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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

Happy Fourth of July!

Mickey Holton, Editor

July 2024

flatheadv897@gmail.com

CONTENTS

1. Contents, Message, New Members
2. Happy 4th of July
3. Cars and Coffee, 6/8/24
- 4-22. 2024 Central National Meet Report
23. Gavin Lane's 1935 Ford
Jack Diana's 1941 Ford and 1953
Mercury Monterey Hardtop
24. EFV8CA Membership Drive
25. These Old Flatheads Can Be Made to Run—
Steve Jordan
26. Advertisers

MESSAGE

Dear Friends...this month's newsletter is going to be different but I know you will understand. After a great week at the 2024 Central National Meet in Auburn I came down with a wicked case of Covid, with the usual maladies associated with that scourge and have spent a week in and near my bed, doing little but feeling sorry for myself! That left little time for my usual approach to putting together a monthly newsletter so I have decided to make almost the entire issue about the recently concluded 2024 Central National Meet in Auburn, Indiana, for which I have lots of material...lots of pictures, of course...and I hope you enjoy my report of it. I hope to be back to normal next month!

Mickey Holton

New Members!

Gavin and Audrey Lane
EFV8CA # 921493
2519 Port Kembla Drive
Mt. Juliet, TN 37122
615-294-5521
1935 Ford Fordor Sedan

Jack Diana
EFV8CA # 920286
2005 Prospect Avenue
Scotch Plains, NJ 07076
732-892-1242
1941 Ford Tudor Sedan
1953 Mercury Monterey

Welcome to the club Gavin, Audrey and Jack!!
(See their cars on Page 23)

Happy Fourth of July!



Cars and Coffee, June 8, 2024
Christ Community Church, Franklin, TN



(Above) Ron Buck (prospective member) and his 1940 Ford Coupe



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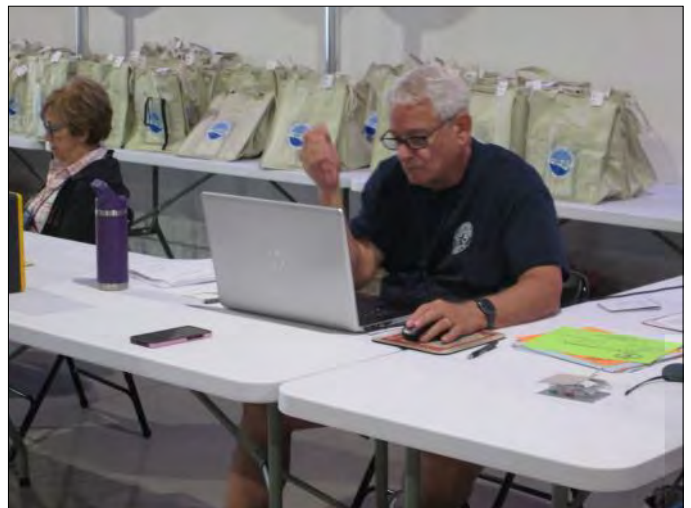
Day One, Sunday, June 11th, 2024

Danny, Sharon and I started out at 6 AM on Sunday morning pulling their '47 Lincoln Coupe and my '48 Ford Sedan Coupe on open trailers to the 2024 Central National Meet in Auburn, Indiana. Both cars had been loaded in the days before leaving so we could get an early start and get out of Nashville before any traffic.



Surprising to all three of us, the traffic on the entire drive to Auburn was quite easy, despite pulling trailers. Traffic was not heavy, there was no construction to deal with and no traffic backups, even on the dreaded 465 Bypass in Indianapolis to I-69. We made a couple of “comfort” stops and one for diesel fuel and arrived in Auburn and at the meet site at the Early Ford Foundation outside Auburn in mid-afternoon.

There we parked our trailers and met some of the early arrivals like us and got our meet packages and registered. Ken and Carolyn Bounds, who also did our registration for the 2022 Eastern Meet in Franklin, TN, had everything organized and ready. Bill Randolph and members from the three regional groups who sponsored the meet we there also and made sure we got through registration with no problems.





Strategy Meeting

Registration complete, we took a look at the People's Choice Raffle Prizes and met and talked with friends before heading for the hotel in Auburn. Danny and Sharon were going to dinner to celebrate their wedding anniversary and I had made arrangements to go to dinner with our New Jersey friend Jack Diana who had also arrived there. I had a very pleasant **dinner** with Jack and afterwards it was good to get unpacked and settle down for a good night's sleep.



