

# *Happy Thanksgiving!*

## 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

November 2023

flatheadv897@gmail.com

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### MESSAGE

This month's newsletter is packed full with an emphasis on our wonderful visit to Leipers Fork hosted by Jerry and Christie Bowen. Be sure to look at Page 3 and plans to visit Rat Trap Racing in Mt. Pleasant for a Christmas Party hosted by member Ron Hope. There's good news, too, about Jim Bynum's '41 Ford Coupe. Cooler weather is on the way...don't let the spooks get you on Halloween!...

Mickey



### Henry Ford said...

"I will build a motor car for the great multitude...constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise...so low in price that no man making a good salary will be unable to own one and enjoy with his family the blessing of hours of pleasure in God's great open spaces."

# Member Car of the Month

## 1933 Ford Roadster

Don and Lori Potter, Franklin, TN



**1933 FORD**

Once again, I am highlighting a “modified” car, a 1933 Ford, as Member Car of the Month. This one belongs to Don and Lori Potter of Franklin, TN, and is Ford powered.

Here’s what Don had to say about this beautiful car when asked to give some information for this month’s newsletter: “This 1933 Ford Roadster started as a project in 2017 and started with an American Speed Co. all steel, retractable convertible top (blue hartz cloth) body. Delivered to Shadow Rods in Saginaw, Michigan.

Shadow started with one of their hybrid chassis, a 33’ frame from the cowl back with 32’ frame rails from the cowl forward and held in place with a model A’ front cross member and center stamped steel center section. The rear of the frame is “Z’d” and bobbed. They also lowered the floor 1 1/2 so I could look through the windshield, rather than over the top of it.

Wheels are 18” rear and 16” front 36’ Ford wires from Wheels Vintiques, powder coated dark bronze with “Veda Special” chromed center hub caps. Tires are “Excelsior” radials 700R-18 rear and 550R-16 fronts.

All fuel and brake lines are copper/nickel with dual master cylinder. Brakes are 11 x 2 1/2 Lincoln drum. The gas tank is a stainless steel 10 gallon tank. The engine is a 297 cu. in. “Motor City Flathead” fully built with twin 48 cfm, long tube headers, five speed trans and a polished quick change reared with coil over shocks.

The body is painted Toyota Nautical Blue Metallic, painted by Ross Restoration. Hood sides and hood tops are custom made, interior seats are custom built and the Wise Guy frames are covered in light brown leatherette and the floor is covered with German square wave brown carpet.

Finally, it has a 33’ Plymouth instrument cluster (rebuilt by Classic Instruments).”





***You're  
Invited!!!***

# ***CHRISTMAS OPEN HOUSE & Hot Rod Gathering***

**JUMP IN YOUR HOT ROD, MUSCLE CAR, TRICK TRUCK  
OR WHATEVER COOL RIDE YOU ROLL IN, AND JOIN US  
FOR SOME HIGH HORSEPOWER CHRISTMAS FUN!!**

***TECHNO*CRAFT**

***When:*** QUALITY ALUMINUM CABINETS

***Saturday December 2nd  
10am -2pm Rain or Shine***

***Where:***

***RAT TRAP RACING  
&  
TECHNOCRAFT CABINETS  
FACILITY  
1540 N. Main St.  
Mt Pleasant TN 38474***



**DON'T MISS "NITRO-NOISE" AT 12 NOON!  
WE'RE GOING TO BURN SOME NITRO THRU THE  
PIPES OF ALTEREDS & VINTAGE DRAGSTERS  
YOU DON'T WANT TO MISS THIS!**

Note: NITRO NOISE is Weather Permitting

# DUES!

**Yes! Dues for 2024 will come due as of January 2024.**

**Dues for 2024 are \$20.00**

**If you wish to remain a member for  
another year please remit  
\$20.00 in check or cash to:**

**VOLUNTEER V8 FORD CLUB**

**P.O. BOX 3011**

**BRENTWOOD, TN 37024**

**Remember, too, that membership in the Volunteer V8 Ford Club requires that you must also be a member in good standing in the Early Ford V8 Club of America. Check the expiration date on the address label that comes with the *V-8 TIMES* to see if you need to re-new your membership there, too.**

**I also check on members expiration dates and have sent some of you reminders and will continue to do that on a regular basis, at least a month in advance of your membership expiration.**



## New Members!

The past few weeks have been a gold mine for the Volunteer V8 Ford Club when it comes to new members. Here are the newest additions to our ranks:



**Reynolds Davies**  
3117 Forrest Park Drive  
Nashville, TN 37215  
Tel: 615-481-5195  
Email: [erdaviesjr@gmail.com](mailto:erdaviesjr@gmail.com)  
Spouse: Dena

Reynolds and Dena have a 1941 Lincoln Continental and a '31 Ford Model A closed cab pickup.



**Jerry Littner**  
1711 Cally Lilly Court  
Nolensville, TN 37135  
Tel: 818-632-9017  
Email: [gearheadj40@gmail.com](mailto:gearheadj40@gmail.com)  
Spouse: Lesley

Jerry and Lesley moved from California to Nolensville recently. Jerry is a former National Director of the Early Ford V8 Club of America. He sold his 1940 Ford before moving to Tennessee so he will be looking for another Early Ford V8 in the future.



**Ray Hauser**  
9612 Romano Way  
Brentwood, TN 37027  
Tel: 217-412-2122  
Email: [raymondhauser28@gmail.com](mailto:raymondhauser28@gmail.com)  
Spouse: Michelle

Ray and Michelle have a 1937 Ford 5W Coupe.



