused on identifying ideas and methods to proactively support the Club's 2024 National Meet program. For those individuals and groups who would entertain hosting a National Meet in 2024, the Board will provide support by:

- Funding in \$5,000 increments, for the purpose of aiding in the outlay of deposits, registration

support and up-front fees required by hotels and venues (up to \$15,000).

- Reviewing contracts, negotiations and commitments to assure that meet sponsors are obtaining the best pricing, service and commitments by hotels and venues.
- Note: Funding accepted stipulates that any meet surplus, after meet final accounting, will be subject to agreement with the National Board for returning a portion of that surplus to specifically support future national meets as a "pay it forward" gesture.

If you have never attended or hosted one of our National Meets, please give thoughtful consideration as all those who have attended agree that they are wonderful occasions to create lasting friendships, memories and a unique fondness for fun and new relationships.

May God Bless you and your family, and I'm looking forward to Wenatchee and the 2023 Grand National celebration with hopes I have seen and met each of you.



Member Car of the Month

This Member "Car of the Month" belongs to Carl Ledbetter of Livingston, Tennessee. Below are photos of his 1934 Dearborn blue, Tudor Ford, Series 40. Carl says it has been exhibited at The Atlanta International Auto Show, World of Wheels, etc.



For 1934, Ford again updated their V8 line with a more powerful engine and slight styling changes. Officially called the Model 40, the 1934 V8 had a flatter grill with a heavier surround and numerous detail differences.

Power from the push-rod V8 was raised to 85 bhp with the use of a Stromberg two-barrel carburetor. Many body styles were available for the 1934 V8 including desirable configurations such as the 3-Window Coupe, 5-Window Coupe, 2-Door Roadster, and 2-Door Cabriolet.

SPOTLIGHTING – 1946, 1947 & 1948 FORDS

1946



1946 Super Deluxe Convertible



1946 Super Deluxe Tudor



1946 Mercury Convertible

Ford was the first United States auto maker to get back into post World War II civilian car production.

Stan Corley of radio station WINN broadcast the news of the first car off the line at the big assembly plant in Louisville Kentucky, "Production of 1946 Fords began here today in Louisville. Contrary to general opinion, this is not a stop-gap model, hurriedly produced. It contains more mechanical improvements than were included in many previous models and is described by Company officials as the smartest Ford ever built.

1947



1947 Super Deluxe Convertible



1947 Super Deluxe Tudor

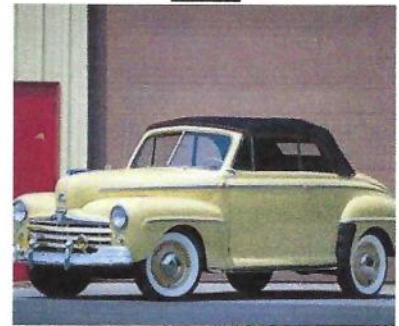


1947 Mercury Convertible

Henry Ford II is given credit for leading the Company back. After his father, Edsel Ford died in 1943, Henry Ford II was called back to help his grandfather. He reorganized and at the same time planned a major retooling for a new series of cars and trucks. The face-lifted 1947 models were introduced in April of '47 – the same week Henry Ford died at his home in Michigan at age 83.

Information taken from
The Classy Ford V8

1948



1948 Super Deluxe Convertible



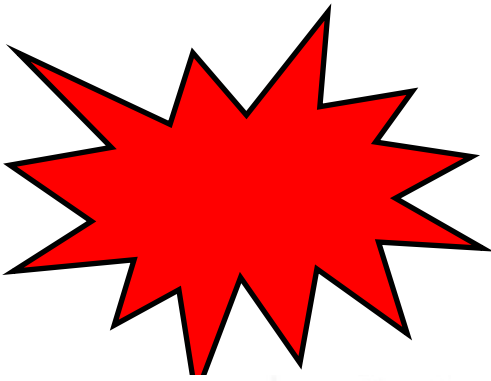
1948 Super Deluxe 2 Door Coupe



1948 Mercury Convertible 1946-1948

Making their entrance so late in the model year, the 1947 Fords and Mercurys were met with little fanfare. Virtually the same as the previous models except for cosmetics, the 1947's sold briskly and later that fall were designated 1948 models with minor improvements.

At final tally the skillfully marketed 1946-48 cars were a smashing success and laid the foundation for the Company's great comeback in the 50's.



BLAST FROM THE PAST!

From the Volunteer Ford Club "Voice,"

December 1992

The Riches of Richmond

by

Joe Rosenthal, Member

Golden Gate Charter Regional Group # 1, Castro Valley, California

On a dark, somewhat windy election night in November, 1984, I was entering Peggy and Sylvan Walls' garage on my way to their rumpus room to vote. As I passed by their station wagon I noticed another vehicle parked in the garage. The garage was dark and all I saw was the silhouette, but as a child of the 40's I immediately recognized the form of a sedan of that era; the tall roof and fat fenders of a bygone time. Occasionally I had seen old cars on the road and had cast covetous glances. However, the demands of a job, children and budget usually combined to cool the desire to acquire. This time fate had seemingly tossed an opportunity my way and I had to take action.

After voting, I asked Sylvan about the car in the darkened garage and he told me it was their old 1948 Ford. I asked if they were interested in selling it and he said, "No, the car was promised to our kids." I was disconsolate, but asked him to call me if they ever changed their minds.