Day 2, Monday, June 12th, 2024

Day 2 (actually the first *official* day) of the 2024 Central National Meet started out hot and would not abate for the entire week. After a nice breakfast at the hotel we headed once again for the meet site. Today, more of the meet attendees would be arriving and registering and getting their cars through the operations check. I had volunteered to take the “official” photos of the cars as they finished ops check so I reported to the ops check tent. I use the term “official photos” because they were the ones to be displayed during the award presentation on Friday night.



Ops Check and Miscellaneous Ops Check Pictures (Above) and the official photos of the same vehicles (below)



| | |
|---|------------------------|
| TOURING "A" DIVISION | |
| Name: David Strutzman | Registration # 43 |
| Town: Westfield | Year 1938 |
| State: Indiana | Make Ford |
| V-8 Regional Group | Body Style Sedan Coupe |
| PLEASE Do Not Touch Vehicles On Display | |

| | |
|---|-----------------------|
| TOURING "A" DIVISION | |
| Name: Chris Carbohn | Registration # 65 |
| Town: Albion | Year 1932 |
| State: Pennsylvania | Make Ford |
| V-8 Regional Group | Body Style Dump Truck |
| PLEASE Do Not Touch Vehicles On Display | |

| | |
|---|------------------------|
| DEARBORN EMERITUS DIVISION | |
| Name: Thomas McCariston | Registration # 50 |
| Town: Westfield Falls | Year 1950 |
| State: New Hampshire | Make Ford |
| V-8 Regional Group | Body Style 8 N Tractor |
| PLEASE Do Not Touch Vehicles On Display | |

Day 2 wore on as more members and their cars arrived, registered, took their cars through ops check, bought more raffle tickets, greeted and talked with old friends and parked their cars in the Foundation parking (no cars on the concourse until Wednesday evening.) Here are some photos of some of the gorgeous cars in the parking lot.



Not much more of note happened on Monday as is usual for any meet...attendees arrive and register, have their cars go through ops check, clean cars, make any needed repairs, etc. To be honest, it was too hot to do much else and those who could stayed pretty close to meet headquarters in the Jerry Windle Event Center. No official tours were scheduled but some, I'm sure



did some touring in the Auburn area and most probably visited the adjacent Early Ford V8 Foundation Museum, if they hadn't already done so before, an attraction well worth the time spent as there are many excellent examples of Early Ford V8s housed there.



Examples of cars in the Early Ford V-8 Museum



Miscellaneous swap meets photos

Monday was notable for us, too as Scott and Karen Zaft arrived at the meet, It was good to see them, good to see some homefolk.

As I said earlier, Monday was a hot day and, understandably, a tiring one and as the end of the day approached, we were ready to retire to our cooler hotel rooms. Danny and Sharon were scheduled to attend an installation dinner for the Early Ford V98 Foundation that evening while I took advantage of the downtime to regroup for the next day.

Day 3, Tuesday, June 13th, 2024

Tuesday morning proved to be just as hot as Sunday and Monday but as at all meets, “the show must go on,” and it did so just as scheduled. Registration, the Your Choice Raffle, merchandise sales, swap meet, operations check, and clean up continued. Tuesday, too was a day for a number of tours available to visitors to Auburn...BFRC Tour, Fair Lane Tour, Yankee Air Museum, the Auburn/Cord/Duesenberg Museum and the National Truck Museum and some of those already checked in and registered decided to take advantage of one or more of them. Also scheduled was a Poker Run (about a 70 miles round trip) and again, some decided to give that activity a shot.



To end the day, a Welcome Party was held at the Great Lakes Room at the Kruse Plaza next to the Early Ford Museum. This was the first real time to gather together for a dinner and it was a welcome event! Everyone was looking forward to it and it proved to be a wonderful evening.



Welcome Party, The Great Lakes Room, Kruse Plaza

Day 4, Wednesday, June 14th, 2024

Surprise, surprise...another hot day! As on the previous three days of the meet, the usual activities continued. This day of the meet, the day before concourse and judging is also set aside for a series of meetings that attendees can choose to attend, and most do. Today the meetings scheduled were a program by the Henry Ford Heritage Association on "Cast Iron" Charlie Sorensen, a presentation by the Early V8 Ford Foundation, meet the National President and, finally, the Owners/Judges Meeting which all car owners and judges were required to attend.



Henry Ford Heritage Association Meeting



Meet the National President Meeting (Above); Owner/Judges Meeting (Below)



With these meetings concluded, the day ended, and everyone headed out to get a good meal (we chose Italian!) and then to their hotels to prepare for the next day, Thursday, and the reason for attending the meet...the concourse and judging.

Before the concourse...

Before the concourse can happen, the field has to be organized and laid out. The task was superbly handled Wednesday by a hard working crew that had to work under trying conditions...the unrelenting heat and a rock hard field made so by the heat and a lack of any rain for several days.



