

Website: 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

Mickey Holton, Editor

August 2024

flatheadv897@gmail.com

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MESSAGE

Dear Friends...well, the heat subsided for a week or so but was replaced by much needed rain every day! This past Saturday was rain free, however, and we managed to get in a very pleasant visit to Gil Vigil's Speed and Design shop and garage in Joelton (see pages 3 & 4) which is an awesome place! Members and guests enjoyed a delicious barbecue lunch and a lot of camaraderie and conversation. We were happy, too, to have Bruce Nelson from Minnesota amongst our guests. It's gonna be hot again they say so be prepared!

Mickey Holton

NEW MEMBERS

Ron Buck (Mary)
5190 Old Harding Rd.
Franklin, TN 37064
ron@ronalddbuck.com
615-579-3815



In addition to the '40 Coupe above, Ron has a '40 Ford Convertible and a '39 Ford Pickup

.....
Jason Latham (Lesley)
285 Blackthorn Lane
Gallatin, TN 37066
jmlatham816@gmail.com
256-390-5742
1930 Model A 2DR Sedan



YES HENRY! THE WOODIE IS LOOKING GOOD, BUT--
WHERE IS OUR NEW DINING ROOM TABLE?



V-8 TIMES, March-April, 1971

(See pages 14-21)

Member Cars of the Month

Pardon me for patting myself and Danny Driskell on the back but I just felt the urge to spotlight our two cars...my 1948 Ford Sedan Coupe and Danny's and 1947 Lincoln Continental...and our participation in judging at the 2024 Central National Meet in Auburn, Indiana, in June. Both won awards, mine in Dearborn and Danny's in Rouge.



After operations check



On the concourse



At the Auburn Cruise-In



In the parking lot

Tour and lunch at Gil Vigil's *Speed and Design*

Joelton, TN—Saturday, July 27th

About 30 members and guests met at Gil Vigil's Speed and Design shop and garage in Joelton, TN, on Saturday, July 27th, for a tour of Gil's custom interior shop followed by a delicious meal of barbecue, cowboy beans, mac n' cheese, cole slaw and banana pudding. New members Ron and E.J. Buck were there with their beautiful '40 Ford Coupe. We were pleased, too, to have Bruce Nelson of Roseville, Minnesota, there with us. Bruce was visiting with Mike Driskell of Third Gen Auto in McMinnville, TN. We were also pleased to recruit two new members, Ross Swann and Jason Latham to the club.





SPEED & DESIGN
HOT ROD INTERIORS

Thank you,
Gil and Karen!

GIL VIGIL
505.480.3461



The Early Ford Club of America

Summary of May 18, 2024, National Board Meeting

Early Ford V-8 Club of America

Meeting was called to order by President Connie Hall at 10:05 am CDT by Zoom Conference call. Volunteer Staff Support member Dave Gunnerson served as acting secretary in the absence of National Secretary John Emmering.

Minutes of the February 17, 2024, First Quarterly Meeting were reviewed and approved.

The financial report by Treasurer Dave Rehor was received and approved.

Rick Claybaugh gave a report on possible future national meets. He reported that two regional groups have expressed interest in sponsoring a 2025 Western National Meet, one in California and one in Washington. Those groups were sent meet packets. There was the suggestion that the National Board could take a more active role in holding national meets. Michael Driskell, Dave Collette and Bruce Nelson volunteered to join Rick Claybaugh on a committee to evaluate holding a future national meet if a regional group does not come forward to sponsor one in 2025. Rick added that at the time of the meeting there were 145 registrants and 90 cars registered for the Central National Meet in Auburn set for June 17-21.

Scheduled National Meets

Eastern National Meet, Clayton, New York September 15-20 sponsored by Mohawk Valley RG#59 and Western New York RG#3.

Audit Chairman's Report: Audit Committee chairman Joe Valentino reported that the 1935-1936 car and truck books continue to be good sellers. Costs for the move of the inventory of books and accessories have been determined.

Membership Roster: President Connie Hall announced that a decision on a new membership roster would be held over until the August Third Quarter Meeting.

Membership Update from Cornerstone: Dave Rehor reported that the current club membership is 6,089 after a loss of 219 members.

Website Report: Bruce Nelson, website administrator recommended dropping the sales of back issues of the V-8 Times on the website. He also mentioned that he has received requests from members for membership cards and suggested action be taken to issue membership cards once again in the future.

Accessory Sales Report: The Board of Directors voted unanimously to accept Micheal Driskell's company Third Gen Automotive, McMinnville, Tennessee to conduct book and accessory sales for the club, replacing Dave and Carol Rasmussen who are leaving the position. The change will result in dramatically lower storage costs. Details surrounding changes in book and merchandise sales will be posted on the club website.

Membership Report: Connie Hall reported that the membership committee has developed several ideas on how to increase membership. One idea is a program called "Follow the Car" where members would be able to offer a free digital membership to the purchaser of their Ford V-8 when it is sold. An expenditure of \$300 was approved for printing up recruitment flyers to place into Early Ford V-8 vehicles displayed at car shows and cruise nights. Connie Hall will be the contact for the flyers when they become available. The flyers will be offered to regional groups who would like to get involved in recruiting new members upon request. Other ideas will be considered by the committee.

Treasurer Replacement: The Board voted to accept David Rehor's resignation as club Treasurer. David explained the complex procedures of transitioning access to the club's accounts to his replacement. Michael Stichter was unanimously voted in as the "Treasurer elect" and the transition should be complete by the end of the year.

Director Replacement: Discussion was held on proper procedure for replacing the vacancy on the Board of Directors when Micheal Stichter steps down as Mid-Atlantic Director to fill the office of Treasurer.

Nominating Committee: Dave Collette, chairman of the nominating committee suggested names of possible candidates for future Director openings. The Board will be seeking candidates for Director of the Northwest, South Central, and California/Southwest 3 Regions.

Communication with Regional Groups: Connie Hall noted that there has been a problem with regional groups not sending in their Annual Director and Officer forms. Only about half of the regional groups have sent their forms in.

The Second Quarter Board of Directors Meeting was adjourned at 1:39 pm CDT. Next Quarterly Zoom meeting scheduled for August 24, 2024.

Submitted by John Emmering, National Secretary

Summary of July 10, 2024 Regional Group Presidents Meeting Early Ford V-8 Club of America

The meeting was called to order by President Connie Hall at 5:05 p.m. (PDT) via Zoom. Dan Castellini, National Director CA/SW1 served as acting secretary in the absence of John Emmering, National Secretary. While there was no formal roll call, seven national board members and 17 Regional Group Presidents attended. The following is a summary of President Hall's introduction and group discussion:

President Hall: *1) Purpose of Regional Group (RG) Meetings is to exchange information between the EFV8CA Board of Directors (BOD) and Regional Group Presidents. 2) Reminder of the importance for each RG to submit a Request for Officer Names & Address for Annual Roster each year. There are still several RG's that national is trying to contact who have not updated their information. 3) National Membership Drive is underway to address the annual decline in membership due to members "aging out". RG support is critical to the success of the membership drive and promoting interest in the hobby. 4) Follow That Car is a EFV-8CA legacy program that introduces buyers and new owners for EFV-8's to the club. The program is being finalized and will be rolled out in the near future. 5) Ideas from President Hall's Australia visit were shared. The suggestion of a Father & Son day, to share basic maintenance of club cars with the younger generation, followed by a BBQ was well received. 6) Introduction of Mike Stichter as the National Treasure Elect. Mike briefed on the complexities of the transfer of office that are still ongoing. Announced Treasure David Rehor's retirement and appointment of Dave Gunnarson as Northeast Director, filling the seat vacated by Mike Stichter. 7) Relocation of the Club Store from California to Tennessee is underway. The move was facilitated by the retirement of the Rasmussen's.*

Group Discussion:

- 1) *Coffee and Cars is working well for the Australian clubs. Seems to attract a younger crowd.*
- 2) *National Flyers will be available soon for distribution at events. Suggestion to provide space for local RG info on flyer. Connie Hall to follow up.*
- 3) *Best way for RG's to identify national members who have no RG affiliation as possible member leads. EFV-8 CA National roster can be searched by RG's using zip codes or other search fields. Cornerstone information has restricted access. Requests must flow through the national president.*
- 4) *Member expiration dates provided to RG Presidents for purposes of tracking renewal. Connie Hall will follow up.*
- 5) *Bring back the old National Roster printed format. Cost was discussed as the primary reason the club moved away from print and into digital. Benefits of a hard copy in the event of a road emergency away from home. Connie Hall will follow up with the BOD at the next meeting.*
- 6) *Ideas shared on rotation of meeting times and locations, bi-monthly meetings, communications and participating with other car clubs, identifying EFV8 members looking for a new RG.*
- 7) *Reminder that V-8 Times is looking for new advertisers interested in national and international exposure. Request to canvas your area and point them to the V-8 Times.*
- 8) *RG Handbook is a helpful tool for all RG's and available upon request from national.*
- 9) *Lou Mraz, North Central Director offered to share a variety of EFV8 topics that can be use for presentations. Lou has these on flash drive. If interested contact Lou at: lfmj60@yahoo.com*

The Meeting closed at 6:37 p.m. (PDT). Next meeting TBA tentatively scheduled in Sept.

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.



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

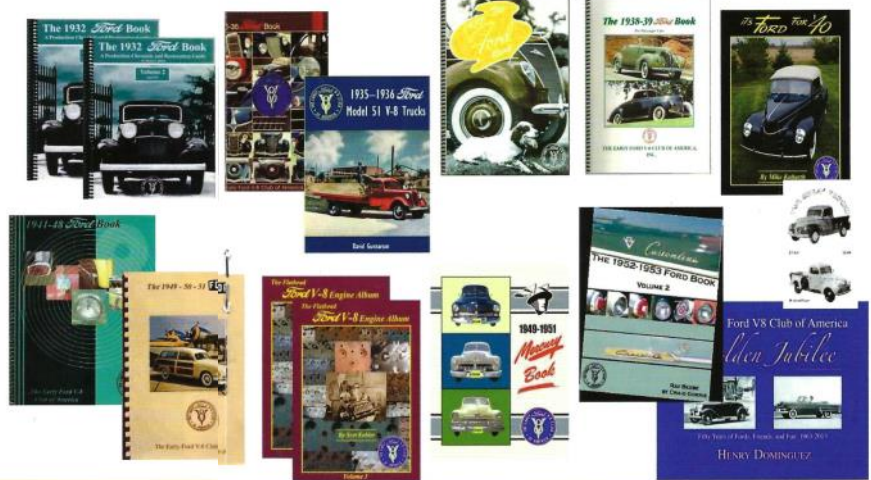
Point Awards

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

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



Above are the details about the Early Ford V-8 Membership Drive as they appeared in the May-June issue of the V-8 TIMES. The drive runs from July 1st, 2024 and concludes on October 15th, 2024. Please print out and use the next three pages of this newsletter to recruit and sign up any prospective members.