About five years later Sylvan called to see if I were still interested in the old Ford and I hurried over to his house to give it a closer look. I remember rounding the corner of their street and seeing the car for a second time, this time in the full light of day. It was a somewhat disheveled old green sedan that I saw sitting in their driveway, looking more like it needed a good sanding instead of a wax job. I also remember that a closer inspection of the car led me to realize the magnitude of the task that would lay in front of me; the most recent paint had been applied by brush, the bumpers were coated with aluminum paint, the bright trim was badly dented and pitted, the seats were layered with covers like sandstone in a geologic formation and the rest of the interior featured iron-on patches, water stains, plastic whose surface was scarred and crater-laden like a lunar landscape, shredded and vitrified rubber, etc. However, Sylvan had kept the car running and mostly free of rust. It had only been in one minor accident and, in the final analysis, its true beauty could not be masked by what amounted to surface deterioration.

I was pleased that the Walls actually saved the old Ford for me and I bought it with no haggling. I was especially gratified since they had had offers from others who had seen the car in their driveway or on their infrequent drives. However, they wanted their old family car to have a good home and felt that we would treat their treasure with all due respect. Before concluding the transaction, I asked one more time if they were sure that their kids did not want it. The Walls are our friends (Peggy had even been ours kids' second grade teacher) and I did not want their children to think poorly of us. They assured me that we were on steady ground. As part of the bargain I asked Sylvan to give me a history of the car and he wove a tale so rich that I was even more delighted to have the Ford and be able to preserve it.



Here is just a portion of the tale. In 1947, America was still recovering from the war and, although the shortages here were not as severe as in much of the rest of the world, consumer goods and products of industry were in tight supply. In fact, the darker side of our society peeked through in the automobile business and some car dealers were engaging in practices that made it more difficult and expensive to purchase cars, ways that might have been considered unethical or illegal. Since the Walls needed a car and were a little short on funds they looked for an alternative. Enter Henry Ford! As most of you readers must know, the founder of the Ford Motor Company wanted to produce vehicles that his factory workers could afford and Ford employees could order a new car every year at a very reasonable price. Solution to the Walls problem: Sylvan would go to work at the Richmond, California, assembly plant (across the bay from San Francisco) of the Ford Motor Company. In six months he would become eligible to purchase a new car under the Ford plan.

So, Sylvan applied and was fortunate enough to become a Ford employee at Richmond-by-the-Bay and eventually found his way to the production line as the person who joined the front end of the body to the chassis. And, after six months employment at the plant, he ordered their new car: a 1948 Super DeLuxe Fordor with a six cylinder "H" engine. The accessories included radio, heater and seat covers. The car took two days to build, probably January 28 and 29, 1948. Since Sylvan was an employee he was allowed to follow the car along as it was built,, talk about a kinder, gentler America,, and his fellow employees provided a few bonuses like an extra coat of paint on the fenders and a few additional tools tossed behind the door panel. I should also note that, in the course of restoration, I removed the patent data plate from the engine compartment firewall and discovered an unanodized rectangle on it stamped with the letters "RIC." This according to Sylvan, meant the car was assembled

in Richmond. When I replaced the original with a reproduction, I masked the reproduction, gently bead blasted a new rectangle and stamped the letters "RIC" on it,

Since Ford wanted dealers to participate in the program and derive a "normal" profit from the sale, the car had to be delivered at a dealer's place of business. Hence the Fordor was shipped to Morris Landy Motors, now Winner Ford, in Alameda (about 20 miles from Richmond)) for dealer prep, delivery and payment. The Walls took possession on February 4, 1948, and kept the car until we purchased it. Sylvan noted that the salesman was a little less than gracious since the Ford Motor Company dictated the price and it was substantially less than what the market would bear...*sic transit commission*. In addition, when Sylvan mentioned that the price was so good that he was thinking about buying a truck the following year, the salesman almost became apoplectic and invited Sylvan to do business elsewhere!

The Fordor was actually a belated wedding present to Peggy and so the original pink slip was in Peggy's name, but the car was used by the whole family to make the mundane trips of daily life as well as tour the great national parks of our country. Sylvan, you see, quit the Ford Motor Company and became a teacher. His summer job, however, was as a National Park Ranger and the Ford took the whole family to these wonders of nature. The Walls enjoyed the out-of-doors and they gave me some pictures of the car and them on a variety of trips. The documentation they gave me included the aforementioned pink slip along with the original delivery slip, sales literature, owner's manual (which differs from the V8's) and radio brochure.

After we bought the Fordor, we drove it for about a month and then began the restoration process. We wanted to restore it back to its original state as the Walls had received it, but succumbed a little to temptation by adding a few additional accessories; a Ford backup light and a Ford gas door lock. Other than those items and a "Truman" campaign button on the left hand visor, it is the same car that the Walls drove off the Morris Landy parking lot on February 4, 1948,

The Walls checked in at my garage from time to time as the restoration progressed but they were amazed the day I drove up to their house with the completed car. I enjoyed their reaction and I am pleased to be among those that have helped to preserve a part of America's automotive history. Finally, I want to acknowledge the advice, counsel and help of a lot of people but I particularly want to thank Leo Johnson, Steve Paradis and John McDonald for their patience in helping and answering all my questions.



Proving Grounds Torture Testing Convinced Motorists to Buy 1947 Fords. -by Robert D. Cunningham

The Ford Motor Company introduced its first handmade, post-war Ford passenger car for the 1946 model year on June 2, 1945. The vehicle incorporated many leftover 1942 body parts. Decorative trim was nearly identical to the pre-war vehicle except for a new massive, chrome-plated grille with red striping within the embossed accents.

Henry Ford II took the prototype home, and President Harry Truman received the first production version, which was a white Super Deluxe Tudor sedan assembled on July 3, 1945. Ford advised motorists they would have to wait from one to two years before getting one of the new models due to the government's mandated limited production and priority restrictions. Approximately 34,440 Fords were assembled during the 1945 calendar year as 1946 models.

For 1947, Ford implemented only a few changes, including ten new colours and minor updates to the interior and exterior trim. Parking lights were relocated from beside the headlights to below. A new medallion replaced the previous hood ornament, and heavier guards were mounted to the bumpers. Bright fender strips were lowered, stainless-steel belt trim was widened, and the door handles were heavier.

