

Website: [www.volunteerv8.com](http://www.volunteerv8.com)

# 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

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April 2024

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## NEW MEMBERS



Richard Holm (left) of McCall, ID, and Jim Bratcher (right) of Shelbyville, TN, To see how these two came to be together, see Pages 4-6 in this newsletter.

## MESSAGE

Spring is finally here although you really can't tell it some days with cold and crummy weather hanging around but I think we're starting to round the corner.

I'm happy to welcome two new members this month...Richard Holm of McCall, IDF, and Jim Bratcher of Shelbyville, TN (see Pages 4-6). Richard was visiting here and also came to see Mike Driskell so we signed him up so he could get the newsletter. Jim, as you may know, has a great collection of Early V8s and we've been "hounding" him to join and he finally did.

Plans are being made now for a picnic in April and we'll let you know when their set so keep your Saturdays open this month!

Look forward to some fun this year!...*Mickey Holton*

## Cars and Coffee, March, 23, 2024



A gorgeous 1933 Plymouth sedan (left) parked with us at Cars and Coffee. It is owned by David Boyd of Franklin, TN. Note the original wood spoke wheels!!

# CAR OF THE MONTH

John and Penny Smith  
Garrett, Indiana  
1938 Ford Standard Tudor Sedan

(Editor's note): No Member Car of the Month this month. Instead I am highlighting a 1938 Ford Standard Sedan on display at the Early V8 Ford Foundation Museum in Auburn, IN, owned by John and Penny Smith of Garrett, IN. John was gracious enough to provide me with some information about his car.



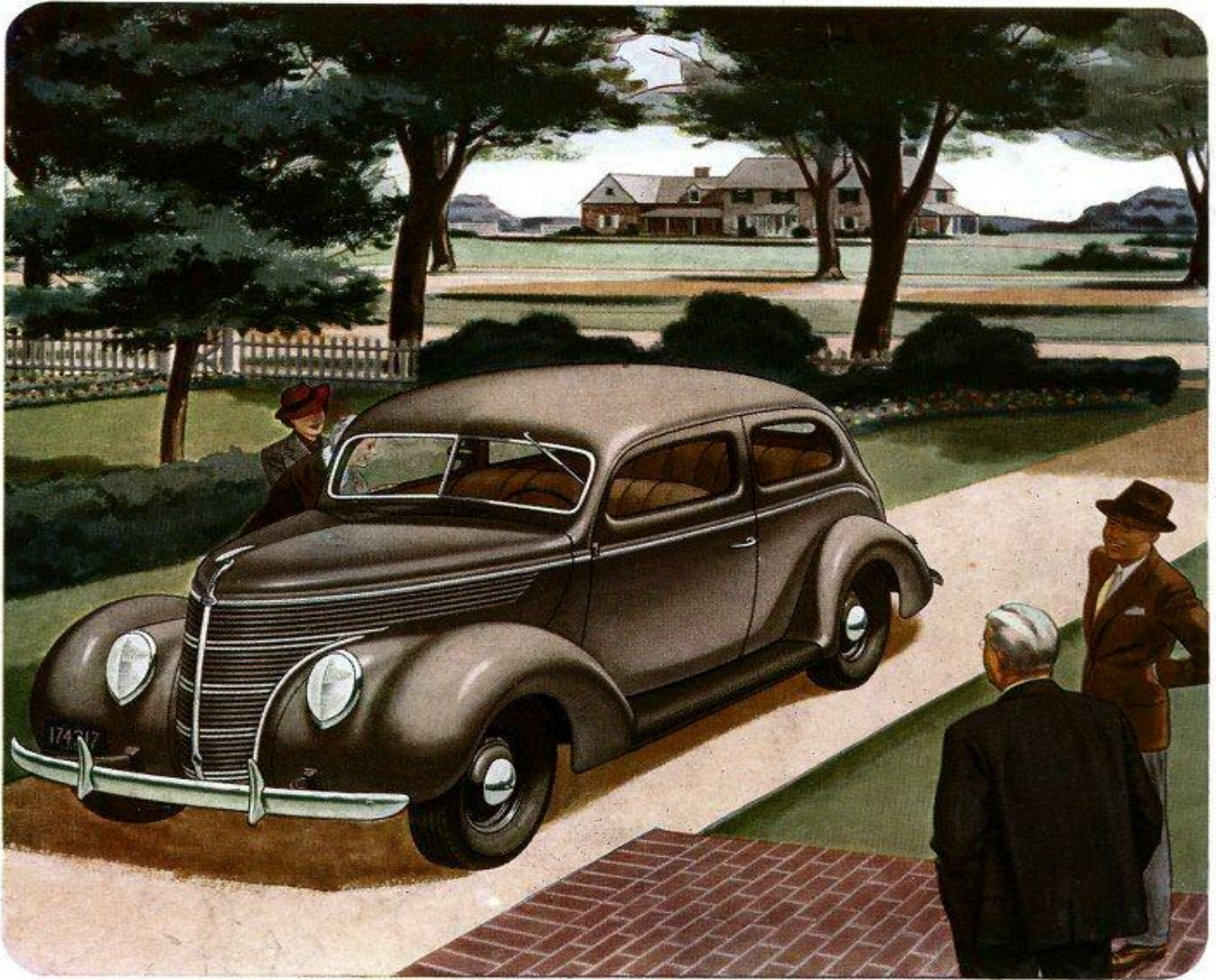
We purchased the car in late 2016 at the Ibig Labor Day auction that was a long time tradition. It was in the "Cars for Sale" field, with a price and phone number on the window, but no one around. I called the number and made an honest offer. I was told the car belonged to a lady in Cincinnati, Ohio, and that her husband had started the work, but had passed.

My offer was accepted, and we began the restoration. The body and paint were good, but interior, front suspension, and engine compartment were in need of a little "lovin". I ordered an interior kit from Cartouche, and installed it with not too many problems, and removed 70 years of grease and grime off the underside, the engine and engine compartment.

I failed to mention the engine ran like a top, and still does.



John Smith (left) accepting a 15th Anniversary Certificate for his regional group, Blue Oval #169, from John Emmering.



*And you'll even like the price tag!*

You'll like the 1938 Standard Ford V-8. It's a better car in many ways than the 1937 Ford V-8 which was bought by more people than any other make.

You'll like its clean, new curves . . . its neatly tailored interiors . . . the easy way it starts and steers and stops. You'll like the privilege of picking the V-8 engine size you need . . . 85 horsepower for unusually high performance . . . 60 horsepower for unusually low operating cost. (Hundreds of "thrifty 60" owners report averages of 22 to 27 miles a gallon—or even more.)

Best of all, your liking for the Standard Ford will include the price tag! It is priced low—even for 1938—and its prices cover equipment for which you have too often had to pay extra. . . . You'll save money the day you buy your Standard Ford V-8 and every mile you drive it. You can bank on that.



*The De Luxe Ford V-8 is built on the same chassis as the Standard, with the same basic Ford features. It has richer appointments and a little more room in the sedans. Above is the Club Coupe, a popular model, which seats five people inside.*

**FORD V•8 FOR 1938**

## A Visitor from Idaho and Volunteer V8 Fords

Richard Holm, from McCall, Idaho, sent his 1939 Ford Convertible to Mike Driskell at Third Gen Automotive in McMinnville, TN, for some much needed work and fine tuning. Hard to tell looking at it that it needed ANY work, but it did. Recently, Richard and wife Amy decided to come to Nashville for a visit and



plans were made to visit Third Gen to see and talk to Mike so Danny Driskell and I decided it would be a good opportunity to take Richard to Third Gen and also make a side trip along the way to visit Jim Bratcher in Shelbyville to see Jim's impressive collection of Early V8 Fords.

It was a rainy, gloomy Tuesday morning when we set out to Shelbyville but it didn't discourage us from going. Also, along the way we met another Volunteer Ford Club member, Rama Renegar, to pick up a distributor for his 1935 Ford Panel Delivery for Mike to rebuild. Soon we were in Shelbyville where Jim Bratcher was waiting to greet us.



Danny and I had visited and seen Jim's "collection" several times and knew how fine and eclectic it is and we felt sure Richard was going to be impressed. Jim is a talented and resourceful mechanic and restorer and does some fantastic work. He is not a "show car" man but I think it's fair to say al-

Richard Holms' 1939 Ford Convertible

most all will run or can be made to start and run with just a little effort. Jim's cars are in several buildings on his property and Richard got a good tour and a "story" about each car. I feel pretty certain Richard was impressed and following are a few of the snaps taken. (For a more complete report on Jim's collection, see the November-December 2020 V8 TIMES, pages 58 and 59).



