

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

October 2023

flatheadv897@gmail.com

CONTENTS

1. Contents, Message, New Members
2. Message from Steve Kronen, Central Dir.
- 3-4. Summary, August Board Meeting, EFV8CA
- 5-6. Member Car of the Month, '34 Ford
- 7-8. AACA Leiper's Creek Picnic
9. Coming Event, Saturday October 28th
- 10-11. Update on Bynum's '41 Ford
12. '41 Coupe Bill of Sale
13. Hell Freezes Over: A Six Cylinder Ford
14. He Took Horses from Buggies
- 15-16. 1932 Ford: From Model "A" to "B"
- 17-19. 1935 Miller-Ford Indy Cars
20. Blast from the Past; '49 Fords and Safety
- 21-23. The Flathead V8 Cooling System
24. In the Kitchen: "Man Cookies"
- 25-29. Local Car Shows/Flyers
30. Advertisers

About that first Ford Sportsman
(September newsletter)

Steve Jordan sent this note:

"I read a few years ago that this vehicle still exists and is owned by someone in the Model A Club in Huntsville, Alabama! If I can locate the publication in which I read that, I will send it to you."

MESSAGE

Fall and cooler weather has finally arrived resulting in a plethora of car shows and cruise-ins (see pages 25-29). Also, pay special attention to page 9 about a picnic in Leipers Fork on Saturday, October 28th. It promises to be a not-to-miss event.

This month we welcome new members Shawn and Anna Brennan of Hendersonville, TN, and they have a 1932 Ford Model B 5 window coupe.

As I write this, it's almost time for Hershey (a true sign of Autumn). I'm not going this year but Danny and Michael Driskell are going to sell parts to eager Early Ford V8ers. Wish them luck!...Mickey



NEW MEMBERS

Shawn and Anna Brennan
1024 Harmony Lane
Hendersonville, TN 37075-1736
(714) 317-9943
shawnbrennan360@gmail.com
1932 Ford Model B Coupe
(4 cylinder)
Welcome to the club!

MESSAGE FROM STEVE KRONEN, VP & CENTRAL DIRECTOR, EFV8CA

Greetings to all,

As the driving season winds down I hope everyone has enjoyed their Early Ford as much as possible. I myself have taken my '53 Customline to as many regional group functions as I could. I have owned my "Ole Bessy" for twelve years and I still get a kick of how enjoyable it is to drive her down the road. Soon, some of us will retreat to the garage to tinker with our pride and joy as winter is fast approaching. I am in the process of restoring a 1947 Ford Club Coupe Convertible. This restoration takes most if not all my time these days. My hope is to have her done for next years National Meets, either Auburn or Clayton.

The National Board has been working to keep our club moving into the future. As our numbers decrease, we encourage our membership to get out with your car to recruit new members to continue this great club. Your car is the perfect way to strike up a conversation with an interested person in the Early Ford club. The board can only do so much to advertise our club. We need as many members to "get out the word" so to speak. Everywhere I go with my 53, I get at least one person who offers a "nice car" or another complement. I carry business cards with my regional group information which I offer to anyone who shows interest in these cars.

In closing I want to thank everyone I interacted with at this year's Grand National Meet. I so enjoy our National Meets, driving to and reconnecting with some of the nicest people I have ever met.

Attached you will find the National Board meeting minutes for you to share with your regional group. Also, you will be receiving a E-mail that I will forward from President Rick Claybaugh regarding Insurance for regional group officers. Its that time of the year for renewal of your RG's coverage for the officers. And lastly, the national club is requesting all regional groups send in a current copy of your roster. Another attachment will explain the process and need for these rosters.

Thank you,

Steven Kronen
EFV8CA
Vice President
Central Director



The Early Ford Club of America

Summary of Minutes August 19, 2023.

Zoom Meeting

Early Ford V8 Club of America

The regular Meeting of the National Board of Directors of the Early Ford V-8 Club of America, a California Corporation, began on August 19, 2023.

Meeting was called to order by President Rick Claybaugh.

Minutes of the May meeting were approved.

Report on the Club Finances were reported by Dave Rehor.

Audit report provided by Joe Valentino.

OLD BUSINESS

MEMBERSHIP DRIVE

We are continuing the Membership Special through the end of 2023, be sure and let your members know. Requirements - a member that has been an active member more than 2 years and in is in good standing may give out as many free digital memberships as they like. The free digital membership to start 6-1-2023 and expire 12-31-2023, application can be found on [Early Ford V-8 Club of America \(earlyfordv8.org\)](http://Early Ford V-8 Club of America (earlyfordv8.org)) There are also QR codes available for share and use on the club website and Facebook page.

MEMBERSHIP

We are, once again, requesting all regional groups, who have not previously done so, provide the National Board with a current membership roster for 2023. In addition, we are requesting contact information (email addresses) for the regional group's President and Newsletter Editor. Regional group rosters and contact information should be sent to Connie Hall at pchcsh@yahoo.com or Rick Claybaugh at ricks2L@cox.net.

NATIONAL MEETS

2023

Grand National Meet

Thanks to all who helped make this meet successful. There is an ad in the V8 Times regarding souvenirs and memorabilia if you wish to purchase.

2024

At this time, we have an Eastern National Meet to be held on September 15-20, 2024, hosted by RG #59 & #3, and a Central National Meet, hosted by RG #141, #169, & #56. We do not have a Western National Meet planned currently. Registration is open for both the Eastern and Central National Meets.

2025

There has been some interest shown in a Central National Meet for 2025, awaiting more information. No information about an Eastern or Western National Meet.

DIRECTOR OPENINGS

There are currently 3 Director positions open for the upcoming year. If you are interested in running for one of the positions, please contact your current Director or Rick Claybaugh to receive more information.

V8 TIMES REPORT

Ms. Olson incurred some computer issues resulting in the July/August issue being late, however these issues are now in production. Ms. Olson is currently in need of member submissions for stories and articles. If there are photos included with stories and articles, please inform her if the photos are your personal property and state whether you approve the use of the photos in the magazine.

NEWSLETTER COMPETITION

We encourage your Regions to join in the newsletter competition. Send your newsletter to Bill Wilson, Newsletter Judge, Editor, The Crankshaft Peach State #160, EFV8 Club Fayetteville, GA 404-660-6902, billwv8@yahoo.com

Member Car of the Month

Gil and Karen Vigil

Joelton, TN



1934 Ford

GIL AND KAREN VIGIL'S 1934 FORD

This month's Car of the Month is Gil and Karen Vigil's 1934 Ford Sedan. Yes, this '34 is highly modified and it's not Ford powered but it is still a Ford and we can live with that! You don't even have to have a Ford to belong to the EFV8CA and the Volunteer V8 Ford Club so we are happy to have Gil and Karen and their cars (they also have a '32 coupe) as members. Gil is an recognized expert in custom interiors and has been involved with several members cars restoration, my '48 coupe included.

Here's what Gil had to say about his '34: "I Bought the car out of California from a collection and had it shipped to me here in Joelton where I took the car apart to rewire and to make more room in the engine bay by moving the firewall back 1.75 inches. I went through the motor, a 241 Hemi with a 5-speed transmission, and replaced the original Stromberg 97's with new ones.

"I am in the middle of re-doing the interior. When I received it, the interior was pretty much gutted. Before the car was built the body came out of Tennessee and was in pretty bad shape. Kirk Hannel did his magic and got the body presentable again. He chopped and channeled it and raised the rear fender wells 4 inches. The whole floor was replaced, along with both door bottoms.

"The car was chopped and channeled over the frame, has a metal louvered top insert, a Winters quick change rear end and Stewart Warner gauges."





AACA Picnic at Jerry and Christie Bowens' Schoolhouse

September 9th, 2023

The Battlefield AACA Club sponsored a picnic at the restored schoolhouse on property of Jerry and Christie Bowens on Leiper's Creek Road near Leiper's Fork. Several members of the Volunteer V8 Ford Club who are also members of the Battlefield group attended...Danny and Sharon Driskell, Mickey Holton, Jim and Mary Morinec, Don and Lori Potter and, of course, hosts Jerry and Christie Bowen.

In an email to attendees the outing was described as follows: "Apart from the fabulous vintage schoolhouse setting and just the scenic grounds in total, Jerry & Christie were exceptional hosts who assured everyone was greeted, comfortable and had everything they needed to start the picnic off right. Try as we may for the few who showed early to help set up, this was already completed by our very gracious hosts.

Most of the members did arrive in antique cars and all seemed to arrive pretty timely so that by the time the noon hour rolled around there were plenty of hearty appetites to take in the Taco spread with all the fixin's. Jerry Bowen offered a brief history about the vintage schoolhouse he & Christie restored on their property, followed by a prayer before everyone was served.

We were blessed with great weather, good friends, and so many *gaping maws* at all the beautiful scenery observed on the Bowen premises. Jerry owns one of the original 1925 Yellowstone National Park tour buses sitting on a WHITE truck chassis and offered several rides around the property-----literally over the creek and thru the woods for some really great views."