Ultimately, Ford's marketing department had precious little to crow about, so they humbly claimed; "Ford's Finer for 47" (which barely elevated the marque above the lowly Crosley, which advertised itself as "A Fine Car"). So, to boost consumer confidence and encourage sales to the most practical

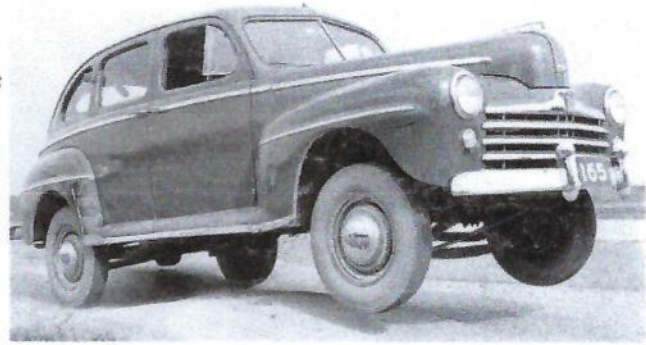
minded of motorists, Ford published photos of the new 47's undergoing extensive testing at their Dearborn, Michigan proving grounds. Two separate tracks were used- a high-speed course where minimum speeds of 60 mph were maintained for a minimum of 24 hours and a second track for lower rates of travel.

A "fifth-wheel" attached to the rear bumper of a 1947 Ford Tudor helped capture data associated with high speeds and fuel economy. Test driver Robert Mallow used a selection of stopwatches installed in the car to record acceleration in progressive speed ranges. At the same time, a meter attached to the windshield, captured information from the fifth wheel.

Malow then piloted the car over a wracking, "body-twist" course- 200 gruelling trips around the track- subjecting it to alternating torsion stresses that tested the body's integrity, frame, and points of attachment. The new Ford was also subjected to repeated trips through a "water bath" at speeds ranging from 40 to 60 mph, after which Malow and his associates carefully inspected the car's interior for leaks.

Braking tests in wet and dry conditions also received considerable attention.

Whether or not the car passed all the tests was never reported, but the public apparently assumed the best. For the 1947 model year, Ford's output skyrocketed to 429,674 vehicles- rather impressive sales from a menu that offered leftovers that were quickly losing appeal.



TECHNICAL TIPS

Cleaning New Points

Yes, new ignition points need to be cleaned according to the Standard Ignition Company bulleting.

Dirt, oils or grease from your hands may foul the surface. Light corrosion may appear if the points were stored in a damp environment.

A Q-tip dipped in acetone will remove excess oils, and a light pass with a double cut point file will remove corrosion.

Never use emery cloth or sandpaper as they may leave abrasive particles which could become imbedded in the tungsten.

- sent in by Jerry Purtell

Wheel Balancing Technique

- Loosen a front wheel bearing so wheel spins freely
- Spin wheel, let coast to a stop & mark tire @ 6 O'clock
- Spin wheel twice again
- If stops in different widespread positions, wheel is balanced
- If stops in same or nearly same position, wheel needs balancing weights
- Iterate spinning with different weights until balanced
- Remember to adjust wheel bearing & install new cotter pin

Bob Bidonde-Long Island A's



NOTE: Our Bert discovered that in fact the brake drum was out of balance on his 34, so he used stick on weights to balance that first. Then the wheel.

Should I use distilled water as coolant?

FORD BARN

A. Yes. But only in a 50/50 mix. Distilled water should not be used as straight water coolant, because it can cause damage to system metals. The reason has to do with how distilled water is created.

During the distillation process, water is vaporized into its gaseous phase, so all impurities are left behind. These impurities include a number of minerals, including calcium and magnesium, the two components of hardness. The water is then condensed back into its liquid phase, so the resulting liquid is pure water. In fact, some of the purest water on earth. The problem is that distillation strips impurities from water, resulting in water molecules that are electrochemically imbalanced. So distilled water will actually strip electrons from the metals in a cooling system as it attempts to rebalance itself electrochemically. This can result in damage to metals in a cooling system.

Using distilled water in combination with 50% antifreeze effectively cuts the amount of distilled water in half. By compounding with glycol, it will not cause damage to metals in a cooling system. For this reason, it is safe to use distilled water in a 50/50 mix.

Q. What type of water is best to use as straight water coolant?

A. Reverse osmosis (RO) water. Rather than stripping impurities from water, RO filters them through a membrane. The resulting water is electrochemically stable, and not harmful to metals in a cooling system. RO water is every bit as pure as distilled water, but without the risk of electrochemical stripping of electrons from system metals.

Q. Where can I find reverse osmosis (RO) water?

A. At the local supermarket. Look for DRINKING WATER, which is available in gallon bottles. But do not confuse it with SPRING WATER, which is often high in mineral content. We have performed extensive testing of major brands and generic brands of bottled drinking water, and found that it is almost always composed of RO water.

Q. What are the benefits of using purified water, such as distilled or RO?

A. It lacks the impurities of tap water. Without impurities, its ability to function as an electrolyte is greatly diminished, thereby minimizing damage from electrolysis. It contains no hardness, meaning it will not form scales and deposits that can cause overheating. It does not contain other damaging contaminants, such as chloride or sulfate. And importantly, it enhances the overall performance of No-Rosion, allowing it to more effectively function and provide the full range of benefits that it has been engineered to provide.

In The Kitchen...

Monkey Bread



This sweet, sticky, gooey pull-apart bread, whimsically called "monkey bread," is a popular sharable treat for breakfasts, desserts, and snacks. Tasting like pull-apart sticky buns, monkey bread is easy to make with everyday pantry ingredients, and can be customized with add-ins like dried fruits, nuts, and spices to suit your tastes.

