

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

September 2024

flatheadv897@gmail.com

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MESSAGE

Well...we had had a break from the brutally hot weather...but it didn't last very long. We're back in a hot spell again but let's try not to let that keep us from enjoying our V8s. Cars and Coffee has continued to grow on Saturday morning and well over 200 cars made the last one. We also had a surprisingly enjoyable show at Brentwood Baptist Church on the 25th..and the club was awarded a \$100 Visa gift card for our showing and participation. We have several new members (see pages 3 and 5) and are always looking for more. There are some good car shows scheduled for September and we will have another great outing to Jerry and Christie Bown's property on September 21st (see page 2). Keep those cars maintained and running!

With best regards,
Mickey Holton





Chili in Leipers Fork!!!

Saturday, September 21st, 2024

The Bowen Property

A return to the beautiful Williamson County property of Jerry and Christie Bowen near historic Leipers Fork, Tennessee. This year we will enjoy a delicious catered lunch of chili with lots of popular toppings, cornbread, brownies for dessert, sweet and unsweet tea, lemonade and water. (Feel free to bring an additional dessert to share).

From Last Year's Visit...



Jerry Bowen's 1951 Ford Convertible



Jerry Bowen's 1935 Ford Phaeton

Address:

5830 Leipers Creek Road
Columbia, TN

(mailing address, not near Columbia)

Time:

12 NOON

(feel free to come earlier)

I will need to give the caterer a headcount by Wednesday before the lunch so let me know by then if you will attend and how many.

Text or phone: 615-815-9203

Email: flatheadv897@gmail.com

PLAN TO BE THERE!

(New) Member's Car of the Month Phil and Celika Lieder, Nashville, TN 1941 Lincoln Continental Convertible

The story of this car starts with my grandfather the Rev. Dr. Lyle W. Lieder. He was a United Methodist minister in Iowa, who enjoyed the classic car hobby long before it was a common interest for people. Some of his big classics he'd unearthed in the 1950's, painstakingly memorizing the details to complete a restoration which took decades to source the parts that had been lost to time.

Over his 100 years of life, many cars passed through his hands, but he was always known to have had a Lincoln in the garage as his daily driver. In his retirement years, he decided to purchase this lovely '41 Continental Convertible, a design which he had been pining over for years, referring to it as one of the most beautiful cars his well-trained eyes had ever seen.



As his body aged to the point where it became difficult for him to drive these old cars, he was determined to share his love of the automobile with his family, which is how we ultimately became the next caretakers of this specimen of pre-war elegance.

This example retains its original drivetrain; a flathead 292 cu in V-12 making 120 horsepower through a two-barrel carburetor and a three-speed column shifted manual transmission with overdrive. It has a power convertible top, direction indicators, roll-up windows, and push-button door releases.



What I find most interesting about these cars is the story of their design. In 1938, Edsel Ford returned from a vacation in Europe inspired to create a custom car with a "continental" look. His prototype Lincoln was basically a chopped and channeled version of the Zephyr, three inches lower. In fact, he kept the Zephyr's wheelbase the same, but moved the cowl further back in the body, which created a longer hood. There is no need to modify the body of these old Lincolns because they already have the look that many modern builders imitate. The prototype was so well received by Edsel's friends the following winter, that the car was put into production.



In 1941 there were a total of 1,250 Continentals produced, only 400 of which were Convertibles. There are several design features that make the early Continentals unique. The term "Continental Kit" was a reference to the '41 Continental. It was not the first car to have spare tires mounted on the rear, but it was the first to have those spare tires worked into the body design. This design continued through several different vehicles, like the 1956 Thunderbird, and the round hump on the back of the Lincoln Mark series from the Mark II in the 1950's through the Mark VIII in the 1990's.

The front fascia with the waterfall grill is a particularly pleasing design feature. While it's borrowed from the Zephyr, it worked best on the Continental because the whole front of the car is lowered.

Something I've noticed in my time with the car is that there are a surprising number of survivors for a vehicle that is over 80 years old, and of which only 400 were made. I believe that is a testament to the beauty in the design and how the various caretakers of these cars saw them as works of art, just as much as modes of transportation. They were always worth preserving, regardless of value.