Richard Holm (L) and Jim Bratcher



Jim Bratcher describing to Richard how he and his wife, Pam, stripped the paint from this '34 with razor blades and a heat gun in just one day!

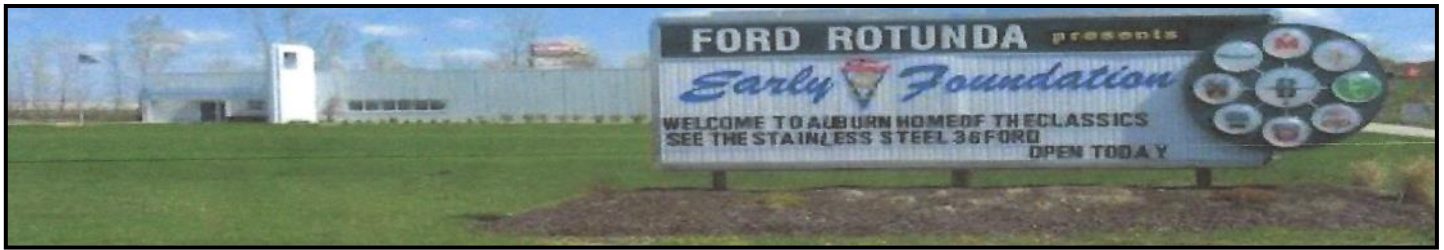




After our almost two hour visit with Jim Bratcher and his collection we headed out for Third Gen Automotive in McMinnville, TN, to let Richard see Mike Driskell's shop and collection of Early V8s. It's impressive, too, and I'm sure Richard is certain he's put his '39 in good hands with Mike. We didn't spend as much time at Third Gen than we wanted as Richard needed to get back to Nashville to get ready for his flight back to Idaho the next morning. After a steady rain for most of the day the sun finally came out in full force and it made for a pleasant ride back to Music City and we hope Richard will make plans to come back again soon.



(Top, left) Mike shows Richard and Danny Driskell some of the finer points on his '32 Sedan; (Top, Center and Right)) Admiring Mike's '35 Cabriolet and '36 Pickup. (Bottom, Left) '34 and '32 Sedans; (Right) Mike showing Richard how he uses a Sun machine to test distributors.



**WHAT'S HAPPENING AT THE EARLY V8 FORD FOUNDATION AND MUSEUM, AUBURN, INDIANA**



March 13th, 2024, Board of Trustees Meeting in Auburn. Indiana; Lunch break.

There was plenty of interesting news about the youth mechanical training program and upcoming involvement in the 2024 "Great Race." The Foundation is sponsoring two teams of Ford V-8s and lending an additional V-8 to a St. Louis Youth Team. The progress of the new Museum Sales Consignment car sales program was discussed as well as the announcement of some new vehicle donations. Preparations for the upcoming Swap Meet and Car Corral May 2nd-4th, (see next page) were discussed as well as the 2024 Central National Meet to be held on the museum grounds June 17th-21st. (Thanks to John Emmering)



Blue Ovals RG #169 President John Smith receives his group's 15th Anniversary Certificate. David Stonebreaker on the left,



David Stonebreaker accepts 50th Anniversary Certificate for N. Indiana RG #69 50th Anniversary



This very nice 1948 Ford Sedan Coupe was driven to the Meeting by David Stonebreaker.



This '38 sedan is on display in the events room at the museum. Can you tell what's not correct for a '38 on it?

# 2024 SPRING SWAP MEET & CAR CORRAL



MAY 2-4, 2024

START AT 7.00 AM | 2181 ROTUNDA DR, AUBURN, IN

Discover a wide range of vintage auto parts and accessories

Connect with fellow enthusiasts and collectors

Become a Vendor

Volunteer Opportunities

Registration is open call 260-927-8022 or email [info@fordv8foundation.org](mailto:info@fordv8foundation.org)

**FREE TO THE PUBLIC**

MEMBERS GET ONE FREE 20X30 OUTDOOR SPOT....NON MEMBERS \$25.....INDOOR SPOTS \$50 EACH....





The Early Ford V-8 Club of America  
**2024 CENTRAL NATIONAL MEET**  
 Auburn, Indiana  
 June 17-21, 2024

**MEET REGISTRATION FORM**

**Questions? – Call Registration at 630-858-9474**

You must be a National Member of the Early Ford V-8 Club of America to Register

Early Ford V-8 Club Membership Number \_\_\_\_\_ (Located on your V-8 Club ID card) Regional Group # \_\_\_\_\_

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_

First / Last Name for Nametag: \_\_\_\_\_

First / Last Name for Spouse/Friend Nametag: \_\_\_\_\_

First / Last Names of Others in Party: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Cell Number: \_\_\_\_\_

Email: \_\_\_\_\_

*If provided, this will be our primary method of contacting you*

This is my first time attending a National Meet: Yes \_\_\_ No \_\_\_

*Space is limited at some events. Please return your forms ASAP to ensure that space is available for you – Thank You.*

**SORRY, NO REFUNDS AFTER JUNE 1, 2024**

Registration fee includes meet registration for your party and one show vehicle

	<u>Qty/Number</u>	<u>Price Each</u>	<u>Total</u>
Registration Fee until May 1	_____ x	\$ 70.00	\$ _____
Registration Fee after May 1	_____ x	\$100.00	\$ _____
Trailer Parking (No charge, but please provide number)	_____ x	\$ 0.00	\$ _____
Additional Show Vehicle(s) each (NOT your tow vehicle)	_____ x	\$ 40.00	\$ _____
Swap Meet Space (Outdoor – 20'x20') First space is free	_____ x	\$ 0.00	\$ _____
Number of additional spaces	_____ x	\$ 25.00	\$ _____

**Registration Total \$ \_\_\_\_\_**

Please complete the following pages to register for meals, tours, merchandise, and raffles

The Early Ford V-8 Club of America 2024 Eastern National Meet



Clayton, New York • Sept 15-20, 2024  
Early Registration Form

National V-8 Club Membership Number \_\_\_\_\_  
**You must be a National Member to Register**

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

E-Mail \_\_\_\_\_

**If provided, this will be our primary method of contacting you**

Registration Jun 12, 2023 – July 1, 2024 ..... \$70.00  
Late Registration July 2, 2024 - Sept 10, 2024 ..... \$90.00

I am paying my \$70 registration fee by:

- Check ..... Make checks payable to "Eastern National Meet"
- Cash
- Credit Card ..... We will send you a secure link by e-mail for your payment

You will receive information about making hotel reservations by the 4<sup>th</sup> quarter 2023.

The complete registration package will be available in 4th quarter 2023. Watch for more information on the Club's web site: [www.earlyfordv8.org](http://www.earlyfordv8.org) and in the V-8 TIMES.

Send completed form and payment to:  
2024 Eastern National Meet  
1N410 Forest Ave.  
Glen Ellyn, IL 60137

Questions?  
Contact Registration At  
630-858-9474 -or-  
[registration@2024enm.com](mailto:registration@2024enm.com)

You may also fill out this form on your computer or other device, save it, and e-mail it to [registration@2024enm.com](mailto:registration@2024enm.com)

# MILESTONE FORDS

By David L. Lewis

Ford missed its first chance to publicize a milestone car, having produced its millionth automobile in 1915 without having been aware of it. The company had yet to learn that milestone cars usually are made, not born, i.e., a certain car in a certain plant is arbitrarily designated as *the* milestone unit.

As the V-8 era approached, however, Ford knew all there was to know about making and promoting milestone cars, having built and publicized far more of them than any other company. The early V-8 era itself produced its full share of vehicles, and Ford capitalized on most of them.

The first milestone V-8 was the one millionth V-8, produced in the Rouge plant on June 20, 1934 as Henry and Edsel Ford looked on. Edsel drove the car off the line to a nearby new-car parking lot. There the Fords, with manufacturing executive Peter E. Martin, posed with the car for cameramen. The vehicle then was driven to Chicago, where it was a feature attraction at the Ford Exhibit at the Century of Progress Exposition.

The twenty-two millionth Ford — a V-8 — was produced on July 14, 1934. "It will not be placed on a pedestal, or sent on a nationwide tour or be fondled and petted by Henry and Edsel Ford," reported the *Detroit News*. "It will pass quietly into the care of some ordinary citizen."

Ford Twenty-three Million — also designated as the two millionth V-8 — rolled off the Rouge assembly line on June 13, 1935. As Henry Ford watched the car being completed, he was asked which millionth car gave him his greatest thrill. "The last," he replied. "But I'm more interested in the one behind it — the 23,000,001st." The milestone car was driven to the Ford Exhibit at the California Pacific International Exposition in San Diego.