Jerry and Christie Bowens' '51 convertible and '35 Phaeton







V8s IN LEIPERS FORK

Saturday, October 28th, 2023

Hosts:

**Jerry and Christie Bowen
5830 Leipers Creek Road
Columbia, TN 38401**

As I said in the feature on Pages 4 and 5, Jerry and Christie Bowen hosted a picnic for the Battlefield AACA on September 9th. It was such a great day and wonderful visit and picnic that I asked Jerry if there was any chance the Volunteer V8 Ford Club might also have an opportunity to hold a picnic there and he agreed to make it available for us.

Plans are being made now for a catered picnic to be held on the grounds of the restored schoolhouse (see picture above) on Jerry and Christie's property on **Saturday October 28th, 2023, beginning at 11:30 AM.** The Fall season should be in full swing by then and leaves should near peak color.

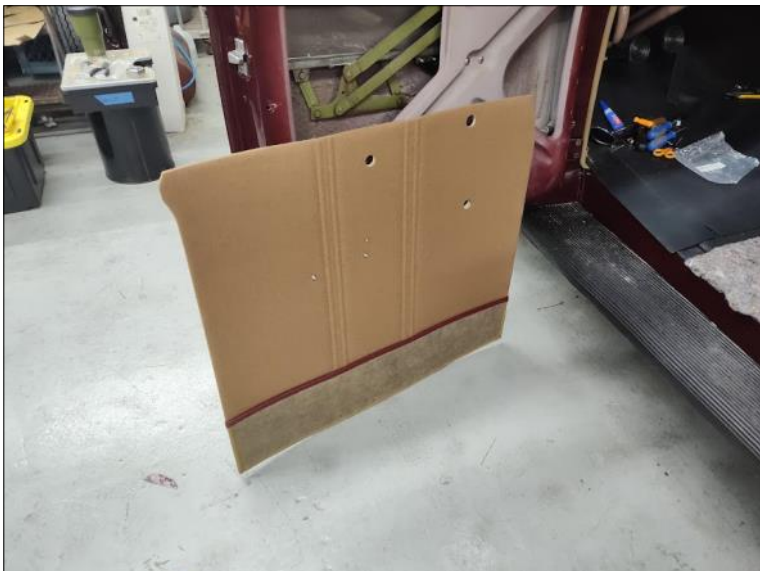
More detailed plans and directions to the schoolhouse will be sent later. We will need to know in advance how many plan to attend in order for the caterer to know how much food to prepare. If you think you will attend, please let us know how many as soon as you can by emailing me at **flatheadv897@gmail.com** or texting to **615-815-9203**.



MAKE PLANS TO ATTEND!

UPDATE ON JIM BYNUM'S '41 COUPE...

....getting closer and closer!





Not too much longer!

...and while I'm on the subject of Jim Bynum's '41 Coupe, here's a copy of the "Bill of Sale" Jim got from the owner of the car when he bought it in 1971 when he was a senior in high school. Bet you can't buy one like it for the price he paid in 1971!

Bumper 5.00
Brake & clutch pedal 2.00
Headlight rims 2.00
Distributor 3.50
Rear cover 1.00
Air sticks 1.00
Rear fender 6.00
Air filter 1.00
~~Exhaust~~ 1.50
Rear suspension 5.00
Radiator 3.00
Rear fender 1.50
Clock 2.00

R.C. Kay
Box 8
Rock Spring, Ga.
100.00
3.00 tax

103.00

(Above) Price of the car alone...

Extra parts he bought

Tire pump mount 1.00
Tire 2.50
Hose .50
Hester 2.50

39.50

Total:
103.00
+ 39.50
\$ 142.50

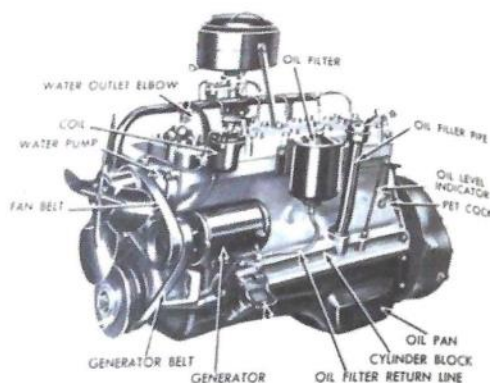
Now, that's a bargain!

Hell Freezes Over: Henry Ford Introduces a Six, 1941

1941, Henry Ford surprised the car industry when he introduced an inline six to sell right alongside his successful and popular V8 models.

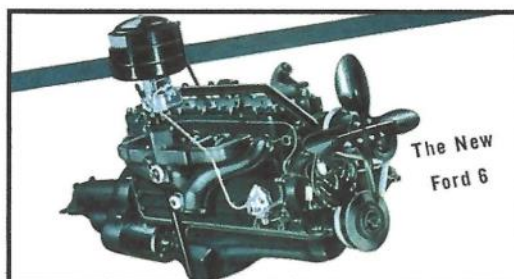
According to Motor City lore and legend, Henry Ford despised six-cylinder engines. He had no great regard, it is said, for his own six-cylinder Model K back in 1906-08, which was in part forced upon him by his investors. And in 1929, when Chevrolet introduced a six-cylinder model to compete against his own four-cylinder Model A, Ford famously quipped, "I have no use for an engine with more cylinders than a cow has teats."

So, in October of 1940, when the father of the Model T introduced an inline L-head six to sell alongside his popular and successful flathead V8 in the newly redesigned 1941 Ford passenger car line, it was seen as totally out of character. It was the end of the world in Dearborn; hell had frozen over. And that's how the car world still views the matter today.



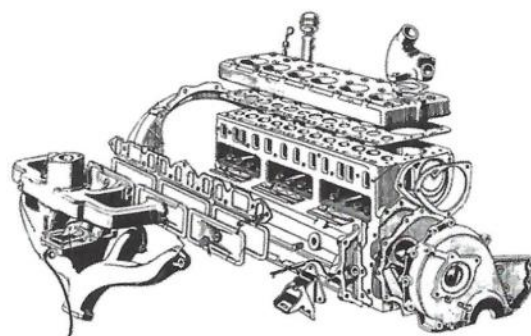
cylinder engine *per se*, but that it was not the car he really wanted to build: the Model T. At around that same time he created several six-cylinder race cars, and he also produced six-cylinder prototype versions of his Model N and Model T. And in an article on the subject in the trade journal *The Automobile* on June 7, 1906, Ford pointed out the numerous advantages of the six over the four, including its smaller, lighter flywheel.

As for the famous line about dairy cow anatomy, we note that all through the 1920s, Ford was experimenting with his novel X-8 engines, and eight is also more than four. So in reality, Ford didn't really have anything against sixes. What he did enjoy was getting in a friendly jab at his closest competitor. At the same time, Ford knew the Chevy OHV six would ultimately prove superior to his Model A and he soon went to work on the 1932 Ford V8.



We do know that Ford didn't like to follow the herd, and in the 1930s, the L-head inline six had become nearly ubiquitous in the U.S. auto industry. Olds, Pontiac, the four Chrysler brands, Studebaker, Willys, Graham, Auburn, and others all offered side-valve sixes. It was an ideal package for the time: smooth,

rugged, inexpensive to manufacture. But meanwhile, Ford's alternative to the low-priced six, the miniature Ford V8-60, proved to be less than a success, mainly due to its tiny displacement and lack of low-speed torque, and it was discontinued in 1940.



As the illustrations above show, the 1941 Ford G Series six that replaced the V8-60 was utterly conventional in design, with a striking resemblance to all the other L-head sixes on the American market. Nearly 10 years newer than the '32 V8, the six enjoyed a number of detail improvements, and some will say the six is actually the better engine. Its displacement was 226 cubic inches, compared to 239 CID for the '41 V8, and with only six cylinders it required a significantly longer stroke (4.40 versus 3.75 inches) to obtain a similar displacement. As a result, its piston speeds were greater, limiting rpm and producing greater cylinder wear, in theory anyway. In practice, fleet operators embraced the new six.

While the tried-and-true V8 was rated at 100 hp at 3800 rpm in '41, the six produced 90 hp at 3300 rpm, and their road performance was remarkably similar. Famed mechanic and cam grinder Clay Smith, for one, made his early reputation modifying the Ford 6 for boat racing. While the G Series inline 6 never threatened the V8 in total sales, it won a solid spot in the Ford car and truck lineup through 1951, when it was finally replaced by an overhead-valve straight six.

*This article was taken from motorcitygarage.com
Posted on September 4, 2021*

HE TOOK HORSES FROM BUGGIES

People on Bagley Avenue, in Detroit, sometimes did not sleep very well 44 years ago. Horses in the stables behind the houses on Bagley Avenue did not sleep very well, either.

The people and their horses were sometimes awakened by strange noises from a brick shed behind one house. In that shed was a machine shop. The shed often shook with the banging, clattering, and roaring that came from it.