...Phil and Celika Lieder





Hooky... De Luxe!

Evenings like these... when the tree-toad choruses start tuning up and the moon rises white and misty in the sky... somehow a fellow gets the urge to play hooky again. And when you feel this tug of wanderlust... this call to the woods and hills and fields... just get behind the wheel of a new 1941 Lincoln Zephyr—and you're headed for hooky de luxe!

Here is a car designed for pleasure—built to give you more fun per gallon than any other automobile you've ever owned! Strikingly modern from the inside out, this Lincoln Zephyr speaks to you of beauty and dynamic youth in every fleet and flowing line!

Twelve powerful cylinders—packed with life and pluck and mettle—respond to your every command. In closed types you're protected by a strong, welded unit body-and-frame. Broad, sweeping windows and panorama windshield give you ship's-bridge visibility. Living-room comfort is yours, too—for luxurious, chair-high seats are cradled amidships on gentle, slow-motion Lincoln springs.

You'll discover what Lincoln Zephyr's radically different engine, basic construction and design mean in terms of performance. This car is triple-cushioned in rubber to give you travel so rain-smooth that folks call it the glider ride!

It's the kind of automobile advancement only craftsmen in the Lincoln precision plant have achieved...

Why don't you ask your Lincoln Zephyr dealer to loan you one of these sleek, trim beauties some spring evening? You'll get a brand new idea of what fun hooky really can be!

For a new kind of steering thrill ask your dealer to demonstrate Lincoln Automatic Steering! This exciting "steering wheel forward" reduces engine revolutions by 30%... saves fuel and oil costs... prolongs engine life... makes driving smoother, easier, quieter! Factory-installed at moderate extra cost.

LINCOLN MOTOR CAR DIVISION, FORD MOTOR COMPANY
 Dealers also of the Lincoln-Capitol, Zephyr and Coupe de
 Lincoln-Capitol, Sedan and Limousine



LINCOLN
Zephyr V12

NEW MEMBERS in 2024 (SO FAR)

Ron Buck (Mary)
 5190 Old Harding Rd.
 Franklin, TN 37064
 ron@ronalddbuck.com
 615-579-3815
 1940 Ford Coupe
 1940 Ford Convertible
 1939 Ford Pickup



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



Greg Mashburn
 1506 Diamond Court
 Franklin, TN 37964
 gmash26310@aol.com
 615-948-4653
 1938 Ford Woodie



Kirk Bugg (Sandy)
 4689 Browns Mill Road
 Lascassas, TN 37085
 kirkbugg@aol.com
 615-207-5361
 1934 Ford Cabriolet



Allen Deaver
 1800 Greypointe Drive
 Brentwood, TN 37027
 allen@deavergroup.com
 407-808-1149
 1953 Ford F-1 Pickup



(Not actual truck)

Phil Lieder (Celika)
 6972 Stone Run Road
 Nashville, TN 37211
 phillieder@gmail.com
 970-215-9082
 1941 Lincoln Continental Convertible



Ross Swann (Donna)
 7167 Hwy 25E
 Cross Plains, TN 37049
 shadymaplesfarm@aol.com
 615-566-9115
 1940 Ford Convertible
 1940 Ford Deluxe Tudor



Gavin Lane (Audrey)
 2519 Port Kembla Lane
 Mt. Juliet, TN 37122
 615-294-5521
 gavinlane310@gmail.com
 1935 Ford Fordor Sedan



Curtis L. Wilkes
 4133 Twin Oaks Lane
 Antioch, TN 37013
 cl02wilkes@gmail.com
 615-210-8000
 1950 Ford Fordor Sedan



(Not actual car)

Kevin O'Rourke (Nancy)
 1001 Murray Creek Lane
 Franklin, TN 37069
 615-394-0862
 kevinporourke54@gmail.com
 1933 Ford 5W Coupe



Leonard McKeand III (Missy)
 212 Deerfield Lane
 Franklin, TN 37069
 615-804-0775
 mckeandiii@bellsouth.net
 1947 Lincoln Continental Convertible