The Early Ford V-8 Club of America

About the Early Ford V-8 Club

The Early Ford V-8 Club of America was founded in San Leandro, California in 1963. The Club recognizes all Ford Motor Company vehicles 1932 through 1953. This includes Ford, Lincoln, Mercury, commercial vehicles, tractors, as well as other Ford powered vehicles built around the world.

We are the premier Marquee Club with membership of over 9,000 and 130+ active Regional Groups worldwide. We are dedicated to the restoration and preservation of all Ford Motor Company vehicles, 1932 through 1953. The club's award winning bi-monthly magazine, THE V-8 TIMES, is circulated all over the world and is acclaimed as one of the best car club magazines anywhere.

The V-8 TIMES features technical articles, shop tips, questions and answers by our panel of experts, plus classified ads for cars and parts. You will also receive a Roster Book of worldwide Members.

Benefits of Membership

The Early Ford V-8 Club boasts members in every State. Our members usually belong to Regional Groups and almost every State has at least one Regional Group. As a member of a Regional Group, you have the resources of the group to support you in the hobby. Members usually know where to obtain the correct parts, can recommend suppliers of Ford V-8 parts and might be able to help you during repair or restoration. Socially, they usually plan car cruises, outings, garage shows, swap meets, picnics and other activities.

As a member, we have "Restoration Guides" books available for sale to our members. These have been written by the most knowledgeable experts and are a great help in your restoration or judging. Our web site also offers a "forum" for you to ask questions and seek advice from other members. "Click on" now and see our ever-changing information!

Visit our web site

www.earlyfordv8.org

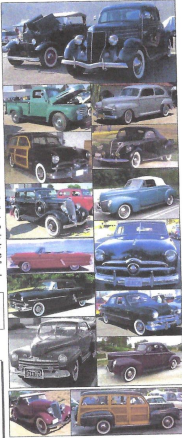
THE V-8 TIMES

Most cars are restored to specifications "Just as Henry built them"; some are original, unrestored or just a fun touring car.

Not all of our members own an Early Ford, Lincoln or Mercury, but each one appreciates and enjoys them. Owning one is not a requirement for membership.

We invite you to join with us, and share our enthusiasm for "Henry's warhorse Ford V-8!"

The bi-monthly 100 page magazine with color section is always eagerly awaited!



Join the Fun!



You're invited to Join

Mail in Membership Application Form

Early Ford V-8 Club of America
An International Organization

New Membership *Check box as Required* Renewal Membership

MEMBER NAME _____ Regional Group _____

JOINT NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ COUNTRY _____

YEAR MAKE TRIM ENGINE BODY STYLE

Sample: 1940 FORD DELUXE V-8 FORDOR SEDAN

PLEASE SEND FORM A PAYMENT TO:
THE EARLY FORD V-8 CLUB OF AMERICA
100 Cornerstone Registration, Ltd. 100
Maple Grove, MN 55111 (763) 420-7829 / FAX (763) 420-7828
Email: registration@cornerstone.com

Credit Card: VISA MASTERCARD (check and card #) _____
EXPIRATION DATE: _____
SIGNATURE: _____

* ALL NON-USA AND NON-CANADIAN PAYMENTS MUST BE MADE VIA MASTERCARD or VISA

ALL US, CANADIAN AND NON-CANADIAN PAYMENTS MUST BE MADE VIA MASTERCARD or VISA

United States

- 1 Annual-Roster Mail Regular Membership \$50, Joint Membership \$75
- 1 Three Year-Roster Mail Regular Membership \$125, Joint Membership \$185

Rest of the World**

- 1 Annual-Roster Mail Regular Membership \$70, Joint Membership \$90
- 1 Three Year-Roster Mail Regular Membership \$210, Joint Membership \$270

NEW! Digital Copies for Both Members and Annual Roster!
Digital copies included for you, no separate or extra cost!

- 1 Annual Digital Membership Regular Digital Membership \$25
- 1 Three Year Digital Membership Regular Digital Membership \$75

Members without V-8 TIMES Delivery and Membership Rates: One Year \$10 U.S. & All Foreign Countries Regular \$ 50

Thank you for Joining or Renewing your membership in The Early Ford V-8 Club of America
How did you find out about us?

Early Ford V-8 Club of America
An International Organization
Established in 1963. We are dedicated to the restoration and preservation of all Ford Motor Company vehicles, 1932 through 1953.

Volunteer V8 Ford
Website: www.volunteer8ford.com

Volunteer V8 Ford Club
P. O. Box 3011
Brentwood, TN 37024
Registered Group #17 of The Early Ford V-8 Club of America

APPLICATION FOR MEMBERSHIP

Member of the Early Ford V8 Club of America? _____ EPVCA Member # _____

Name _____ Spouse _____

Address _____ City and State _____ Zip _____

Home Phone _____ Cell _____ Email _____

Car(s) Owned
(Please specify year, make, body style and engine)

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

(Please fee free to mail or email pictures of your cars to be included in our newsletter)

Annual membership is \$20 per year per family. Please make checks payable to the Volunteer V8 Ford Club.
Mail this application and payment to:
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P. O. Box 3011
Brentwood, TN 37024
flathead897@gmail.com

If any questions, call Mickey Hooton at 615-815-9203 or Danny Driskell at 615-299-9975

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The Club hosts three National meets each year: (Eastern, Central and Western) and The National Club sponsors a Grand National Meet held every 5th year, usually in Dearborn, MI.

Most cars are restored to specifications "Just as Henry built them;" some are original, unrestored or just a fun touring car.

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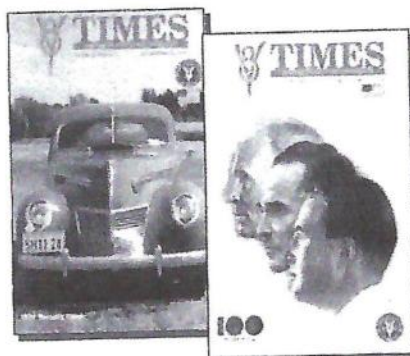
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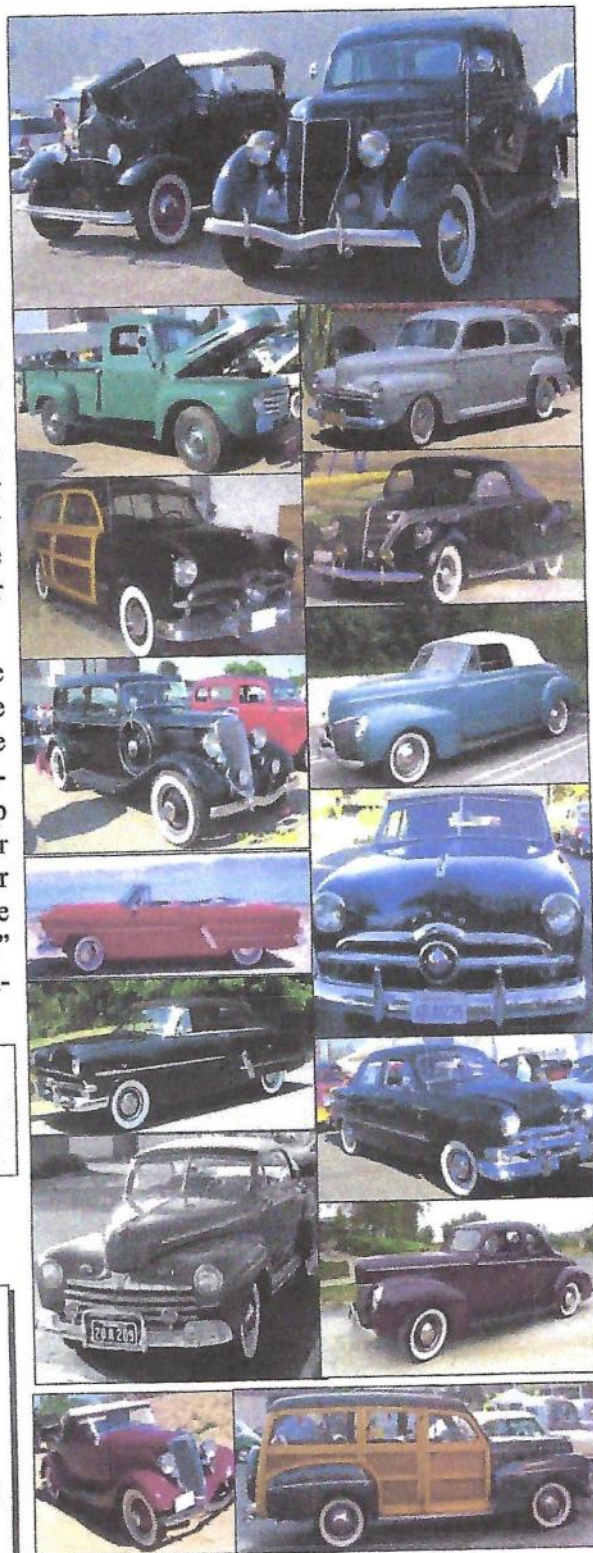
As a member, we have "Restoration Guide" books available for sale to our members. These have been written by the most knowledgeable experts and are a great help in your restoration or judging. Our web site also offers a "forum" for you to ask questions and seek advice from other members. "Click on" now and see our ever-changing information!

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MEMBER NAME _____ Regional Group: _____

JOINT NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ COUNTRY _____

CAR(S) OWNED

<u>YEAR</u>	<u>MAKE</u>	<u>TRIM</u>	<u>ENGINE</u>	<u>BODY STYLE</u>
Sample: 1940	FORD	DELUXE	V-8	TUDOR SEDAN
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

PLEASE SEND FORM & PAYMENT TO:
THE EARLY FORD V-8 CLUB OF AMERICA
 c/o Cornerstone Registration, Ltd.
 P.O. Box 1715 Toll Free (866) 427-7583 (in USA)
 Maple Grove, MN 55311 (763) 420-7829 / FAX (763) 420-7849
 Email: registration@cornerstonereg.com

Credit Card: VISA MASTERCARD (circle one)

CARD # _____ - _____ - _____

EXPIRATION DATE: _____

SIGNATURE: _____

ALL FUNDS ARE US \$

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 Three Year-Surface Mail
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NEW: Digital Format for Both Magazine and Annual Roster (digital version emailed to you, no magazine or roster mailed)

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 Regular Digital Membership \$25
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Membership without V8 TIMES Delivery and Membership Roster One Year

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Name Spouse

Address City and State Zip

Home Phone Cell Email

Car(s) Owned

(Please specify year, make, body style and engine)

- 1. 2.
3. 4.
5. 6.