Some of the neighbors slammed down their bedroom windows. The horses stamped in their stalls.

Then, one day, something besides noise came from that shop. Through the doors rolled a funny looking buggy. It sputtered and clattered and shook. People opened their windows to get a better look. Horses on the street took one look and ran. That buggy was coming down the street with no horse in front! The man in the buggy looked proud and a little nervous.

The man was Henry Ford. He was riding in Detroit's first auto. For a long time, it was Detroit's only auto. People did not call it an auto, however. They called it a gasoline buggy.

That first "Ford" looked much like a buggy. In fact, it had a buggy's body. It rolled on bicycle wheels. There was not steering wheel. There was a steering stick. It looked somewhat like the handle of a coaster wagon. And instead of a horse, this buggy had a small, noisy gasoline engine.

Mr. Ford was almost 40 years old when he built that first gasoline buggy. He had been getting ready to build almost all his life. As a boy, he liked tools better than toys. He often made his own tools. Before he was 13 years old, he made a screw driver from a knitting needle and tweezers from an old watch spring. He used those tools to take a watch apart and to put it back together. The watch still ran!

Young Henry lived on his father's farm then. It was near Dearborn, Michigan. Henry helped with the farm work and "played" with machines. He tried to build a steam tractor. It did not work very well. He kept on taking machines apart and putting them together. He repaired farm machines for his neighbors. He became the "doctor" of farm machines in that part of Michigan.

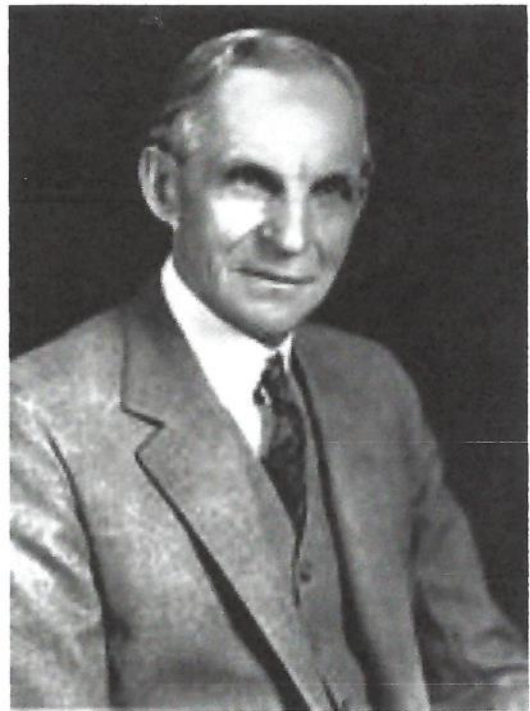
Mr. Ford went to Detroit where there were more machines to work with. He took jobs in machine shops. Later, he was put in charge of the machines of a big electric power company. In his spare time, he worked with machines in his home workshop. Finally, he gave up his job

to make buggies that did not need horses.

Mr. Ford kept on making gasoline buggies. When he died the other day, his company had made more autos than any other company in the world. There are Ford "branches" in many foreign lands.

The Ford company has made other things besides autos. It has also made tractors and airplanes. During the war, it made thousands of bombers, tanks, jeeps, and trucks.

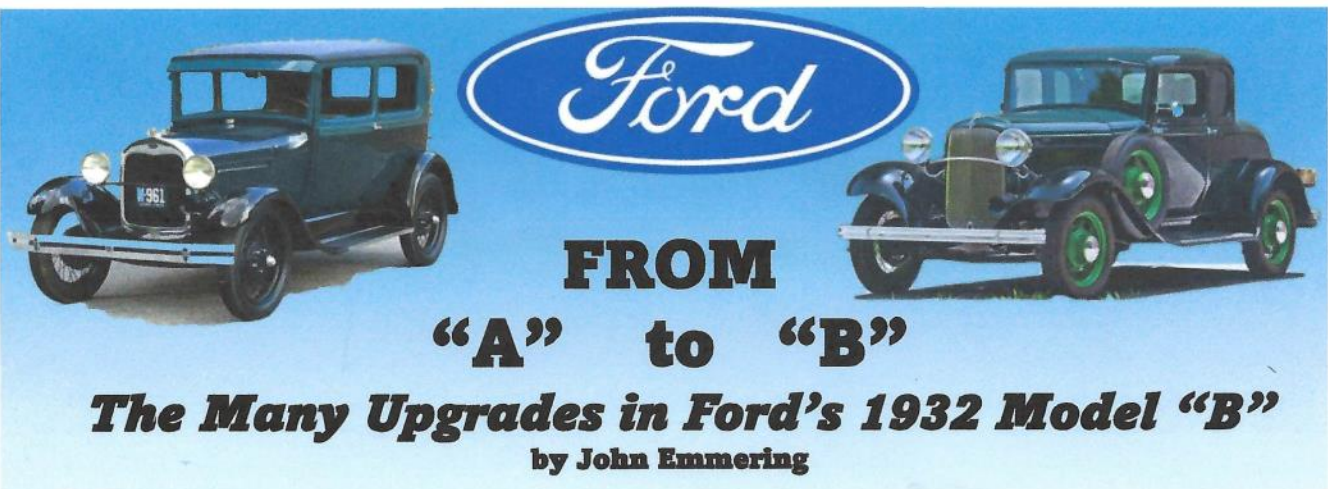
Mr. Ford did not invent the auto. He did something just as important. He made autos more useful and cheaper, so that more people could have them. He took horses away from buggies and then made the buggies better than ever.



Henry Ford helped to give America a new way to travel.



From "My Weekly Reader No 4 for April 28-May 2, 1947



Henry made a Lady out of Lizzie when he introduced the new Ford Model “A” for 1928 and certainly the public was infatuated by the new car. With its 40-horsepower engine, sliding gear transmission “Baby Lincoln” styling and four-wheel brakes it was a marked improvement from the venerable Model “T”, which had become dated. Often an infatuation can be fleeting and easily replaced. Even after a major style change in 1930, other cars began to turn the heads of the car buying public, especially the 1929-31 Chevrolets sporting their new overhead valve 46 and later 60-horsepower six-cylinder engines. Chevrolet dealers bragged on the fact a customer could “have six cylinders for the price of four”.

With sales pretty much cut in half for 1931 due to competition and the depression, Henry Ford was quick to respond. Not dragging his feet as he had when it came time to replace the Model “T” he put his engineering team to work to produce a distinctly improved successor to the Ford Model “A”.

Ford engineers refined the new prototype model which came to be known as the Model “B” and took away many of the rough edges of the Model “A”. There was no more crunching gears. Model “B” would have a new synchronized three-speed transmission. Fumbling with the spark advance on the steering column was eliminated with the centrifugal spark advance distributor on the new Ford.

The engine was housed in a chassis that was itself upgraded. A 2.5-inch-longer wheelbase now measured 106 inches and new 18-inch wheels, which were reduced one-inch from the 19-inch wire wheels used on the 1930-31 Model “A”. Also mounting wider 5.25-inch tires meant a smoother ride and improved handling. In another first, the wire wheels featured hubcaps that covered the lug nuts.

The transverse, double-cantilever multi-leaf rear spring, mounted behind the differential housing, had a somewhat lower profile, allowing the frame to sit closer to the ground. Twelve-inch mechanical drum brakes on all four wheels offered 10 percent more surface area to help with stopping. The steering ratio was enhanced (to 13.0:1, up from 11.5:1) and took some of the effort out of turning.

With a gravity flow gas tank in the cowl of the Model “A” some safety concerns had been raised and this setup was eliminated. The gas tank was placed to the rear of the car with a mechanical type fuel pump to move fuel along the line and up into the new larger Zenith carburetor with a power jet tube which offered improved breathing. More technical improvements included larger bearing surfaces. The tougher 2” pressurized main bearings (increased from 1 5/8”) could handle higher speeds. The newer 4.60:1 compression engine, up from 4.22:1 was rated at 50 horsepower, as compared to the 40-horsepower Model “A” powerplant. The enhancements to the oiling system led to one of the more visible outward variations between the A and B engines, which was the absence of an oil-return line from the valve gallery to the bottom of the crankcase on the right side on the Model “B” engine.

Ford stylist Joe Galamb under the direction of Edsel Ford and with some help from the people at Briggs and Murray created a beautifully stylized car based on the lines of the new Lincoln and a nice array of 15 body styles in Deluxe and Standard versions. Discussing the design of the car E.T. “Bob” Gregorie, at that time a designer for the Lincoln Division said “It was really a miniature Lincoln...The placement of the headlamps, the fender shapes, the radiator contour, it was a scaled down Lincoln.”



Briggs Manufacturing Company was contracted to produce Ford Fordor Sedans, cabriolets, roadsters, phaetons, sport coupes and truck bodies. The Murray Body Corporation produced closed coupes, Victorias and the rare B-400 convertible sedans. The Model "B" Standard and Deluxe Phaetons were both four door cars in contrast to the 1931 two door Deluxe Phaeton. Prices for the Model "B" started at \$410 for a Deluxe Roadster with a trunk. The addition of a rumble seat cost \$40 more. It seems that roadsters were all in the Deluxe line.