Terry Allen (Nancy)
 216 Williamsburg Circle
 Brentwood, TN 37027
 615-513-8136
 Tandn.allen@gmail.com
 1938 Ford Pickup



John Looney (Susan)
 209 Addison Ave
 Franklin, TN 37064
 919-599-3753
 johnlooney@duke.edu
 1948 Lincoln Continental



Dan Mackey (Debby)
 1774 Darks Mill Road
 Columbia, TN 38401-1535
 408-888-5424
 Dan_mackey@msn.com
 1935 & 1938 Ford Pickups



Cars and Coffee and Leipers Fork Lunch, August 10th, 2024

We caught a break on the morning of Saturday, August 10th for the Cars and Coffee at Christ Community Church! The weather was actually cool with a bright, cloudless sky and over 200 cars were in the parking lot. Afterwards, we V8ers decided to drive to Leipers Fork to have lunch at The Country Boy, whose specialty is fried baloney sandwiches. A great day and great company!



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Cars and Coffee (August 24th) and Brentwood Baptist Church (August 25th)

Perfect weather this Saturday morning (before it got hot!) for Cars and Coffee. Signed up two new members...Greg Mashburn ('38 Ford Woodie and '40 Ford Sedan) and Allen Deaver (1953 Ford F1 pickup).



BRENTWOOD BAPTIST

It was unusual to have a car show on a Sunday afternoon but the church wanted some vintage cars on display for a mentoring program they sponsored. It turned out to be great day (although very hot!!, lots of cars and excellent company.





1941 Lincoln Continental Convertible of new members Phil and Celika Lieder



1938 Ford Woodie of new member Greg Mashburn



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 an 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

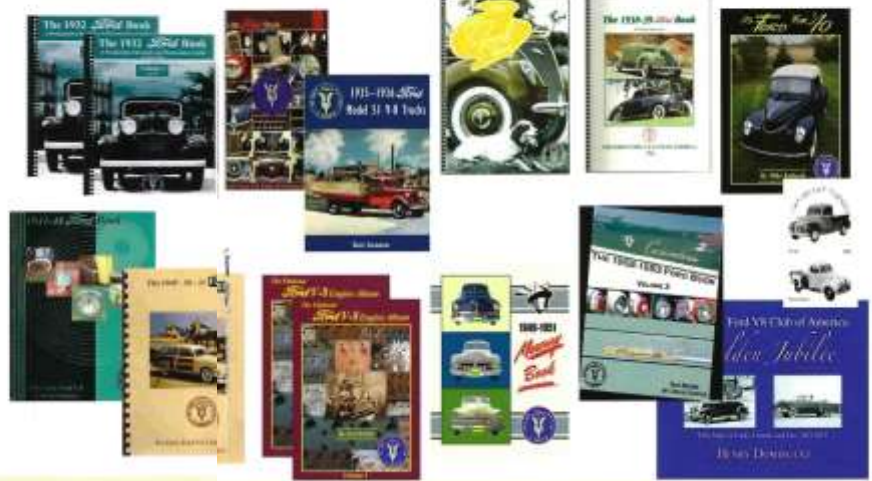
Point Awards

	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



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V-8 TIMES MAGAZINE

MAY/JUNE 2024

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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 Marque 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.

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, un-restored 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 wonderful Ford V-8."

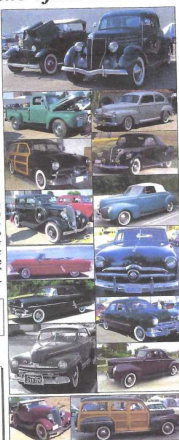
Benefits of Membership

The Early Ford V-8 Club hosts 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 tours, swap meets, picnics and other activities.

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!

Visit our web site
www.earlyfordv8.org

THE V-8 TIMES



Join the Fun!