(Please feel free to mail or email pictures of your cars to be included in our newsletter)

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flatheadv897@gmail.com

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The Story of THE FORD STATION WAGON



From the pine forests of Maine to the ranch acres of California — on the Arctic's tundras and Africa's deserts — the Station Wagon is gaining popularity. The Ford Motor Company pioneered in the development of this all-wood body type, just as it led in the development of the first motor truck.

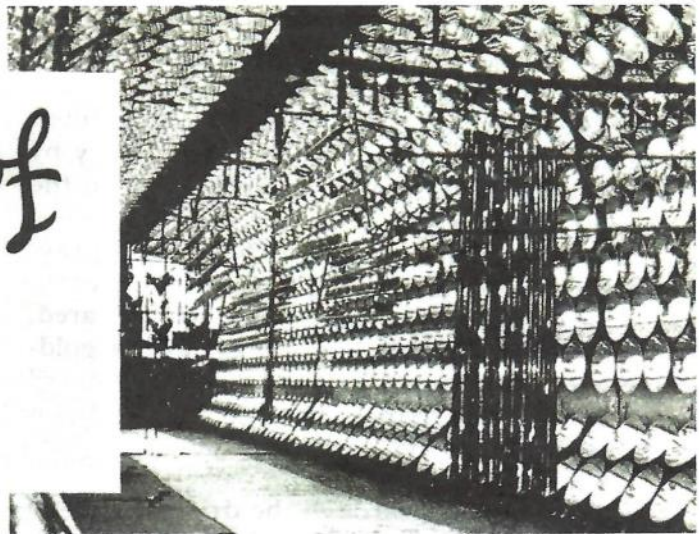
Originally designed to meet certain transportation requirements away from the workaday world, the Station Wagon now fills many utilitarian purposes. Included among its widely diversified users today are engineers, surveyors, telephone maintenance and repair crews and scientific expeditions.

Since the first Ford Station Wagon — a Model A unit — rolled off the final assembly line early in the fall of 1929, more than 61,000 have been built. Before the end of the current model year, that figure may well jump another 11,000. In these production figures may be found proof of the growing popularity of the Ford V-8 Station Wagon.

Home of the 1940 models is Iron Mountain, Michigan, some 500 miles northwest of Detroit, in the state's rugged Upper Peninsula. The Ford plant there is the center of the company's lumbering and wood by-products activities.

It is with the manufacturing process, for the most part, that this account will deal — a process which carries assembly operations from a sheet of stamped steel and a rough

(From FORD NEWS, March 1940, borrowed from the Gordon Chamberlin and Dave Cole collections. It is believed this information on how and where the station wagons were constructed will augment an earlier feature appearing in The Mar/Apr 1972 V-8 TIMES.)



Metal parts for station wagon bodies are painted at Iron Mountain, then conveyed through this huge drier fitted with infra-red lamps, each with a gold-plated reflector.

log to the finished, glistening Station Wagon body as it is wheeled off the 500-foot-long final assembly line into a railroad boxcar at Iron Mountain. Much has been written about the ingenious mechanical operations involved in the production of the all-steel Ford- and Lincoln-built bodies. The inception of one machine has lowered the cost of manufacture, widened markets and increased employment. Consequently, it is interesting to observe hand production of a wood body for a modern automobile. Probably no other automobile model requires in its manufacture the amount of experienced hand labor expended in the finishing of every hardwood Ford V-8 Station Wagon. Here, one finds handcraftsmanship raised to its highest level of efficiency, through the use of machinery, 2,000 feet of conveyors and other laborsaving devices.

Finest birch and maple, carefully machined, hand-rubbed, thrice varnished result in a piano finish.

It is at one end of the big Iron Mountain plant, where railroad cars from the Rouge Plant at Dearborn are unloaded in the building, that assembly operations commence. There, the steel stampings comprising the floor pan, housings for the wheels, cowl, windshield frames and other

metal parts are prepared for assembly. Hooked to overhead conveyors, the parts are moved from one operation to another.

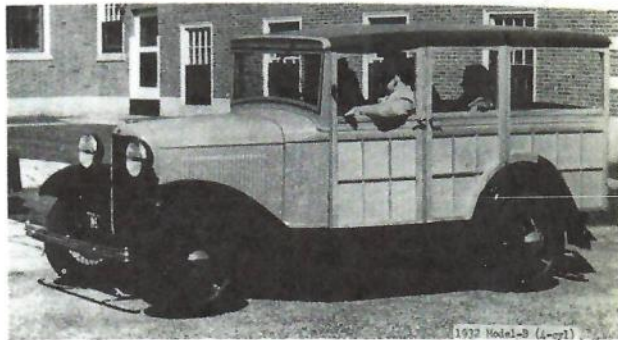
The stamped steel parts are unpainted and dust covered from their long journey by rail. As in Ford branch assembly plants, the parts are washed in acid baths to remove dust, oil, grime or rust. Hot-water sprays then remove the acid and the parts pass into a new-type drier, fitted with 800 infrared, 250-watt lamps, each equipped with a gold-plated reflector, to force all the heat forward into the drier tunnel. Another such oven for drying paint in a later operation has 1,600 lamps.

After passing through the drier, the metal stampings are washed in alcohol to remove any accumulated oxidation and are then rubbed dry with clean rags. Floor sections are next conveyed to the welding department, where the parts are assembled by spot welding. There, metals are fused so tightly that no part of the weld will give way unless the original metal rips out.

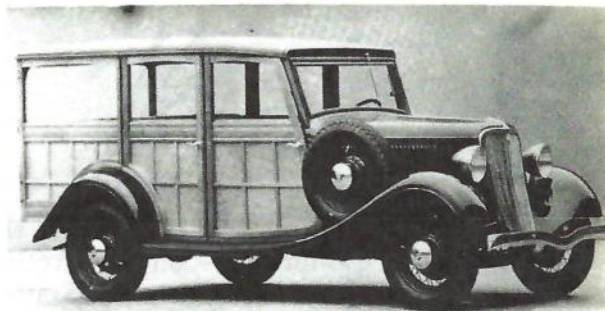
About 300 highly-skilled woodworkers have spent many years building Ford Station Wagon bodies.

Long steel rails are then welded along the sides of the floor pan to support the body of the Station Wagon. The single-unit floor pan is then carried to a spray booth, where a coat of black paint is applied. Other metal parts are shunted along other conveyors to painting booths for primary coats of paint. These booths are equipped with the latest type fluorescent lighting, for the detection of minute color shadings or possible defects. Primary coats are then sanded down and the articles returned for another coat of enamel, later to be dried in another infrared drier generating heat at 220 degrees Fahrenheit.

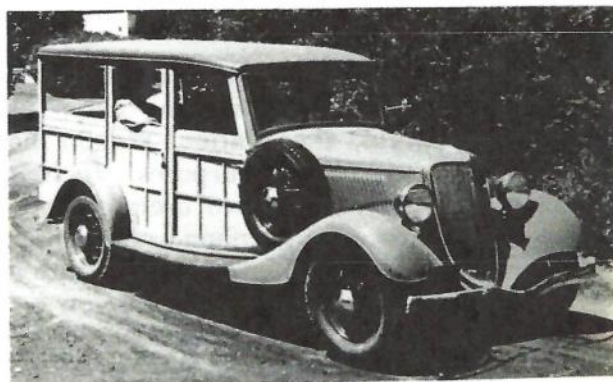
Actual assembly operations now commence. The floor piece is first laid upon a framing fixture or "body buck." The roof is moved by hand and placed in position atop the buck. Unassembled, unvarnished wood parts, fashioned by approximately 300 highly skilled woodworkers in a nearby building, reach the main assembly line at



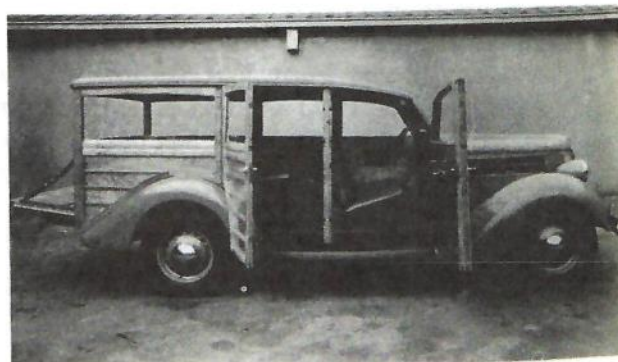
1932 Model B



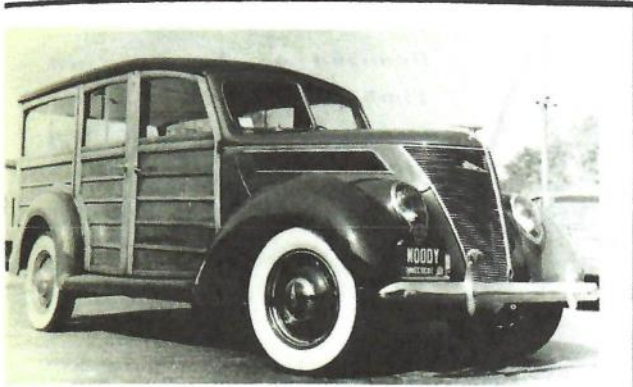
1933



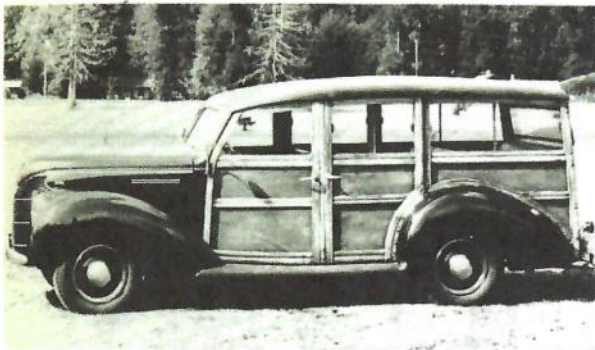
1934



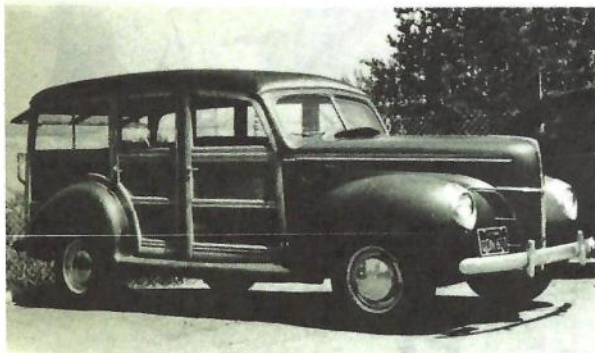
1936



1937



1939 Standard



1940 DeLuxe



1942

this point by conveyor. The cowl and windshield assemblies, pillars and other wood parts comprising the body are fixed in place and a half-dozen men, each with his appointed task, complete the job in a surprisingly short time.