According to the Standard Catalog of Ford, 4th Edition, the best selling Model "B" was the standard Tudor sedan with 36,553 units sold with a base price of \$450. The Deluxe version cost \$50 more (\$1,000 in our current money) and featured a pair of cowl lights and upgraded upholstery. The standard Coupe came with a trunk and cost \$440 with 20,342 of those sold. Deluxe coupes and Sport Coupes came equipped with a rumble seat. The rarest of the Model "B" Fords has to be the B-400 Convertible Sedan with only 41 produced. A total of 75,945 four cylinder 1932 Model "B" Fords were sold.

The Ford Model "B" for 1932 certainly represented great progress. One of Henry Ford's lieutenants was quoted as saying, "We have come up with the perfect four". Surely those responsible for

it's development felt they had created a great product which was keeping pace with other automobile manufactures involved in the rapidly advancing industry.

However it seems Henry Ford was not satisfied that he had done enough to make the 1932 Ford truly distinctive. On the morning of December 7, 1931, just when Model "B" should have gone into full production, Henry Ford, after an hour long meeting with his son Edsel, stopped all work on the floor and announced that the 1932 Ford would also be offered with a V-8 engine. The four cylinder Model "B" would now be in second place. Henry Ford thought that perhaps the introduction of the V-8 engine would create a huge demand that might lift the country out of the economic depression.

After working out many problems, the L-head 65 horsepower V-8 engines, the first available in a low priced car, began to roll off the line and were fitted into 1932 Ford chassis. Henry Ford's final mechanical triumph, the Ford V-8, was unveiled to the public on March 31, 1932 amid much fanfare. While the car's introduction didn't have the economic impact Henry Ford had envisioned, it did begin a new automotive era. This low priced car could travel from 0 to 60 mph in 14 seconds and was capable of attaining a speed of 85 mph. The option of the new V-8 engine cost buyers \$50 but proved the most popular choice.

With 178,749 1932 Ford Model 18 V-8s sold, the V-8s outnumbered the four cylinder Model "B" cars by more than double.

The Model "B" designation carried over into the 1933 and 1934 model years with a small number of Ford cars fitted with the four cylinder engines. These cars were never designated as Model "C" as some believe. The 1932 Model "B" Ford should be acknowledged for the advancements it made and certainly would have been more appreciated had it not been outshined by the V-8. As it stands the Model "B" is a unique and interesting part of the Early Ford V-8 family of cars.



Model "B" 4 cylinder engine

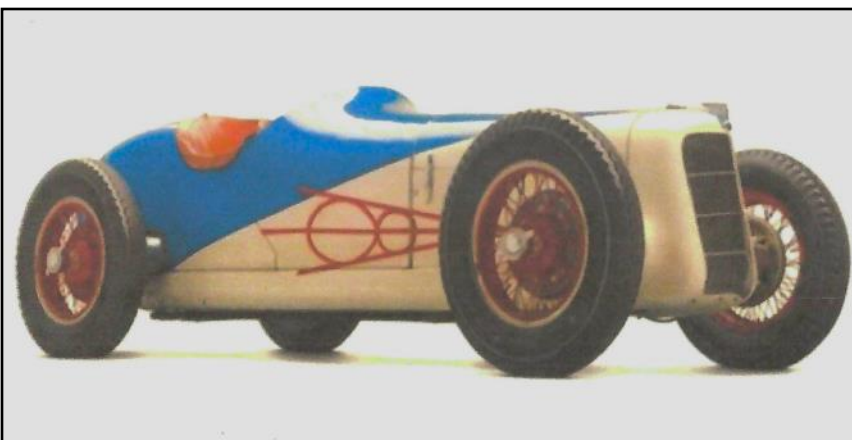


The Miller-Ford V8 Indy Cars

By A. Wayne Ferens

Images Courtesy of the Henry Ford, Ferens Collection

In the 1920s, Harry A. Miller gained a reputation as a builder of race cars that dominated American motor racing, winning 72 of the 92 major U.S., races including the Indianapolis 500. During the Great Depression, Miller's business in Los Angeles, California, fell on hard times and declared bankruptcy in 1933. Harry Miller then teamed up with Indianapolis 500 enthusiast Preston Tucker (who later created his own 1948 Tucker automobile), and in 1935, they formed Miller and Tucker, Inc., whose first contract



job was to build ten modified stock block racers for Ford Motor Company. The streamlined 150 horsepower, front wheel drive Miller-Fords were designed and built to race in the 1935 Indy 500. When completed, they were arguably the most beautiful and advanced racing cars of the

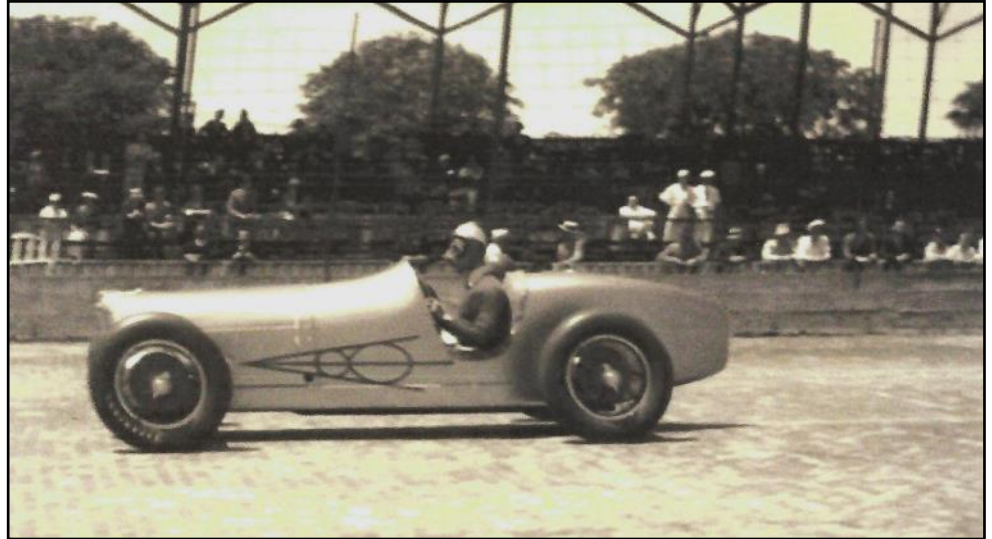
day...built at a cost of \$7,500 each. However, the deal with Henry and Edsel Ford wasn't finalized until February of 1935, just three months before the race.

In the early 1930s, Ford Motor Company was pushing a performance image for their car line with the newly introduced side-valve V8, and several cars were already competing at Indy using this new engine. Ford was already familiar with the Bohn Aluminum and Brass Corporation in Detroit, who supplied both high quality aluminum and brass castings to many car and truck manufacturers in the area. In 1934, Bohn sponsored the Bohnalite Indy Special that was entered in the 500 using a modified version of the Ford V8. The Indy racer was built on a 1932 Ford Chassis using stock suspension components featuring split front wishbones (later used by hot rodders for decades). The Indy race also featured Bohn's own Bohnalite aluminum racing cylinder heads and .030" over pistons giving a 8.5:1 compression ration. A specially designed intake manifold was installed using two Stromberg 97 carburetors mounted sideways. The two-man car qualified with a speed of 109.252 mph driven by Chet Miller and his me-

chanic Eddie Tynan.

After the deal was struck on January, 28, 1935, with Henry and Edsel Ford, parts and needed equipment did not arrive at the Miller-Tucker shop in Dearborn until March, giving Miller and his team the near impossible task of building and testing the 10 race cars in less than 60 days.

The genius of Miller's design included a chassis with front wheel drive, based on a car he designed and raced at Indy in 1922. He would also debut four-wheel independent front suspension, and to reduce weight and drag would use wing-shaped cast aluminum



suspension pieces and a body that ended in a tapered boat tail rear. The cars would be lower to the ground (lower center of gravity) due to the lack of a drive shaft that would enhance stability in the fast corners at Indy.

Miller used the 21-stud" cast iron Ford 221 cu. in. V8 stock block with Bohn aluminum high-compression (9.5:1) non-standard 4-ring pistons. A special racing cam and a pair of Bohn aluminum "Bohnalite" cylinder heads were also installed. Feeding the air-fuel mixture was an aluminum intake manifold with four Stromberg 97 carburetors mounted sideways, lining up the fuel bowls with the centrifugal force on the turns. The engine and two-speed transmission assembly was mounted 180 degrees (back to front) that moved weight rearward to create a better balanced car. In racing form, the engine produced 150 bhp at 5000 rpm compared to the standard 1935 production engine rated at 85hp. Pressed for time, only five Miller-Fords were race ready in time to qualify for the 500.