Setting up the concourse



Ready on the concourse!

Day 5, Thursday, June 15th, 2024...Concourse!



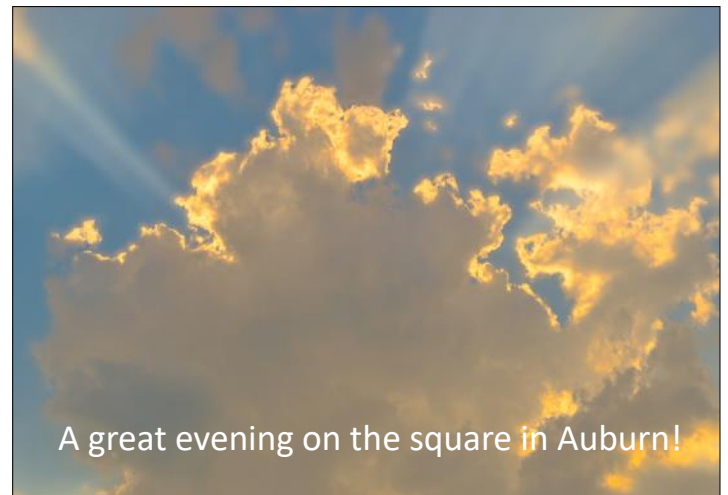


Concourse Personalities...



On the square in Auburn

Concourse concluded and all vehicles were released from the concourse. Tabulators had all the judging sheets but we wouldn't know final results until the awards banquet and presentation on Friday night at the Auburn/Cord/Duesenberg Museum Friday night. The day wasn't over, however, as plans had been made to participate in the monthly cruise-in on the square in downtown Auburn. Here are the photos from that evening.



A great evening on the square in Auburn!

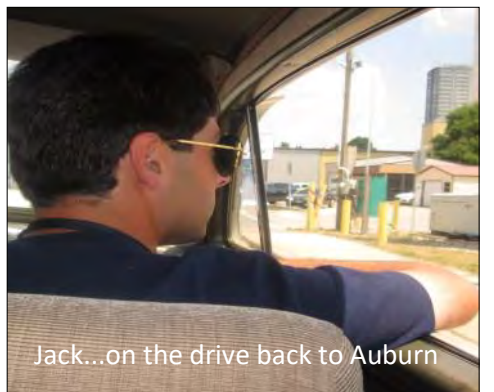
Day 6, Friday, June 15th, 2024

Of course, it was another hot day but Friday morning promised something of a relief from the heat...a boat tour, with lunch, on Lake Wawasee, about thirty miles from Auburn. Those going on the 1030 AM tour met in the parking lot of Wal-Mart for the drive to the lake outside Syracuse, IN. Danny, Sharon and I were joined on the ride in their '47 Lincoln by our New Jersey friend, Jack Diana. With directions in hand, we started out at 845 AM.



Around 10 AM, we arrived in the pleasant little town of Syracuse and located our meeting place for the tour. Since we had a little time to wait before the boat was ready we spent some in the bar (much cooler!). It was not long before we were told to line up and board the boat for the tour. All in all...a good way to spend the morning!





Jack...on the drive back to Auburn

The Awards Banquet

Friday night was the final event of the meet and, of course, the most anticipated and the biggest reason for attending the meet. This year's banquet was held at the fabulous Auburn/Cord/Duesenberg Museum. I urge anyone who is in the vicinity for any length of stay to visit the ACD Museum and spend some time there as it contains some of the most beautiful.., and expensive...automobiles you'll ever see. The meal was as good



ACD Museum, Auburn, IN

as the setting and I'm sure it was enjoyed by everyone as well as me.

The meal concluded, the awards presentations began. I can't give you a list of all the winners (that will be in the meet report in the V8

Times) but I can show you some of the winners:







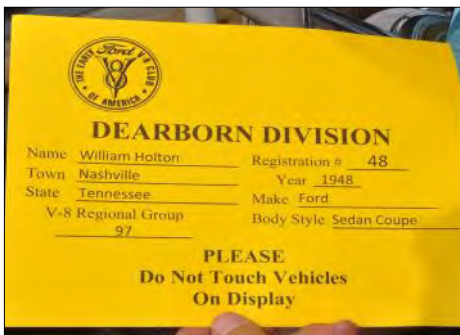
The dinner and presentations completed, it was time to say goodbye to V8 friends until the next EFV8CA national meet and head for the respective hotels to pack and get ready to leave for Nashville the next morning after loading Danny and Sharon's '47 Lincoln. The drive home was, again, pretty unremarkable and we arrived in Nashville about 3 PM to a typically hot day in Music City.