**Shawn Brennan**  
1024 Harmony Lane  
Hendersonville, TN 37075  
Tel: 714-317-9943  
Email: [shawnbrennan360@gmail.com](mailto:shawnbrennan360@gmail.com)  
Spouse: Anna

Shawn and Anna have a 1932 Ford Model "B" 5W Coupe...4 cylinders!



# Welcome to the club!

## 2024 Central National Meet ▪ Auburn Indiana



*You must be an  
Early Ford V-8 Club  
member to register!*

**June 17-21, 2024**

Early registration is now open! Hotel information will be provided with paid registrations.

Visit the meet website at [2024cnm.com](https://2024cnm.com) for registration forms and much more information.

You can also contact meet registration chair Carolyn Bounds at [registration@2024cnm.com](mailto:registration@2024cnm.com) or 630-858-9474.

Most meet activities will be held at the Early Ford V-8 Foundation Museum. Come see the newly opened Jerry Windle events center.



**Early Ford V8 Foundation Museum, Auburn, Indiana**





## **V8s IN LEIPERS FORK**

**Saturday, October 28th, 2023**

**Hosts:**

**Jerry and Christie Bowen**

On a beautiful, warm Saturday, October 28th, a happy group of Volunteer V8 Ford Club members came together in Leipers Fork, TN, at the stunningly colorful property of Jerry and Christie Bowen, our hosts for a taco party outside the 100 year old former schoolhouse they rescued and rebuilt several years ago. It couldn't have been a more gorgeous Fall day and I don't think we could have had a better meal of tacos and guacamole that what was prepared for us by Rickie Hernandez of Salsa Franklin Taco. Everyone agreed they were outstanding and so good, in fact, that I had four tacos and I think everyone had gone back for more delicious seconds.

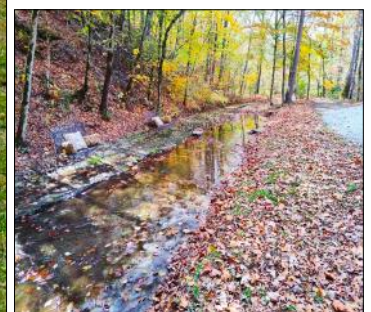
Before the meal we had a short meeting in the schoolhouse to welcome everyone and to introduce new members to the club and some old members we hadn't seen for awhile. Christie Bowen introduced her mother, Mrs. Lillie Coker, and read a very touching message Mrs. Coker had written to be read before the blessing was delivered by Jerry Bowen.

That concluded, we then went outside again to partake of the meal, to socialize, enjoy the Early Ford V8s driven to the schoolhouse and take a ride over the property in Jerry's 1925 White tour bus built for Yellowstone National Park.

I, for one, thought it was a great day and I think everyone there thought so, too!



**The Schoolhouse**





## The Cars...



**The 1935 Ford Cabriolet and 1951 Ford Convertible of Jerry and Christie Bowen**







## Inside the Schoolhouse...



Thanks to Jason Boshers for these pictures



## The Tacos...



*Salsa*  
FRANKLIN TACO



## Club members...





**Finally...the “tour bus” ride....**



**THANK YOU JERRY AND CHRISTIE FOR A WONDERFUL DAY!**





ADDRESS SERVICE REQUESTED

★ CHECK LABEL FOR YOUR MEMBERSHIP EXPIRATION DATE ★

1

**Notice:**

In The Future, Your **Membership Renewal Envelope** Will Be In This Polybag With Your Magazine. You Will NOT Receive A Separate Mailing of the Renewal Envelope. Please Watch For The Renewal Envelope In The Issue That Your Expiration Date Indicates.

**CHANGES?**

**need to update your  
member info?  
Use the back of this card.**

2

Periodical  
\*\*\*\*\*3-DIGIT 372  
918540 MAGAZINE EXPIRES IN MAR/APR 2024  
WILLIAM (MICKEY) M. HOLTON  
BARBARA J. HOLTON  
5018 META DR  
NASHVILLE TN 37211-5722

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3

**For an easy renewal:**

**Cornerstone Registration LTD**

**866-427-7583**

Once again, I think it is time to remind you about the information contained on the form that comes with your V8 TIMES magazine. This information concerns your membership in the Early Ford V8 Club.

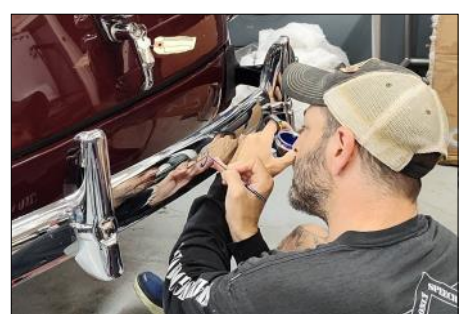
1. You will not receive a separate notice to renew your membership in the Early Ford V8 Club. Membership in the Volunteer V8 Ford Club is a separate matter and there is a page (Page 4/Dues) in this newsletter about it.
2. Your EFV8CA member number is located in this area. Notice that my number is 918540. The expiration date of your membership is also located here. My membership expires April 30, 2024 with the March/April 2024 issue of the V8 TIMES. Please check to see when your membership expires! Remember, you MUST be a member of the EFV8CA in order to be a member of a regional group, in our case the Volunteer V8 Ford Club.
3. I have found that the absolute easiest way to renew is to call Cornerstone Registration at 866-427-7583 ( you will speak with Jen or Mark) and tell them you want to renew membership in the Early Ford V8 Club. They will take your information and update your membership.