Ingredients

- 1 cup white sugar
- 2 teaspoons ground cinnamon
- 3 (12 ounce) packages refrigerated biscuit dough
- ½ cup chopped walnuts (Optional)
- ½ cup raisins (Optional)
- ½ cup margarine
- 1 cup packed brown sugar

Directions

- Heat oven to 350 degrees F (175 degrees C). Grease a 9- or 10-inch tube or Bundt pan. Do not use a two-piece tube pan with a removable bottom because the hot caramel sauce will run out and make a big mess. The biscuits will expand as they bake, so it's important to use a large enough baking pan to contain the biscuits and the sauce. It's better to use a baking pan that's a little too big than risk using a pan that's too small.
- Combine the white sugar and ground cinnamon in a sealable zip-top bag or in a large mixing bowl. Cut the canned biscuit dough into quarters and drop them into the bag or bowl. Shake the bag or toss the pieces in the bowl until they're separated and evenly coated. If you have cinnamon sugar left over, you can keep it in a jar for another use.
- Lift the biscuit pieces out of the cinnamon sugar and arrange them in the pan. If you're adding nuts and raisins, sprinkle them in as you go. Some home cooks like to start with a layer of nuts and raisins so they'll be on top when you invert the baked monkey bread, but that's optional.
- Place the margarine or butter and the brown sugar in a small saucepan and melt together over medium heat, stirring until combined. Bring to a full boil and let the mixture cook for 1 minute. Pour the warm sauce over the biscuits. It will seep down through the biscuits as the monkey bread bakes.
- Place the pan in the heated oven and bake for 35 minutes. Remove from the oven and let it rest for 10 minutes. After 10 minutes, place a large plate over the pan, protect your hands with oven mitts, and turn over the plate and the pan. Lift the pan straight up to let the monkey bread slide out onto the plate.

2022 Eastern National Meet – Franklin, Tennessee – Rick Claybaugh

The Franklin, TN group has shown us all that you don't have to be a large club to host a National Meet. Their small group showed us that "We Can Do It" was not just the meet theme it was their local club motto.

The Tulsa & OKC Claybaughs and the Taylors departed on their journey to Franklin from their lake home on Memorial Day. The caravan consisted of 4 vintage Fords on trailers. It was a pretty drive through the Arkansas mountains as we headed South to I-40. We stopped for the night at Forest City, AR. We arrived in Franklin, TN early Tuesday afternoon. When we pulled into the host hotel we were greeted by some ole' friends we haven't seen since the Auburn meet in 2019. Several cars were already there. The Baughn family and Dave Jensen arrived later that afternoon. The afternoon consisted of unloading cars, checking into the hotel and parking trailers. Meet registration opened around 5:00 and it was like checking into a family reunion. It was wonderful to see so many friends and family that we hadn't seen in a while. Dinner was on your own.

Wednesday was a day spent visiting and shopping at the indoor/outdoor swap meet and raffle room. Our group went exploring in TN and went on a lunch and concert cruise on paddle boat on the Columbia River. That evening we attended the meet and great on the patio for the early arrivals.

Thursday was busy with operation check, car clean up, and pictures. The afternoon was full of seminars and V8 Foundation meeting as well as the President's meeting and finally the Judge/Owner meeting to discuss concourse for Friday. That evening we enjoyed good food, music, and dancing at the welcome party. Nashville provided us with a live western band that made everyone get up & boot scoot around the dance floor. My grandkids, Leon and Olivia soon became the hit of the party as they danced the night away.

Friday morning promised to be a beautiful HOT day in TN. It started early for us with the Judges breakfast then out onto the concourse field for judging and the opportunity to kick some tires and show off our beautiful V-8 cars. We didn't get to count all the cars on the field, but we would guess there were about 140 cars. Some of the women spent the afternoon at a luncheon and making crafts. After spending the day in the hot sun, we loaded charter buses and rode to the Grand Ole Opry in A/C. We had great seats and enjoyed several artists playing at the show. If you have never been to the Grand Ole Opry, it is worth it to attend a concert there.

2022 Eastern National Meet – Franklin, Tennessee – Rick Claybaugh Continued...

Saturday morning, we lined up for a driving tour to a private auto collection and then the Lane Museum. The private collection had about 150 cars. Lots of early to Mid-60's muscle cars, Ford, Chrysler, and General Motors. It was a very impressive collection. Some of the buildings had the cars double stacked with the use of car lifts. The next stop on the tour was the Lane Museum in Nashville. There were lots of 1 of kind European cars, many of them were 1- or 2-seater peddle power cars and lunch was purchased from food trucks at the museum. We drove about 70 miles on Saturday morning.

The evening found us dressed up and ready for the awards banquet. In the Concourse division: cars that are judged, Dave Jensen received a Dearborn medallion for his 1934 Coupe. Marisa Claybaugh (1st time showing a car on concourse) received a Dearborn award with her 1951 convertible. Rick Claybaugh received a 2nd place for his 1939 Fordor Deluxe. Kim Taylor received 3rd Place in Touring for her 1952 Custom Line Coupe. Paula & Joe Baughn received 1st Place in Touring A for their 1946 Deluxe Coupe. All the Tulsa cars received an award! There were 5 cars from the Oklahoma City Group, and they all received awards as well. The evening ended with farewells and goodbyes until the 2023 Meet in Dearborn. It was a great meet and as we stated before it was great to see our friends and catch up after such a long break. These are more than car shows, they are family reunions. Let's keep our family strong and attend more meets so we can help our family grow. Till next time, keep driving those Fords!