Well, that's the end of my report on the 2024 Central National Meet in Auburn, Indiana. There will, of course be a more complete (and better) report on in a future issue of the V8 TIMES, most likely the September-October issue, but maybe earlier. Look for it and enjoy it!

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The picture above was taken on concourse day of "Friends of Frank Miller" with his 1949 Ford Convertible. Frank was a long-time and well known member of the Early Ford V8 Club who drove his '49 Ford to many national meets all over the country. Frank passed away in 2023 and his '49 was donated to the Early Ford V8 Foundation and Museum.



(Left, top) Danny's '47 Lincoln; (Left, bottom) Mickey's '48 Ford Sedan Coupe; (Above) Scott Zaft, Chris Roush, Rhonda Roush

Gavin Lane's 1935 Ford Sedan



New member Gavin Lane, Mt. Juliet, TN, joined the Volunteer V8 Ford Club and sent this picture of his 1935 Ford Fordor Sedan. I'll try to have more information about it for a future newsletter.



Jack Diana's 1941 Ford Tudor Sedan and 1953 Mercury Monterey Hardtop

EARLY FORD V-8 MEMBERSHIP DRIVE



The Early Ford V-8 Club of America, Inc. is proud to announce a Membership Drive for 2024. The Drive will begin on July 1, 2024 and conclude on October 15, 2024. Members in good standing are encouraged to recruit new members to join the EFV-8 Club. Points will be awarded to and individual EFV-8 Club member for each new member that they recruit, once Cornerstone Registration Ltd. has received payment. At the end of the contest, members with points at the levels shown will be able to select from the EFV-8 Club library books shown. Book sets will count as two books.



A point is earned when a new member successfully pays dues to Cornerstone Registration, Ltd. for a regular membership. Three points will be earned for a three year membership. Cornerstone may be contacted by phone at 763-420-7829 or by email at registration@cornerstone.com. Come to sign up and payment as a new member. There is no limit to the number of EFV-8 members reaching each award level. See full contest rules on page 99 in this edition of the *V-8 Times* for more details.

Point Awards

| Country | Regular | Joint | Points |
|-------------------|---------|-------|--------|
| United States | \$45 | \$50 | 1 |
| Canada | \$70 | \$75 | |
| Rest of the World | \$85 | \$90 | |
| United States | \$125 | \$135 | 3 |
| Canada | \$175 | \$185 | |
| Rest of the World | \$225 | \$235 | |

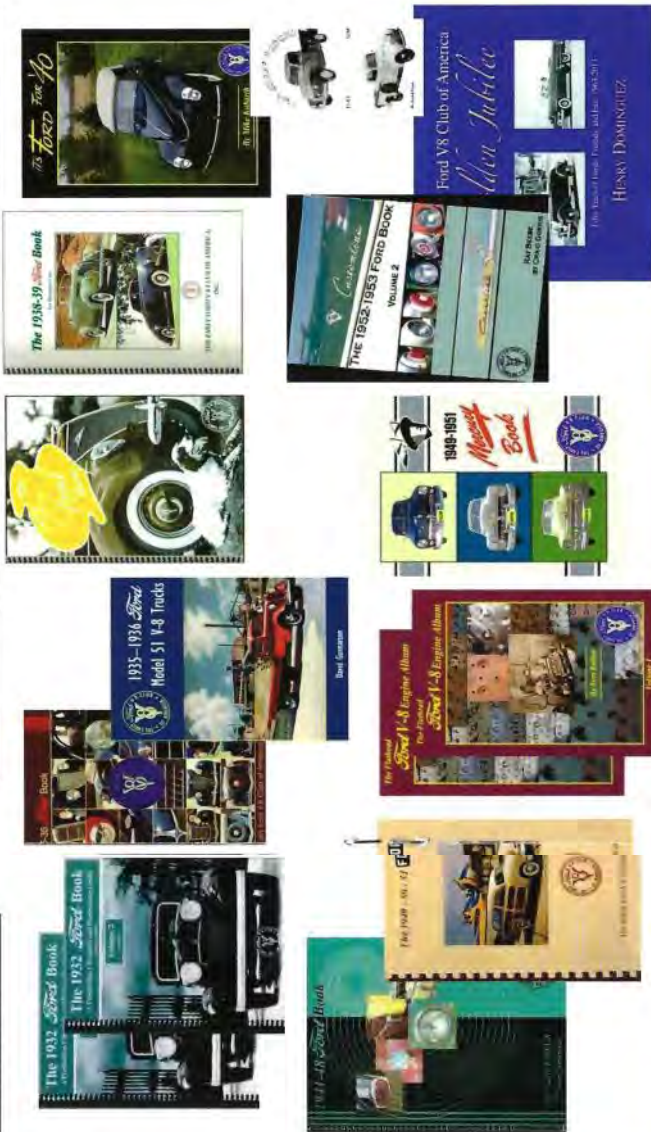
Membership Contest Award Levels

| Level | Points Required | Award |
|--------|-----------------|----------------------------|
| Gold | 12 | One copy of up to 10 books |
| Silver | 8 | One copy of up to 6 books |
| Bronze | 3 | One copy of up to 3 books |