I hope this information helps!



## UPDATE ON JIM BYNUM'S '41 FORD COUPE

Work on Jim Bynum's '41 Coupe continues and a lot has been done since the last update. Completion of the product is very close and may, in fact, be finished in November. Here are lots of pictures showing just how much has been done.





## Update on the Update of Jim Bynum's '41 Ford Opera Coupe...

Wednesday, October 25th saw the completion of work on Jim Bynum's '41 Ford Opera Coupe after 6 months...and 53 years! There are a few adjustments still to be made before it can be completely roadworthy but that's not too far in the future. Congratulations to Jim, Danny Driskell and Kenny Polly for such a beautiful job!





# THE 1941 FORDS

The 1941 Ford, like the 1932, was a car of transition. Because of the major body change, Ford seemed to continue changes and improvements throughout the year. In this article, we'll try to list some of the changes to make it easier for you to identify an early or late 1941 car. It will be easier if we first identify what makes a Super Deluxe, a Deluxe, and a Special model.

The Super Deluxe, a new line introduced to combat Chevrolet's Master Deluxe featured a trunk light, clock, plastic trim on the dash, wheel trim rings, a special license plate guard, and metal covered springs, among other items, to make it a step above the Deluxe.

The Deluxe cars featured twin taillights (as did the Super Deluxe), a glove compartment lock, dual windshield wipers, and two sun visors to differentiate it from the Special.

Another point of identity is the vent windows and dash knobs. When first introduced, all vent window frames in all three lines were black enamel. Shortly thereafter they sported chrome, and even later developed a locking catch to keep out the car thieves.

The dash knob on the earlier cars were larger than on the later cars and the plastic door trim was maroon on cars after May 1941 and ivory on all models before that. There were two kinds of dash plastic and one kind of "potmetal" dash trim. Ford seemed to be unable to make up his mind on where to split the plastic so some cars had the joint in the center with a large Ford emblem covering the division and the center of the radio grille. The other style has the joint at the right near the glove box and a smaller "Ford" only on the radio grille. This style and the first



The easiest way to tell the three models apart is by looking at the grille and bumpers. The Super Deluxe had all three grilles chromed, the Deluxe only the center grille, and the Special had 1940 bumpers with no bumper guards. Now on to the early and late styles . . .

The easiest way to identify an early 1941 model is by the distinctive three piece front fenders. This was an innovation at the time and was supposed to cut the cost of repairs on the large front fender of the new body style. The fender was split at the center of the wheel well opening as well as at the horizontal line of the fender. After the first few months this was discontinued and the more common two piece fender was used.

style were used on the Deluxe and Super Deluxe.

To further add to the confusion, there was a potmetal cover made for the whole dash in the Special line. It contained no space for a clock, but nevertheless managed to sneak into the Deluxe cars occasionally. It seems possible that it was used as a replacement on cars that suffered from repeated plastic failure. I think due to this problem, many cars were equipped with chrome or potmetal replacements to "get by" and this adds to the confusion, although the plastic trim with the clock are the only choice for the Super Deluxe.

*by john ryan*



## Cars and Coffee

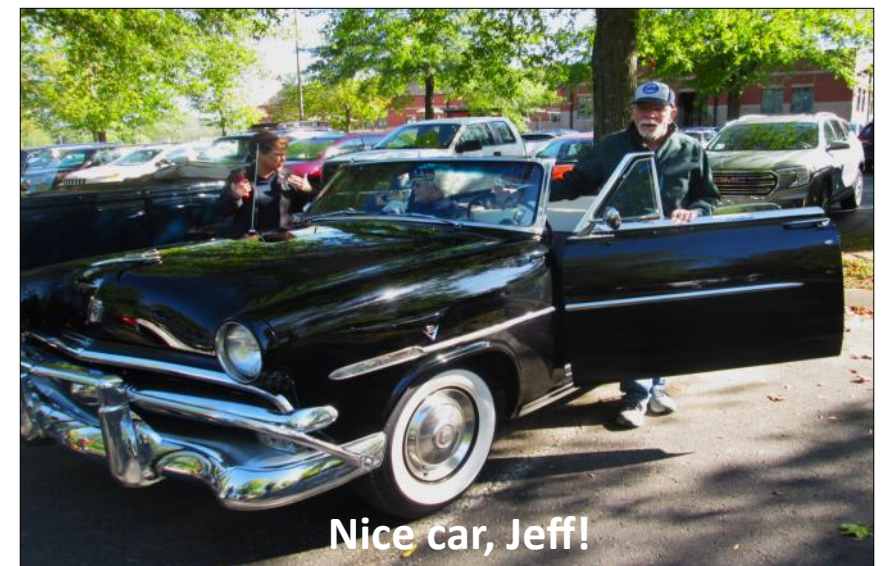
### Christ Community Church, Franklin, TN

The club had a good turnout at the Cars and Coffee at Christ Community Church in Franklin, TN, on Saturday morning, October 7th. Here's a few pictures of some of our Early Ford V8s at that event.



More Cars and Coffee pictures on next page....







## British Car Club

The British Car Club had a car show in Brentwood on Saturday, October 14th. Volunteer V8 Club car member Mike Esterday has an MG and was showing it there. Of course, there were some gorgeous cars there along with Mike's. We also picked up a new member for the Volunteer V8 Ford ('37 Ford Coupe! See "New Members" page.)



