



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 2022

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Eastern National Meet, summer heat, etc...

Now that the 2022 Eastern National Meet in Franklin and the oppressive summer heat is in our rear view mirrors it is time to plan for an active Fall season. I don't know about you but I used about every excuse I could think of to keep from going outside in this summer's awful heat! If my lawn didn't need cutting and weed eating from time to time I probably wouldn't have gone out of the house at all. That being said, here's what we are planning for the next four months.

For Saturday, September 24th, we've made plans for a tour to Shelbyville, TN, to see the V8 collection of Jim Bratcher (see page 2 of this newsletter) to be followed up by lunch at the nearby Hwy 55 Burgers in Shelbyville (<https://www.restaurantji.com/tn/shelbyville/hwy-55-burgers-shakes-and-fries-/>), a 50's themed diner.

October, of course, means Hershey, PA. No, we're not going to tour to Hershey but Mike

Driskell will have his spot open on the Chocolate Field and any club members attending Hershey is invited to stop by and visit and enjoy a coke courtesy of Mike. Later in October on Saturday the 22nd, we're planning a Fall Color Tour on the Natchez Trace. More information on that tour will come later.

November is open right now but we do plan to have a Christmas dinner in early in December and we're looking to have it at the Sportsman Grille in Brentwood, TN (near Cool Springs). The dinner will be free to members and wives as the club will foot the bill thanks to our successful sponsorship of the 2022 Eastern National Meet. More info will follow on that event, too.

Mark these dates on your calendar and make plans to be a part of each.

AN INSIDE LOOK AT A V-8ERS GARAGE

Tour to the Jim Bratcher V-8 Collection in Shelbyville, Tennessee
Saturday, September 24th, 2022



1933



1933



1941 Pickup



1933 Pickup



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A Gold Mine Of Early V-8s In Middle Tennessee

There are many collections of Early Ford V-8s around the country and I'm sure there are some in unusual, out-of-the-way areas. Danny and Sharon Driskell and I had the privilege of visiting one here in Middle Tennessee recently and were completely taken by the number and quality of the cars there. The identity of the owner and location of the collection will remain anonymous for the time being.

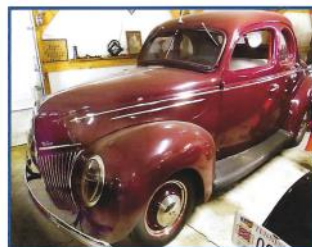
At first glance, it was apparent the owner prefers Early V-8s of the thirties with, I think, '33s and '34s being the most favored. The one exception I saw was a '41 Pickup that I coveted most of all. It appeared, too, that '37 Pickups were the owner's next most popular model with five examples, two regular pickups, two stake beds and one converted into a camper.

A story was told that the first owner of the camper drove it from Michigan to Daytona and 50 years later it was driven again to Daytona by a grandson of the first owner. The present owner has used the truck and camper for weekend getaways to campgrounds nearby and it never fails to attract attention.

One car in particular stood out from the rest and it wasn't because it was restored to show condition but because it wasn't. It was a very early original '33 Sedan with a '32 engine and a '32 vin number. Just how that happened isn't clear but it certainly does make it a one-of-a-kind.

V-8 Garage An Inside Look At A V-8ers Garage

By Mickey Holton

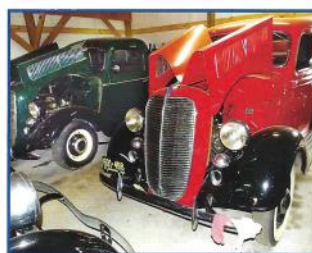


1939

As I said this was an original car and included original rubber floor mats, seat covers, headliner, etc. and the engine ran like a sewing machine!

Needless to say, I was impressed with what I saw and I'm sure you would be, too. It wasn't the fanciest venue for V-8s I've been to but it was obvious the owner loves his cars and takes care of them. I'm hoping I'll have an opportunity to visit once again.

Mickey Holton
Nashville, Tennessee



1937 Pickups



1934



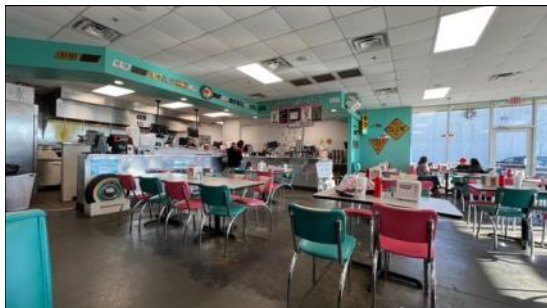
1937



1938

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Hwy 55 Burgers Shakes & Fries



We will meet at the Kroger parking lot at Old Hickory Boulevard and Nolensville Road on Saturday, September 24th, and leave by 9:30—9:45 AM for Shelbyville. After visiting Jim Bratcher's V-8 collection we will go to Hwy 55 Burger in Shelbyville for lunch. Please email me at flatheadv897@gmail.com or call or text me at 615-815-9203 and let me know if you plan to be apart of the tour.