Ford's three millionth V-8 was displayed at the Ford Exhibit at the Texas Centennial Exposition in Dallas in 1936; the company's three millionth truck, also produced in 1936, toured the East, then was displayed at the Great Lakes Exposition in Cleveland and Texas Centennial Exposition.

The twenty-fourth millionth Ford was built sans fanfare. But Ford Twenty-five Million came off the Rouge line on January 18, 1937 in the presence of approximately 100 reporters and photographers, as well as Henry and Edsel Ford. Edsel Ford drove the chromium-wheeled, cream job off the line, with his father beside him and manufac-

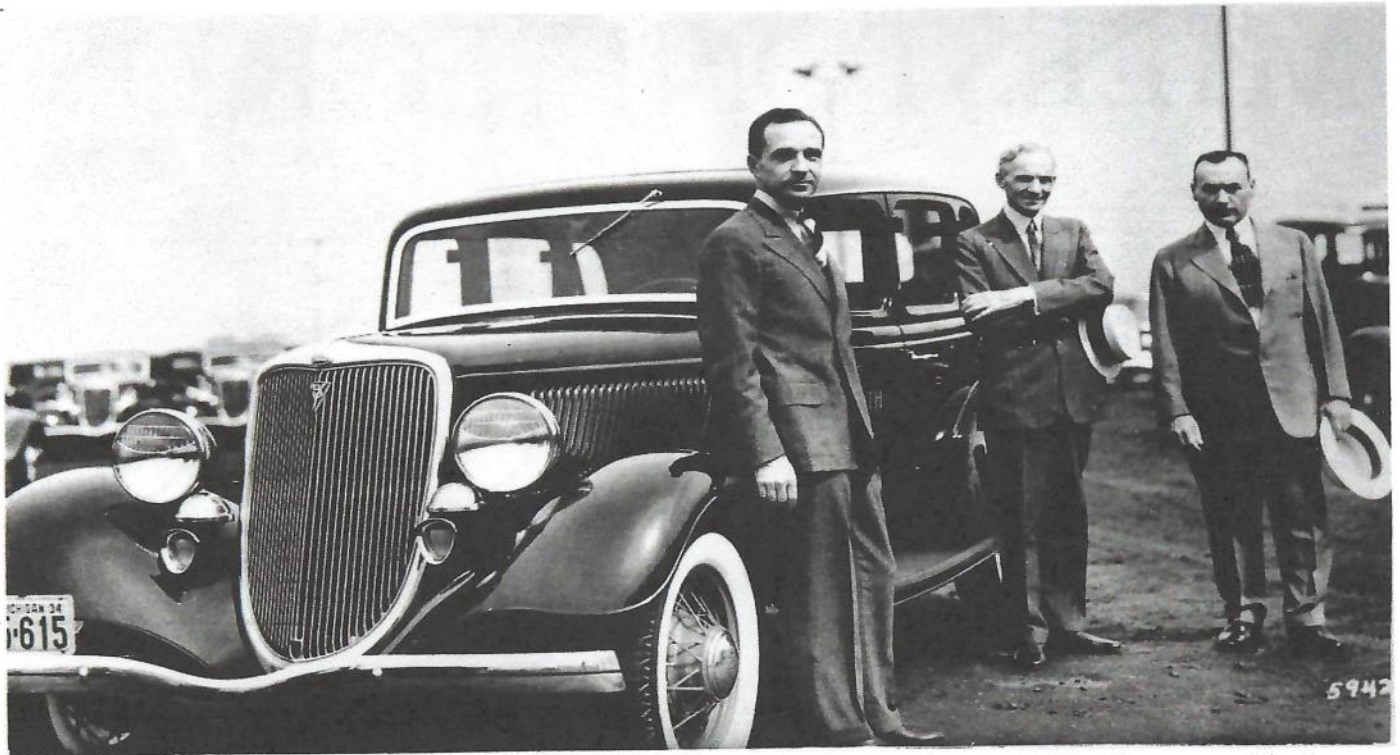
turing officials Martin and Charles E. Sorensen in the rear seat. The car was driven a half-mile to the Ford Rotunda Building, where it was displayed with Henry's 1896 quadricycle and other milestone Fords. The car later was exhibited at the Ford-Florida Exposition in Miami.

The twenty-six millionth Ford went unheard, but Ford Twenty-seven Million, assembled in Richmond, California, in February, 1939, was promoted to the hilt. After being displayed at the Ford Exhibit at the Golden Gate Exposition in San Francisco, the car was driven to the New York World's Fair, where it was a feature attraction of "Ford Day," staged on June 16, the thirty-sixth anniversary of the company's founding. The car then made its way back to San Francisco. Its logbook showed that more than 400 mayors, 25 governors, and hundreds of prominent citizens, including President Franklin D. Roosevelt and Vice President John Nance Garner, had "inspected" the vehicle.

Ford Twenty-eight Million was built on April 8, 1940 at the Edgewater, New Jersey assembly plant, then driven by Edsel Ford to the Ford Exhibit at the New York World's Fair. This car was the first milestone Ford to tour Mexico and Canada as well as America, as the company consciously tried "to build up the international aspect and secure all possible publicity along this line."

Starting from New York, Ford Twenty-eight Million was driven to Washington, where it was examined by Roosevelt and Garner, J. Edgar Hoover, Michigan's Congressional delegation, and the Canadian minister and Mexican ambassador to the U.S. The car then visited Atlanta, New Orleans, Laredo, Mexico City, San Francisco (where it was a feature of Ford Day), Calgary, Winnipeg, Port Arthur, Windsor, Toronto, Montreal, and New York, where it also was a Ford Day feature. During the 13,000-mile, 68-day tour, the car made 15-minute stops in hundreds of small communities and participated in scores of parades in cities.

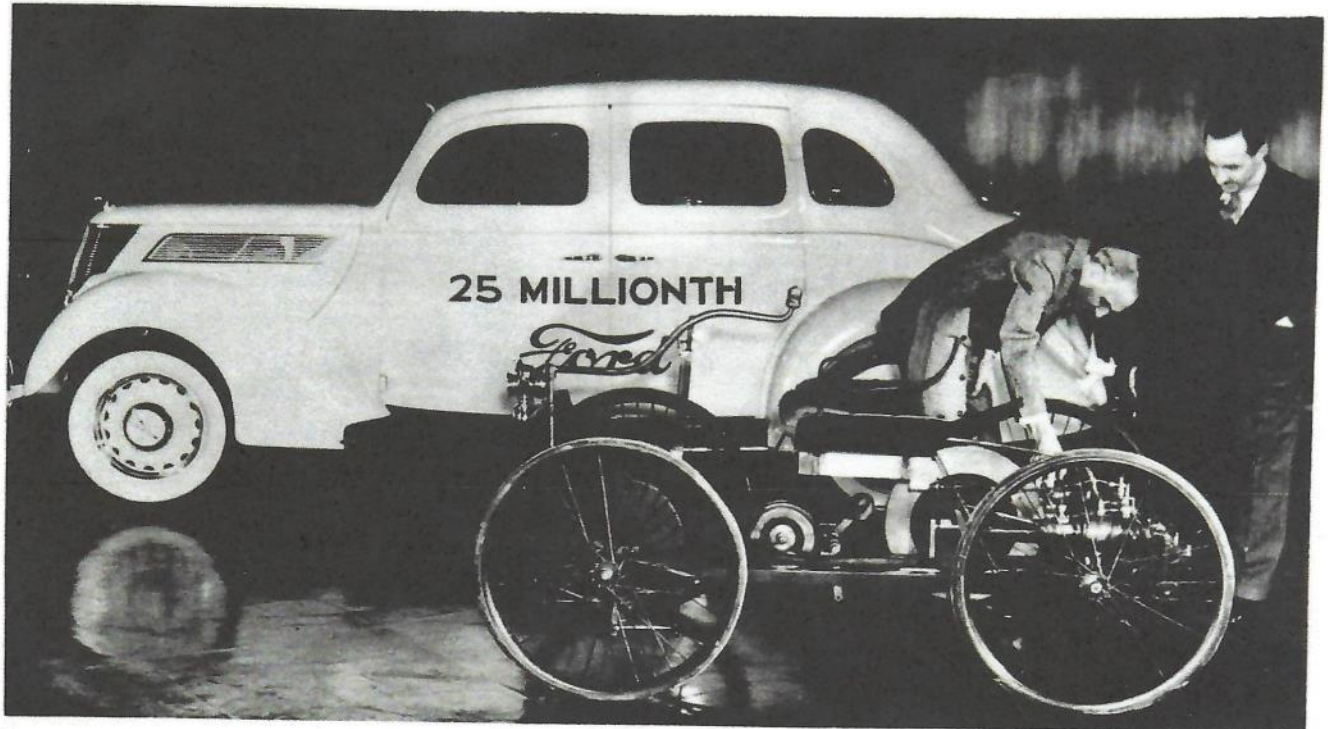
The last of the early V-8 milestone cars, Ford Twenty-nine Million, was the only one not produced in the presence of Henry Ford. Edsel Ford drove the car off the Rouge line, on April 29, 1941, after which he presented the keys to an official of the Red Cross Motor Corps. Ford Thirty Million had to await the post-World War II era.