Mike Esterday's MG





## Technical Tips (2)

### Fuel Pump Drain Back

The following is from Western NY Regional Group # 3's newsletter, *Greyhound Express December 2020*

After not using your Flathead Ford, with a stock mechanical fuel pump, for a week or so, have you ever experienced the problem of a 'no start' due to lack of fuel? The problem only being resolved by the addition of fuel down the carburetor before it will start.

I have experienced this problem for years. I believe I have now finally solved the problem without taking the easy way out and fitting an after-market electric fuel pump! In my view, only Henry's OEM parts (where & when available) are period correct for my Early Fords.

Recently, I stumbled across a Jay Leno *YouTube* video, where Jay introduced a guest who was an expert on overhauling mechanical fuel pumps. The guest's presentation was based on overhauling an Early Ford V8 style mechanical fuel pump. Interesting, the expert suggested "the OEM style mechanical pump will give many thousands of miles of trouble free service providing some steps are followed during overhaul of the fuel pump".

The expert suggested that one reason for the 'no start' issue is not because of 'drain back', it is in fact "evaporation" found to be caused by the overtightening of the screws that retain the diaphragm between the top and lower housings of the fuel pump. The over-tightening causes distortion and results in an 'air gap' being formed between the diaphragm and the two halves of the fuel pump housing allowing the fuel to evaporate whilst the engine is cooling or sitting at length.

The remedy is to first inspect the flat surfaces of the housings top and lower sections for distortion. If found not to be flat, use a flat sheet of glass together with 180 wet and dry paper to remove any high spots around the threaded holes of the housings halves. As shown.

In my case, the distortion was considerable, so I placed each housing half in the vice and draw filed the surfaces flat and finished on the glass and 180 paper to ensure the surfaces were flat.

Next, the expert suggested using a 'fuel resistant' gasket material around the circumference of the mating surfaces of the

housing halves prior to assembly of the diaphragm. I used Permatex (Form-A-Gasket) gasket sealant as recommended in the *YouTube* video.

The overhauled fuel pump was then re-installed on my engine and briefly started to ensure the fuel supply to the carburetor and then allowed it to sit for the next 3 days.

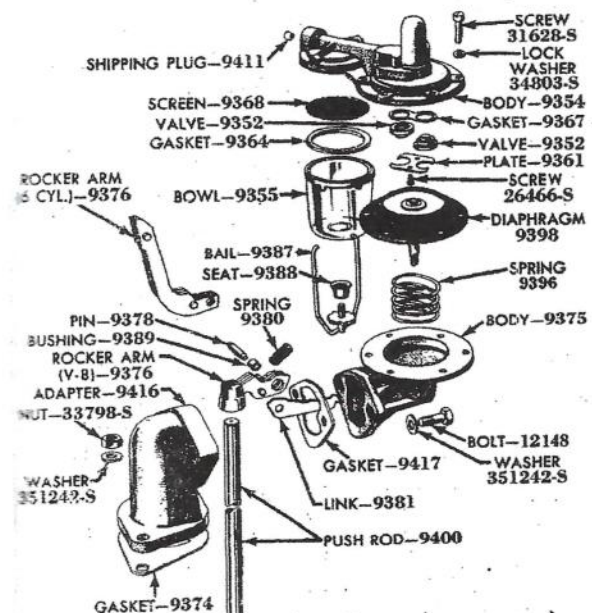
Then came the big test....On the fourth day, I attempted to start the engine, pumped the accelerator pedal twice, flicked the ignition switch, pressed the starter button and the engine roared into life like never before....Eureka!!

So, if you are experiencing a similar problem give it a try, it worked for me!

John McArthur

Editor's note: You can see the Jay Leno *YouTube* video in full for yourselves on your computer. I searched the web for Jay Leno *YouTube* mechanical fuel pump and this article came right up.

*Skinned Knuckles: Fix Your Fuel Pump - Jay Leno's Garage*





# How to Repack Your Wheel Bearings

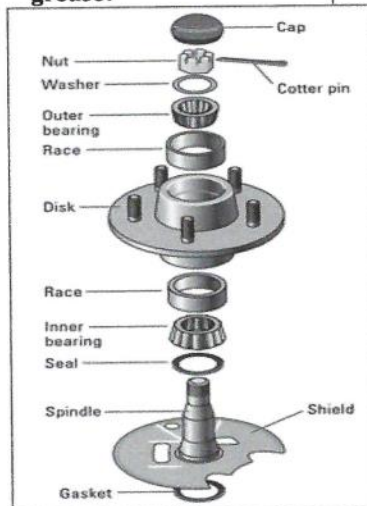
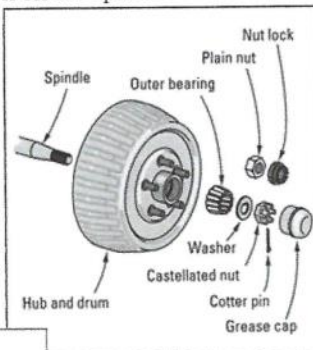
By: Deanna Sclar  
 Updated: 12-01-2021  
 From The Book: Auto Repair For Dummies, 2nd Edition

**Jack up the car and remove a wheel. Use jack stands for your safety!**

If you have a hub drum, pry the grease cap off the end of the hub, remove the cotter pin, and slide the castellated nut or nut-lock-and-nut combination off the spindle.

**Slide the outer bearing, with the washer in front of it, off the spindle.** As you can see in the figure below, the bearings are usually tapered roller bearings, not ball bearings.

**Check the grease in the spaces between the bearings. Don't wipe off the grease!**



If the grease has sparkly silver particles in it, or if the rollers are pitted or chipped, you must replace the bearings. If the outer bearings are damaged, the inner bearings probably are, too.