From the July 2022 "FORD LINES," Tulsa, OK, Reg Group

Dave Jensen



Marisa Claybaugh



Rick Claybaugh



Kim & Olivia Taylor

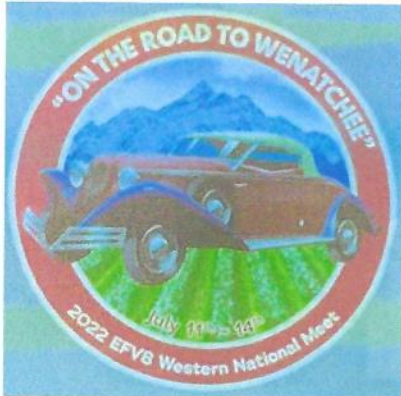


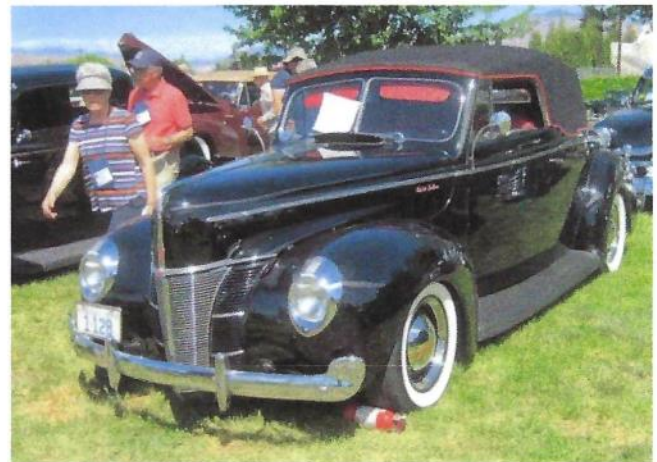
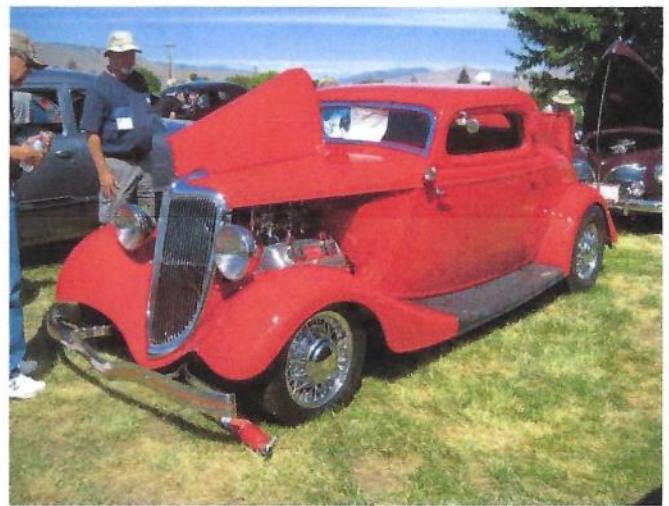
Paula & Joe Baughn

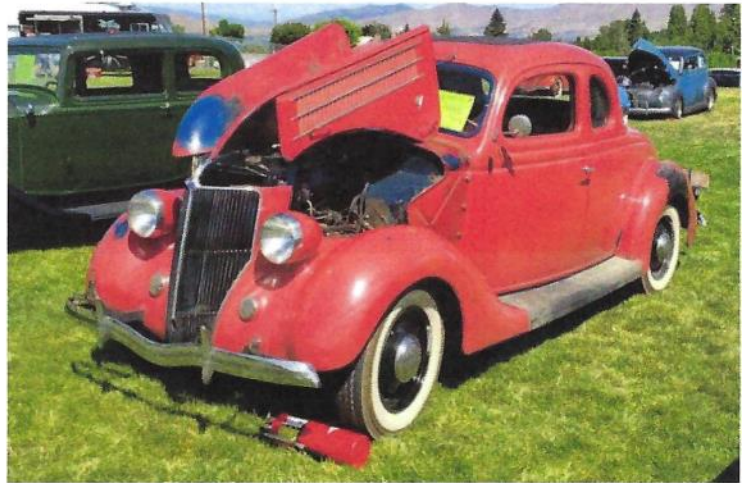


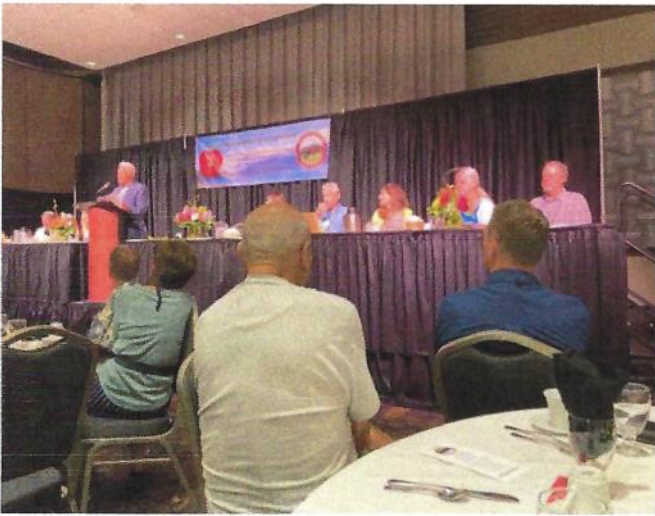
Western National Meet Photos

By Ed Rockwell









Eddie receiving his award for 1st Place in *Touring A '37 to '40 Open*
Look on the screen in the background, they had a picture of his car when he received the award.

A BIG BIG Thanks to Eddie. He sent all these pictures to me while he was still in Douglas, Wyoming. I had 4 blank pages to fill and Eddie saved the day!!!