Henry Ford, center, Edsel Ford, left, and manufacturing executive Peter E. Martin pose with the one millionth V-8, produced in the Rouge plant on June 20, 1934. The vehicle was driven to Chicago, where it was a feature attraction at the Ford Exhibit at the Century of Progress Exposition.



Edsel Ford looks on as the three millionth V-8 rolls off the Rouge plant's assembly line in 1936. The car was displayed at the Texas Centennial Exposition in Dallas.



Henry and Edsel Ford inspect Henry's 1896 "quadricycle" at the Ford Rotunda Building on January 18, 1937, the day Ford Twenty-five Million was produced at the nearby Rouge plant. The twenty-five millionth Ford later was exhibited at the Ford-Florida Exposition in Miami.



Ford Twenty-seven Million is surrounded by feminine pulchritude as it visits Dearborn's Ford Rotunda on its 1939 swing around the country. The Rotunda, until it burned about a decade ago, was an industrial museum and the "gateway to the Rouge" – the starting point for plant tours.



The twenty-eight millionth Ford, which made a 13,000 mile, 68-day tour of the U.S., Canada, and Mexico, is greeted in front of the Rotunda Building in Dearborn by Sales Manager Clay Doss, left, Edsel Ford, second from left, and other Ford executives. Driver Jimmy Rooney is second from right.



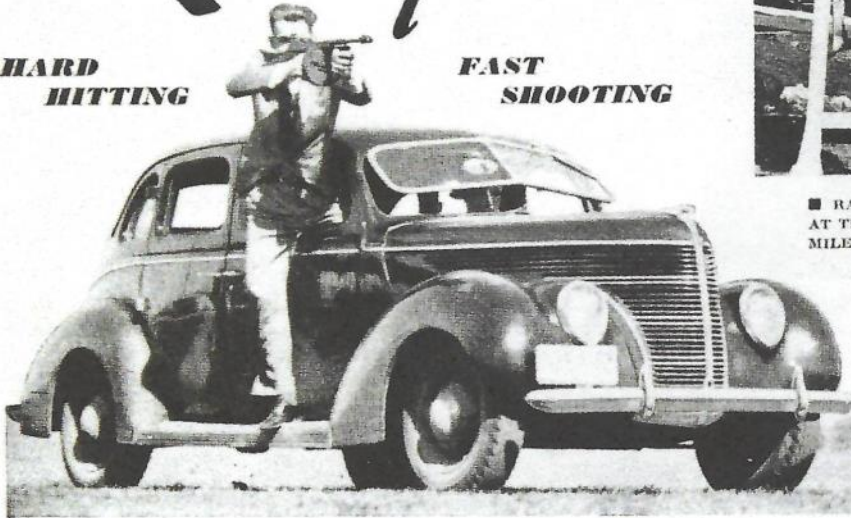
Edsel Ford, back to camera, presents the keys to the twenty-nine millionth Ford to a Red Cross official on April 29, 1941. Ford Twenty-nine Million, the only milestone station wagon, also was the only V-8 milestone car built without Henry Ford looking on.



# TEXAS Rangers

**HARD  
HITTING**

**FAST  
SHOOTING**



■ RANGERS LEARN TO "HIT THEIR MAN," FIRING AT THIS LIFE-SIZED PHOTOGRAPH DRAWN AT FIFTY MILES AN HOUR ACROSS THE RANGE ON A WIRE

By  
ANDREW R. BOONE

■ HARD-HITTING, FAST-SHOOTING RANGER NAYLOR PRACTICES FIRING A THOMPSON SUB-MACHINE GUN FROM A FAST-MOVING AUTOMOBILE ON THE RANGE

IF YOU should pick up Alabama, Arkansas, Connecticut, Delaware, Indiana, Massachusetts, Maryland, New Hampshire, New Jersey, Tennessee, Vermont and West Virginia, you could fit them within the geographical limits of Texas. You would still have enough space left to drop Rhode Island into a corner before filling the "Lone Star State's" 265,896 square miles. At that, to keep the record accurate, 1,712 square miles would be left.

This preamble sets the stage to show what a tremendous job law officers face in patrolling some 23,000 miles of state highways, tracking down criminals in cities and open country along the Rio Grande. To the Rangers falls the task of "keeping the peace." They are a little band of thirty-two men whom criminals fear and law-abiding citizens respect. They are now part of the Texas State Police. Supplementing their activities, 261 state highway patrolmen cover an empire in a never-ending war against accidents, as well as giving information and assistance to thousands of travelers.

The advice, "get a horse," perhaps was in point when the automobile was young. But it applies only in part, even in Texas, today, for the Rangers and their fellow officers have turned en masse to fast, reliable motorcars.

The state police, including the Rangers, have assigned for their use forty-two automobiles. The uniformed highway patrol uses 160 cars. Of these 202, nearly all are Ford V-8 cars.

What part do Ford cars play in Texas law enforcement?

Let's look at the highway patrol first. Two men are assigned to each car, and the patrol is divided into day and night shifts. In a recent four-week period, the patrol

traveled the equivalent of thirty-four times around the world. They rolled up 800,000 miles in Ford V-8 cars alone. In addition to warning 26,047 persons, they removed 1,021 obstructions from highways and gave information and assistance 39,178 times. A reduction of 5.5 per cent in the traffic death toll thus far over last year's figure shows that the patrol is doing an effective job.

As for the Rangers, the car has supplanted the horse in their activities, much as it has replaced the motorcycle in the highway patrol. On those assignments where a horse is necessary for trailing in rough country, the Rangers carry their mounts in trailers to whatever point the going gets really rough, then use their horses to strike out through the brush and mesquite.

Texas faces a difficult problem of law enforcement. The Department of Public Safety, under which both Rangers and patrolmen operate, has less than one officer for each of Texas' 251 counties. Only by intensive training in a school at Austin, where recruits and old-timers learn everything from handling machine guns while traveling at high speeds to police tactics and courtesy, has this force become an efficient group of officers.

Students live in large, modern, well-equipped bar-

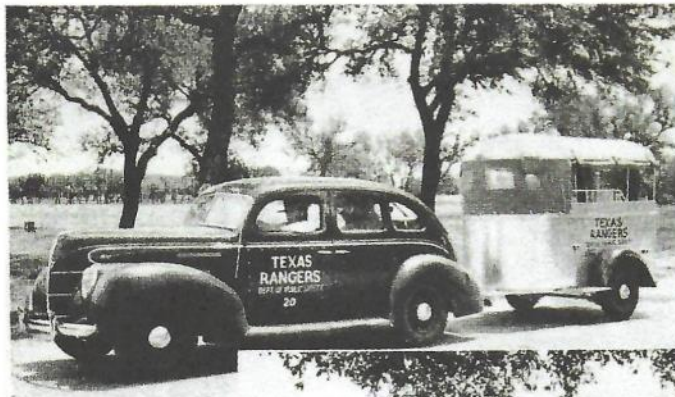


■ Left—HIGHWAY PATROLMAN BUTLER SCANS AN EARLY MORNING BULLETIN ■ Below—RADIO, TELEPHONE AND TELETYPE ARE USED TO SUMMON PEACE OFFICERS AND TO ADVISE ROAD BLOCKADES





**The old cry was "get a horse!" The Texas Rangers, still famous horsemen, rely on Ford V-8 cars also**



■ *Left*—THE RANGERS DEPEND UPON MORE THAN 200 FORD V-8 AUTOMOBILES FOR FAST MOBILIZATION IN CASE THERE IS TROUBLE.

HORSES ARE CARRIED IN TRAILERS SUCH AS THIS TO REMOTE PARTS

racks, part of a military station known as Camp Mabry, on the outskirts of the state's capital. Adjacent to the wartime post are the rifle and pistol range and parade ground for outdoor activities. Housed in the same building as the barracks are the bureaus of identification and investigating units, including scientific crime detection laboratories.