**Clean the outer bearings thoroughly in solvent or kerosene with an old paintbrush.** Get rid of all the old grease to inspect the bearings properly. Also, when you repack the bearings with fresh grease, you don't

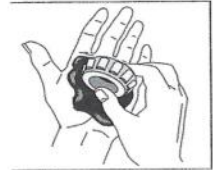
want any old grease spoiling the new stuff.

**When the bearings are shiny and clean, rinse them off with water and dry them, or use brake cleaner to remove the solvent.** If you pack new grease over the solvent, the grease will dissolve and you'll ruin your bearings.

**When the bearings are clean and dry, look at the rollers for signs of wear.** If the rollers are gouged or bluish in color, or if you can almost slip the rollers out of their place, replace the bearing and its race, which is pressed into the hub.

**Take a gob of wheel-bearing grease and place it in the palm of your left hand.** You may want to invest in some thin, disposable plastic gloves for this job.

**Press the bearing into the gob of grease with the heel of your other hand as shown here.** This forces the grease into the bearing and out the other end. Make sure that you work the grease into every gap in the bearing. You want it to be nice and yucky. Then put your bearing down on your clean rag.



**Your inner wheel bearings lay in the center hole of the drum or disc. At this time, you have to decide whether you're going to remove the inner bearings to check and pack them.** Generally speaking, if the outer bearings look okay, the inner ones are okay, too. If you're not planning to repack the inner bearings, don't attempt to take them out of their seat in the drum.

**If you are repacking the inner bearings, slide the brake drum toward you, with the inner bearings still in place.** Don't slide the drum completely off the spindle. Instead, screw the adjusting nut back in again, pull the drum toward you, and push it back. The adjusting nut should catch the inner bearing and its grease seal and free them from inside the hub.

**Clean and pack the inner bearings.** Use the technique described for cleaning and packing your outer bearings. Wipe out the hole in the hub of the drum where the inner bearing was; then take a gob of grease and smooth it into the hole.

Be sure that the grease fills the races inside the hub where the bearing fits. Wipe off excess grease around the outside of the hole so that it doesn't fly around when the car is in motion, possibly damaging your brakes.

**Insert the inner bearing into the hub with the small end first and spread a film of grease around the sealing end (the flat, smooth side).** To fit the new grease seal into place properly, slide it in evenly; otherwise, it will bend or break and you'll lose your grease.

Find a hollow pipe or a large socket from a socket wrench set that has roughly the same diameter as the seal. With the flat, smooth side of the seal toward you, place the seal in the hub opening, and use the pipe or socket to move it into the hub gently and evenly. The new seal should end up flush with the outside of the hub or slightly inside it.

**Carefully reassemble everything in reverse order.** Use the second diagram to help you get everything back on correctly.



## In the Kitchen...

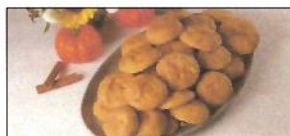


### Pumpkin Snickerdoodles

YIELDS: 20    PREP TIME: 0 HOURS 10 MINS    TOTAL TIME: 0 HOURS 30 MINS

#### INGREDIENTS

- 1 3/4 all-purpose flour
- 1 tsp. pumpkin pie spice
- 1/2 tsp. cream of tartar
- 1/2 tsp. baking soda
- 1/2 tsp. Kosher salt
- 1/2 c. (1 stick) butter, softened
- 1 c. granulated sugar
- 1 large egg
- 1/3 c. pumpkin puree
- 1 tsp. vanilla extract
- Cinnamon-sugar

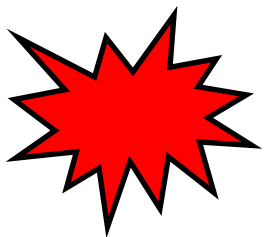


1. Preheat oven to 350°. Line two large baking sheets with parchment paper.
2. Whisk together flour, pumpkin pie spice, cream of tartar, baking soda, and salt.
3. In another large bowl, combine butter and sugar and beat until light and fluffy. Add egg, pumpkin, and vanilla and mix until evenly combined. Gradually, add dry ingredients and mix until just combined.
4. Roll about 1 tablespoon of dough into a ball then roll in cinnamon-sugar and place on baking sheet.
5. Repeat with remaining dough and bake until tops start to crack and centers are just set, 12 minutes.

HAPPY  
*Thanksgiving*

*Cookies!*





## Blast From the Past!

Note from the Editor: In 1993, while attending the EFV8CA 30th Grand National in Dearborn, Michigan, I befriended a young man from Finland...Jussi Ponkamo... and we became friends. We corresponded for several years and I visited him in Finland in 1999. He and his then girlfriend Katri (now wife) sent this Christmas greeting in 1994, before our Central National Meet in Nashville in 1995.

# FROM FINLAND !



Once again, we have heard from our international friend, Jussi Ponkamo, and his special lady friend, Katri, in Finland. They were so happy to receive our "Music City Alive...In '95!" T-shirts, they decided to have a Christmas card made wearing them!

*Kyvää Joulua  
Onnellista  
Uutta Vuotta*

*Katri & Jussi*



05.12.1994

Dear Mickey,

Thank you for a good idea! You asked me to send some photos of me and Katri with the MUSIC CITY ALIVE... T-shirts. Katri liked them so much that she wanted to print Christmas cards of them! So: **Merry Christmas and a Happy New Year** (that's what it says in Finnish).