At the next station along the assembly line, the body is temporarily bolted to steel skids to assure perfect balance and absolute rigidity while the side panels are set and the doors hung. Hanging the doors is an important detail in the assembly of the Station Wagon, as Ford requirements demand they fit perfectly, swing freely and open and shut without the slightest inclination to bind.

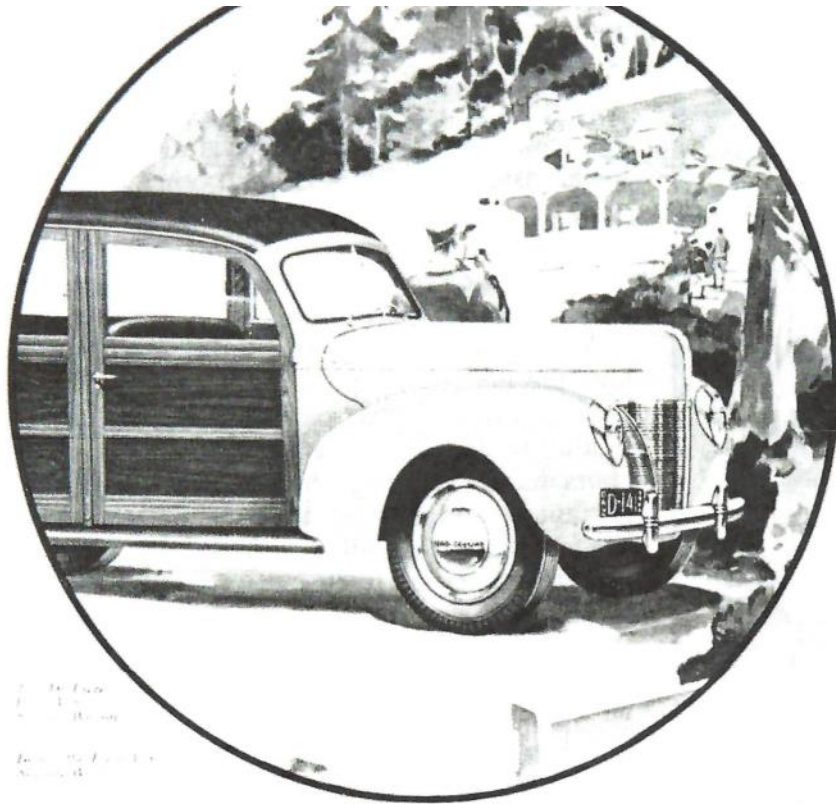
From this point the unit, now rapidly taking shape, moves along the conveyor line on steel buggies. Thereafter, dozens of other parts — doors, tail gates, safety-glass windows, hardware and electrical fixtures which go into the completed job — are added.

The hardwood body is again hand-rubbed until it assumes a "piano finish." The unit is washed thoroughly, inside and out, with naphtha gas. Every joint and fitting receives a final inspection under brilliant light, and then the body is drawn into the first varnishing room. About one of every ten bodies is inspected at this juncture in a fitting device set to the precise dimensions demanded in the finished product, and checked for accuracy. Variances of a fraction of an inch send the unit back to the assembly line and this results in a check up from the assembly starting point to determine where the error occurred.

The first coat of varnish is dried in an oven in which heat is graduated from room temperature to 125 degrees by means of thermostatic control. The graduated process is employed to assure a smooth, even finish.

After being varnished and polished twice, the bodies go to the varnishing room a third time for the application of the final coat. The next step in assembly is the trim line, where all interior and exterior finishing is done. There remains then, only the installation of leather-upholstered seats.

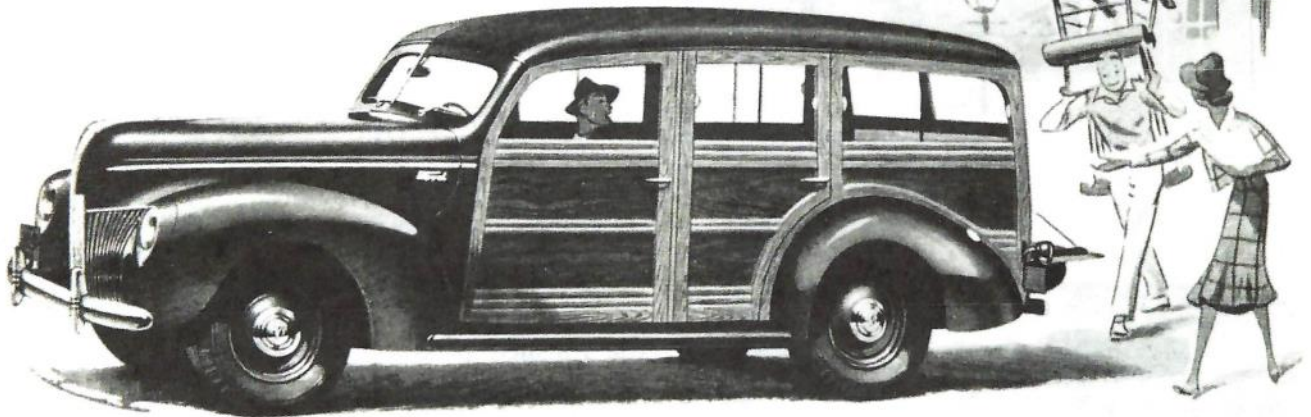
One section of the assembly plant is devoted to cutting, stitching and fitting the leather coverings, as well as to the insertion of springs and cotton fill in the seats.



Drawing on Nearby Ford Timberlands for the Finest of Hardwoods, Ford V-8 Station Wagon Bodies are Built in Northern Michigan

© 1937 Ford Motor Co.
 Detroit, Mich.

Advertisement for Ford Station Wagon



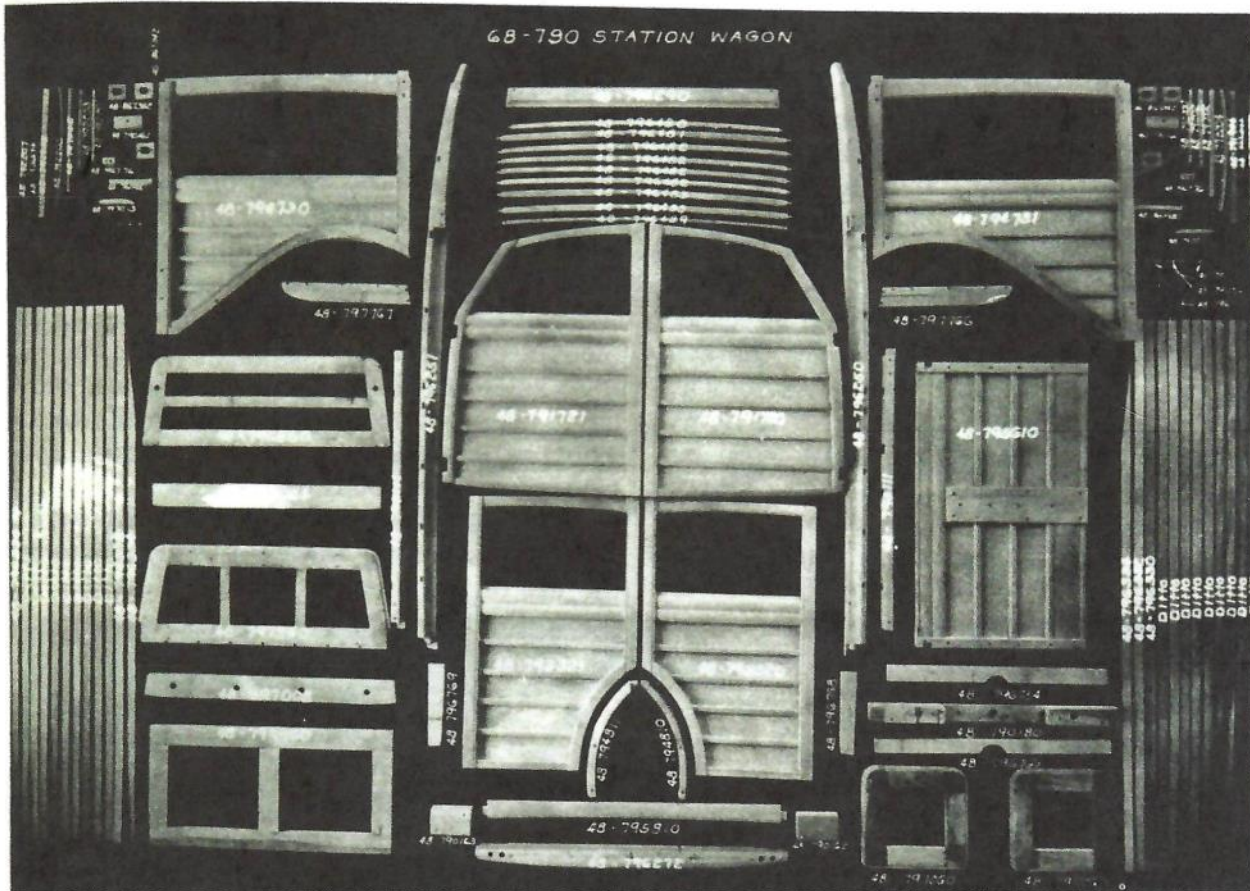
■ STEEL PARTS FOR FORD STATION WAGON ARE STAMPED AT DEARBORN, THEN SHIPPED TO IRON MOUNTAIN. BELOW ARE PARTS RECEIVING ACID BATH BEFORE ASSEMBLY AND PAINTING AT NORTHERN MICHIGAN PLANT



■ FORD WORKER UNLOADS PART OF 35,000,000 FEET OF HARDWOOD CUT YEARLY TO BE USED IN THE MANUFACTURE OF STATION WAGON BODIES

■ A FIRM FOUNDATION FOR THE ALL-HARDWOOD BODY OF THE FORD V-8 STATION WAGON IS THE STEEL FLOOR PANEL WHICH IS PAINTED AND, WITH OTHER METAL FITTINGS, ASSEMBLED AT IRON MOUNTAIN





Shown above are the many pieces of wood that go on a 1935 or 1936 Ford Station Wagon.