SATURDAY, SEPT. 24TH

Car of the Month

Sorry, no member car of the month in this issue, but I do want to highlight a car Danny Driskell and I had the privilege to see a couple of weeks ago while in St. Louis to get some V8 parts from Don Rogers. Don's car is a beautiful 1951 Mercury Convertible and here is Don's "story" about his car.



Don's dad with his kids and the '51 Mercury



Two shots of Don and the Mercury



Crazy about a Mercury

By Don Rogers

My love for 51 Mercurys began as a young boy back in 1951 when my dad bought a new 51 Mercury. Compared to our previous 41 Ford this new streamlined car was fantastic. I loved that car and helped my dad work on it any time he would let me.

Fast forward 10 years and I was taking my drivers test behind the wheel of that beauty. I drove that car till I went away to college. It had been sold by the time I graduated. The memory of that car stayed with me for years.

Finally in 2003, I saw an ad in Hemmings for a solid California 51 convertible at a reasonable price. I had a friend who lived near the seller go over and take a look at it. I asked him to be critical in his assessment of the car. He was but told me that if I didn't buy it, he would. That's all I needed, and after some serious negotiations, we agreed on a price and the car was mine.

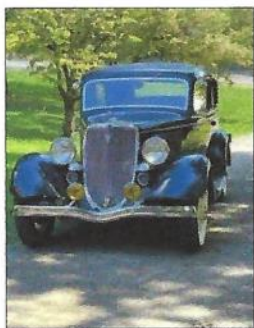
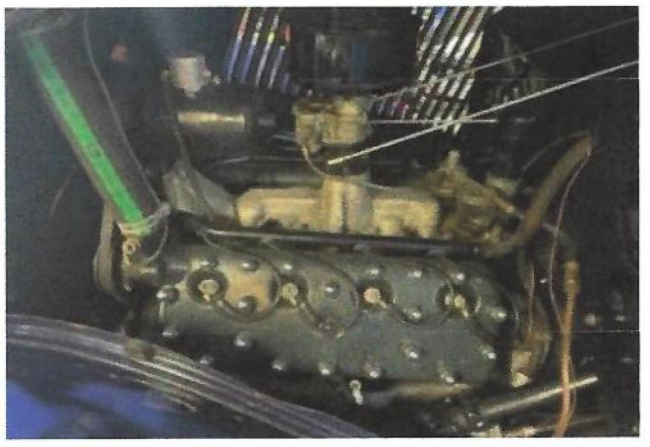
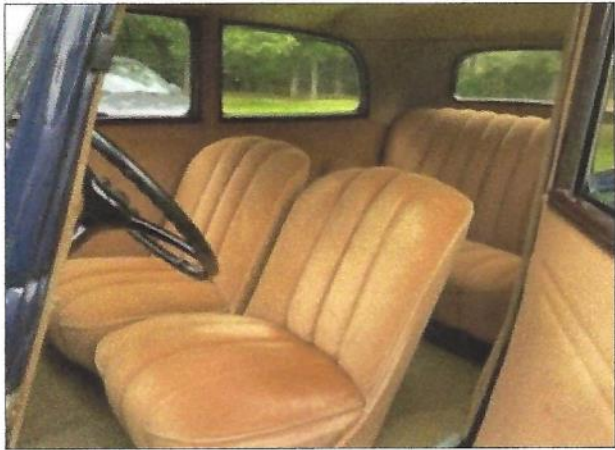
The car exceeded my expectations and after a few minor maintenance issues, the car became a great driver. Every time I sit behind the wheel those memories of high school come rushing back.

Don Rogers' 1951 Mercury Convertible



MERCURY

FOR SALE (see below)



This '34 Ford Tudor Sedan appeared last month as "Member Car of the Month." Since that time its owner, Carl Ledbetter of Livingston, Tennessee, has written to me and said that a medical diagnosis and treatment has made it necessary for him to offer it for sale saying "I need to get around the middle \$40,000 but I am willing to work something fair to each. This is a cash sale."

If you are interested in this '34 Ford, you can contact Carl at **115 Hillview Road, Livingston, TN, 38570**. His telephone number is **931-310-5146** and his email is **cfrench41@live.com**.

Western National Meet July 10-15, 2022

Our members arrived anywhere from Sunday to Tuesday. There were 134 members registered; 104 members and 70 guests was the final count that attended. They came from 14 states and British Columbia. We had 11 members and spouses/guests attend. Unfortunately, Ken Dickson passed away during the night on Tuesday. Our club members rallied around Edith as did the hotel and the Puget Sound Group by offering help in any way. Gary & Jo Ann Davis and Alice & Tom Dailey were a huge support and the rest helped where needed.

Listed below are our club members who won awards.