I am only sorry that in the photos there isn't a real Finnish landscape with lots of snow and reindeers... but the clothing caused some restrictions (the temperature was below freezing-point so we decided to take the pictures in the garage).

*Jussi*





Sept-Oct 2023

Volume 31 No. 5

## *Foundation News*

### WHAT'S BEEN HAPPENING AT THE EARLY FORD V-8 MUSEUM

The biggest thing that happened at the Museum since the last newsletter was our Labor Day Swap Meet. This was our third year putting on this event, and while last year's meet was great, this year's was phenomenal. A record number of vendors attended and a record number of swap spaces sold. Buying old cars and parts on-line is easy and convenient, of course, but there is nothing like a good ol' swap meet to get the Ford V-8 juices flowing! And the Museum's location, facilities, and grounds, make for an ideal swap meet venue.

As additional proof of this point is all of the car events that took place in Auburn recently. The International Mercury Owners Association held their convention in town, as did the Edsel Owners Club. Interestingly, the Edsel club had it's meet in and around Auburn's old Edsel dealership, which was called D&M Motors. And lastly, the Auburn Cord Dusenber Museum held its annual ACD Festival.

Many of the people who attended these wonderful old car events also visited the Earl Ford V-8 Museum.

The latest car donated to the Museum is a 1938 Ford Standard Coupe, graciously donated by Richard Guttendorf of Willow Street, Pennsylvania. It's a beautifully restored car and a *Dearborn* winner. Only a little over 34,000 of this model were built, making this coupe rare indeed.

In previous newsletters, we have mentioned that the Museum had officially received a dealer license

under the name of Museum Select Motors from the state of Indiana, allowing the Museum to buy and sell cars. While the Museum can sell cars outright, we will also accept cars on consignment. "If people are not in a position to donate their car to the Museum," explains museum director Josh Conrad, "they just want to monetize it, we'll take all of the headache out of selling their car for them. They don't have to worry about people coming to their house and all of the hassle associated with that."

If you would like to place your car on consignment with the Museum, the process is straight-forward. Call the Museum to make arrangements to drop your car off at the Museum and fill out some paperwork, and the Museum will take it from there. They will place your car on display and advertise it nationwide.

"We've already sold several," Josh said. "It's a win- win for everybody. The Museum generates some income, the person gets rid of their car, and puts the car back into the hobby."

So, if you have a Ford or two that you need to find a new home for, please consider donating them to the Museum or consigning them to the Museum.

Lastly, please keep in mind that the Early Ford V-8 Club's 2024 Central National Meet will be held at the Museum on June 17-21. Hosted by Regional Groups 56-Indiana, 141-Ohio, and 169-Auburn Blue Ovals, you can register now at [www.2024CNM.com](http://www.2024CNM.com).

OCTOBER, 2023

[WWW.VALVECHATTER.ORG](http://WWW.VALVECHATTER.ORG)



## *My new Old Ford Story...*

*By Bill Wilson, editor*

I promised last month to say a bit more about the fun I had going to Ft. Pierce, Fla last month to bring home Ms. Ruby, our "new" '50 Business Coupe. The 1175 mile round trip, as you might expect, was not without its drama.

I had owned my tow dolly for ten or twelve years and used it only once in that time. I thought: here's a great chance to use it to tow this four speed Business Coupe home. The tires had really good tread and not a lot of dry rot cracks. But just to be safe, I bought a new wheel and tire from Tractor Supply, knowing if I didn't need it, I could always get a refund. So, with tow dolly, straps, a little spare of this and some spare of that, I lit out on a good Sunday morning at 6:00 aiming to get to Ft. Pierce by 3:00 that afternoon. Well, first wrinkle: I was just 20 minutes out when I looked for my phone and couldn't find it. Looked everywhere. Went back home to look. Not there anywhere. Then I looked between the seat and console in my GMC truck and there it was. Lost an hour already.

No more problems, however, and I motored at a nice legal speed down I-75 to the

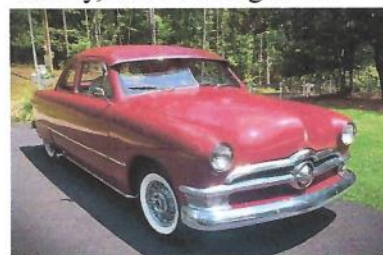
Sunshine State. I didn't stop to eat but did enjoy a snack pack my sweet wife sent along. I rolled into the Florida Turnpike at Lakeland catching a good bit of showers. I knew there were toll stations along the parkway, but every time I saw one in the heavy rain, I just followed the crowd. I didn't find out till just last week that I was following those who had a paid sticker on their windshield, making the camera's happy. My contribution to their happiness would be a \$16.50 fine. All I got was a nice picture of my truck tag and the tow dolly.

As I got within about 40 miles of Ft. Pierce, I was relying more and more on Google Maps to safely lead me right to Ms. Ruby's waiting arms. However, the next thing I know I'm being led through Florida marshes and mangroves, but still paved roads. About six miles later I emerged to a huge development of fabricated homes one could barely squeeze between. Every street was in a Spanish name. But, finally at the last dead end turnaround, there it was: Las Casitas Ct.



*All dolly-ed up and ready to go...it towed perfectly 'til...*

I knew the owner was an elderly gentleman and was selling the car due to health issues, but I was not prepared for what I met. Poor guy was 84, well above 300 pounds and very diabetic. His feet looked like footballs and he straightaway informed me, due to his heart, not to expect any help from him in loading. I found out in talking with him he is there by himself and has no one to check on him regularly. He is, essentially and weakly, there waiting to die.