On paper, the Miller-Ford Indy cars looked like winners, but the short development time would prove costly. The cars were slower than the competition, and just four of the five completed racers qualified. Henry and Edsel were not happy, and the pressure was on Miller and Tucker, especially when the qualifying cars started the 23rd running of the event in 26th, 27th, 29th and 33rd place while being paced by a Ford Model 48 convertible.

Three of the four Miller-Fords were out before the first 250 miles were completed. The last cars, #43 driven by Ted Horn, dropped out on lap 145, but did manage to place 16th due to attrition. All the cars shared a common problem that could have been remedied with some extra test time...the steering box was located too close to the engine and heated to the point where the grease melted and the gears expanded, locking the steering wheel in the driver's hands.

Henry and Edsel Ford, expecting better results, ordered all 10 race cars sent back to Detroit and secured in a warehouse, where they remained for several years until being sold off to privateer teams. Not only were Henry and Edsel Ford upset and embarrassed by the poor showing at Indy, they were outraged with the \$117,000 bill sent by Miller-Tucker for developing the racers.



(In addition) the Speedway wanted to highlight a more affordable car for the 135,000 spectators attending the event. Ford was invited to provide the car for the 1935 race and came in with their most expensive Ford Model 48 convertible. With a wheelbase of 112 inches, it was powered by the same 221 cu. in. 90-degree L-head, cast iron V8 that basically powered all ten Miller-Ford Indy specials. It produced 85 horsepower at 3800 rpm as compared to 150 bhp at 5000 rpm for the Indy engine. The Model 48 was driven by race driver Harry Mack and the Honorary Referee was Amelia Earhart.

Finally, the 1935 Indy 500 proved to be the worst regarding fatalities, despite attempts to improve participant safety. Helmets were made mandatory in 1935 and green and tallow lights were installed around the track. Two drivers and a mechanic were killed in practice sessions. In addition, driver Clay Weatherly lost his life during the race. Philadelphia native Kelly Petillo won the 1935 Indy 500 in his Offy-powered Gilmore Speedway Special averaging 106.240 mph and received \$33,000 in winnings.

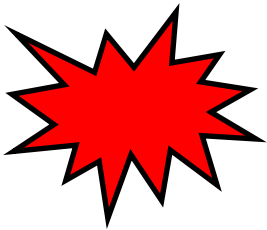
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Indy 500 Memorial homepage: Indianapolis Motor Speedway History

Blazier, John E. and Rollins, Tom. "Forgotten Heroes of the Speedways: The Riding Mechanics." 1994.



BLAST FROM THE PAST!

From HOW TO BE AN EXPERT DRIVER

By Al Roper, Ford Motor Company, 1949



AL: THE NEW FORD HAS "MAGIC ACTION" KING-SIZE BRAKES WHICH USE PART OF THE CAR'S FORWARD MOTION FOR EXTRA STOPPING POWER. THEY OPERATE 35% EASIER, JOE

JOE: MY MOTHER WILL LOVE THAT—ESPECIALLY IN TRAFFIC.



THE COMBINATION OF NEW LOW-HUNG BOX SECTION FRAME AND "LIFEGUARD" BODY OF HEAVY GAUGE STEEL IS ACTUALLY 59% MORE RIGID!

I GET IT—AND I'LL BET BODY RATTLES ARE A THING OF THE PAST!



AL: ANOTHER SAFETY POINT, JOE. THE WINDSHIELD IS BIGGER AND THE CORNER POSTS ARE NARROWER FOR INCREASED VISIBILITY. FRONT DOOR WINDOWS ARE BIGGER, TOO. THE REAR WINDOW IS ACTUALLY 88% BIGGER.

JOE: YOU DON'T HAVE TO CRANE YOUR NECK TO SEE WHAT'S COMING!



NOW NOTICE HOW THE PASSENGERS RIDE IN THE LOW-SLUNG "MID SHIP" SECTION YOU GET GREATER ROADABILITY AND MORE RIDING COMFORT

I CAN SEE THAT, ALL RIGHT. WHAT ABOUT THE SPRINGS?



NEW "HYDRA-COIL" FRONT SPRINGS AND NEW "PARA-FLEX" REAR SPRINGS HELP THE DRIVER TO CONTROL THE CAR BETTER ON ALL KINDS OF ROADS. LET'S TAKE A DRIVE

WONDERFUL!



TECHNICAL TIP

THE FLATHEAD V8 COOLING SYSTEM

By Nyall Price

Flathead V8s are well known to suffer from overheating problems. Generally though there are numerous underlying causes, especially but not limited to, the design of the block casting which causes exhaust gases to spend more time within the block than is ideal.

There are 2 water pumps, one either side of the engine, and there are essentially 2 separate cooling systems which combine together into one radiator.

As a starting point, efficient cooling requires the engine block water passages to be crack free and clean. If you consider that some of the blocks could have been in service for up to 90 years then it's safe to assume there will be a build up of scale and surface rust inside. This residue acts as an insulator which makes it hard for the heat to transfer into the coolant and then be carried away to be cooled. In the bottom of the block there is also the possibility of residual casting sand and foreign materials which can create a thick sludge which also acts as an insulator. The removal of the undesirable internal buildup is difficult to remove insitu and engine flushing agents are no match for the physical removal of material. Obviously the best time to do this is at overhaul time when the block is bare and it's possible to have a dig around in the depths, have it hot tanked and high pressure water blasted.

The key items to investigate, if having problems in service, are the following....

RADIATOR - The radiator is the heart of the cooling system and it can't be overstressed how important it is to have this key component in top order. If you want to be sure then it will be necessary to remove the radiator and have a competent radiator shop check it out. They can be flow tested but if it was me I would have the tanks removed and the tubes rodded out [NB - this can't be done with a honeycomb core so seriously consider a recore if you have one of these]. Depending on the outcome of the above, or if the fins are in poor order then don't muck about, invest in a new core, you won't regret it in the long run. When refitting the radiator I strongly recommend fitting filter socks in the top inlets to collect anything that might be wandering around the block so as to keep it from blocking the tubes. Finally, fit thermostats. They were designed from the factory to be fitted in the top hoses where the water exits the heads so don't think you are cleverer than the experts. They are there to help the engine warm up quickly and they also slow the water flow as it travels into the radiator, therefore giving the water longer in the radiator so that the heat can be transferred out.

Whilst on the subject, if you have a prewar flathead [1935 onwards] that isn't designed to run a pressurised cooling system then consider getting your radiator shop to modify the filler neck to allow for a pressure cap and separate overflow tube. Raising the pressure by 4 pounds will increase the boiling point by 12 degrees fahrenheit, plus stop the water dribbling out the overflow during normal expansion and surge whilst driving.

BLOCK & HEADS - Cracking may lead to external coolant leaks or possibly combustion pressurising the cooling system. Because both sides of the engine are separate cooling systems there is merit in running 2 temperature gauges to see if one side has a problem separate from the other. To test for combustion entering the cooling system, go to your trusted radiator shop and get them to do a sniff test with an appropriate instrument. If there is combustion about then you need to check which side it is. To do this, lower the radiator level to below the head outlet height, fit a short length of hose to the head and fill with water until the coolant level is visible, remove the fan belt so the water pump can't spin then start the engine. If there is a constant flow of bubbles then you have a problem, possibly a blown head gasket.

WATER PUMPS - Check for external leaks. Beware of water leaking along the shaft and out behind the pulley. This can cause the water pump shaft to rust and seize or possibly make a loud noise which may be difficult to pinpoint. Check for correct fan belt tension so that there is no slippage at the water pumps. Note that there are various improved water pumps on the market that have a more efficient impeller, bearings instead of bushes, and ceramic seals which are more tolerant to pressurised systems. Inspect your radiator cap to ensure a good seal and that it is seating properly.

COOLANT - Clean coolant is important for proper cooling. It is advisable to run an inhibitor for corrosion protection and to lubricate the water pump seals and this is a must if alloy heads are used. 50% antifreeze mix is a good rule of thumb and a decent quality premixed brew can do from 5 to 10 years, depending on the manufacturer's claims. Leave this mix in all year round, do not flush and go back to plain water and do not replace coolant loss with plain water only. A side note, more is not necessarily better, meaning using straight antifreeze would make the motor run hotter, not cooler. Stick with a 50% brew. Finally, another step that can be made is to add 'water wetter' coolant additive. It is claimed that this gives better coolant contact with the engine and radiator tubes.