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



You're invited to Join

Mail In Membership Application Form

Early Ford V-8 Club of America
An International Organization

New Membership Renewal Membership

MEMBER NAME _____ Regional Group _____
 JOINT NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 TELEPHONE _____ COUNTRY _____

YEAR MAKE YEAR MAKE YEAR MAKE
 1932 FORD 1933 FORD 1935-1936 FORD 1937 FORD 1938-1939 FORD 1940 FORD 1940-1941 FORD 1941-1948 FORD 1949-1951 FORD 1949-1951 MERCURY

PLEASE SEND FUND PAYMENT TO:
 THE EARLY FORD V-8 CLUB OF AMERICA
 25 Cornerstone Registration, Ltd.
 P.O. Box 3011 Brentwood, TN 37024
 Tel: (615) 855-9200 Fax: (615) 855-9200
 Email: registration@cornerstonereg.com

Credit Card: VISA, MASTERCARD (info on card)
 EXPIRATION DATE: _____
 SIGNATURE: _____

ALL FUNDS ARE US \$

MEMBERSHIP FEES (All non-US and non-Canada payments must be made via MASTERCARD or VISA)

Life \$10,000 (one-time fee)
1 Year \$45 (includes 1 copy of THE V-8 TIMES)
3 Year \$125 (includes 3 copies of THE V-8 TIMES)
5 Year \$195 (includes 5 copies of THE V-8 TIMES)

Rest of the World**
1 Year \$85 (includes 1 copy of THE V-8 TIMES)
3 Year \$225 (includes 3 copies of THE V-8 TIMES)
5 Year \$325 (includes 5 copies of THE V-8 TIMES)

NEW! Digital Edition for the 2024-2025 Annual Meeting!
 Digital version available in .pdf or .epub format!
 \$10 per copy (includes shipping & handling)
 Year Email Address: _____

Membership without V-8 TIMES Delivery and Membership Roster: One Year \$10
 | | U.S. & All Foreign Countries | |

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 6 Ford
 Website: www.volunteer6.com

Volunteer V8 Ford Club
 P. O. Box 3011
 Brentwood, TN 37024
 Regional Group #87 of the Early Ford V-8 Club of America

APPLICATION FOR MEMBERSHIP

Member of the Early Ford V-8 Club of America? EFV8CA 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. _____

(Please fax free to mail or email pictures of your cars to be included in our newsletter)
 Annual membership is \$120 per year family. Please make checks payable to the Volunteer V8 Ford Club.
 Mail the application and payment to:
 Volunteer V8 Ford Club
 P. O. Box 3011
 Brentwood, TN 37024
rlhoad6@7@gmail.com

If any questions, call Mickey Holton at 615-815-9200 or Danny Driskell at 615-259-9975

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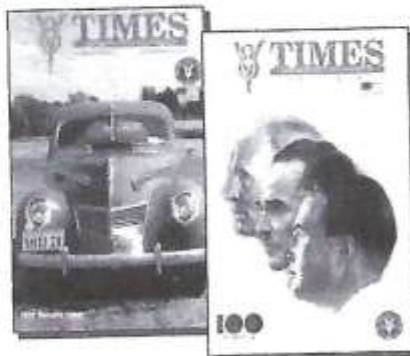
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Mail In Membership Application Form



Early Ford V-8 Club of America



An International Organization

MEMBERSHIP APPLICATION

New Membership *Check Box as Required* Renewal Membership

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>
<i>Sample: 1940</i>	<i>FORD</i>	<i>DELUXE</i>	<i>V-8</i>	<i>TUDOR SEDAN</i>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

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 \$

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

United States

Annual-Surface Mail
 Regular Membership \$45, Joint Membership \$50
 Three Year-Surface Mail
 Regular Membership \$125, Joint Membership \$135

Rest of the World **

Annual-Surface Mail
 Regular Membership \$85, Joint Membership \$90
 Three Year-Surface Mail
 Regular Membership \$225, Joint Membership \$235

Canada

Annual-Surface Mail
 Regular Membership \$70, Joint Membership \$75
 Three Year-Surface Mail
 Regular Membership \$175, Joint Membership \$185

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

Annual Digital Membership
 Regular Digital Membership \$25
 Your Email Address: _____

Membership without V8 TIMES Delivery and Membership Roster One Year

U.S. & All Foreign Countries: Regular \$ 10

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Brentwood, TN 37024

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Member of the Early Ford V8 Club of America? EFV8CA 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 feel 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:

Volunteer V8 Ford Club
P. O. Box 3011
Brentwood, TN 37024
flatheadv897@gmail.com

If any questions, call Mickey Holton at 615-815-9203 or Danny Driskell at 615-293-9975



**FORD TRI-MOTORS OF THE
IDAHO BACKCOUNTRY**

By Richard H. Holm, Jr.