- Gary & Jo Ann Davis–1952 Ford Sunliner: Dearborn Plaque (this was a 1,000 pt award and I heard people talking about it the next day).
- Gary & Jo Ann Davis–1952 Ford Victoria: Dearborn Emeritus
- Joe Reger–1946 Mercury Convertible: Dearborn Plaque
- Chuck Little–1940 Ford Woody Station Wagon: 2nd Place and the President's Award
- Chris Hughes–1938 Ford Deluxe Fordor: Rouge Medallion
- Don Leidel–1953 Mercury Monterey: 1st Place
- Bob & Annette Long–1936 Ford Cabriolet Display: 1st Place

Shirley Adams gave us information on "Dead Red" and President Bob Merz told a bit of the history of the car and also mentioned how Travis is now "Driving Miss Daisy" (aka Shirley Adams).

Former members Tom & Jeannie Davis purchased Shirley and Bob Adams 1953 Ford Sunliner and won 1st Place.



Gary & Jo Ann Davis



Chris Hughes



Chuck Little



Don Leidel



Bob & Annette Long



Joe Reger



Tom & Jeannie Davis
Former Members

All in all, this was a good meet and the Puget Sound Chapter did a great job! Check out their website at www.efv8psrg.org. Their newsletter is The Puget Sounds, Volume 53, August 2022, Issue 8.

Submitted by Annette Long

2022 WESTERN NATIONAL MEET “ON THE ROAD TO WENATCHEE”

Submitted by Judy Shoep

There were 115 registered to attend the Meet, Columbia Regional had 25 members attending. Two of our members started out with their cars and the cars did not make the destination under their own power. The events included a Welcome Party on Monday night; desserts were served with soft music in the background. Tuesday was a free day to tour Leavenworth, a German themed community. Wednesday was Concourse and Ladies Luncheon. Entertainment for the luncheon was the “Bell Ringers of Leavenworth”. Thursday we drove 41 miles to Lake Chelan and visited Miller’s Auto Museum and many did wine tasting, making sure we returned in time for the Banquet.

Trophy Winners:

Terry Tindle: Dearborn Emeritus for his ‘32
Ken Smith: Dearborn Emeritus for his ‘34
Jim Mattson: Dearborn Emeritus for his ‘37
David Nelson: 1st Place for his ‘46 pickup
Don Cummings: 1st Place for his ‘34

Touring:

Mel Matsuda: 1st Place for his ‘34

Display Class:

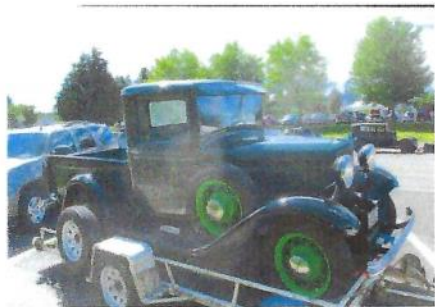
Steve Lemmons for his ‘32
Gary Blodgett for his ‘40

Hard Luck Trophy: Charlie Seims for a blown Radiator on the way and a costly transport of his ‘36 Ford coupe to the meet.

Other awards given were:

Longest travelled was a gentlemen from Massachusetts in a 50 Ford Convertible. Travel time 6 days. This same fellow also drove to our Salem meet several years ago!

A Gentlemen and his son travelled from their home using a club car to 2 meets in one year (Tennessee and Washington)



Dale Newcomb’s ‘32 PU



Don Cummings’ ‘34 3 W Coupe



Ken Smith’s ‘34 3W Coupe



Terry Tindle’s ‘32 Tudor



Mel Matsuda’s ‘34 3 W Coupe



Miller’s Lake Chelan Auto Museum

My first car...1953 Plymouth Cranbrook

By Mickey Holton



The first car I ever owned was a 1953 Plymouth Cranbrook Four Door sedan. I bought it in 1963 during my first year in college for \$300 from Boggs Motor Company in Statesville, North Carolina (owned by cousins). I drove this car for almost four years, the last two years when I was living, working and going to college in Washington, D.C. In 1967, I upgraded to a 1963 Dodge Dart and drove it until I enlisted in the U.S. Army in 1968.

Here's some information about the '53 Plymouth:



The **Plymouth Cranbrook** is an automobile which was built by Plymouth for the model years 1951 through 1953. It replaced the Special Deluxe when Plymouth changed its naming scheme and was essentially the same as the Plymouth Concord and Cambridge. In period TV commercials, the cars were all introduced as "the new Plymouth" then followed by the model year, and made no mention of the nameplate, which was used to describe the trim package, standard and optional features that were included. The Cranbrook model name was however featured in contemporary sales brochures.



The Plymouth Cranbrook, as a car, was conservatively styled, designed to fit K.T. Keller's notion that cars be practical and allow drivers to sit upright while wearing a hat; it was sold at a time when competitors favored the low and sleek look. For 1953, the boxy shape was changed for straighter lines, with sleeker and more modern styling. The windshield went to a modern one-piece unit; and the door handles pulled out instead of twisting. The glove box was moved to the center for easier access by the driver. The gas cap was moved to under the trunk lid, resulting in initial problems with gas spilling out of a full tank into the trunk; this problem was resolved with baffles in mid-1953.