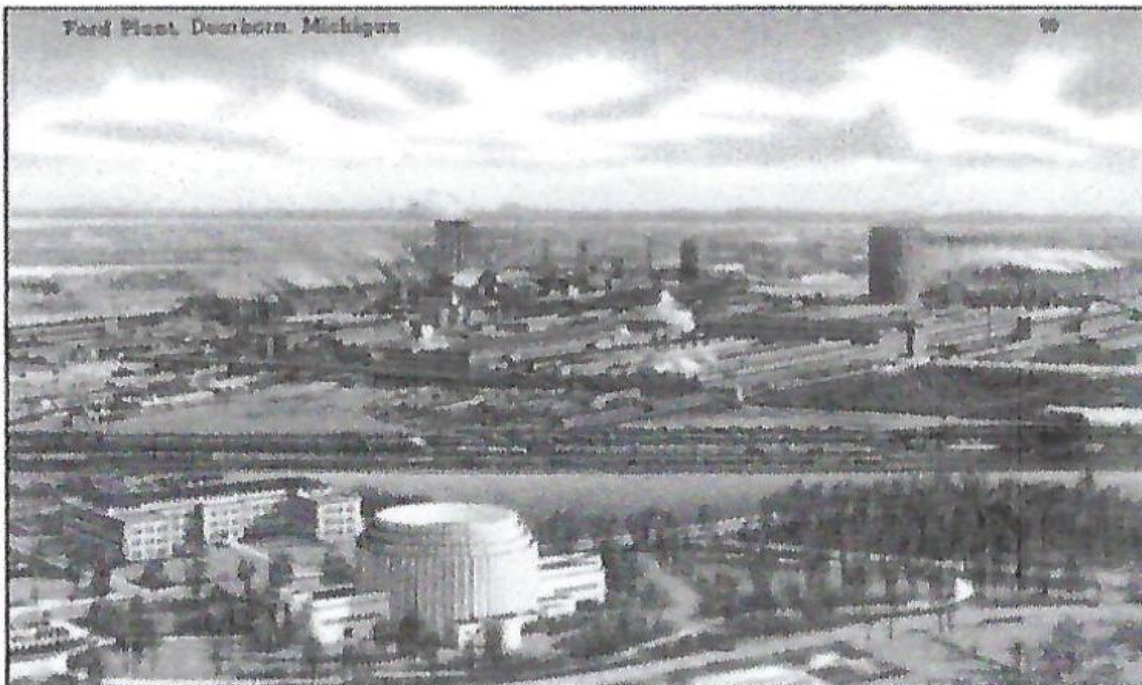
EARLY FORD V-8 CLUB OF AMERICA

60TH ANNIVERSARY DIAMOND JUBILEE CELEBRATION



**JUNE 11-17, 2023
DEARBORN,
MICHIGAN**

By Bruce Nelson, Grand National Chair



We hope you will join us in Henry Ford's hometown, Dearborn Michigan, home of everything Ford. The Grand National Committee is working hard planning a spectacular time and scheduling events for you to participate in during a very enjoyable week. This is the twelfth Grand National Meet of the Early Ford V-8 Club of America, and the 10th held in the suburb of Dearborn.

SUNDAY JUNE 11TH

Even though the meet doesn't officially start until Tuesday, we will be ready for those who registered for the Pre-Meet Tour to Auburn, Indiana.

Early Registration will open Sunday afternoon for those participants that have signed up for the motor coach tour to Auburn and tours of the Early Ford V-8 Foundation Museum and Auburn Cord Duesenberg Automobile Museum.

Early Ford V-8 Club Grand National 2023



You will have to register for the Pre-Meet Tour, and be at the Headquarters Hotel on Sunday to pick up your tickets. The Pre-Meet Tour tickets will not be available on Monday. Registration will not be open early on Monday morning. The cost of the tour includes motor coach, lunch and museum admissions.

You're not going to want to miss this opportunity to visit two great museums. The Pre-Meet Tour is available to a limited number, so sign up to participate. Trailer parking will open for Pre-Meet Tour participants.

MONDAY JUNE 12TH

The Pre-Meet Tour registrants will leave at 8:00am sharp and will travel by air conditioned motor coach. Half of the tour group will visit each museum first, have their lunch at that museum and then transfer to the other museum, before returning to Dearborn.

Your lunch choices should be made when registering for the tour. Scheduled arrival time back at the Headquarters Hotel in Dearborn will be approximately 6:00pm. Please note that this event is

limited, so if you are thinking about registering for it, do so early.

While the Pre-Meet Tour is going on, lots will be happening at the Headquarters Hotel. Registration will open later in the morning, as will the 60th Anniversary Diamond Jubilee Celebration souvenir sales, Your Choice Raffle, Swap Meet, Operational Check and Car Clean up. Get ready to plan your free time using the information in your goodie bag. You will have all the information you need to "tour on your own" to interesting sites in the area.

TUESDAY JUNE 13TH

The official start of the 60th Anniversary Diamond Jubilee Celebration Grand National Meet! Registration, Swap Meet, Car Clean up, Operational Check, souvenir sales, and Your Choice Raffle will all be happening in and around the Headquarters Hotel.

We are hoping to schedule tours to the Benson Ford Research Center. There will be one in the morning and one in the afternoon. Due to the size of the Research Center, these tours are limited and will sell out fast. If interested, be sure to register for the tour.

"Tour on Your Own" sites will be open. We would recommend that you check out the Ford Tri-Motor at the Yankee Air Museum. They will be offering rides for a fee. What a way to enjoy Ford history with a ride in a Tri-Motor!

There will also be a very special, limited participation, behind the scenes tour of Henry & Clara Ford's home at Fair Lane. The home has been closed for eight years while a slow and tedious restoration takes place. Just 150 people will have a chance to see how the fabulous work is progressing. This will be an opportunity that you will not want to miss. This tour will require an admission charge of which some of it will be a direct donation to the Fair Lane restoration. Only our group will be granted this opportunity in 2023, hosted by expert historians of the Ford family.