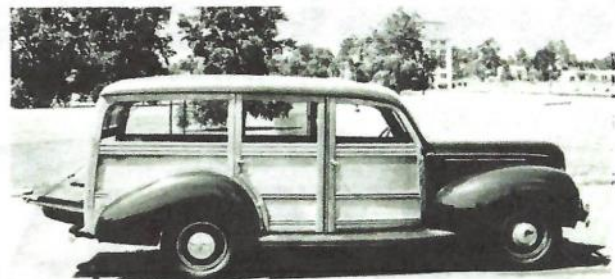
Artificial leather, manufactured at the Highland Park plant of the company near Detroit, is used in all standard model Ford V-8 Station Wagons. Genuine leather is supplied in De Luxe jobs. Artificial leather patterns are cut with high-powered automatic cutters, fifty patterns being snipped out at once. Genuine leather is cut by hand from single hides on wood-block tables, similar to the butchers' blocks. This operation requires specially trained men.

From two long rows of sewing machines, where the leather pieces are stitched together, the seat covers go to the upholstery department and cotton-filled springs are inserted into the seats. Hydraulic presses compress the springs as the leather covers are slipped over them and sewed.

After completion of the final trim and installation of the seats, the Station Wagon bodies are transferred from the steel skids, on which they rode the assembly line, to wooden skids. The finished bodies are conveyed on these to the railroad loading platform where the units are loaded in boxcars

— eight to a forty-foot car and ten to a fifty-foot car.

The bodies are carried from Iron Mountain by railroad to the fifteen Ford assembly branches in the United States, as well as to



1939 Prototype



1941

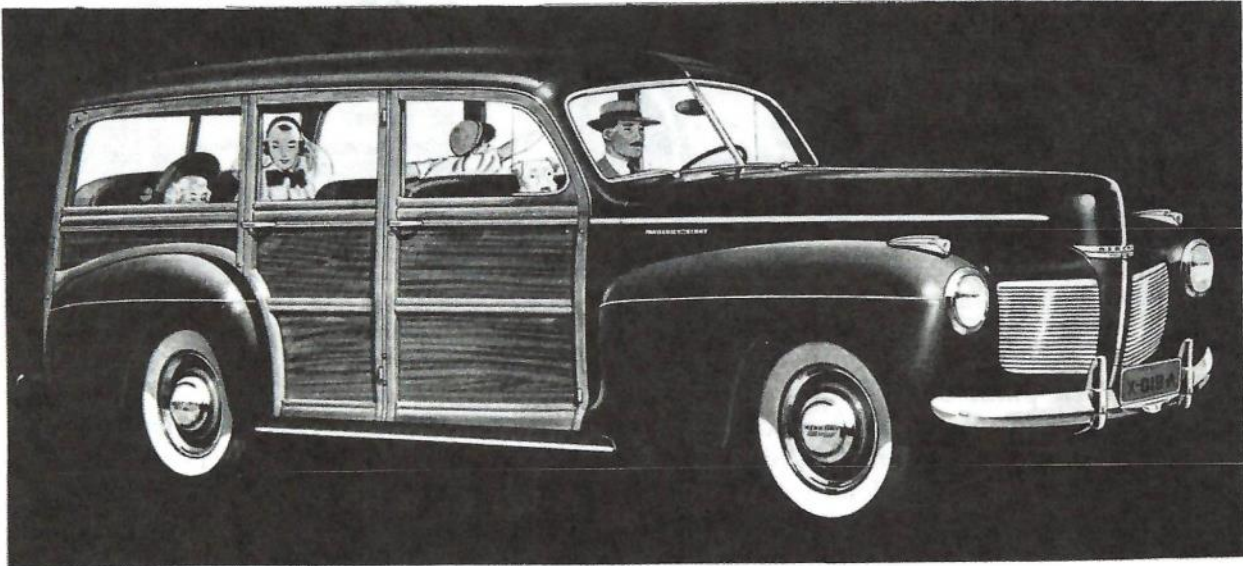
company plants in South America and Europe.

Only seven to eight per cent of the wood cut in the Ford timberlands in Michigan's Upper Peninsula is considered suitable for use in the Station Wagon, only the finest of hardwoods being used. Totaled, there is 445 board feet of lumber in each body. Woods used include gum for the plywood panels, birch and maple for the frame and basswood for the roof slats. Varying in size from the long side stringers in the roof to tiny blocks, such as those which hold the ceiling lights, there are 167 sizes and shapes of wood cut and carefully finished for each Station Wagon body. In addition to wood parts, there are 750 different items ranging from tiny screws to large sheets of Ford safety

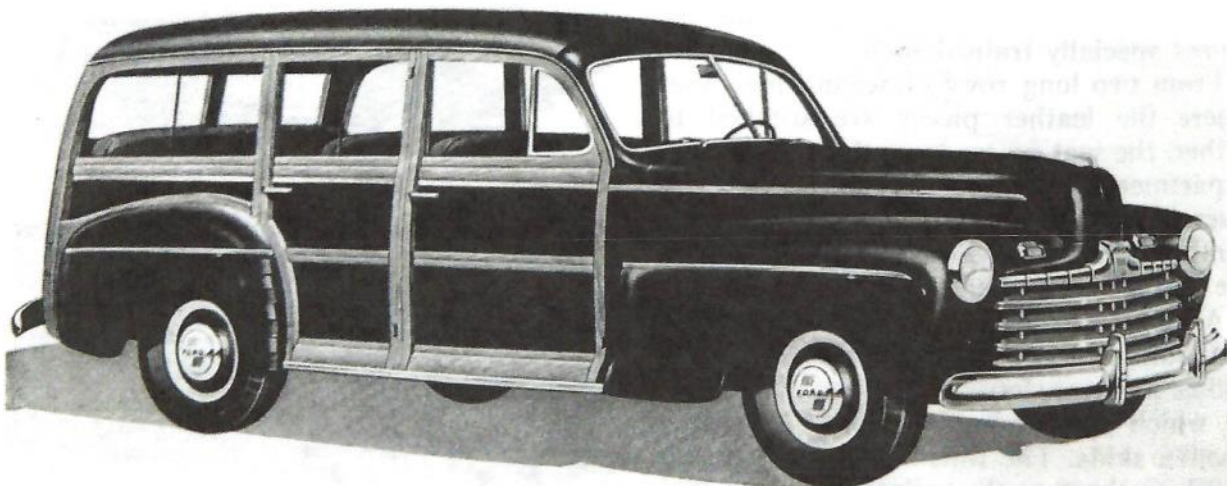
glass in each unit.

Since the installation of the Station Wagon assembly line at the Iron Mountain plant last fall, the quality of workmanship on this body type has been considerably improved. Men in the woodworking shops of this northern Michigan plant, who previously saw the last of their efforts when the wood parts were loaded into boxcars for shipment to Detroit, now see the results of their efforts in the finished product on the final assembly line. As a consequence, they have taken added interest in their work. This pride is evidenced in better-fitting and better-fashioned body parts.

A feature that makes Ford-built wood bodies outstanding among station wagons is the use of the finest wood and materials in



1941 Mercury — from George Fischer collection



1946 Ford — from the Lois Eminger collection

their construction. Screws are used exclusively in the body assembly. Some natural-finish wood bodies are assembled with ordinary animal glues. Only the finest resin glue available is used in the Ford V-8 Station Wagon body. This glue is impervious to water and to mold, a quality ordinary animal glue cannot boast.

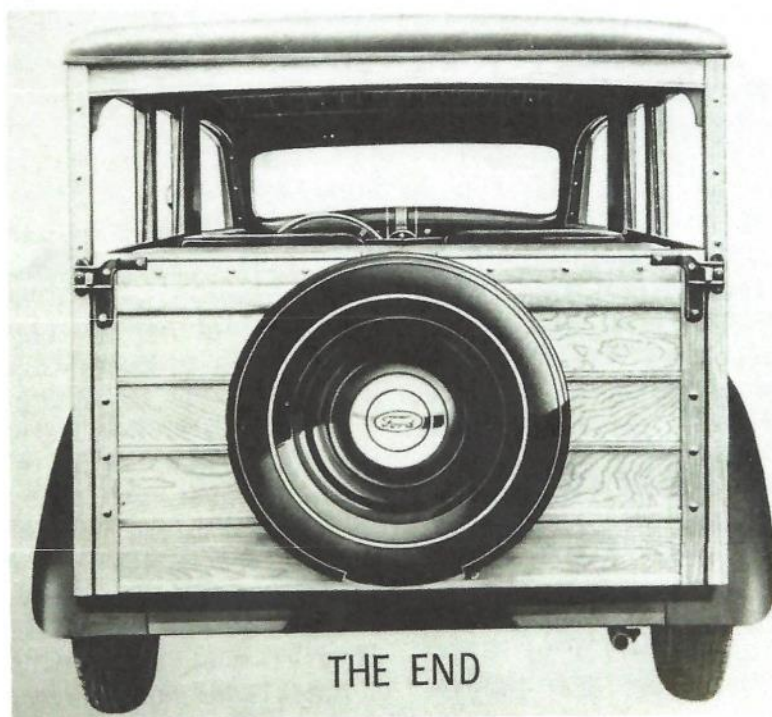
The Iron Mountain assembly line now is turning out seventy-five to eighty units a day and some 300 more men are employed at assembly operations. This is a new operation at the Iron Mountain plant and one of the company's developments of expansion and modernization. Then, too, it is a development, which, by its very nature, indicates permanency of an industry. Iron Mountain's 15,000 inhabitants reflect the faith Henry Ford has in Michigan's hard-struck Upper Peninsula. Its importance to a town that has seen all of its other industries pass into limbo, with the cessation of mining, is not difficult to comprehend. On October 20, 1939, the Iron Mountain News summed up the situation by stating: "The effect of the development upon the business and morale of the community at large is a story in itself. But it is sufficient to say that no development in this area in the last ten years or more has contributed so definitely and noticeably to the hope and confidence of every resident of the district."

The economic contribution of the Iron Mountain plant is spread throughout much of the Upper Peninsula. Many of the new employees live as far as 18 to 20 miles from the plant; some live across the state border in Wisconsin.