From

**Bound For The Backcountry
A History of Idaho's Backcountry**

AN INFORMAL LIST AND HISTORY OF THE KNOWN FORD TRI-MOTORS FLOWN IN THE IDAHO BACKCOUNTRY BY OPERATOR

Along with the Travel Air 6000s the Ford Tri-Motors came to be the epitome of the commercial workhorse in the early years of Idaho backcountry aviation. Also similar to the Travel Air 6000s, they were first sold as luxury aircraft. Most Tri-Motors were primarily sold to large commercial operators and used to carry passengers. Unbeknownst to many, the Ford Tri-Motor came in several different sizes and models. The main production models were the smaller 4-AT version that weighed a little over 10,000 pounds on average at gross weight and the larger 5-AT variation that weighed 13,500 pounds on average at gross weight. The 5-AT also carried thirteen passengers instead of the 4-AT's eleven-passenger capability.¹

From 1926 through 1929 seventy-eight 4-AT model Fords were built. While the production of the smaller Fords ended, the company turned to constructing the larger models. Between 1928 and the end of 1933, 117 of the 5-ATs were built. The aircraft originally carried hefty price tags ranging from \$40,000 to \$50,000 and were sold all over the globe. However, the prices were affected by the Great Depression and fell rapidly. Although the all-metal airplane was not revolutionary in the aviation field, its construction was rugged and durable compared to other aircraft of the time. The Fords were powered in many different ways, not to mention small variations from one serial number to another. By the mid-1930s the Ford lost popularity in the industry to the sleeker and faster Boeing 247s, Douglas DC-2s, and Douglas DC-3s.²

The Ford then became popular with smaller air carriers for hauling passengers and especially freight. From the beginning their design was well suited to the demanding flying required in the Idaho backcountry. Nick Mamer of Spokane, Washington, brought the first Ford Tri-Motors to the Idaho backcountry when

he purchased two of them directly from the factory (NC9612 and NC8403). Influenced by Mamer, Johnson Flying Service acquired its first of eight used Fords in 1934, and flew them commercially longer than any other operator in the United States, through the end of the 1960s. Similar to the Travel Airs, Johnson's ownership of many Fords was due to the fact that he lost five of them to accidents. Johnson's initial Ford (NC435H) was the most unique model operated in the backcountry. It was equipped with three Pratt & Whitney Wasp 450 horsepower engines, speed ring cowlings, engine cooling rings, and a higher wing. It became known in the area simply as "The Wasp Ford."

While Johnson Flying Service used their Fords for a wide variety of operations, from agricultural work to passenger hauling, other Fords listed in this section had more singular functions. For example the Fords used by Robert W. Waltermire, owner and operator of Northwest Agricultural Aviation Corporation of Choteau, Montana, were really only used for spray projects in the backcountry.



Three Johnson Flying Service Fords lined up at McCall in the early 1950s (l to r): NC8400, NC7861, and NC9642.

Mamer Flying Service

NC9612

Model - 4-AT-E

Serial Number - 4-AT-55

Manufactured - January 15, 1929

Bought new by Mamer Flying Service of Spokane, Washington, March 1929. Mamer named the plane the "West Wind I." Sold to Reginald Pattinson and Wayne Parmenter of St. Elmo, Illinois, October 1936. Bought by K-T Flying Service of Honolulu, Hawaii, August 1940. The plane was at a field near Pearl Harbor during the December 7, 1941 Japanese attack (evidence of bullet holes were later found in the airplane during a restoration). Sold to Clinton Arthur Johnson of Mt. Shasta City, California. He leased the plane to TWA for a twentieth anniversary celebration of the airline in July 1949. Bought by William Hadden of Orofino, Idaho, January 1952. During this time it was flown often by Abe Bowler, and brought back to the Idaho backcountry, flying USFS contracts as well