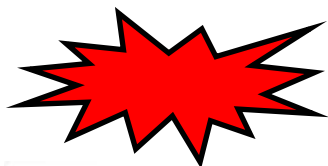


The three-window coupe and fastback sedan were dropped for 1953; the former long and short wheelbase models were consolidated with a common wheelbase of 114 inches (2,900 mm), only one inch shorter than those of Chevrolet and Ford (though considerably less overhang than those competitors gave the Cranbrook a "shorter" look.) Power increased marginally, to 100 hp (75 kW).

The 1953 Plymouth Cranbrook was designated Series P-24-2 and the lower trim level Cambridge was the P-24-1.

(These are not pictures of my car)

What was your first car? Please let me know so I can feature it in the newsletter!



BLAST FROM THE PAST!

From *Southeast Shoptalk*, May-June 1993



MY CINDERELLA FORD

by Lynn Michael
Central Carolina Regional Group # 16
Lexington, North Carolina



If Rodney Dangerfield ever owned a pre-war Ford it was probably a '39 Standard, I can just see him tugging at his tie, rolling his eyes and complaining about his wife as he roars away in his black standard coupe! Like Rodney, '39 standard owners are used to little respect. Though I have only owned one of "Henry's Cinderellas" for three years, I have still been able to collect an unusual assortment of comments such as "is that a '40 Ford," or "I always liked the '39 DeLuxe," or Nobody wants a '39 standard, they're not worth anything."

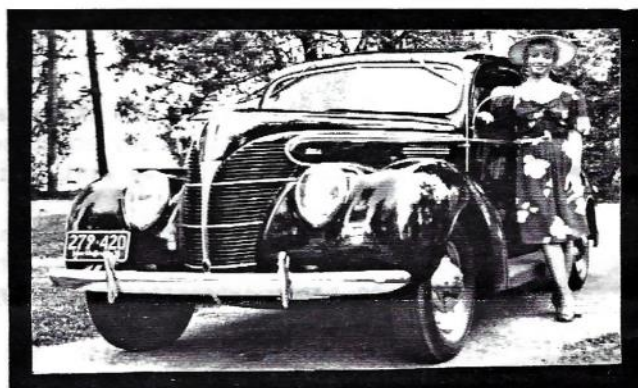
You better believe it! There are just a few of us out there who are different enough to want something other than "just another '40 Ford". Now, don't get me wrong, I really love them all, and I certainly feel no compulsion to grind axes with the popular Ford classics; I just think it's nice to have such a commonly uncommon Ford like my '39 standard and not bump into my clone at every old car function I attend. To me it's just another part of the old Ford mystique.

I was born in 1946 and most of the older V-8's were off the road by the time I was old enough to notice such things. Like many teen-age boys in the 60's, I spent countless hours pouring over the pages of *HOT ROD MAGAZINE* and *ROD AND CUSTOM* and fell in love with the old Fords. My father was kind enough to get me a '34 Ford 5-Window coupe with a '48 Merc mill, two deuces and Edelbrock heads for my 16th birthday; I felt like I was doing all right! I traded off the '34 in the mid-60's for "transportation" and was later so sickened by my loss that I dropped out of the old car scene for 20 years.

In the later 80's I "rediscovered" the subtle beauty of the original Fords. You can imagine my shock when I saw the price tags on '34 Fords! What was a poor high school history teacher with several other hobbies going to do with an old car addiction? Out of practicality I turned to the late 30's Fords. My next door neighbors had owned a beautiful Jefferson Blue '39 standard coupe in the early 50's and the pictures of it intrigued me. The floor shift, roll-out windshield, woodgrained dash, spoked wheels and hydraulic brakes appealed to me. Stories from the old timers about the popularity of these cars with bootleggers in the illicit whiskey trade here in the Southeast, along with their glory days as dirt track racers, convinced me of my decision. I must confess a lifelong affinity for the underdog and the over-achiever!

The next logical step was to join the Central Carolina Regional Group here in Lexington. I joined just in time to help with the 1989 Eastern National Meet and made a lot of friends. I can never thank the members of our regional group enough for all of their encouragement and support; it has been absolutely indispensable to me in the pursuit of the hobby.

After searching diligently for weeks for a good affordable car and postponing the restoration of a very rough coupe body that I got from a club member, I ran an ad in the GOLD PAGES of the *V-8 TIMES*. In November, 1989, a gentleman in South Dakota wrote to me about a '39 standard coupe that he would sell. He was the third owner of a low-mileage (38 K) older restoration that he had owned for 15 years. The description sounded great; a solid rust-free car at a remarkable price. We spent quite a bit of time on the phone and I purchased the car from him on Thanksgiving Day of 1989, the day he and his wife left for their annual winter vacation in Florida. To buy a car 1200 miles from home on a man's word and a series of photos was an incredible test of my ability to judge human character; I was not disappointed.



Lynn's wife Donna and their '39 Standard Coupe

I sent a deposit and we decided to finish the transaction in the spring of '90 when he returned home. I was in the middle of a two-year complete home rehab and had zero spare time, so it really didn't matter. I was lucky enough to get my Ford transported for \$500 by a man who promised he would move it for me if I would only be patient. He picked it up on June 30, 1990, and delivered it to me on July 4th.