Value of this type of schooling is often reflected in the activities of Rangers and patrolmen after they begin work hundreds of miles distant from headquarters. So exacting is the training that other states have sought Texas' aid in selecting and training their police officers. Captain Homer Garrison, Jr., director of the safety department, assisted New Mexico and Arkansas, and Captain George Schauer, of the safety education bureau, recently visited Mississippi where he instructed state police. John Edgar Hoover, director of Uncle Sam's famed Federal Bureau of Investigation, terms the Texas setup as, "one of the best in the nation."

The Rangers' reputation for quick and straight shooting is well deserved. Every few weeks they return to Camp Mabry, in Austin, where they train with a novel target range. When the writer arrived at the camp, he saw an automobile bearing two armed men flash across a field at high speed. As it flew past, a Ranger spattered the car with gunfire. On closer inspection, the car was discovered to be a life-sized photograph, which rode through the brush on a taut cable. Another cable, attached to a drum mounted on an automobile, pulled the target back and

■ *Right*—THE TEXAS HIGHWAY PATROL, AS WELL AS THE TEXAS RANGERS, IS A UNIT OF THE DEPARTMENT OF PUBLIC SAFETY.

TWO PATROLMEN LIFTING AN INJURED MAN FROM A FORD V-8 AMBULANCE FOR TREATMENT



forth at fifty miles an hour. This is but one of many methods that are used at the camp to develop marksmanship and intelligence. Sometimes photographic figures simulating either officers or lawbreakers are alternately raised in the desert brush and a Ranger must hold his fire or fire, depending on the identity of the figure. Such training stimulates the quick thinking that the Rangers are noted for among law-enforcement officers.

■ *Right*—TEXAS IS DIVIDED INTO FIVE RANGER DISTRICTS, MANNED BY FIVE CAPTAINS AND THIRTY-TWO PRIVATES.

SOME OF THE DISTRICTS ARE LARGER THAN MANY OF OUR STATES

■ *Below*—ALL OF THE TEXAS RANGERS ARE SHOWN IN ONE PHOTOGRAPH FOR FIRST TIME

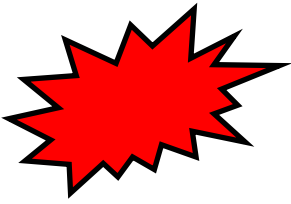


By combining the use of Coast Guard planes with their own fast cars, behind which they tow trailers for their horses, the famous Ranger force is able to marshal, within a day, at least half its strength anywhere in Texas where trouble is brewing.

To meet every emergency, they are equipped with the best automatic rifles and machine guns, and when they set out on a man hunt, members of this surprisingly mobile Ranger organization carry with them the most modern instruments for crime detection. They are directed by radio in their maneuvering through Texas' sparsely settled ranches, constantly on the trail of lawbreakers who would—if they could—outwit the Texas Rangers.

Although only a skeleton organization in point of numbers, the Rangers not only patrol a far-flung empire, but they also assist local officers in solving major crimes and apprehending fugitives from justice. No longer are they merely hard-riding men of the range who know how to track cattle thieves and bring them to justice; they are detectives whose exploits rival those of the Canadian mounties and Scotland Yard's investigators.

When a major crime is committed anywhere in Texas, a Ranger at the wheel of a Ford V-8 arrives before many hours have passed. Stowed away in kits are a moulage outfit, fingerprinting paraphernalia and all the modern devices necessary for thorough examination of evidence.

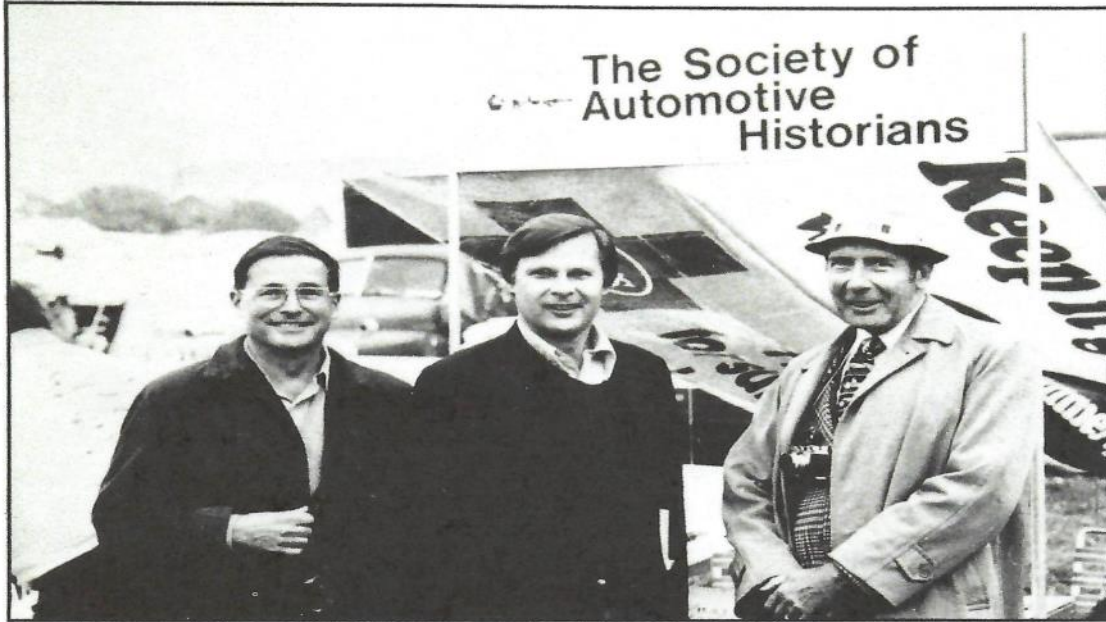


# BLAST FROM THE PAST

V-8 TIMES, July-August 1968

## HERSHEY 1975

by David L. Lewis



Those who manned the Society of Automotive Historians' Hershey booth were, left to right: Secretary Fred Roe, Holliston, Mass.; Board Member Dave Lewis, Ann Arbor, Mich.; and Charles L. Betts, Jr., Yardley, Penn. Beginning with this issue, Dave Lewis, who conducts the famous Ford Country column in *Cars & Parts Magazine*, will join the staff of the *V-8 Times* on a regular basis.

To those attending the 1975 Hershey meet, perennially the world's biggest automotive flea-market-old-car gathering, it was rain über alles; and it's difficult to recall the event except in terms of moisture and mud. Yet the usual army of 1,700 vendors, spread along six and a half miles of "streets," showed up, as did the usual cast of tens of thousands in search of cars, parts, and literature, plus 960 old-car entries.

Among the entries were 68 V-8 and 4-cylinder Fords, 19 of them entered in the 1932-34 class, 29 in the 1935-37 group, and 20 in the 1938-40 category. Every model year was well represented except for the 1938s, of which only two were on hand. The number of 1932-40 Fords judged was the largest ever, but only because a separate classification was set up this year for 1938-40 models (1932-34 and 1935-37 entries have been judged in separate categories since 1972). Actually, the meet drew fewer cars in the two older classifications than in any recent year except for 1974.

The quality of V-8 entries was higher than ever, according to Henry Krusen, the sponsoring Antique Automobile Club of America's vice president-class judging, and Gene W. Weaber, team captain for 1932-34 Ford judging. "The cars just get better and better every year," said Weaber, "and judging them just gets that much tougher every time around." Both men also praised the AACA's decision to create the new Ford classifications. "The V-8s were dominating competition to the point where we had to separate them and the others," said

Krusen, adding that Fords regularly won from 60 to 70 percent of the awards in the all-comers groups in which they had been entered. Both Krusen and Weaber attributed the Fords' success partly to the ease in which their owners can obtain parts compared to owners of less popular makes.

Insofar as spectators are concerned, Hershey, as Krusen is the first to concede, is not the best place to view V-8s. It's true that several dozen high-quality V-8s and 4-cylinder jobs show up, but that number is less than those attending Early Ford V-8 Club regional meets. Moreover, only members of AACA are permitted onto the fields where vehicles are parked for judging. Many V-8ers are members of the AACA, oldest and largest of the old-car clubs, thus get by the gates. But an even greater number of V-8 enthusiasts likely are turned away from the objects of their affection. There ought to be a way to accommodate those who wish to look at the cars displayed, but, in fairness, there may not be a way to accommodate the 100,000 people who normally troop through Hershey. Attendance could not have been as high this year; it probably was down by a third. Still, the crowd on judging day was huge.