NC9612 at the Chamberlain airstrip in the early 1930s with Mamer's logo on the side.

as spray operations. Sold to Johnson Flying Service of Missoula Montana, October 1957. Bought by Jack Adams Aircraft Sales of Walls, Mississippi, February 1969. Sold to Dolph Overton of Santee, South Carolina, February 1969. Bought by Dolph Overton Wings and Wheels of Orlando, Florida, April 1981. Throughout Overton's ownership the plane underwent a complete restoration. Sold at a Barrett-Jackson automobile auction to Collectible Aircraft LLC of Missoula, Montana, January 2009.



NC8403 most likely at Spokane circa 1932.

NC8403

Model - 4-AT-E

Serial Number - 4-AT-65

Manufactured - May 1, 1929

Bought new by Mamer Flying Service of Spokane, Washington, July 1929. Mamer named the plane the "West Wind II." Sold to Tom Marshall Kester and Edward H. Groenendyke of Pasadena, California, April 1934. The plane was operated by Ptarmigan Airlines and renamed "Ptarmigan II." In October 1934 while on a mission for the airline, it was destroyed in an accident at Flat, Alaska. The Alaska Aviation Heritage Museum of Anchorage, Alaska, acquired the remains in 1989. More recently Greg Herrick of Jackson, Wyoming, obtained the aircraft.

Johnson Flying Service

NC7861

Model - 4-AT-E

Serial Number - 4-AT-46

Manufactured - October 9, 1928

Kept at the factory after being completed and updated with larger engines. Bought new by Union Electric Light and Power Company of St. Louis, Missouri, April 1930. Sold to William A. Monday "Flying Cowboy" of Cody, Wyoming, March 1937. Bought by Johnson Flying Service of Missoula, Montana, September 1939. Sold to Dexter D. Coffin Jr. of Palm Beach, Florida, April 1969. Donated to Naval Aviation Museum of Pensacola, Florida, 1970s. It is on display wearing a military paint scheme.

NC9612

Model - 4-AT-E

Serial Number - 4-AT-55

Manufactured - January 15, 1929

(See Mamer Flying Service)



Starting NC9642 at the Salmon airport in 1949.

NC9642

Model - 4-AT-E

Serial Number - 4-AT-58

Manufactured - January 29, 1929

Bought new by Mohawk Airways of Schenectady, New York, April 1929. Under their ownership it was leased to United Air Service and named "Miss Albany." Sold to J. A. Haraden and John Kovacs of Schenectady, New York, March 1936. Bought by Link Aeronautical Corporation, Endicott, New York, April 1936. Sold to Johnson Flying Service of Missoula, Montana, April 1939. In May 1950 it was modified for use as a sprayer. Destroyed in a crash near Townsend, Montana, on June 19, 1957.

The plane, piloted by Penn Stohr Sr. and Bob Vallance, was being used on a sagebrush spray project. There is a fair amount of speculation as to the cause of the accident, as Stohr was a well-experienced pilot in agricultural spray work. It is believed that the spray machine, which was a separate motor in the rear of the fuselage, became jammed. It was common practice for one of the pilots to climb into the back and fix the problem. Based on where the bodies were found, Stohr who was probably flying from the left seat, got up to fix the malfunction while Vallance continued to fly the plane from the right (copilot) seat. While maneuvering away from a hillside at low altitude the plane's left wing dug in and the aircraft cartwheeled killing both pilots. The wreckage was hauled back to

Missoula and used for parts.

Evergreen Helicopters of McMinnville, Oregon, acquired the wreckage when they purchased Johnson Flying Service in 1975. Bought by Kal Aero of Kalamazoo, Michigan, April 1979. Kal Aero employee Maurice Hovious (Hov-Aire Inc.) of Vicksburg, Michigan, acquired the aircraft remains and paperwork in the mid-1980s and has started a restoration.