Though most of the original employees of the plant, men who have spent years in the Ford woodworking shops there, turning out parts for Ford Station Wagons and truck platforms, range from thirty-five to seventy-five years of age, almost all of the new employees are young men. They vary in ages from eighteen to twenty-five. Many of them have never had a regular job before. Only those whose families were on the local welfare lists and were in need of work were added to the pay roll.

There are now almost 1,800 men employed in the plant, and others who now earn their livelihood in Ford sawmills, lumber camps and trucking or railroading operations resulting from Ford lumbering activities in the Upper Peninsula, swell this figure to 3,000.

The benefits to the railroads alone from these operations at Iron Mountain are worth considering. Twenty-five full box carloads a day are drawn into the plant, and another eight to ten filled with completed Station Wagon bodies are sent out.



THE EARLY FORD V-8 STATION WAGON

Prior to 1929, station wagons, literally wagons for use in shuttle service between railroad stations and hotels, lodges, estates, etc., had been produced by custom body shops utilizing chassis purchased from the automobile manufacturers. Ford's addition of the station wagon body style to their line in 1929 marked the first time an automobile manufacturer mass-produced this type on its own assembly lines.

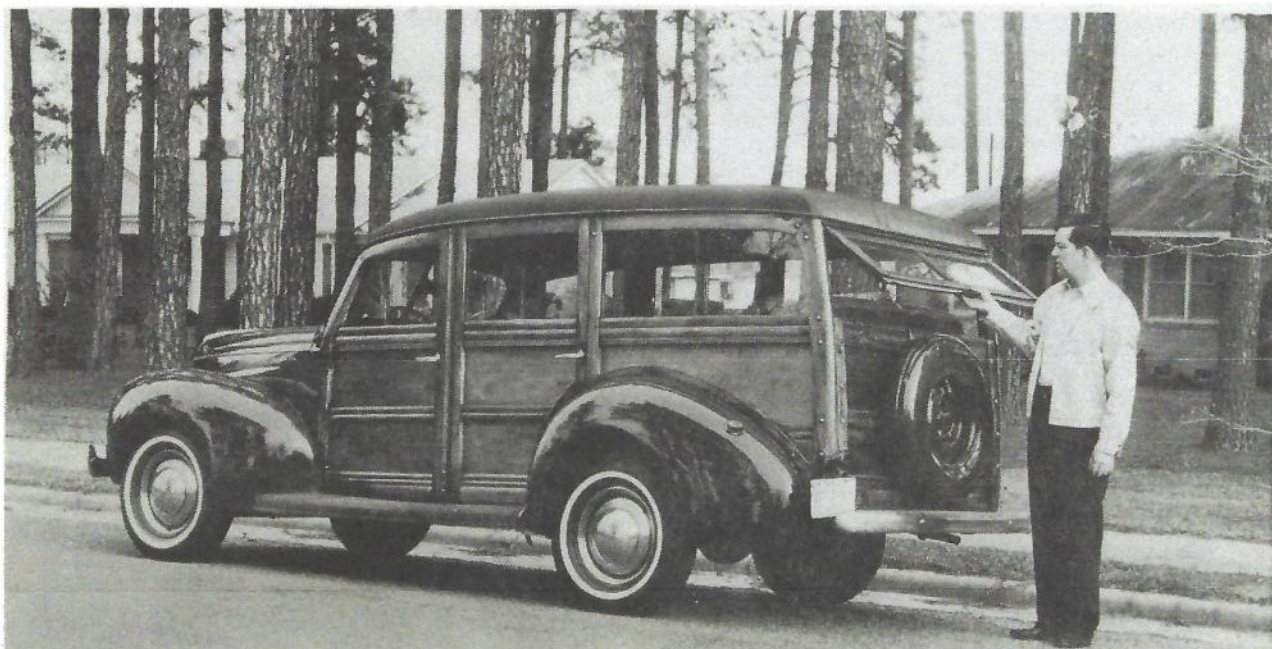
Ford station wagon bodies were assembled from subassembly components manufactured by Ford's Iron Mountain, Michigan, plant by the Murray Body Company, Detroit, and Baker-Rauling, Cleveland. In the case of Baker-Rauling, the bodies were assembled without sheet metal cowls as this vendor lacked the necessary facilities for sheet metal production. Bodies from Baker-Rauling were shipped to Ford assembly plants for installation of cowls and final assembly upon chassis with special dunnage to prevent body distortion.

The first Ford V-8 station wagon was produced at the Chester, Pennsylvania, as-plant in May, 1932. It was appropriate that this plant should build the first of this type as over two-thirds of the early V-8 station wagon production was accomplished at east coast assembly plants.

The specifications for the early Ford V-8 station wagon body were: framing and structure to be of hard maple with no knot hearts permitted and a moisture content not to exceed 12 per cent; paneling to be cross-grained exterior birch plywood, good on both sides; and, roof slats to be of good quality basswood.

The wood necessary for the production of the station wagon body components and wooden components in other body styles (floor boards, etc.) was cut from timber on Ford-owned acreage near the Iron Mountain facility. Both the timber acreage and the Iron Mountain, Michigan, woodworking facility were specifically developed for Ford's station wagon production and were utilized until the inception of the all-steel station wagon body in 1952.

*Courtesy of the Henry Ford Museum Archives.
D. G. Rehor, March 1, 1967*



1940 Ford Station Wagon with owner C.A. Jones of Nashville, Georgia.

Ford Station Wagons at 2024 Central National Meet

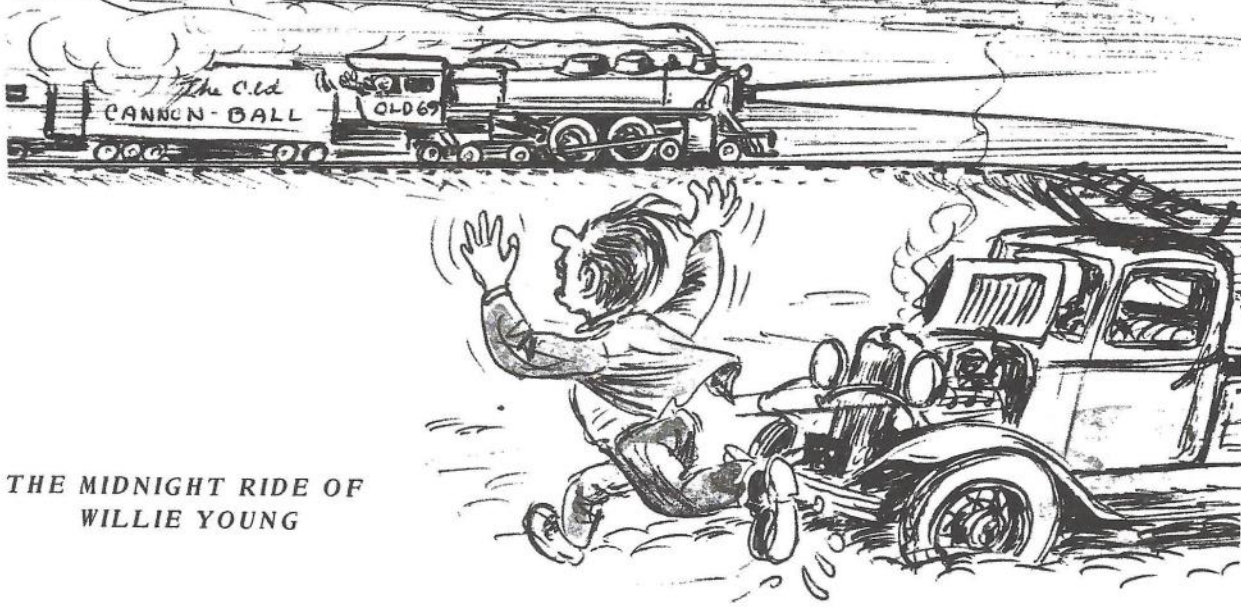


1947 Ford, Scott Gilday, Barrington Hills, IL



1948 Ford, Roger Hayman, Chelsea, MI

THE GREASE PIT POET ^{B'} BOB McCOPPIN



THE MIDNIGHT RIDE OF WILLIE YOUNG

*Willie Young was a railroad man
Who had one funny trait
He drove an ancient pick-up truck
An early Ford Vee eight.*

*All the other rounders laughed
At the old Ford's rusty scars,
But smiling Willie'd wave them by
In their newer shiney cars.*

*One night the Glenrock trestle fell
In a raging nasty squall.
"Great sakes alive!" "Someone must drive
To warn the cannonball."*

*"But the newer cars can't clear the mud."
Said Willie, "sure as fate,
And so I'll take the message through
In my early Ford Vee eight."*

*So, off they went, this hardy pair
Through roaring wind and rain.
Driving hard to make the switch
And stop the south bound train.*

*I'd like to say, they saved the day,
And a shouting happy horde
Carried Willie high upon their backs
And ensbrined the trusty Ford.*

*But, alas, this ain't the movies
And the truth your heart may break,
For the old Ford's gas line vapor locked
And the train went in the lake.*

*So now when railroad tales are told,
Someone will soon relate,
The night they hung poor Willie Young,
In his early Ford Vee eight.*

V-8 TIMES, Jan-Feb 1970



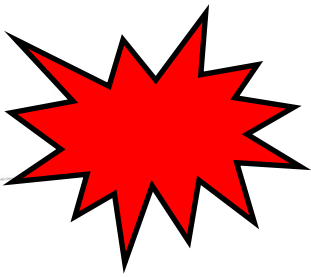
FOR SALE

**Antique farmers/mechanics jack, circa 40's-50's.
\$100 or best offer.**

Contact Jerry Littner, 818-632-9017

Jgearhead40@gmail.com

(Item is in Nolensville, TN)



BLAST FROM THE PAST

IT'S OFFICIAL.. 41-48 FORDS ARE IN!

*The Early Ford V-8 Club has Officially
Opened its Doors to 1941-1948 Ford Products*

By John Ryan

On November 28, 1971, the National Board of Directors of the Early Ford -8 Club of America held its meeting at the home of John Mota in San Jose, California. The important issue at hand was the final vote to include the 1941 to 1948 Ford in the club.

After much heated discussion, it was decided by the board to include the cars. The final vote reflected the regional members' preferences from the various groups and is as follows:

FOR: Atherton, Benton, Case, Chamberlin, English, Dick Green, Kreger, McCoppin, Price,

AGAINST: Christenbury, Ed Green, J. Mota, Snowden, Weidner.