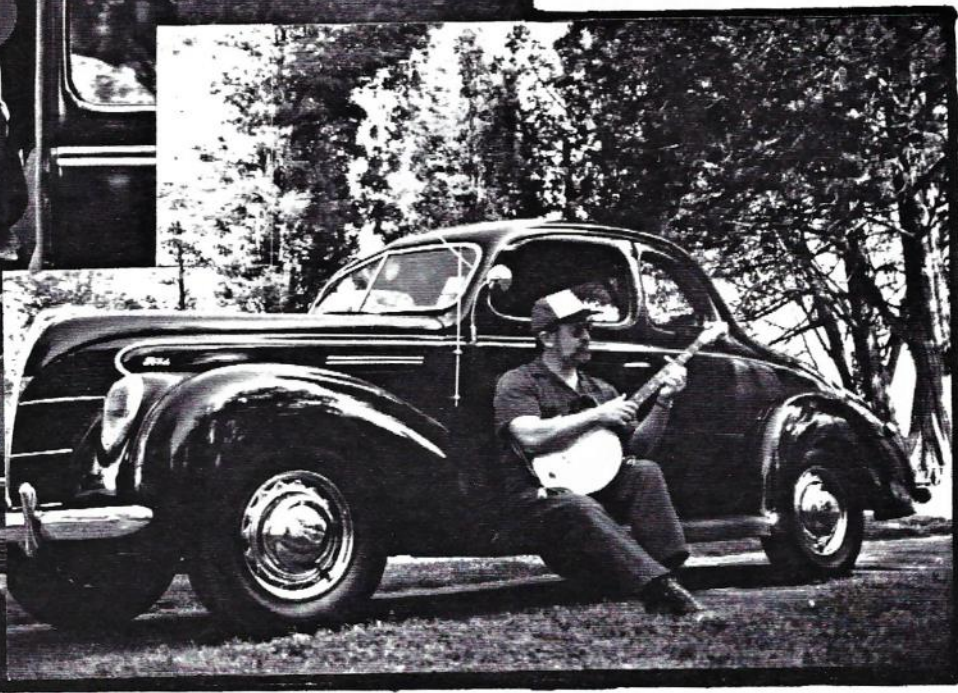
My '39 Standard Coupe turned out to be everything that was promised and much, much more. A good friend helped me install an 11:39 ring and pinion which made this little coupe a wonderful road car. By the time I drove it to the '91 Eastern Meet in Bristol, Tennessee, and back the mechanical bugs had been worked out. I continue to steadily improve on it and someday plan to go back through it to build a concours car.

Someday, if I live long enough, I'll own another '34 Ford (a roadster, I hope!) and I'm very fond of '36's, but my cinderella mail-order '39 will always have a place in my garage. Besides, it would be poetic justice to own both a '34 Ford Roadster "driver" and a Dearborn '39 Standard Coupe!



(Clockwise from top): From any angle, Lynn's '39 Standard Coupe is a beautiful car!; Lynn says "Henry Ford made running boards to have a place to sit and play the clawhammer banjo."; Lynn's wife, Donna, artist and Nashville singer-songwriter,

Thanks, Lynn, for sharing the story of your "Cinderella Ford" with us!



In the Kitchen....

Squash Casserole

Par boil sliced squash and sliced onion until fork tender, about 3-4 minutes. Drain and layer in greased casserole with sharp Cracker Barrel cheese (to make it just like my mother did!), dot with butter, season with salt and pepper, and top with crushed cracker and more butter. Bake at 350 for about 25 minutes. We usually do two layers and try to use no more than half stick of butter!

(Linda: These are two recipes we both enjoy. Ina Garten's Barefoot Contessa cookbooks are our source. John doesn't drink the tea, but the grandchildren and I love it.)

Parmesan Roasted Asparagus

Prepare asparagus by breaking stalks, drizzling with about 2T of olive oil, and sprinkling with salt and pepper. Roast for 15 minutes at 400 degrees, until tender. Sprinkle with freshly grated Parmesan cheese. If you use aluminum foil on a baking sheet, clean-up is easy.

We also roast many vegetable combinations like potatoes, carrots, onions tossed with olive oil, salt and pepper, but raise the temperature to 425 and extend the time to 25 minutes. We don't use cheese with these.

Roasted Tomatoes with Basil

12 plum tomatoes halved lengthwise (she recommends removing seeds; we're lazy!)

1/4 c olive oil

1 1/2T balsamic vinegar

2 cloves garlic, minced

2t sugar

1 1/2t kosher salt

1/2t freshly ground pepper

10 large fresh basil leaves, julienned

Preheat oven to 450. Arrange tomatoes on foil-lined baking sheet, cut side up. Drizzle with oil and vinegar. Sprinkle with garlic, sugar, salt and pepper. Roast for 25-30 minutes, until tomatoes start to caramelize. Sprinkle with basil and serve warm or at room temperature.