Book Award Table

(2-volume sets are considered to be two books)

| Book Title |
|---|
| 1932 Book (2 volume set, softbound) |
| 1935-1936 Book (softbound) |
| 1935-1936 Big Truck Book (softbound) |
| 1937 Book (softbound) |
| 1938-1939 Book (softbound) |
| 1940 Book (softbound) |
| 1940-1941 Two Great Trucks Booklet |
| 1941-1948 Ford (softbound) |
| 1949-1951 Ford (softbound) |
| 1949-1951 Mercury Book (softbound) |
| 1952-1953 (2-volume set, softbound) |
| The Flathead Ford V-8 Engine Album (2 volume set) |
| Golden Jubilee Book |



THESE 70+ YEAR-OLD FLATHEADS CAN BE MADE TO RUN!

By Steve Jordan

Today, Saturday, June 22nd., 2024 after lunch, I ran down to Franklin in my old 1950 F-1. It's a good driving truck and I am out somewhere in it most weekends. After I accomplished my trip's purpose, for fun I decided to come back to Nashville the long way, driving from Franklin over to nearly Hickman County, then coming back through Fairview...a what?...forty mile drive on a Saturday afternoon?

Coming back into town from that direction in an antique vehicle, I usually cut off onto Vaughn's Gap Road and come into my residential part of the city along Post Road to White Bridge Road. I did that this time, I'd enjoyed myself and the truck had run well and when I'd turned onto Post Road I got an idea. Post Road is flat and the first stretch on it after it's initial curve is a straight stretch with no stops. There were no other cars on Post Road. I'd turned onto Post in high gear without downshifting and, leaving the truck in high gear, I just never put my foot back onto the accelerator. No vehicles in front or behind me, I just let the truck idle down to nothing, keeping both feet out and not touching the gear shift.

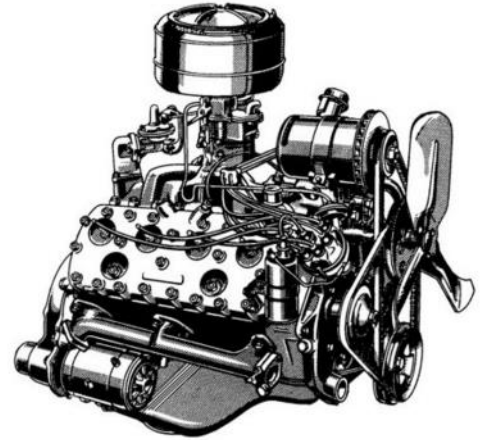
The truck quickly enough used up all its momentum from making the turn off Highway 70 until nothing was propelling it forward except the engine's pull at the idle. After running the truck on a 40 mile trip (getting it thoroughly up to it's engine running temperature), my little impromptu experiment gratified me: the truck would (1) pull itself, (2) at idle, no accelerator whatsoever, (3) in high gear, (4) without the engine lugging. That stretch on Post Road is probably three quarters of a mile, then a stop sign...no problem at all, I was quite pleased with the truck's running...quite pleased.

Now, here's what I haven't told you: a few weeks back someone I know had done a little work on the truck and after I got the truck back home, it became hard to start. A neighbor of mine who can work on Model As came by to see if he could help me on the hard starting. He popped the distributor cap (note: the '50 Ford flathead has the distributor—single points—off the side of the engine; Henry Ford was dead by then) and upon inspection my neighbor said, "Steve, your points are closed up," whereupon he took a regular flat screwdriver and adjusted them back open. "You don't have a feeler gauge, do you?" he asked. Then he went on, "Don't worry about it," and he took some kind of business card of some sort out of his billfold and proceeded to gap the points. Finished, he said, "Now get in and see what it will do," I jumped in and hit the starter button and...BLAM!...instant start!

It was on that setting of the points that I ran my little experiment today on Post Road: a 1950 F-1 flathead V8 (original motor, bought off a farm with not quite 50,000 miles) that will pull itself on a level road and in high gear without lugging.

These old flatheads can be made to run!

Steve Jordan



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