Scores of early V-8s were on sale in the flea market area. Observers marveled at asking prices, a testament either to inflation, the greatly increased worth of the cars, or the belief that P.T. Barnum's assessment of his fellow man remains constant. Since there were fewer buyers, and even these people, because of rain and mud,



Built in late 1932 on a 1933 1½-ton Ford truck chassis, this camper, now owned by Dean Croskeys, Toledo, has ventured to every state. Croskeys has been offered \$13,000 for the vehicle, but says he won't sell for less than \$20,000. The vehicle was featured in the November, 1951 issue of the Ford Times.



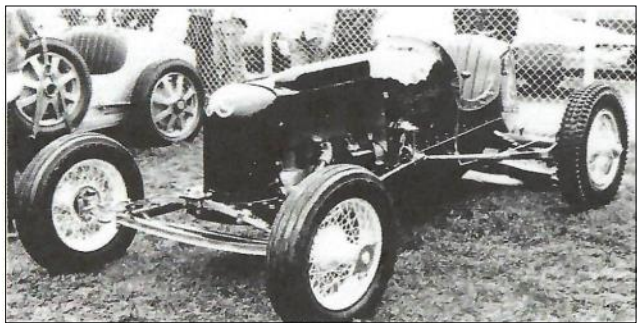
A one-owner 1950 Woody on sale for \$3,500 by Roberts Motors Cars.



A 1932 coupe offered for \$8,950 by Leo Gephart Classic Cars, Englewood, Ohio.



A 1939 Tudor with 36,000 miles priced at \$3,900.



A 1933 Model B with a Riley OV engine owned by Tom Nelson, Columbia, Maryland. Nelson found the car in "basically good condition" three years ago in a Western Maryland barn, and restored it himself. He's been entering his speedster in old-car race meets.



The world's No. 1 car collector, William F. Harrah, sizes up Packard row. Harrah brought to the meet a 1934 Packard 1108 Le Baron, one of only three of its kind.

Walter Heckman was a charter member of the Volunteer V8 Ford Club



A representative view of the "streets" at Hershey's flea market. Some thought "mud skis" would have proved useful.



Judges of the nineteen 1932-34 V-8s which appeared at Hershey, left to right, Walter Heckman, Pat McFarlane, Joseph Rose, Charles Kistler, George Rubenson, Linda Bittner, William Sutton, unidentified judge, Gene Weaver, team captain; Mary Ann Nelson, and Melvin Tyson.

covered less terrain than normally, not many sellers were getting their asking prices, if indeed making sales at all.

If sellers of V-8 cars and parts had their problems, merchandisers of Ford literature had more of them. The "little guy" with his open-air stand and racks was practically out of it the first two and a half days of the three-day meet; he could only cover his wares with rain-resistant material and hope that the skies would clear. Some vendors could not even make it into the flea market with their vehicles and goods. From a weather standpoint, Fordophiles and others really don't need another Hershey '75 in their futures.

Hershey's V-8/4-cylinder winners, by class, were:

**1932-34**

- Senior Lincoln G. Altemose, Pen Argyl, PA . . . 1932
- 1st Junior Ray Rolfe, Otisville, MI . . . . . 1932
- 2nd Junior Rheudolph J. Wells, Greensboro, NC . 1934
- Tony P. Stenz, Coplay, PA . . . . . 1932
- 3rd Junior James W. Norris, Gloucester, NJ . . . . . 1934
- Alexander R. Alves, Watertown, CT . . . 1934

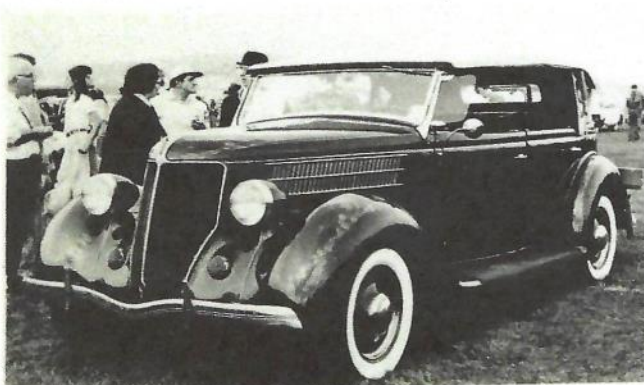
**1935-37**

- Senior Fred Schrader, Bergenfield, NJ . . . . . 1936
- 1st Junior Richard G. Defendorf, Rochester, NY . 1936
- Palmer R. Cohara, Branchville, NJ . . . 1935
- John H. Bower, Runnemede, NJ . . . . . 1936
- Homer Combs, Moravian Falls, NC . . 1936
- Howard Wallace, Mount Holly, NC . . 1936
- 2nd Junior Kevin Biebel, Stratford, CT . . . . . 1936
- Edward H. Hagman,  
Hackettstown, NJ . . . . . 1936
- Max A. Frei, Philadelphia, PA . . . . . 1936
- 3rd Junior Stephen Leoras, Burnham, PA . . . . . 0000
- Melvin H. Tyson, Reading, PA . . . . . 1935
- Joseph E. Ross, Runnemede, NJ . . . . . 1937

**1938-40**

- Senior Craig Mathues, Media PA . . . . . 1940
- George H. Gooch, Cleveland, GA . . . 1940
- Glen Don Bridwell, Kingsport, TN . . . 1939
- 1st Junior Walter H. Updike, Levittown, PA . . . 1940
- Ray E. Moore, North Canton, OH . . . 1940
- 2nd Junior Arthur C. Lowe,  
North Wilkesboro, NC . . . . . 1940
- 3rd Junior Clyde Bangiola, Morris Plains, NJ . . . 1940

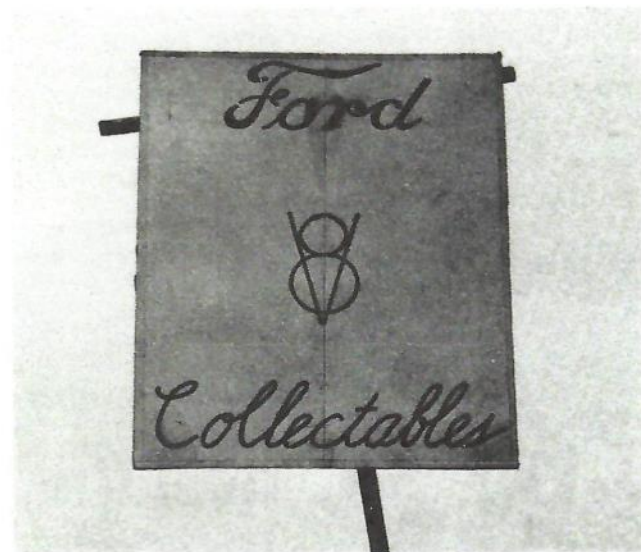
Senior cars are those which have won a first prize at any previous national AACA meet. Junior cars are those which have never won a national first prize.



A Washington blue 1936 phaeton owned by Stephen Leoras, Lewis-town, Pennsylvania. Leoras, who restored the car from the ground up, predicted he'd "come up with something" in the competition. HE did—a third in his class.



Just what every boy of every age needs—a fire truck. This 1937 V-8, owned by Jack B. Cooper, New Freeport, Pennsylvania, sports a General body. Cooper acquired the truck six years ago from the Oklahoma, Pennsylvania Fire Department; it had been used regularly until 1967. In addition to having won "12 to 15" trophies with his vehicle, Cooper sometimes has fun squirting 500 gallons of water per minute from the pumper.



Seekers of V-8 collectibles were attracted by this sign marking the booth of Bill Fox, Dolton, Illinois. Fox, attending his seventh Hershey meet, reported that business was good, the rains notwithstanding.



Every dog has its day, and Emma, after sloughing through Hershey's mud, is having hers, in the arms of her mistress, Kelly Mitchell, 11, daughter of Mr. and Mrs. Bob Mitchell, Allentown, Pennsylvania.

## Technical Tip...

(Dick Flynn)

### SYNTHETIC EXTREME PRESSURE GEAR LUBE

AMSOIL is the name of a product that can make the gears and bearings in your car's gear box perform better and last longer. They make a synthetic lubricant for all parts of your car.

I have always been interested in finding a lubricant that will lessen the friction and make the bearings in our gear boxes last longer. These lubes possess exceptional lubricating capabilities which result in reduced friction, heat, and less gear wear. The drop in temperature doesn't thicken the AMSOIL gear lube so you have instant lubrication as soon as things start moving and you have easier shifting.

These lubes are exceptionally shear stable lubricants that don't breakdown (the pressure between teeth can push through lubrication film and then you have metal to metal and wear). This lube lessens friction and drag that can give you more power and better gas mileage; also this is excellent for your steering box. The gear lube also increases seal life and reduces oil leakage due to pressure build-up. It has a special anti-foam; anti-rust and corrosion properties which we need for our old and new cars.