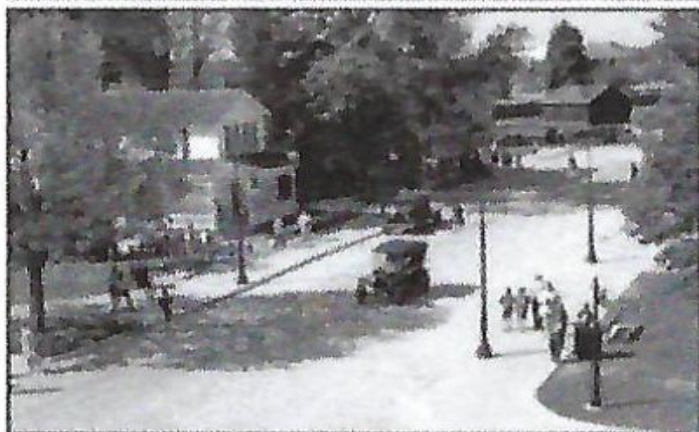
Early Ford V-8 Club Grand National 2023

Ford V-8 Club, Regional Groups will have the opportunity to display information on their history in a special room at the Headquarters Hotel. Be sure to check out what Regional Groups have been doing. This display runs through Wednesday.

The Early Ford V-8 Club National President's Meeting will take place at the Headquarters Hotel in the afternoon.

Dinner will be on your own, but save room for the special Welcome to the 60th Anniversary Ice Cream Social at the Headquarters Hotel.

WEDNESDAY JUNE 14TH



Today will start with Registration, Swap Meet, Car Clean-up, Your Choice Raffle, souvenir sales and Operational Check happening in and around the Headquarters Hotel.

This will also be the Early Ford V-8 Day at Greenfield Village. This was such a popular event last time, that we wanted to do it again. Your registration for this will include admission to the Village, lunch and special parking for your Early Ford V-8 vehicle. Be sure to sign up to enjoy your special time at Greenfield Village from 10:00am to 2:00pm.

The Regional Group history display will continue in a special room at the Headquarters Hotel. Be sure to check out what Regional Groups have been doing.

Once the Early Ford V-8 Day at the Village event is done, there will be a Ford Memorabilia room opening up at the Headquarters Hotel. A seminar is scheduled and that will be followed by the Owner's & Judge's Meeting. This meeting is required for all participants showing a vehicle and also for those who plan to judge.

THURSDAY JUNE 15TH

Concourse Day! The day will start with the Judge's Breakfast. Concourse layout and parking assignments will be found in your Registration Packet.

While judging is taking place, the Ladies' Significant Other luncheon will be held at the Headquarters hotel. A special historical presentation of Henry Ford's wife, Clara will be the entertainment. This presentation is courtesy of the Henry Ford Heritage Association.

Dinner will be on your own and the evening will end with a special presentation on Henry Ford, also hosted by the Henry Ford Heritage Association. Come find out all about Henry Ford.

FRIDAY JUNE 16TH

Today starts with those that registered for the tour to the Gilmore Car Museum. Air conditioned motor coaches will leave from the Headquarters Hotel at 8:00am. You will travel to Hickory Corners and the Gilmore Auto Museum, the largest automobile collection in the nation. There are eight museums in one location.

When we are there, it will be the start of the Franklin Air Cooled Gathering and you will probably see more Franklins in one place than since their manufacturing years. You will also be able to participate in the Friday 'Ride in the Classics' program, where you have the opportunity to ride around the grounds in a classic car from the museum collection.

Lunch will be available to purchase from either the Heritage Café or The Blue Moon Diner, with choices for every taste. There will be both indoor and outdoor seating available. The motor coaches will begin to depart around 2:00pm and return back to the Headquarters Hotel around 4:00pm, with time to freshen up for the Awards Banquet.

Please note that the tour to Gilmore is limited, so if



you are thinking about registering, do it early.

You will still have time today to "tour on your own" if you did not register for the tour to Gilmore.

The Your Choice Raffle drawings will take place and hopefully your ticket will be drawn for the items you wanted. Make sure to check your numbers and pick up your items.

The Awards Banquet will be the culmination of a wonderful week in Henry Ford's hometown of Dearborn, Michigan. This is a great time to meet with your V-8 friends and share stories of your week in Dearborn, while dining and finding out the results of the concourse judging.

SATURDAY JUNE 17TH

While the 60th Anniversary Diamond Jubilee Celebration Grand National Meet officially ends on Friday, we have been invited to once again participate in the Henry Ford's Motor Muster at Greenfield Village. This will be a separate event from the Grand National and will require Early Ford V-8 Club members to register with the Henry Ford to participate.

Here is what the event information said for 2021:
"Make your way to a vintage auto enthusiast's dream destination as Motor Muster, at the Henry Ford, celebrates one of the grandest and most innovative eras of American automotive history: from glamorous classics of the 1930s to brawny muscle cars of the 1970s, Greenfield Village hosts hundreds of gleaming examples for you to enjoy. The goal of the event is to serve two purposes. First, to be a top-quality car show in a beautiful setting, providing the

best possible experience for show participants and their families. Second, to educate Greenfield Village guests about the history and significance of the automobile in ways that are fun and engaging for all age levels. It is not a hot rod show, custom car show, or modified muscle car show. However, company produced prototypes, period correct racing vehicles and specific customized cars may be eligible. Restored, partially restored, and un-restored vehicles are all eligible to apply."

Information on how to register for the Motor Muster 2023, will be included in your full registration packet. You must register separately for this event. It is not part of the Grand National Meet events, but is an incredible opportunity to participate in a very prestigious show at Greenfield Village.

There you have it. A full week of activities centered around our Club, our Ford Motor Company vehicles and Henry Ford's hometown. We hope that the 2023 60th Anniversary Diamond Jubilee Celebration is in your plans. We look forward to you attending, enjoying the time and meeting back up with friends, old and new.