Herbal Iced Tea

4 Celestial Seasonings Lemon Zinger tea bags

4 Celestial Seasonings Red Zinger tea bags

4 cups pure apple juice

Steep 8 tea bags in 4 cups boiling water for 10 minutes. Combine with apple juice and chill. Serve over ice

Technical tip...

Should I use distilled water as coolant? Tim Ayers
From The 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.

The 1941 Ford Car

Taken from Wikipedia



The Ford car was thoroughly updated in 1941, in preparation for a time of unpredictability surrounding World War II. The 1941 design would continue in an aborted 1942 model year and would be restarted in 1946 and produced until 1948 when the more modern 1949 Fords were ready.

During the initial year of this car, it evolved considerably. The front fenders came in three pieces, the theory being that small damages could be replaced easily. During the year, it evolved into two pieces with the lower front and back sections being joined.



The hood risers changed, the early ones being the same as 1940 Fords, changing during the year to the better later version.

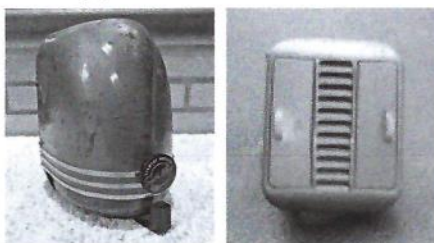
The 1941 Convertible had no rear side windows, the only side windows being in the doors; in 1942, quarter windows were added so the rear occupants could see out.

Five different coil/distributor arrangements were used during 1941, causing confusion for mechanics.

Other variations were: two different positions for the generator, and three for the cooling fan—front of the crankshaft, front of the generator (rare) and on a bracket.

This is thought to be the first Ford to offer a replaceable cartridge oil filter as an option.

The two interior heaters were a "Southwind" gasoline burner, which had the advantage of keeping one warm in winter at drive-in movies, provided a small electric fuel pump was used, and a more ordinary hot-water type.



It had an excellent radio, which could consume the battery in about two hours.



Electric windshield wipers were available in addition to the vacuum-powered wipers.

Three different convertible power top mechanisms (vacuum, electric screw, and hydraulic) and two different header bar latching systems were used.

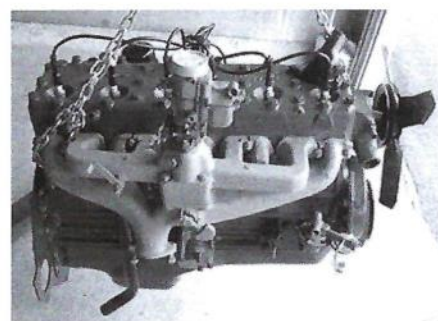
Rear suspensions sometimes had a sway bar, most did not. It had excellent brakes and among the best handling of ordinary cars of the time. It served a transitional role in Ford's lineup.

The two previous Ford car lines, Standard and De Luxe, had blossomed into three, Special, De Luxe, and Super De Luxe.

The "ignition key" for these cars was actually used to operate a bolt lock which, on one end, unlocked the steering column (a feature destined to return, mandated, decades later), and on the other end unblocked the ignition switch, allowing it to be operated. Starting the car was then accomplished by pressing a pushbutton on the dashboard, another feature destined to return with the advent of "smart keys".

Although starting cranks had been replaced by electric starters for decades, Ford cars included a manual starting feature until 1948 as an antidote to dead-battery syndrome. The wheel-lug wrench served as a handle (also for the jack) and the jack shaft with bayonet-coupling pins could be inserted through a small hole in the grille to engage a bayonet socket on the forward end of the engine crankshaft. A quick-and-easy twist of the handle was sufficient to start the flat head V8, and the bayonet coupling was self-disengaging for safety.

Ford vehicles had been V8-only since 1935, but dealer requests for an "economy" engine option prompted the introduction of a six-cylinder unit. The entry-level 136 CID V8 was switched in favor of a new 226 CID L-head straight-6, the first Ford six since the 1906 Model K. The popular 221 CID V8 remained as the top-line engine and was standard in De Luxe models. Both engines were rated at 90 hp. The 239 CID engine, introduced in 1939 for Mercury and trucks, was continued in the Mercury models. The chassis was longer, with a 114-in wheelbase.