(Editor's note: the 1949-1953 Fords were not admitted to the club until some years later!)

A MESSAGE FROM THE NATIONAL PRESIDENT

Your National Board of Directors has voted to survey the membership of the club to ascertain the members' feelings with regard to including later model years—namely 1941 through 1948.

I'll begin this column by giving a very short background history of the club for the benefit of newer members.

In 1963, a small group of enthusiasts formed The Early Ford V-8 Club of America. This new club encompassed the Ford model years 1932 through 1940. Early in 1968, the national directors, across the country were polled as to their feelings on including later years. They concurred the club should remain 1932 through 1940.

Now, at this date, the club is over twice as large as it was in 1968. Numerous pro and con letters on this subject have been received since the directors were polled—hence the survey.

Presenting opposing columns in this magazine, for and against the inclusion of later model years, are Bob McCoppin and John Mota. These well-known V-8'ers have been members since the beginning, both have held national offices in the club, as well as serving many years on the national board of directors. As national president, I urge each and every member to read both columns.

Included with this issue of *The V-8 Times* is a survey card. Please mark, sign and stamp your card—mail it so it will be received at National Headquarters before September 1, 1970. Only if all members do this, can we get a true national picture on this matter.

The survey results will be published in this column of the September-October *V-8 Times*. Thank you for your opinion... *Ed Weidner*

FOR inclusion of the later year Fords

To set the record straight in the very beginning, let me say that I am, and have been for some time, engaged in a complete restoration on a '47 Ford. So, because my interest extends to the newer cars as well as the old, I have been asked to present the positive position as to why I think we should admit the '41 to '48 Ford V-8's to the club. I feel they definitely need recognition. I submit the following reasons for your consideration.

1. The '41 to '48 Ford is fast being decimated by old age and the wrecker's torch. They need and deserve to be protected. The Early Ford V-8 Club is by far the best equipped and most able to perform this service.
2. The mechanical similarities between '32 to '48 are indisputable. Notice how readily the later engines and brakes go on to the older cars. And that's probably enough said about that. Incidentally, this year the '47 Ford is the same age that the '40 was when the club was started in 1963.
3. The interest in the '41 to '48 Fords has increased tremendously in the last few years. Many are being restored or at least put in running condition by people who are interested in preserving the breed. Needless to say, if they were allowed to join our organization, the increase in membership, revenue, and talent would, in time, be substantial. Just ask yourself, which has the greatest potential, a V-8 Club '32 to '40 or a V-8 Club '32 to '48?
4. Every other car club that is comparable in function and vintage to ours has admitted to '48. For example the Chevrolet and Plymouth clubs, C.H.V.A., etc. If you have friends or know someone in these clubs, ask them how the newer cars have affected their clubs. I think you will find that by and large there are few complaints.
5. Perhaps the most important reason for some consideration to these cars is the inherent danger that the question poses for the club. Opinions are strong on both sides. But I feel that a compromise must and can be made that will in some way satisfy both factions. Otherwise I shudder to think of some of the alternatives. People ask, why don't they ('41 to '48) form their own club? Let's imagine for a moment that they do. Many members now have both pre and post '40 cars. They would be divided between two organizations. If a '41 to '48 club were started, undoubtedly someone with a pre '41 would want in. Then the possibility of two clubs running in competition to each other would be very strong. This would be a needless duplication and a loss to everyone concerned. If we adopt them now, the club will be in control; and future problems need not arise.

I ask that you use your conscience on this ballot. If you honestly feel that the addition of the '41 to '48 Ford V-8 (and probably Mercury)

would seriously harm the club's function or even curtail your pleasure of it, then by all means vote against them. But if you really have no strong preference one way or the other, or think it might be interesting and fun to see some different cars and new faces; then I urge you to vote to let them in. You will be extending the opportunity to enjoy our hobby to some more very nice people.

... Thank you, Bob McCoppin

AGAINST inclusion of the later year Fords

It seems to me we were more than fair two years ago when we polled the national board of directors regarding expansion into later years. The outcome was almost unanimous that we remain 1932 to 1940. Since the board is elected to serve the best interest of the club their decision should stand as club law. Are we trying to over-rule the good judgment of the national board and most importantly, the founders of this club?

The founders put a great deal of thought into which years this club should encompass. Wisely they chose the classic little V-8, 1932 to 1940. Any old timer will agree with this logic. After 1940, the Ford was a much bigger car and as a consequence lost much of its snap and appeal.

If we are concerned with fairness, let's consider the members who joined this club on the premise that we were a tight-knit, exclusive 1932 to 1940 early Ford V-8 club. Early V-8 ownership is not a prerequisite, however, many have paid premium prices in order to fully participate in club activities, Concourse, etc. Is it fair to water down their investment and enthusiasm? Through their support we have become a great vintage automobile club.

We can point with pride to the *V-8 Times* as one of the best publications in the antique car field. Much of the credit must go to the editor and his dedicated contributors but the key has been the appeal of the early Ford V-8. A 1932 three window on the cover, a 1940 Woodie or perhaps a 1934 orchard truck. Beauties all. I wonder if we could have turned the trick with a 1942 pickup or the new bonus-built 1948 F 800 dump truck. For the *V-8 Times* we have many years of untapped info and pics. If we are asked to cover the later years, much of this info will never see print.

Is it fair to consider 1941 to 1948 at this time then turn our backs to the 1949 to 1953 Ford? Flatheads no less. Take heed from those clubs that have opened their portals to several eras of their make. Today some of these clubs hardly stir more than a casual glance when they tour by. The early cars stay home while their post-war offspring handle the tours.

Comfort, yes, but that's not where it's at. To expand this club to 1948 is not only unnecessary but pure folly. Let's not open Pandora's box... John Mota, National Director

TECHNICAL TIP

THERMOSTATS

I have experimented with all different temperature thermostats through the years in the Ford Flathead V-8 engines. I first learned that a 160-165 degree thermostat made my car run hot. I then put in 180 degree thermostats and these worked up to 50 MPH. At 80 MPH the temperature would push water out of the top radiator tank. I installed 192-195 degree thermostats and found that I could idle for any length of time on a 92 degree day and I could run 80 MPH and the temperature would only go up to 200 degrees then start down.

The new thermostats do not keep the temperature up on a cold day as I have put 5 different ones in our Ford Maverick and 3 in my Van. On a cold day a 192-195 degree thermostat will go to about 175 degrees. I have come to the conclusion that this is why the 192-195 degree thermostats work best in our flathead V-8 Ford engines as they control the water flow better. I have done this to a few engines and have been really happy with the better temperature control at all R.P.M.'s.

I put 192-195 degree thermostats in Darrell Fernandez' '39 Ford in Hawaii. He has gotten caught in traffic jams on hot days and the temperature only goes up to 200 degrees then comes down. His gauge usually reads 180 degrees on a normal run. I have found this in each case on the Ford flathead engines I have tested. I figure that is why a 192-195 degree thermostat works best in the Ford flathead V-8 because the hotter the thermostat the more control it will have on a hot day and at high speed.

NAPA 192-195 degree thermostat #237 will fit pre-1949 Fords. A NAPA 192-195 degree thermostat #183 will fit 49-53 Ford and Merc flathead engines. Also to keep the pre-1949 Ford flathead thermostats in place on top of the head and not to tip in the hose, I take a slice off of a piece of copper pipe of a near diameter of the inside of the hose. I then split the copper ring and then shove it up into the hose far enough so that it pushes down on the thermostat to hold it down in place.

Dick Flynn

BUTTERSCOTCH RAISIN SOUR CREAM PIE

(Mr.) Marion Shirk
Wichita, KS-RG #25

- | | |
|---|---|
| 1 (4-serving size) pkg. Jello
sugar-free instant butterscotch
pudding mix | 1/2 c. Land 'O Lakes nonfat sour
cream |
| 1 1/3 c. water | 1 (6 oz.) Keebler graham cracker
pie crust |
| 1/4 tsp. ground cinnamon | 1/2 c. Cool Whip lite |
| 1 c. raisins | |
| 2/3 c. Carnation nonfat dry milk
powder | |

In a large bowl, combine dry pudding mix, dry milk powder and water. Mix well using a wire whisk. Fold in sour cream and cinnamon. Reserve 8 raisins. Stir remaining raisins into pudding mixture. Spread mixture evenly into pie crust. Refrigerate for 10 minutes. Drop Cool Whip lite by tablespoonfuls to form 8 dollops. Garnish each with one raisin. Refrigerate for at least 1 hour. Cut into 8 servings. (Serves 8.)

CHERRY CHEESE PIE

Joann Scheibhofer
Omaha, NE-RG #43

- | | |
|---------------------------------|----------------------------|
| 1 (8-oz.) pkg. cream cheese | 1 tsp. vanilla |
| 1 (14-oz.) can Eagle Brand milk | 1 graham cracker pie crust |
| 1/3 c. lemon juice | 1 can cherry pie filling |

In a medium-size bowl, beat cheese until light and fluffy. Add Eagle Brand condensed milk and blend thoroughly. Stir in lemon juice and vanilla. Pour into crust. Chill 3 hours or until set. Top with cherry pie filling.

CHERRY LATTICE PIE

Patricia Frick
Reading, PA-RG #68

- | | |
|---|-------------------------------|
| 3 cans cherries in water or 2
pkgs. frozen, no sugar added | 4 tsp. cornstarch |
| 12 3/4 tsp. Equal or 42 pkt. | 1/4 tsp. ground cinnamon |
| 4 tsp. all-purpose flour | 5 drops red food color (opt.) |
| | 2 (9-inch) pie crusts |

Reserve cherry juice (3/4 cup juice). Frozen cherries should thaw in strainer set in bowl. Mix Equal, flour, cornstarch and cinnamon in small saucepan; stir in cherry juice and heat to boiling. Boil, stirring constantly 1 minute. Remove and stir in cherries and food color. Roll 1/2 pastry, put in pan. Pour cherry mixture into pastry, cut remaining pastry into strips 1/2-inch wide. Arrange strips over fruit, weave into lattice design. Seal and flute edges. Bake at 425° until brown, 35 to 40 minutes. Makes 8 servings, 330 calories each.