*A previous owner had done a mild custom job, including taking the door handles off and doing Frenched headlights.*

After a few moments of silent prayer, I knew I had work to do. So I'm thinking, loading on a dolly is not like loading and strapping down on a 20 foot trailer. So I test drove the car; safari so goody...paid him and used the incline of his driveway to help me slide the old Ford on to the dolly. It's 96 degrees. And, I'm dripping wet; away we go.

But this time, Google sent me up infamous I-95 toward Cape Canaveral where I would take four laned Florida #528 and shoot across to the Florida Turnpike north of Orlando.

It is now past 6:00 pm, time to



eat, but I'm so thrilled, I just wanted to drive...



*The interior is quite comfortable...*

At about 10:00 pm I'm still trucking toward Orlando, most of the time 65 mph and sometimes 70 or 75. I come upon a well lit, unattended, new toll plaza. I hit some rumble strips reminding me to slow down. But when I come out of the rumble strips, my tow load is still rumbling. **Yep, right side tow dolly tire is history.**



*It was shredded...*

I eased over to a long strip of roadway with plenty of light where I'm against a wall on the right. The dolly tire looks like gobs of spaghetti and it's still

around 90 degrees at 10:00 pm. I'm now dripping wet again and I've only just now got the truck jack out. I find out the dolly, with the flat, is too low to the ground and I can't get the jack under it. What do I do now? Finally, I find a piece of fender bracket on the dolly high enough and strong enough to support the jack. With the help of a book I find in the truck, I raise the jack and dolly a little. Nothing slips, breaks or falls, so I begin backing off five lug nuts.

They must have been welded on. It took an 18 inch long, heavy duty, three quarter inch drive, ratcheting socket, and all my two hundred forty pounds, to make any lug move. It seemed forever getting all five off...turn, turn and more turn. I raise the wheel off the ground. It's no longer a question of how much I will sweat; it's how deep will the sweat in my shoes measure. I did not think much about it at the time, but of a hundred or more cars which passed me, not a one even blinked their lights. So, I thought "if it is to be, it is up to me" and I turned up the Adrenalin.

It's about midnight now and I'm underway again, thinking I sure hope the other tire holds up because I no longer have a spare. I'm just east of Ocala, about 2:00 am, when I decide enough fun for one day. I find a LaQuinta motel (everything in Florida is Spanish) and I drive through the front entrance and head for the drive around when

**I discover there is no drive around...!**

I'm in a dead end without room to turn around. You ever tried to back a loaded tow dolly? Up three inches and back four, over and over in every direction, and then suddenly I hear a feminine voice over the fence from an adjoining property, "You want some help...?" It's a lady no less... I mean how do you say no, to a lady wanting to help at 2:00 am?

Thirty minutes later we are congratulating and thanking each other, me for her help (Lol) and she for giving it. I finally hit the bed at 3:00 am. It is now Monday. As I check out, I see the lady sitting across the room with some seedy looking character and I ease out without reigniting our crossing of six hours earlier.

I go out and survey the damage. I find some tow dolly on my Ford and some Ford on the tow dolly. It is a week later when I find some tow dolly on the tailgate of my GMC truck.

Three hours later, there is nothing more beautiful than the Georgia state line. I get a super lunch at Cowboy's BBQ at Valdosta and roll out again, praying the other tow dolly tire holds up. It does, and I make it home at 6:30 pm, smiling and happy. I guess Ms. Ruby is too, as she cranks right up, eases off the dolly and idles smoothly. My wife is thrilled with Ms. Ruby.

**All is well that ends well...**

Courtesy of Bill Wilson, Editor, *The Crankshaft*, Peach State Regional Group #160, October 2023



## Local Car Shows and Cruise-Ins, November 2023

**November 4th: Springfield, TN - Springfield High Baseball presents Show & Shine** at 5240 Hwy 76 East, Springfield, TN. Registration: 10:00am - 12:30pm, Awards at 3:00pm. Multiple categories awarded to Cars, Trucks, Jeeps and Motorcycles. Entry fee \$20.00 for 1st Vehicle / \$15.00 for 2nd Vehicle. For more information, contact Chris Hollingsworth 615-992-8020.

**November 4th: Woodbury, TN - 4th Annual Kyle Todd Memorial Kruise-In** at Cannon County Square, 200 W. Main Street, Woodbury, TN. Times: 2:00pm - 5:00pm. NO Entry FEE!!! Two Shows: Vintage and New Models. Judged event with trophies, Judging begins at 2:30pm. Come on out and support the Kyle Todd Memorial Scholarship and Grant, as we honor the Legacy of KT. For more information, email: Annie Reed at [annie.reed@ccstn.net](mailto:annie.reed@ccstn.net)

**November 4th: Cookeville, TN - 4th Annual Tow Trucks for Tots** at Putnam County Fairgrounds, 155 Fairgrounds Street, Cookeville, TN. Times: 10:00am - 4:00pm. All tow trucks and emergency vehicles welcome! Bring out your muscle cars, antique cars, jeeps and hot rods for a big cruise-in. Dash plaques to the 1st 100 vehicles. Let's make a child's Christmas a little brighter.

**November 4th: Owensboro, KY - Preservation Station Holiday Cruise In** at 9661 Hwy 56, Owensboro, KY. Times: 10:00am - 2:00pm. Dash Plaques to the 1st 100 vehicles. Door Prizes, Open to all makes and models of cars, trucks, motorcycles. For more information, call 270-925-1124.