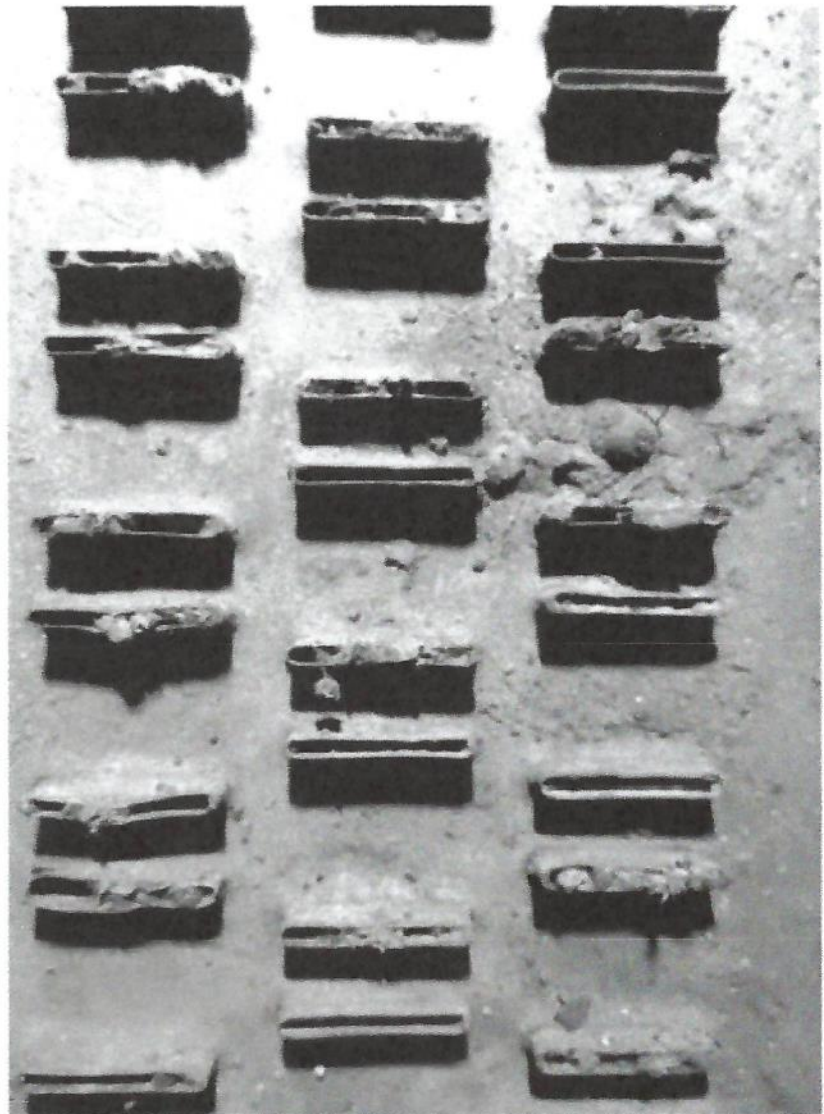
MOVING AIR - Moving air through your radiator with minimal restriction is imperative. Always ensure that factory shrouds are kept in place to allow fresh air in and push the heat out. "What about the fan?" you ask. Whether it be mechanical or electric it is only designed for low speeds when the air isn't being pushed through the radiator. Therefore, shrouds, belly pans, bonnet louvres, inner guards etc are all part of directing fresh air in and letting the warm air escape, so consider this if ever making modifications.

OTHER FACTORS - Proper tuning is part of the overall package, meaning retarded timing or a lean fuel mixture could lead to raised temperatures. As could be dragging brakes, a restricted exhaust, collapsed radiator hoses, tyres too flat and a host of other possibilities. Remember also, when going up a hill on a hot day, let the motor run freely, change down a gear, don't lug away in top gear and don't stop at the top of a hill if the engine is overly hot, carry on down the other side and the combination of low throttle and fresh air going through the radiator will work wonders.



Left - Debris flushed out of my '36 block after the heads were removed. Incredibly, this was a pre-flushed and in-service engine

Right - Blocked radiator core due to debris in the coolant



IN THE KITCHEN...

Here's what's cookin':

My Man Cookies

Serves: _____

3500 (NOTE)
(USE CRISCO)

1 C. Shortening

1 Egg

$\frac{1}{2}$ tsp. Salt

$\frac{1}{2}$ tsp. Baking Powder

$\frac{1}{2}$ C. Shred. Coconut

1 C. Quick Oatmeal

$\frac{1}{2}$ C. White sugar

$\frac{1}{2}$ C. Brown "

$\frac{1}{2}$ tsp. Soda

1 tsp. Vanilla

$\frac{1}{2}$ C. Chopped nuts

1 C. Flour

Cream shortening and sugar; add well beaten egg. Add flour which has been sifted with bak. pw., soda, and salt. Blend in oatmeal, coconut, and nuts, and vanilla.

Place on cookie sheet in small spoonfuls.

Bake for 12 minutes.

Note: Crisco is the recommended shortening and the oven temperature should be 350 degrees.

Recipe from the
kitchen of:

Mom Ripley



Local Car Shows in October

October 1st: Franklin, TN - 34th Annual AACA Battlefield Car, Truck & Motorcycle Show at The Factory at Franklin, 230 Franklin Road, Franklin, TN. Registration: 9:00am - 1:00pm, Trophies & Awards to follow. Rain or Shine!!!! Entry fee \$20.00 per vehicle. This year they added more classes! The 1st 150 entrants will receive a Goodie Bag, 50/50 drawing. For more information call Allison Bender 615-547-4347.

October 7th: Smyrna, TN - 3rd Annual Sam Davis Car Show at 1399 Sam Davis Road, Smyrna, TN. Hosted by Mid-Tenn Hot Rodders. Registration 9:00am - Noon, Awards at 4:00pm. Entry fee \$20.00, first 50 cars will receive a dash plaque. Other activities include: Swap Meet (spaces \$25.00 per spot), 50/50 Raffle, Food, Music. For more information, contact Mike 615-848-4232 or Christy 615-427-1949. See the flyer for a list of the Judging categories.

October 7th: Fairview, TN - 2nd Annual First Baptist Church of Fairview Car Show. located at 7310 Overbey Road, Fairview Tn. All asphalt parking. Inside air conditioned space available with bathrooms. Entry fee - \$20. Top 20 People's Choice trophies, Best in Show, and Pastor's Choice. Registration: 8:00am - Noon, Trophies at 2:30 p.m. to 3:00 p.m. Lunch available. Profits go to support our Men's Ministry. All cars and trucks welcome. For additional information call Devin Stover 301-712-0939 or via email at devinstover@gmail.com.

October 7th: Red Boiling Springs, TN - 14th Annual Harvest Fellowship Church Car Show at 618 Bennett Hill Road, Red Boiling Springs, TN. Registration 8:00am - Noon, Awards at 2:00pm, Rain Date October 14th. Welcome all cars, trucks and more. Entry fee \$15.00 Donation & \$10.00 for each additional Entry. For more information, call John Davis 931-510-1280 or Nick Deaton 615-561-5904 or Angie Anderson 615-633-6253 or Jimmy Ford 615-655-7905.

October 7th: Lynchburg, TN - Cruisin the Hollow by Whiskey Runners in historic Lynchburg, Home of Jack Daniel's Distillery. Times: 10:00am - 2:00pm, Dash plaques to cruisers, Food, Cash Prizes, 50/50 drawing, Cake Walk, DJ Music by Good Time Sounds. For more information, contact Rick Cook 931-703-2644 or James Myers 931-808-7482. All profits goes to local Programs and Individuals in need.

October 14th: Joelton, TN - HARPER ROAD FREE WILL BAPTIST CHURCH CAR SHOW will be at 7130 Harper Road, Joelton, TN. Registration: 8:00am - Noon, Judging starts at 11:00am. Great Food available, 1st 100 entries receive a dash plaque and goody bag. Entry fee BY DONATION. Proceeds will benefit a new Youth Building. For more info, contact Randall Hayes 615-207-6486 or Randy Malecha 615-477-6524 or Steven Steele 615-305-8860. All makes and models of cars, trucks, motorcycles welcome! More info later.

October 14th: Clarksville TN: 29th Annual Autumn Run Car Show: Hosted by Memory Lane Cruisers. NEW LOCATION!!!! Valor Hall & Convention Center, 105 Walter Garrett Lane, Oak Grove, KY. Welcome all Classic cars, Muscle Cars, Street Rods, Trucks, Rat Rods, Street tuners, Motorcycles and Projects in Progress. **Registration Fee BY DONATION** and Starts 8:00am - Noon, TOP 20 Awards + 10 Classes + Best of Show, Ladies Choice & Kids Choice. All vehicles will be judged. 1st & 2nd Places in the following categories: American / Import / Low-Rider / Motorcycle / Muscle / Discontinued Make / Pre-War / Rat Rod / Truck / Under Construction. Also Grand Prize, Door Prizes & 50/50 drawing. A portion of the proceeds will benefit Operation Stand Down & First Responders in Montgomery County. For more information, Call Kathy Rueger 309-838-1896 or Becky Merrill 575-680-0396

October 14th: LaVergne, TN - Stones River Baptist Church Benefit Car & Truck Show at Streetside Classics, 6000 Reliance Drive. Registration: 9:00am - Noon, Showtime: 9:00am - 3:00pm, Entry fee \$20.00. The show benefits "The Heart of Hearing", a charity to provide hearing aids to young professional, who cannot afford them. 30+ Trophies to be awarded, Divisions for all makes, models and years, Music, Trivia Challenges for prizes, Custom made souvenirs and concessions. Meaghan Thomas from Channel 2 will be present. Photos opportunity with Meaghan with you and your car. For more information, email Bob robertj.hobart@gmail.com

October 14th: Lebanon, TN - Slush Motorsports Festival at the Nashville Super Speedway, 4847-F McCrary Road, Lebanon, TN. Activities include: Car show, Drag Racing, Drifting, Roll Racing, Hot Laps, Burnouts, Two Step competition. .