V-8ers Delight

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

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Early Ford V-8 '99 Central National Meet

Omaha, Nebraska
July 20-24, 1999



Jerry VincentiniChairman
215 Heavenly Drive, Omaha, NE 68114

Ray MoyerCo-Chairman
5015 South Street, Lincoln, NE 68506

Local Car Shows, August 2024

August 1st: Ashland City, TN - Jeep Fest & Jeep Show & Shine at Cheatham County Fairgrounds, 870 Fairgrounds Road, Ashland City, TN. Jeep Fest time: Course opens at 7:00pm, FREE with admission. Bring your Jeep out and take a turn on the Jeep off road obstacle course / Show and Shine 7:00pm under the pavilion. Entry fee \$25.00 which includes admission for one. There will be 8 Classes, People's Choice Award and Fair President's Choice Award. [FLYER](#)

August 3rd: 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 (final for 2024) [FACEBOOK PAGE](#)

August 3rd: Gallatin, TN - Gallatin Sertoma Club Car Show Benefit Night at Gallatin Civic Center, 210 Albert Gallatin Ave, Gallatin, TN. Times: 4:00pm - 8:00pm. FREE entry! Awards include: Phil's Choice Award, Ride of the Week Award, Sertoma Best of Show Award. Live music, Food trucks, 50/50 raffle, Donations goes toward Gallatin Sertoma Efforts. [FACEBOOK EVENT](#) [FLYER](#)

August 3rd: Murfreesboro, TN - Authentic Jeep Meet Show N Shine at Hop Springs Brewery, 6790 John Bragg Hwy, Murfreesboro, TN. Starts at 10:00am. Entry fee \$15.00. Live Music, Kids Zone, Raffles, Vendors and Flex Ramp. [REGISTRATION](#) [FLYER](#)

August 3rd: Lebanon, TN - Music City Muscle Car Challenge at the Nashville Super Speedway. Times: 8:00am - 5:00pm. Right after Cars and Coffee in the infield. Car Show, Class trophies, Vendors, Food Trucks, Autocross & Drifting. Entry fee for car show: \$20.00, Autocross \$100, Drifting \$150. Fun for the whole family. To register for drifting or autocross <http://msreg.com/nssAug3> Driver gates open at 8:00am, Track goes hot at 10:00am, Track cold at 5:00pm. [FACEBOOK EVENT](#) [FLYER](#)

August 3rd: Franklin, TN - American Legion Post #215 Community Fundraiser at 510 11th Avenue, Franklin, TN. Times: 11:00am - 4:00pm. FREE admission, Food, Vendors, Classic Cars, Entertainment. Presented by Williamson County African American Veterans Foundation. [FLYER](#)

August 4th: Mt. Juliet, TN - Annual Car Show & Fish Fry by Living Springs Baptist Church at 4559 Weakley Lane, Mt. Juliet, TN. Times: 4:00pm - 6:00pm. NO Entry fee!!! All FREE!!! Trophies awarded for Best in all Categories: Cars / Trucks / Motorcycles / Unique Vehicles. Entrants, please arrive by 3:00pm. Any questions, call Larry Montgomery 615-625-8405. [FLYER](#)

August 8th: Springfield, TN - Robertson County Fair Car Show at 4635 Highway 41, Springfield, TN. Times: 5:00pm - 7:00pm. RULES: Must be present to win / Must pay Fair admission upon entry / 1st come - 1st serve for limited parking / Entry - Registration begins at 3:00pm / Must be parked by 5:00pm. Winners announced at 7:30pm. 1st Place \$500 + Trophy / 2nd Place \$250 + Trophy / 3rd Place \$100 + Trophy. For more information, call Ronnie Pendleton 615-419-3671. [FLYER](#)

August 10th: Hohenwald, TN - Hillbilly Hot Rod Show & Swap Meet at Natchez Trace Wilderness Preserve, 1363 Napier Road, Hohenwald, TN. Gates open at 8:00am, Entry fee \$20.00 / Spectators \$5.00. Event open to all years, makes and models of cars, trucks, motorcycles, bicycles, tractors & vintage campers. Trophies given for TOP 25, plus 13 Specialty Awards and Show Sponsor's Pick Awards. Benefit Auction, 50/50 drawing, Vendors, Food, Pinup Contest, DJ Music, Burn Out Box Competition, Pinstripers and more. Proceeds will benefit St. Jude Children's Research Hospital. For more information, call Randy Lee 931-629-8719 or Lee Patterson 931-477-0196. [FACEBOOK](#) [FLYER](#)

August 10th: Mt. Juliet, TN - 3rd Annual 2024 ALL FORD Car Show at Green Hill High School, 220 Old North Green Hill Road, Mt. Juliet, TN. Registration: 8:00am - 11:00am, Awards at 1:00pm. Entry fee \$20.00. Awards include: TOP 75 & Specialty Awards, Food vendors, Games, Prizes, Silent Auction, Spectators FREE entry. [FLYER](#) [FACEBOOK EVENT](#)

August 10th: McMinnville, TN - 13th Annual Great Bodies Car Show & Swap Meet at Champion Chevrolet GMC of McMinnville, 1600 Sparta Street, McMinnville, TN. Times: 10:00am - 2:00pm. All makes and models of cars, trucks, motorcycles, golf carts, you name it! TOP 50 and 50 Class Awards, Dash plaques and special gift to first 100. Entry fee \$25.00 for one vehicle / \$40.00 for two / \$50 for three vehicles. Swap meets booths are \$25.00. Bring a canopy and chairs. Rain Date: August 17th. For more information, call 931-743-2461. [FACEBOOK EVENT](#) [FLYER](#)

August 17th: Goodlettsville, TN - Pink Christmas presents 8th Annual Car & Bike Show at Rivergate Mall, 1000 Rivergate Pkwy, Goodlettsville, TN. Registration: 9:00am - Noon, Show 9:00am - 2:00pm. Rain Date: August 24th. Open to all cars, trucks and bikes. Entry fee \$20.00. Massive vehicle display, Line dancers, Food trucks, Trophies and Raffles. >>>[WEBSITE](#)<<< [FACEBOOK EVENT](#) [FLYER](#)

August 17th: Dickson, TN - Battlin Betties TN Platoon 3rd Annual Classic Car/Bike Show at VFW Dickson, 215 Marshall Stuart Drive, Dickson, TN. Times: Noon - 3:00pm. Entry fee \$20.00 for Car/Bike/Pinup Contest. Benefiting Wreaths Across America Middle TN State Veterans Cemetery. Silent Auction, Giveaway, Pinup Contest (@4:00pm). For more information, email battlinbettiestn@gmail.com [FACEBOOK EVENT](#) [FLYER](#)

August 17th: Pegram, TN - Harvest Fields Baptist Church Car Show at 2190 Sams Creek Road, Pegram, TN. Registration: 8:00am - Noon, Entry fee \$30.00 per car or Pre-Register by July 31st \$25.00. Dash plaques to the 1st 20 entrants, TOP 30 Vehicles will receive awards plus Specialty Awards: Rat Rods / Bike / Best of Show / Best Engine / Best Interior / Best Exterior / Pastor's Pick / Jenkins Memorial. All proceeds will go to the Children and Youth groups. For more information call 615-792-7872 [FLYER](#)

August 18th: Lebanon, TN - Tennessee State Fair Car Show at Wilson County Fairgrounds, James E. Ward Ag Center, 945 E. Baddour Pkwy, Lebanon, TN. Registration: 10:00am - 1:00pm. Entry fee \$20.00. Enter fairgrounds in front of the Farm Bureau Expo Center and follow signs. Antique cars will be displayed amongst the trees in Fiddlers Grove. For more information, go to >>>[WEBSITE](#)<<< [FLYER1](#) [FLYER2](#)

August 17th: Silver Point, TN - Rock The Lake 2024 Car Show at Defenders Retreat, 14400 Old Baxter Road, Silver Point, TN. Times: 2:00pm - 5:00pm. Entry fee \$10.00 per car. Live music, Bands, Beer, Food and Games. [FLYER](#)

August 17th: Dunlap, TN - Sequatchie County Fair Car Show at 103 Heard Street, Dunlap, TN. Registration: 8:30am, Show is 9:00am - 2:00pm. Classes include: Pre 1960 / 1960-69 / 1970-79 / 1980-89 / 1990-99 / 2000-2009 / 2010-2019 / 2020 +. For more information, contact Mike Maddalena 423-551-3176. [FLYER](#)

August 18th: Springfield, TN - 431 Church Car & Bike Show at 4776 Highway 431 North, Springfield, TN. Times: 1:00pm - 4:00pm, Entry fee \$20.00 or Donation! All cars and bikes welcome. 50/50 drawing, Big B's BBQ. Awards include: TOP 10, Best Bike, Best of Show, Pastor's Choice. All proceeds go to CRS Foundation. For more information, call Ricky Hankins 270**August 24th: Woodbury, TN - 3rd Annual DeBerry Memorial Car Show** at Higgins Moonlite Drive-In, 931 West Main Street, Woodbury, TN. Registration begins at 2:00pm, Judging 4:00pm - 6:00pm, Awards at 7:30pm, Movie begins at 8:00pm. Entry fee \$20.00, Dash plaques for the 1st 200 entries, 50/50 tickets. Awards include: 89 and Back Muscle Car / 90 and Later Muscle Car / Stock Original / Street Rod / Rat Rod / Under Construction / 89 and Back Truck / 90 and Later Truck / Shop Truck / Bronco and Jeep / Motorcycles / Kids Powerwheels Drag Race / Gary's Choice / Furthest Traveled / Best in Show. All proceeds to benefit Gary DeBerry Automotive Scholarship Fund. [FLYER](#)

August 24th: Clarksville, TN - Revved Up For Grace Car & Motorcycle Show at Grace Church of the Nazarene, 3135 Trenton Road, Clarksville, TN. Times: 10:00am - 2:00pm. Registration: Early Bird by August 1st \$20.00 / August 2nd - 20th \$25.00 / August 21st to Day of \$30.00. Discount for multiple vehicles by same owner. Register at www.clarksvillegrace.org Open to the 1st 125 registrations. [FLYER](#)

August 24th: Lawrenceburg, TN - New Life Freewill Baptist Church Car Show at 2699 Buffalo Road, Lawrenceburg, TN. Times: 9:00am - 1:30pm. Registration 9:00am - Noon, Entry Fee BY DONATION. Awards to TOP 10 Vehicles in Original & Modified Class, plus Pastor's Choice & Deacon's Choice. Door Prizes and Music. Food on site. For more information, call Larry Hubbard 931-629-1538. [FLYER](#)

35th Annual Antique & Classic Car Show

Sunday, October 6, 2024



Sponsored by
mte

Middle Tennessee Electric



Located at:

The Factory At Franklin
230 Franklin Road, Franklin, TN 37064

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

ENTRY FEE: \$20 per car

Contact: Allison Bender (615-397-4547)



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