I have put 75W-90 AMSOIL in my Borg Warner T85 with overdrive transmission (the gears are larger than the stock trans and hard to shift when grease is cold) and also in the differential.

After installing the new grease I could flip the gear shift lever back and forth with no resistance, even when very cold. I could go up hills in high gear where I couldn't before (I only have a 240 cu. in., 6-cylinder engine) -- so you can feel any change on a hill. You can put some of this grease on your fingers and feel how slippery it is.

I have talked to people who race cars and say it doesn't break down with severe usage in their gear boxes and they have bettered their track times. Look up an AMSOIL dealer in your local phone book.

## In the kitchen...

### **BLUEBERRY SALAD**

Mary Ann Ewing  
Buckland, OH-RG #141

2 sm. boxes grape Jello  
15 oz. blueberries (drained and save)  
1 c. juice (saved)

2 c. boiling water  
8<sup>1</sup>/<sub>4</sub> oz. crushed pineapple (drained and save)

#### Topping:

1/2 pt. sour cream  
1/2 c. sugar

8 oz. cream cheese  
1/2 tsp. vanilla

Make Jello with boiling water and juice. Add fruit and chill. Mix all ingredients for the topping and put on top of the chilled Jello. Chopped nuts on top are optional.

### **CHERRY DELIGHT SALAD**

Arla Mae Hansen  
Bennet, NE-RG #54

1 (24-oz.) ctn. cottage cheese  
1 can cherry pie filling

1 (6-oz.) box cherry Jello  
1 (9-oz.) ctn. Cool Whip

Mix cottage cheese and dry Jello together. Add pie filling and Cool Whip. Mix well and refrigerate at least two hours before serving.

### **CREAM CHEESE-PECAN SALAD**

Karen Snyder  
Lincoln, NE-RG #54

1 lg. (6-oz.) pkg. lemon gelatin  
2 c. boiling water  
1 (15<sup>1</sup>/<sub>4</sub>-oz.) can crushed pineapple, with juice  
1 (8-oz.) pkg. lowfat cream cheese

1/2 c. light mayonnaise  
1/2 c. milk  
3 c. miniature marshmallows  
1 c. pecans, chopped

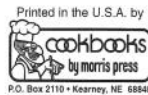
Dissolve gelatin in boiling water. Add pineapple. Let stand until syrupy. Mix cream cheese, mayonnaise and milk together. Add to pineapple mixture. Add marshmallows and pecans. Chill, stirring occasionally to distribute marshmallows. When almost firm, put in 9-inch square pan and chill overnight. Cut in squares to serve.

## V-8ers Delight

A Collection of Recipes by  
Cornhusker & Omaha  
Early Ford V-8 Clubs

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Omaha, Nebraska  
July 20-24, 1999



Jerry Vincentini .....Chairman  
215 Heavenly Drive, Omaha, NE 68114

Ray Moyer .....Co-Chairman  
5015 South Street, Lincoln, NE 68506



## RESTORER'S LAMENT

*My neighbor next door  
seems a reasonable man  
But his mind just can't ascertain  
how a rusty old Ford  
nearly thirty years old,  
Can appeal to a man that is sane.*

*It all started the day  
that I trailored her home  
and my neighbor came out for a look  
Though he tried hard to hide  
his feelings inside  
I could tell he was visible shook.*

*The car was a mess  
I have to admit.  
The grill had a curious twist  
The top bows hung slack  
with a rip in the back  
and upholstery just didn't exist.*

*I tried to explain  
that this auto was rare  
A prize I was lucky to find  
But, it was easy to see  
as he just stared at me,  
he thought I was out of my mind.*

*Yet, he tried hard to see it  
from my point of view  
And I thought I had him convinced  
But an error was made,  
when he learned what I'd paid  
and our friendship's been strained ever since.*

*For nearly a year that car  
sat in my drive.  
in view of my neighbor's back lot.  
He should have been glad  
with the rare view he had  
But, the fence he built proved, he was not*

*When I did pull it in  
and stripped it all down.  
My neighbor asked time and again,  
why the rusty car sets  
in out of the wet,  
And the good one sets out in the rain.*

*My neighbors wife too  
got into the act.  
She complained that my children looked pale  
She harped on their need  
till my wife, too, agreed  
When she said that I should be in jail.*

*Yet, I try not to bother  
my neighbors at night.  
as I hammer and solder and lead  
But my grinder is shrill,  
and so is my drill  
and they go so early to bed.*

*They were awful the day  
I brought home the sedan.  
I guess it broke all of their hearts  
For my neighbor looked hard  
when he saw my back yard  
But, darn it, I had to have parts.*

*If they just would have waited  
untill I was through  
I know they'd regret all their jokes;  
But now I am told,  
that their property sold  
There's just no understanding some folks.*

Bob McCoppin  
V8 TIMES  
July-August 1968

## LOCAL CAR SHOWS, CRUISE-INS, ETC...APRIL 2024

**April 2nd: Nolensville, TN – Cruise-In at Hillside Center** located at 7180 Nolensville Road, Nolensville, TN 37135 kicks off their cruise-in. Every Tuesday!!! **Starts April 2nd.** All makes and model vehicles welcome! Times: 5:45pm – 8:15pm. For more information, contact David 615-925-2276.

**April 4th: Nashville, TN – Cruise-In at Yogi's Pizzeria** located at 4825 Trousdale Drive, Nashville, TN. Kicks off their cruise-in. Every Thursday, **Starts April 4<sup>th</sup>.** All makes and models are welcome! Times: 5:00pm – 8:00pm. For more information, contact David at 615-925-2276.

**April 5th: Ashland City, TN - Cheatham County Cruise-In** kicks off for the season at Sycamore Square, 322 Frey Street (next to Tractor Supply). Times: 5:00pm - 8:00pm. Featuring the Cumberland Country and Bluegrass Band.

**April 6th: La Vergne, TN – Caffeine and Classics of 2024** at 6000 Reliance Drive, La Vergne, TN. Times: 9:00am – Noon. A casual gathering of local automotive enthusiasts each month. Come out and enjoy complimentary coffee, donuts and cool cars. All makes and models welcome to attend. Dates in 2024: April 6th / July 6th / August 3rd.

**April 6th: Greenbrier, TN - Rumble in the Brier Car Show & Spring Fling** at Louise Martin City Park, 2300 Old Greenbrier Pike, Greenbrier, TN. Gates open at 7:00am, Show times: 8:00am - 2:00pm, Judging at 10:00am, Awards at 1:30pm. Pre-Registration \$20.00, Same day at show \$25.00. (see flyer to pre-register) or [<<<REGISTER>>>](#). Live entertainment, Food trucks, Vendors, 1st 250 receives a dash plaque, 50/50 Raffle, Bouncy House & More. For more information, contact Jennifer Woodard 615-415-3381 or email: [jennifer.woodard.gb.park@gmail.com](mailto:jennifer.woodard.gb.park@gmail.com)

**April 7th: White House, TN - Disaster Relief Fundraiser Car Show** at Tate Ornamental, 496 Sage Road, White House, TN. Times: 2:00pm - 5:00pm. 2nd Annual disaster relief fundraiser car show for memorable and enjoyable event while supporting a great cause. At this car show, spectators will vote for their favorite vehicle by purchasing a \$5 ballot card, not only can you cast your vote, but you will also receive one entry into our prize drawing. Spectators can enter free, while vehicle owners can secure their entry for just \$20.00. Vendor space available (10x10) for \$50.00. Awards include: Best in Show / Sponsors Choice / Best Hot Rod / Best Muscle Car / Best Import / Best Overland / Most Unique / Best Classic Truck / Best Modern Truck / Best 4x4 / Best Rat Rod / Best Stance / Best Original / Best Lowrider / Best Convertible. For more information, visit their [FACEBOOK EVENT](#) or call 615-420-8148.



**April 12th: Pleasant View, TN – PLEASANT VIEW CRUISE-IN** at the crossroads of Hwy 49 & 41A in Pleasant View, TN right off Exit 24 on I-24. **Starts April 12th thru October 11th.** To be held at the parking lot of Children's Dental Health Center, 6509 Highway 41A, Pleasant View, TN 37146. We welcome Classic Cars & Trucks, Hot Rods and Sports Cars. Pick of the Month Plaque (Sponsored by O'Reilly's Auto Parts). Bring a chair, kick back and enjoy an evening in Pleasant View. Times: 5pm – 9pm. For more info, contact either Jim Hutchens 615-517-1423 or Larry Rediker 615-419-5214.