**November 11th: Jackson, TN - Fuel in the Fall Car Show** at 387 Lawrence Switch Road, Jackson, TN. Times: 10:00am - 5:00pm, Entry fee \$20.00 same day / \$15.00 pre-registration. Awards at 2:00pm. Trophies included: 4 Classes. Best of Show / Best Classic (Pre-1990) / Best Modern (1991 - Up) / Best Bike / ATV. Food trucks and

**November 25th: McMinnville, TN - TOY DRIVE and Cruise-In** at WDG Parking lot, 835 Smithville Hwy, McMinnville, TN. Times: 10:00am - 2:00pm. Bring your cars, trucks & motorcycles and join with us! Donate a NEW unwrapped toy and let's make Christmas a little brighter for the kiddos of Warren County more.

**December 2nd: Mt. Pleasant, TN - Christmas Open House & Hot Rod Gathering** at Rat Trap Racing & Technocraft Cabinets Facility, 1540 N. Main Street, Mt. Pleasant, TN. Times: 10:00am - 2:00pm, Rain or Shine! Jump in your hot rod, muscle car, trick truck or whatever cool ride you roll in, and join us for some high horsepower Christmas Fun! (See page 3 in this newsletter)



**SPRINGFIELD HIGH BASEBALL PRESENTS**

# SHOW & SHINE

5240 HWY 76 EAST, SPRINGFIELD, TN 37172  
**SATURDAY, NOVEMBER 4, 2023**  
 10:00 AM - 3:00 PM  
 (REGISTRATION 10-12:30 & AWARDS 3 PM)

MULTIPLE CATEGORIES AWARDED TO CARS, TRUCKS, JEEPS, & MOTORCYCLES

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ENTRY FEE: \$20  
 \$15 EACH ADDITIONAL VEHICLE  
 PRE-REGISTER

**FREE ADMISSION - AWARDS - CONCESSIONS - GAMES**  
 FOR MORE INFORMATION CONTACT CHRIS HOLLINGSWORTH 615-992-8020

**CALLING ALL CAR ENTHUSIASTS!**

**FREE FOR PUBLIC**

## The 4th Annual Kyle Todd Memorial Cruise In

**Saturday, November 4th**  
 2:00-5:00



-No entry fee-  
 -Two Shows: Vintage and new models-  
 -Judged event with trophies-  
 -Judging begins at 2:30-

Come out and support the Kyle Todd Memorial Scholarship and Grant, as we honor the legacy of KT.

**CANNON CO. SQUARE**  
 200 W. MAIN STREET  
 WOODBURY, TN 37190

**MORE INFO:**  
 Please email Annie Reed at [annie.reed@ccstn.net](mailto:annie.reed@ccstn.net)

**4th Annual Tow Trucks for Tots**

Everyone who attends please bring a new unwrapped toy

Nov. 4th 10 A.M. to 4 P.M.  
 Putnam County Fairgrounds

All Tow Trucks and Emergency Vehicles Welcome! Bring out your muscle cars, antique cars, jeeps and hot rods for a big cruise in.

Dash Plaques given out for vehicles who attend up to 100 vehicles

Let's make a child's Christmas a little brighter!!!

Toy Drop Off:  
 Rush Towing  
 2299 Summerfield Rd  
 Cookeville, TN 38501  
 931-310-2253

F&M Bank  
 Washington Ave






## PRESERVATION STATION

### HOLIDAY CRUISE IN

**SAT. NOV. 4TH 10AM-2PM**



DASH PLAQUES TO FIRST 100 VEHICLES! DOOR PRIZES!  
 OPEN TO ALL MAKES & MODELS OF CARS, TRUCKS AND MOTORCYCLES!  
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## You're Invited!!!

### CHRISTMAS OPEN HOUSE & Hot Rod Gathering

JUMP IN YOUR HOT ROD, MUSCLE CAR, TRICK TRUCK OR WHATEVER COOL RIDE YOU ROLL IN. AND JOIN US FOR SOME HIGH HORSEPOWER CHRISTMAS FUN!!

**TECHNOCRAFT**

**When:** QUALITY ADMINISTRATION  
 Saturday December 2nd  
 10am - 2pm Rain or Shine

**Where:**  
 RAT TRAP RACING & TECHNOCRAFT CABINETS FACILITY  
 1540 N. Main St.  
 Mt Pleasant TN 38474

**DON'T MISS "NITRO-NOISE" AT 12 NOON!**  
 WE'RE GOING TO BURN SOME NITRO THRU THE PIPES OF ALTEREDS & VINTAGE DRAGSTERS  
 YOU DON'T WANT TO MISS THIS!

Note: NITRO NOISE is Weather Permitting

## FUEL IN THE FALL

## FUEL IN THE FALL

## FUEL IN THE FALL

# CAR SHOW

**TROPHIES INCLUDED!!!**

**4 CLASSES**  
 BEST OF SHOW  
 BEST CLASSIC (PRE 1990)  
 BEST MODERN (POST 1990)  
 BEST BIKE/ATV

**Register today!**



**\$15** early Car entry **\$20** day of Car entry  
**NOV 11 • 10AM - 5PM**  
**New Life Jackson**  
 387 Lawrence Switch rd.

**FOODTRUCKS AND JUMPERS**





## FOR SALE

**1937 Ford Tudor sedan, all original, V8 flathead Has been rebuilt along with the transmission. Frame all done and body is on the frame. Started to assemble and lost interest. Clean car, only 40,984 miles. I have documentation from the original owner, clean title in hand. Asking \$18,000. Call Mark Katic, Summertown, TN, (615) 497-8742.**





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