We hope to see you in Dearborn, June 11 to 17, 2023!

Watch for more information in the V-8 Times and on the Club's web site earlyfordv8.org.

And no matter how hard we try, there are circumstances beyond our control so this schedule is subject to change and/or modification.



The Early Ford V-8 Club of America 60th Anniversary Diamond Jubilee Grand National Celebration

**June 11-17, 2023
Dearborn, Michigan**

Early Registration Form Valid May 1 – November 1, 2022

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

Early Registration May 1 - Nov 1, 2022..... \$50.00

Regular Registration Nov 2 – May 1, 2023 \$75.00

Late Registration May 2 - June 11, 2023..... \$100.00

I am paying my \$50 registration fee by:

- ☐ **Check** Make checks payable to “2023 Grand National Celebration”
☐ **Credit Card.....** We will send you a secure link by e-mail for your payment

You will receive information about making hotel reservations with your registration confirmation.

The complete registration package will be available in 4th quarter 2022. 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:

**2023 Grand National Celebration
1N410 Forest Ave.
Glen Ellyn, IL 60137**

**Questions?
Call Registration At
630-858-9474**

You may also fill out this form on your computer or other device, save it, and e-mail it to registration@2023gnm.com

2023 Grand National Motel Information

2023 Grand National Meet Registration

2023grandnationalmeet.com

TO: registration@2023gnm.com

.M

Dear 2023 Grand National Celebration Registrant,

Our block of rooms at the meet hotel, the Doubletree by Hilton, [5801 Southfield Expressway, Detroit, Michigan](#) is now available for registration. The meet rate of \$129 per night plus tax (currently 15%) will be honored up to three days before and three days after the meet, subject to room availability.

You can make your hotel reservation online by clicking [here](#). At the first page on the Hilton website, click the blue **Book a Room** button. On the next page, check the proposed dates and the number of people in the room. As needed, click **Edit Stay** to adjust the dates and people.

You may also call the Doubletree toll free number at **800-222-8733** and ask for code **EFV** or call the hotel directly at **313-982-3980**.

The hotel fine print: Reservations must be guaranteed by a major credit card. The deadline for making reservations at the meet rate is **June 1, 2023**. Cancellations of any or all nights must be received 72 hours prior to your arrival date, or the first night's room and tax amount will be charged. The Doubletree is a smoke-free property. Pets are not accepted at the Doubletree. If you plan to bring a pet, please contact us for alternative accommodations.

Please let us know if you have any questions.

Carolyn and Ken

Registration

2023 Grand National Meet

EARLY FORD V-8 FOUNDATION RAFFLE CAR

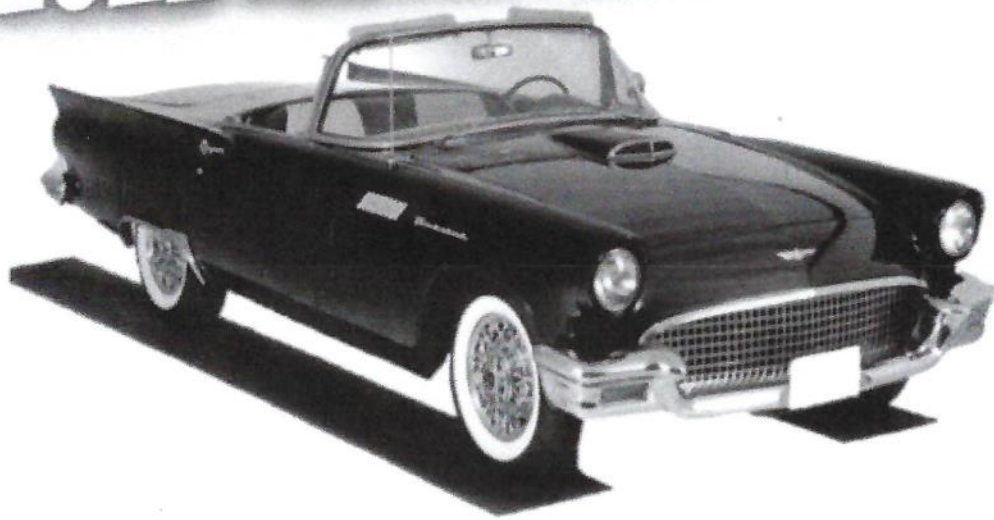
**WIN A 1957 FORD
THUNDERBIRD
OR \$10,000**

\$

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2ND PRIZE: \$3,000 & 3RD PRIZE: \$1,000

2022 RAFFLE CAR!



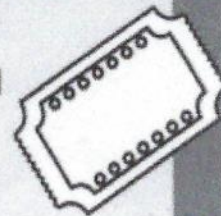
Proceeds benefit the Early Ford V-8 Foundation Museum

License# 145296

DRAWING SEPTEMBER 9TH 2022

**EARLY FORD V-8 FOUNDATION MUSEUM
2181 ROTUNDA DR. AUBURN IN 46706**

For more information about the raffle contact the museum
(260) 927-8022 fordv8foundation.org info@fordv8foundation.org



Volunteer V8 Club Members...mark this date on your calendar as a meet not to miss! The Battlefield AACA always puts on a well run and enjoyable car show!



*Please join us on
Sunday,
October 2, 2022*

33rd Annual Antique & Classic Car Show



Located at:

The Factory At Franklin,
230 Franklin Road, Franklin, TN 37064

Registration on site: Open from 9am to 1pm,
Trophies & Awards to follow, RAIN or SHINE

Our Sponsors:



Please visit our website for more information: www.battlefieldaaca.com

History Mystery



Who???

Where???

When???

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505.480.3461



Daniel McNeal Sr.

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allnoneautoglass.com
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