**April 12th: Columbia, TN - United Cruisin' The Co-op** at United Farm & Home Co-Op, 975 Riverview Lane, Columbia, TN. Times: 5:00pm - 8:00pm, Food trucks and Entertainment. Dates: April 12th / May 10th / June 14th / July 12th / August 9th / September 13th / October 25th Classic Cars and Candy (5pm-8pm). For more information call 931-388-0714.

**April 13th: Murfreesboro, TN - ISAIAH 117 CAR SHOW** at Northside Baptist Church, 655 W. Thompson Lane, Murfreesboro, TN. Starting at 9:00am - 1:00pm. **SAVE THE DATE.** If you would like to attend or sponsor this car show, email us at: [rutherfordtn@isaiah117house.com](mailto:rutherfordtn@isaiah117house.com) More details later.

**April 13th: Woodbury, TN - CJ Cook Benefit Car Show** at Cannon County High School, 1 Lion Drive, Woodbury, TN. Antique 1989 and Older, New 1990 and Above, Trucks, Jeeps. Times: Noon - 3:00pm. Entry fee \$20.00 for 1st vehicle, \$10.00 for 2nd vehicle.. Trophy's for each class: Best in Class / Ladies Choice / Best Work in Progress. Hourly door prizes, DJ Jeremy Music, Silent Auction and shirts will be available. All proceeds to the CJ Cook Memorial Vocational Scholarship Awarded to a Cannon County Senior on May 6th. For more information, call 615-605-8099.

**April 13th: Unionville, TN - 1st Annual Car Show by Community Lions Club** at Community High School, 100 Community Crossing, Unionville, TN. Times: 9:00am - 2:00pm. TOP 25 Trophies plus Best of Show. Entry fee \$25.00. Food available. For more information

**April 18th: Cedar Hill, TN – Cedar Hill Cruise-In / Farmers Market** at the City Hall & Museum, 290 S. Main Street, Cedar Hill, TN. Times: 5:00pm – 8:00pm. **Starts April 18th.** Welcome all cars, trucks, street rods, low riders, muscle cars, rat rods, sports cars & motorcycles. Farmers Market in the pavilion with vendors, food trucks & music by John Bumgardner. FREE to attend. For more information, call 615-943-0284

**April 19th: Springfield, TN – E-Z LIFT GARAGE DOORS Cruise-In** located at the intersection of TN 49 & TN 257, 4107 Flewellyn Road, Springfield, TN 37172. **Starts April 19th thru October 18th.** Times: 5:00pm – 9:00pm. They plan on Food Concessions, Oldies Music and of course Family friendly. Open to all Classic Cars / Muscle Cars / Trucks / Street Rods. For more info, contact John Bianchi 615-389-5880 or Jim Hutchens 615-517-1423 or Larry Rediker 615-419-5214.

**April 20th: Tullahoma, TN - Cruise-In at Wesley Heights United Methodist Church** 2101 East Lincoln Street, Tullahoma, TN. Sponsored by Tims Ford Region AACA. Times: 11:00am - 2:00pm. NO Entry fee, Donations Appreciated. Rain date May 4th. Food and desserts prepared by the Church, Kids and Adult activities, Games and Challenges, 50/50 drawing, cake walk. Fund raiser for local missions. For more information contact Archie Hunt 931-315-9309

**April 20th: Brentwood, TN - The 24th Annual KARS4KIDS Show** open to all cars, trucks, bicycles and motorcycles. SHOW LOCATION FOR 2024 is Brentwood High School, 5304 Murray Lane in Brentwood, TN. Show will be held in conjunction with the Rotary Club of Brentwood's 41st Annual Pancake Breakfast, which is "by donation only" starting at 7:00 am to 11:30 am. KARS4KIDS Show registration on-site for \$20 per vehicle from 7:00 am to 11:00 am. TOP 30 People's Choice and other specialty awards presented by Noon. Silent Auction! Rain or shine with plenty of paved parking. 100% of the car show and Silent Auction proceeds, and a grant from the Rotary Club of Brentwood, fund the Tennessee Baptist Children's Homes Summer Activities Program at the Brentwood campus. Please come out and support the kids! Event is presented by The Brentwood Rotary Club and the Music City Antique Automobile Club of America (AACA), with trophies provided by O'Reilly Auto Parts. For more information, please contact Paul Collins at 615-642-5822 or by email at: [pcollin](mailto:pcollin) (See Page 27)

**April 20th: Madison, TN - 5th Annual Spring Fest** at RimTyme, 1558 N. Gallatin Pike, Madison, TN. Hosted by the Darkside Car Club. Times: 11:00am - 4:00pm, Judging at 2:00pm. Vendors, Food, Fun, Giveaways, Raffles, Sound Show and Trophies 1st/2nd/3rd Place. For more information, call 615-681-1069. [s@sullivanengineering.com](mailto:s@sullivanengineering.com)

**April 27th: Lewisburg, TN - Spot Lowe Automotive Technology Spring Cruise-In** at 597 West Ellington Pkwy, Lewisburg, TN. Times: 10:00am - 1:00pm. Welcome all Muscle Cars, Antiques, Rat Rods, Student Section, Late Models. Free Dash Plaque for the 1st 50 entrants. NO Admission fee!!!! For more information, contact Jerry Hooper 931-580-1885 email: [jerry.hooper@mcstn.net](mailto:jerry.hooper@mcstn.net)

**April 27th: White House, TN - PTF Block Party Car Show** at Christian Community School, 506 Hester Drive, White House, TN. Times: 9:00am - 1:00pm. Open to all vehicles of all ages!! Prizes for 1st/2nd/3rd and Crowd Favorite. For more information, call 615-642-2245 or email [ptf@iamacolts.com](mailto:ptf@iamacolts.com)

### **NEW:**

**APRIL 27th, Spring Hill, TN, 8:00 AM to 11:00 AM, The Goldton at Spring Hill, 3056 Miles Johnson Pkwy, Spring Hill, TN, 37174. Open to the Public—Free. Free coffee bar and Patty's Pastries. Cars and Coffee of Spring Hill is a group of car enthusiasts in the Spring Hill area that enjoy sharing their love for cars and telling their stories. We have created a family friendly activity within our wonderful city that everyone can participate in and enjoy equally. COME ON OUT FOR SOME GREAT FAMILY FUN. For more information call (931) 451-0009 or [TheGoldtonAtSpringHill.com](http://TheGoldtonAtSpringHill.com)**

(Thanks to Memory Lane Cruisers)

**The 24th Annual KARS4KIDS Show**  
Open to all cars, trucks, bicycles and motorcycles.  
**Saturday, April 20<sup>th</sup> in Brentwood, TN**

**SHOW LOCATION FOR 2024:**

**Brentwood High School at 5304 Murray Lane in Brentwood, TN.**

Show will be held in conjunction with the  
Rotary Club of Brentwood's 41<sup>st</sup> Annual Pancake Breakfast,  
which is "by donation only" beginning at 7 am until 11:30 am.

KARS4KIDS Show registration on-site for \$20 per vehicle from 7 am to 11 am.  
TOP 30 People's Choice and other specialty awards presented by Noon.  
Silent Auction! Rain or shine with plenty of designated car show paved parking.

100% of the KARS4KIDS Show and Silent Auction proceeds,  
along with a grant from the Rotary Club of Brentwood,  
help fund the Summer Activities Program  
at the Tennessee Baptist Children's Homes Brentwood campus.

Please come out and support the kids!

Event is presented by The Brentwood Rotary Club and the Music City AACA,  
with trophies provided by O'Reilly Auto Parts.

For more information, please contact Paul Collins at 615-642-5822 or email at: [pcollins@sullivanengineering.com](mailto:pcollins@sullivanengineering.com)

**24th Annual KARS4KIDS**  
Show Open To All Cars, Trucks, Motorcycles and Bicycles

Silent Auction      Designated Car Show Parking

**Saturday, April 20, 2024**

**Show Will Be Held In Conjunction With**  
The Rotary Club of Brentwood's  
"By Donation Only"  
41st Annual Pancake Breakfast  
From 7 AM - 11:30 AM

**SHOW LOCATION:**  
**Brentwood High School, 5304 Murray Lane, Brentwood, TN 37027**

Show Registration On-Site from 7AM - 11 AM      \$20 per Vehicle  
TOP 30 People's Choice, Best of Show plus Specialty Awards by Noon

For more information, please contact Paul Collins at 615-642-5822 or by email at: [pcollins@sullivanengineering.com](mailto:pcollins@sullivanengineering.com)

**All Car Show Proceeds Benefit The Children's Summer Activities Program**  
**At The Brentwood Campus Of The Tennessee Baptist Children's Homes**

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