October 14th: Portland, TN - Cruisin' For Missions Car Show at Halltown General Baptist Church, 120 Dink Rut Road, Portland, TN. Times: 9:00am - 2:00pm, Entry fee \$20.00, Goody Bags for the 1st 50 cars registered. Door Prizes, 50/50 drawing, Food Trucks, Vendor booths. Awards include: Pastor's Choice / Ladies Choice / Most Unique and Oldest Entry. For more information, call 615-325-3768.

October 14th: Erin, TN - 3rd Annual Car Show by Houston County Lions Club at Houston County Middle School, 3460 W. Main Street, Erin, TN. Pre-Register by October 9th for only \$18.00 1st vehicle / \$15.00 for 2nd vehicle. Day of Show \$25.00 1st vehicle / \$18.00 2nd vehicle. Awards include: 26 Classes listed on flyer. To pre-register mail form to Frank Young, 6 E. Hurricane Road, Tennessee Ridge, TN 37178.

October 14th: Old Hickory, TN - St. Stephen's Inaugural Classic & Vintage Cruise-In at 14544 Lebanon Road, Old Hickory, TN. Rain Date: October 28th. Times: 8:00am - 3:00pm. NO Entry Fee!! For more information, call John Siebel 615-521-1851.

October 15th: Lebanon, TN - Annual Wilson Bank & Trust Oktoberfest Antique Car Show More information to follow

October 15th: Hendersonville, TN - CARS for CASA Inaugural Car Show at Hazel Path Commons, 393 E. Main Street, Hendersonville, TN. Pre-Register entry fee \$25.00 / Same day \$30.00. To Pre-Register, Scan the QR Code on [FLYER](#) . Vendor spots \$50.00. Times: 1:00pm - 4:00pm. For more information, email casa@sumnercasa.org

October 21st: Hermitage, TN - Midnight Rodders 34th Annual Color Cruise at Kohl's parking lot in Hermitage, TN. (Besides Stones River Bridge). Meet at 8:00am, Cruise pulls out at 9:00am SHARP!!!! Be sure to pack a picnic lunch. This is a FUN RUN.....NO fees! Just fun!

October 21st: Greenbrier, TN - Rumble in the Brier Car Show & Fall Fest at Louise Martin City Park, 2300 Old Greenbrier Road, Greenbrier, TN. Times: 10:00am - 3:00pm. Swap Meet, Live Entertainment, Food trucks, Vendors, 50/50 Raffle, Bouncy House & More. Registration \$20.00 Pre-Registration all Vehicles / \$25.00 Day of Show. .

October 21st: Goodlettsville, TN - 10th Annual Cruisin 4 Cure Show & Shine at 1000 Rivergate Pkwy, Goodlettsville, TN. (2 Mile Pkwy entrance). Best of Show Awards, Entry fee \$30.00. For more information, call Mr. Mike 615-681-1069.

October 21st: Smyrna, TN - Car Show presented by Mid-Tenn American Muscle at Crusader Autoworks, 307 Hazelwood Drive, Smyrna, TN. Registration: 8:00am - 11:00am, Judging: 11:00am - 2:00pm, Awards at 2:00pm. Entry fee \$20.00, Dash Plaques to the 1st 100 entrants, Best of Show wins a custom wrapped Electric Guitar!!! Specialty Awards including Best: Muscle Car Stock / Muscle Car Original / Street Rod / Rat Rod / Truck / Jeep / Import / Modern Motorcycle / Custom Motorcycle / Under Construction & TOP 20. All makes and models and bikes are welcome to attend!

October 28th - Franklin, TN: The ELKS Lodge #72 and the Music City AACA presents the 13th Annual MOTORFEST (formerly Spooks & Spokes) Charity Car, Truck, Motorcycle and Bicycle Show. Show location is The ELKS Lodge #72 at 485 Oak Meadow Drive (off S. Royal Oaks Blvd., just south of Hwy. 96 near the Home Depot) in Franklin. Show is open to all cars, trucks, motorcycles, bicycles and specialty vehicles. Registration is \$20 per vehicle from 8 am to noon. People's Choice Top 30, Specialty and Best of Show Awards presented by 2 pm. Free for spectators. All paved show parking. Rain or shine! Food available with indoor seating. Silent Auction and net proceeds from the show equally benefit the food banks at GraceWorks Ministries and One Generation Away in Franklin, TN. Non-perishable food and cash donations appreciated. This event supports two great local charities helping fight hunger in our communities! Trophies graciously provided by our friends at O'Reilly Auto Parts. For more information, Contact: Paul Collins at 615-642-5822 or pcollins@sullivanengineering.com

34th Annual Antique & Classic Car Show
Sunday, October 1st, 2023

Battlefield Region

Sponsored by
mte Middle Tennessee Electric
O'Reilly Auto Parts

Located at:
The Factory At Franklin
230 Franklin Road, Franklin, TN 37064

Registration on site: Open from 9am to 1pm
 Trophies & Awards to follow, 1:15pm or 2pm
ENTRY FEE: \$20 per car
 Please visit our website for more information: www.battlefieldaaca.com

Contact: Allison Bender (615) 397-4347
 Copyright Battlefield AACA - 2023

29th annual Autumn Run CAR SHOW

Memory Lane Cruisers
 Nashville, TN

Best of Show
 Kids Choice
 Ladies Choice

1st & 2nd in 10 Classes
Top 20

DONATION Entry Fee
 Registration 8-12
 Spectators **FREE**

October 14th 2023

VALOR HALL
 105 Walter Garrett Lane
 Oak Grove, KY

Proceeds benefit
MORTONSBERRY COUNTY FIRE SERVICE
OPERATION STAND DOWN
 VETERAN AFFAIRS

CHEVROLET

More info:
 Kathy Rueger 309-838-1896
 Becky Merrill 575-680-0396

www.memorylanecruisers.net

SCAN

American - Import - Truck - Rat Rod - Muscle - Under Construction
Motorcycle - Prewar - Lowrider - Discontinued Make

Mid-Tenn Hot Rodders Third Annual Sam Davis Home Car Show

October 7, 2023

Registration from 9 a.m. until 12 p.m. AWARDS AT 4:00

Wear Pink in Honor of Breast Cancer Awareness

1399 Sam Davis Road, Smyrna, TN 37067

Registration \$20.00

FIRST 50 CARS WILL RECEIVE BRONZE PLAQUES

Specialty classes:

Best in Show: Best Build, Best Paint, Best Engine, Best Interior, Best Exterior, Best Overall

Top 3 in each class

Mustang 64 thru 93
Mustang 94 and up
Comar 67 thru 82
Corvette C1 thru C8

Top 2 in each class

Mopar 66 thru 73
Mopar 74 and up
Muscle Car 66 thru 74
Chevelle, Monte Carlo, Nova, etc.

Model Car Show: Ages 14 and Under: 1st Place will receive a trophy and 2nd and 3rd place will receive gift cards

SWAP MEET \$25.00 A SPOT

50/50 raffle

There will be food and music

We want to Thank Ryan Bennett with Bennett Transportation. He will be bringing his dump truck in honor of Breast Cancer Awareness.

Contact: Mike 615-848-4232 or Christy 615-427-1949

First Baptist Church Fairview 2nd Annual Car Show

Saturday, October 7, 2023

11am. - 3 pm.

Car Registration 8 am. - 11:30 am.

Registration Fee - \$20
Lunch available
People's choice judging
Top 20 plus Best in Show

7310 Overbey Road
Fairview Tn.
Contact: Devin devinstover@gmail.com
301-712-0939

Harvest Fellowship Church

OCTOBER 7, 2023

SATURDAY 8AM-3PM

(Main Date October 14)

818 BENNETT HILL ROAD
RED BOILING SPRINGS, TN

4th Annual Cars, Trucks, & More Show

Food
Door Prizes
50/50 Drawing
Silent Auction
Follow us on Facebook

\$15 ENTRY DONATION & \$10 EACH ADDITIONAL ENTRIES

8AM - NOON REGISTRATION

2PM AWARDS

For more information call John Davis 931-510-1280, Nick Beaton 615-661-5904, Angie Anderson 615-633-8223, or Jimmy Ford 615-555-7905

WHISKEY RUNNERS

Cruisin' the Hollow

LYNCHBURG, TN. 2023

Food, Cash Prizes, Door Prizes, 50/50, Cake Walk, Good Time Sounds (DJ)

DASH PLAQUES TO CRUISERS

WHISKEY RUNNERS PRESENTS

"CRUISIN THE HOLLOW"

SATURDAY, OCTOBER 7

10 AM-2PM IN WISEMAN PARK

IN HISTORIC LYNCHBURG, HOME OF JACK DANIEL'S DISTILLERY

CONTACT PERSONS: RICK COOK @ 931-703-2644 (RCCOOKIN@GMAIL.COM)
JAMES MYERS 931-808-7482

All profits goes to Local Programs and Individuals in need!