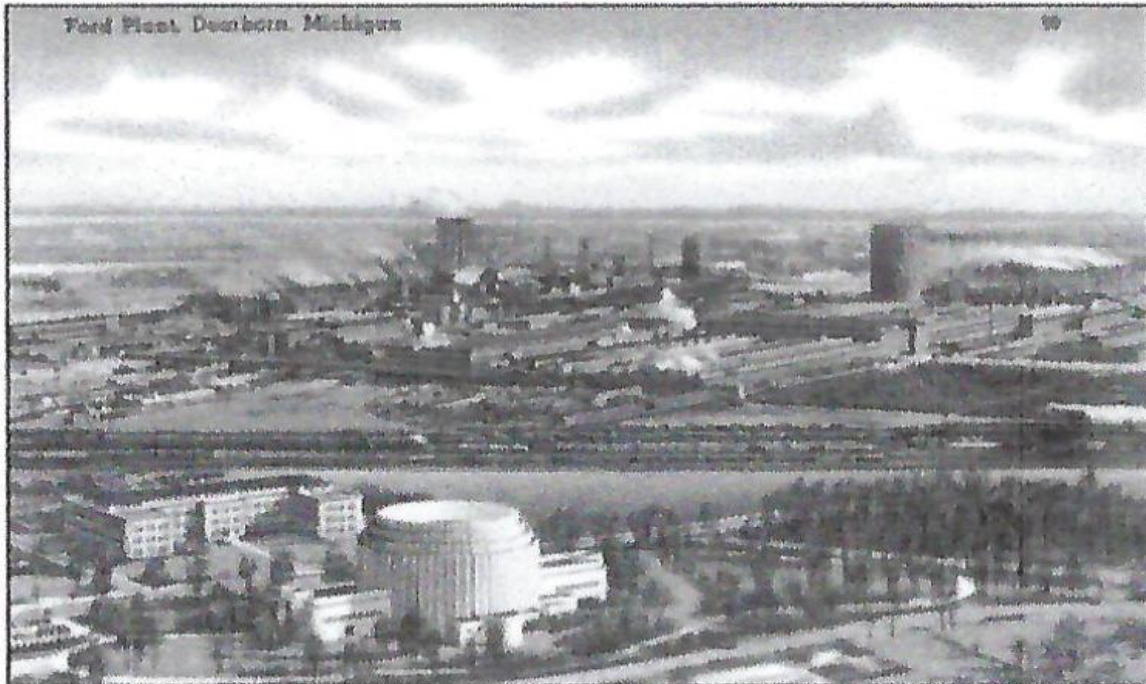
**EARLY FORD V-8 CLUB OF
AMERICA**

**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 of America 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.



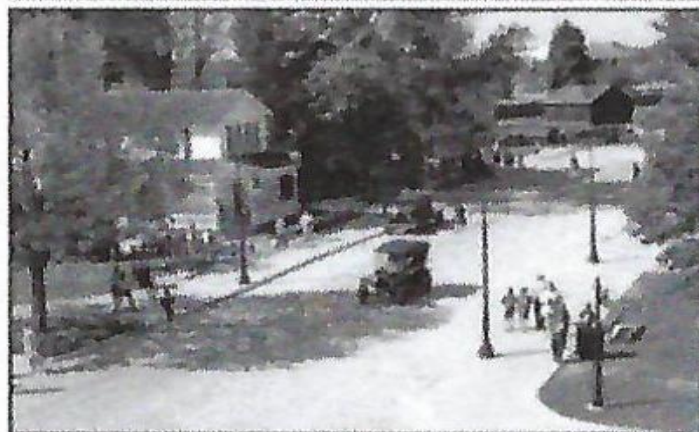
Early Ford V-8 Club of America Grand National 2023

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

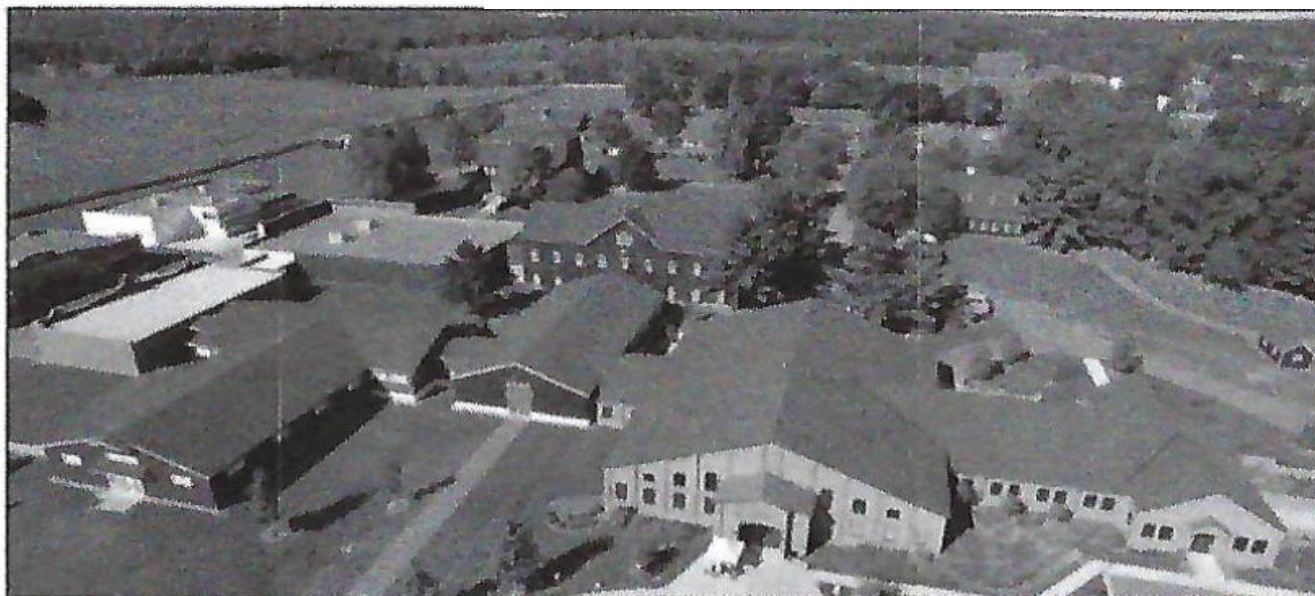
Today starts with those that registered for the tour to the Gilmore Car Museum. Air conditioned motor coaches will leave from the Headquarters Hotel at 8:00am. You will travel to Hickory Corners and the Gilmore Auto Museum, the largest automobile collection in the nation. There are eight museums in one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