SLUSH MOTORSPORTS FESTIVAL

10.14.23

CAR SHOW - DRIFTING
DRAG RACING - ROLL RACING
HOT LAPS - BURNOUTS
TWO STEP COMPETITION

NASHVILLE SUPER SPEEDWAY

TICKETS @ SLUSHMOTORSPORTS.COM

Stones River Baptist Church Benefit Car and Truck Show

Saturday, October 14, 2023 (rain date following Saturday)

Location: Streetside Classics, 6000 Reliance Dr, La Vergne

Showtime 9AM-3PM, registration 8am-Noon

Entry fee-\$20, spectators free

BENEFITING

The Heart of Hearing

A charity to provide hearing aids to young professionals, who cannot afford them.
Founded by: Meghan Thomas of Channel 2 News, Nashville

Meaghan Thomas will be present

Pictures of your vehicle, with you and Meaghan available

Music, Trivia challenge for prizes, Custom made souvenirs, and Concessions

30+ trophies awarded

Divisions for all makes, models and years

Trophies, courtesy of Thrifty Auto Parts

8th ANNUAL CAR, TRUCK, MOTORCYCLE & JEEP SHOW

HARPER ROAD CHURCH

7130 Harper Road, Joelton, TN

October 14, 2023

Registration by Donation FREE TO SPECTATORS

Trophies

Best of Show
Just Because It's Cool
Pastor's Choice
Youth Choice

Top Three for 30's, 40's, 50's, 60's, 70's, 80's, 90's, 2000-2009, 2010-2019, 2020 & up
1st, 2nd & 3rd Place for Jeeps (all)
Top Three for Rat Rod
1st & 2nd Place for Motorcycles (1997 and Older; 1998-2023)

First 100 entries receive a door prize

ALL PROCEEDS GO TOWARD NEW YOUTH BUILDING

Registration Begins @ 8:00 A.M.
Judging Starts @ 11:00 A.M.

THANKS TO OUR SPONSORS:

Bogle Roofing & More - Murfreesboro
Holy Enterprises - Gallatin
Daniels Heating & Air - Greenbrier
Home Depot - Madison
Kimbro Oil - Nashville
United Community Bank - Ashland City
American Paper & Twine - Nashville
Whites Jewelers - Springfield

For More Information, Call:
RANDALL HAYES 615-207-6486 / RANDY MALICIA 615-477-6524 / STEVEN STEELE 615-305-8860

St. Stephen's

INAUGURAL CRUISE-IN

Classic & Vintage

Address: 14544 Lebanon Road
Old Hickory, TN 37138

October 14
Rain Date October 28
8am-3pm

Information: Call John Siebel 615-521-1851

33rd ANNUAL CAR SHOW

October 14, 2023
9:00 AM - 3:00 PM

Presented by Houston County Lions Club
All proceeds go to our service projects
Houston County Middle School
Erin, Tennessee 37061

CLASSES

1. Stock Cars 1980 & newer	10. Motorcycle	19. Stock Trucks 1990 & newer
2. Stock Cars 1970 & older	11. Muscle Cars	20. Stock Trucks 1980 & older
3. Modified Cars 1980 & newer	12. Mustangs	21. Modified Trucks 1990 & newer
4. Modified Cars 1970 & older	13. Model A's & T's	22. Modified Trucks 1980 & older
5. Chevy 1955-1967 (Stock)	14. Street Rods	23. Any Vehicle Super-Modified
6. Chevy 1955-1967 (Modified)	15. Flat Heads	24. Special Interest
7. Corvettes	16. Flat Heads (Modified)	25. Open
8. Ford 1955-1967 (Stock)	17. Flat Heads	26. Under Construction
9. Mopar	18. D. Cavalier/Ranchers	

CLASSES SUBJECT TO CHANGE DUE TO PARTICIPATION

Pre-Entries: \$18 (1st car), \$15 (each additional car)
Entries Day of Show: \$25 (1st car), \$18 (each additional car)
Vendors: \$15, bring own tables

For Information, Call: Frank Young (931-721-3789) or Bill Rogers (931-721-4840)

NO BURNOUTS, PLEASE **CONCESSIONS AVAILABLE**
*No Alcoholic Beverages-Not Responsible for Loss or Damage

Pre-Entries Registration Form - DEADLINE: October 8, 2023
Make checks payable to Houston County Lions Charities, Inc.

Name: _____
Address: _____
City: _____ State: _____ Zip: _____
E-Mail: _____ Phone: _____
Make: _____ Model: _____
Year: _____ Class: _____

MAIL REGISTRATION AND CHECK TO: Frank Young
5 E Hurricane Rd.
Tennessee Ridge, TN 37179

SUMNER COUNTY CASA

CARS FOR CASA
 ★ October 15, 2023 ★
 HENDERSONVILLE, TN

Save the Date
INAUGURAL CAR SHOW

15 | October 2023
 1 Pm - 4 Pm
 393 E Main St
 Hendersonville, TN 37075

Follow us on Facebook for more information at
 Sumner County CASA

Fall Color Cruise
 October 21st 2023

Meet at Kohl's
 Hermitage, TN
 beside the Stone's
 River Bridge

34th Annual

Be sure
 and Pack a
 Picnic Lunch

The Candyman!!

Midnight Rodders
 Meet at 8:00 a.m.
 Cruise pulls out at
 9:00 Sharp!

This is a
 "Fun Run"
 no fees
 "Just Fun"

Cruisin' for Missions

Halltown General Baptist Church
 120 Dink Rut Road, Portland, TN

October 14, 2023, 9:00 am-2:00 pm

Entry fee will be \$20

Goody bags for first 50 cars registered!

Drawing for door prizes & 50/50 drawing

Awards given for Pastor's Choice, Ladies' Choice,
 Most Unique, and Oldest Entry

Food Trucks (\$50) & Vendor Booths (\$35)

Sponsored by our H.O.M.E. (Missions) Team

Contact our church office for any questions:
 615-325-3768

Cruisin 4 Cure
 10th Annual
SHOW & SHINE

\$30 Registration

Best of Show
 Awards

More Info
 Mr Mike 615.681.1069

Oct. 21st

1000 Rivergate Pkwy
 Goodlettsville, TN
 2 mile Pkwy Entrance

Food Trucks
 Available

RUMBLE
 in the
BRIER
 Car Show & Fall Fest.

Presented By: Brier Park Partners
 Sponsored By:

Oct. 21st
 2023 10am-3pm

Swap Meet - Live Entertainment
 Food Trucks - Vendors - 50/50 Raffle
 Bouncy Houses & More

REGISTRATION:
 \$20 Pre-Register all Vehicles
 \$25 Day of Show

Contact: Jennifer Woodard
 615-415-3381 or @
 jennifer.woodard.gb.park@gmail.com

LOCATION:
 Louise Martin City Park
 2300 Old Greenbrier, Pike
 Greenbrier, TN 37073

CAR SHOW

Saturday
 Oct. 21, 2023

Vehicle Entry \$20
 Spectators Free
 Dash plaques 1st/100 entries

Presented by:

@Crusader Autoworks
 307 Hazelwood Drive
 Smyrna, TN. 37167

Registration 8am-11am
 Judging 11am-2pm
 Awards 2:30pm

~Best of Show wins a custom wrapped electric guitar!~
 Specialty Awards including best:
 Muscle Car/ Stock Original/ Street Rod/ Rat Rod/ Truck/ Jeep/ Import/
 Modern/ Custom/ Motorcycle/ Under Construction/ Top 20
ALL makes/models and bikes welcome!

Sponsored by

The Elks Lodge #72 & The Music City AACA Presents
The 13th Annual *MOTORFEST* Charity Show
 For All Cars, Trucks,
 Motorcycles & Bicycles
 Formerly SPOOKS & SPOKIES
Saturday, October 28, 2023

Registration 8AM-Noon \$20 Per Entry
 Top 30 People's Choice,
Specialty & Best Of Show Awards Presented By 2PM
 100% Of The Show's Net Proceeds Equally Benefit The Food Banks At
 GraceWorks Ministries & One Generation Away In Franklin, TN!

SHOW LOCATION
ELKS Lodge #72
 485 Oak Meadow Drive
 (off S. Royal Oaks Blvd., just south of Hwy. 96)
 Franklin, TN
 www.elks72.org

Trophies Provided By

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For More Information,
 Please Contact Paul Collins at 615-642-5822
 or pcollins@sullivanengineering.com

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