Early Ford V-8 Club of America Grand National 2023



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 Meet Hotel Information

2 messages

2023 Grand National Meet Registration <2023grandnationalmeet@gmail.com>

Fri, Jul 1, 2022 at 9:01 AM

Reply-To: 2023grandnationalmeet@gmail.com

To: registration@2023gnm.com

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

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

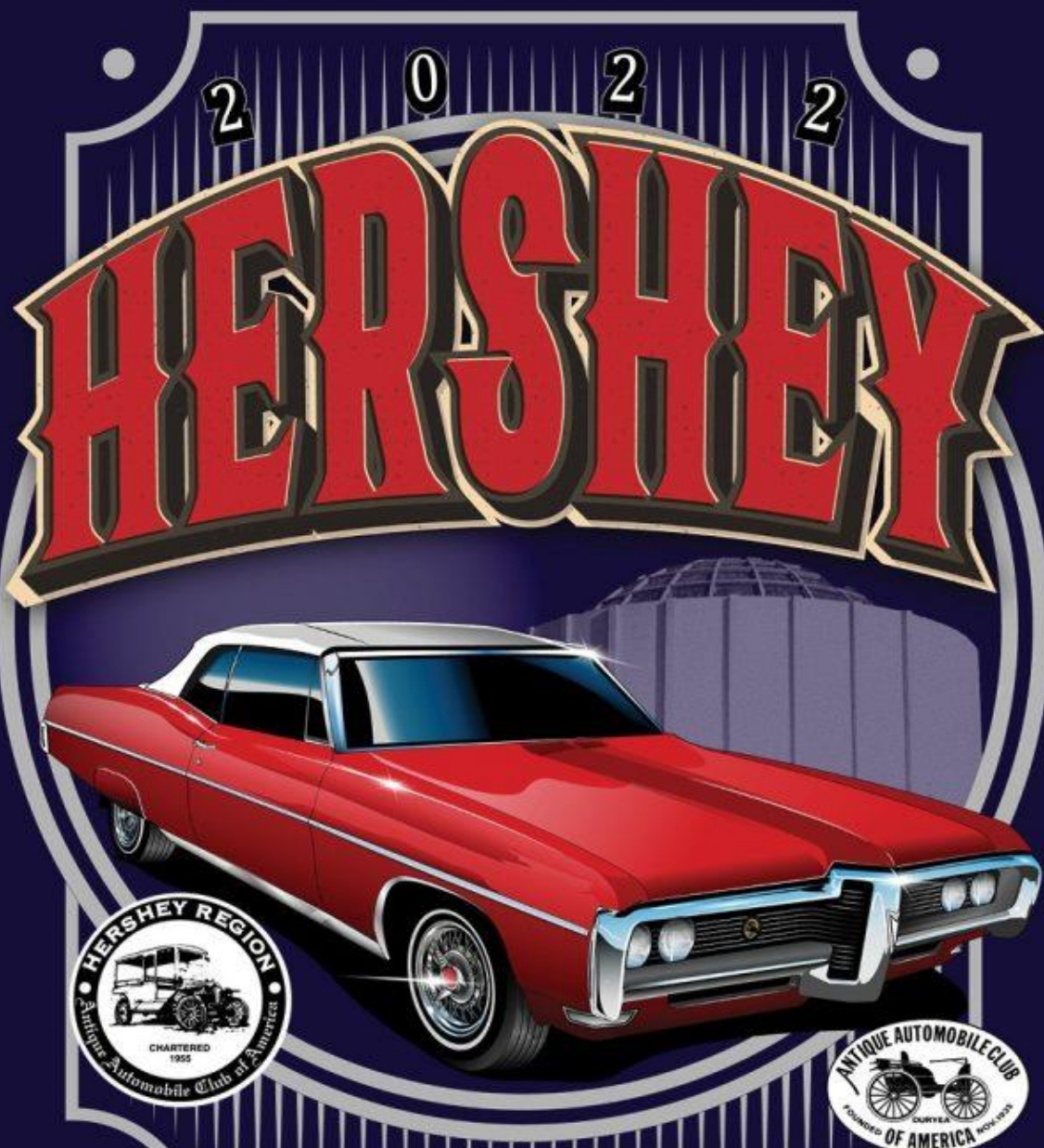
Our Sponsors:



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

October 4-7 ■ Tuesday-Friday

Largest Antique Car Show & Flea Market in the World



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