NC8400

Model - 4-AT-E

Serial Number - 4-AT-62

Manufactured - April 13, 1929

Bought new by Curtiss Publishing Company of Philadelphia, Pennsylvania, July 1929. Sold to Arthur H. Kudner of New York City, New York, July 1931. Bought by Despatch Corporation of New York City, New York, July 1933. Sold to C. M. Ewan of New York City, New York, February 1936. Bought by Manitowoc Air Service of Manitowoc, Wisconsin, June 1936. Sold to Holland G. Bryan of Paducah, Kentucky, November 1936. Bought by Keith G. Cantine of Detroit, Michigan, June 1937. Sold to Mary Cantine of Akron, Ohio, June 1938. Bought by Johnson Flying Service of Missoula, Montana, March 1941. Destroyed in a crash near Boulder, Montana, July 14, 1953 while on a spray project.

Pilot Jim Dillon and mechanic Dick Duffield were in a tight turn headed back for another spray run when they flew into a set of static cables used to keep tension on nearby high voltage lines. The previous evening Dillon had scouted the run in a Curtiss Air Sedan and had noted the obstacles. For whatever reason he hit the lines while flying the Ford the following day. The quarter inch steel cable wrapped around the nose engine and pulled it in on top of the two pilots. The cable broke loose from its attachments and draped over the main wing, whipping behind the aircraft, but somehow the cable missed the outboard engines entirely. With the two outboard motors running at high power, Dillon began a slow maneuver back to the airstrip, dragging the lines hanging from the aircraft through the streets of Wisdom, Montana. After a long struggle with the airplane he managed to line up on a final approach to the airport. His efforts were cut short when one of

the trailing static lines somehow wrapped around a telephone pole and yanked the entire tail section off the airplane, causing it to smash to the ground upside down, killing both men. The wreckage was hauled back to Missoula and used for parts. Evergreen Helicopters of McMinnville, Oregon, acquired the wreckage when they purchased Johnson Flying Service in 1975. Bought by Kal Aero of Kalamazoo, Michigan, April 1979. Kal Aero employee Maurice Hovious (Hov-Aire Inc.) of Vicksburg, Michigan, acquired the aircraft remains and paperwork in the mid-1980s and has started a restoration.

NC8407

Model - 4-AT-E

Serial Number - 4-AT-69

Manufactured - January 15, 1929

(See Aircraft Service Company)

NC9684

Model - 5-AT-B

Serial Number - 5-AT-40

Manufactured - April 9, 1929

Bought new by Cia Mexicana de Aviacion of Mexico City, Mexico, April 1929. Sold to Pan American Airways of New York City, New York, November 1936. Bought by Cia Nacional Cubana de Aviacion S. A. of Havana, Cuba, June 1938. Sold to Air Tours of Put-in-Bay, Ohio, July 1946. The plane lost its original registration and was reassigned N69905. Under their ownership the plane became highly modified. The engines were uniquely replaced with three R-975-28s, instead of the standard Pratt & Whitneys seen on other 5-AT models. Bought by Charles F. "Frenny" Frensdorf of Orofino, Idaho, August 1952. Sold to Johnson Flying Service of Missoula, Montana, August 1953. Destroyed on takeoff from Spotted Bear airstrip located in the Flathead NF, Montana, August 17, 1953.

Pilot Ken Roth was flying a load of seven Missoula smokejumpers to a fire near Montana's Hungry Horse Reservoir on the Flathead NF. Gusting winds in the vicinity of the fire prevented the drop from being made. Instead of returning home Roth opted to wait the winds out at the nearby Spotted Bear airfield. Hours later Roth decided to give the drop another try. After takeoff and only about 150' in the air, the



The 1953 wreck of NC9683 (N69905) at Spotted Bear.

plane's three engines began acting up. One engine's RPM would drop off completely and then would come back, while another one would then drop off. Unable to out climb the terrain or turn back to the strip, Roth maintained forward directional control and flew the plane into the tops of the oncoming trees. Everyone aboard survived, but the plane was demolished. The cause of the accident was determined to be the wrong carburetors, which required fuel pumps instead of the original gravity feed system. When the plane's tanks were full of gas there was enough volume and pressure to push the fuel into the carburetors. However, when Roth departed Spotted Bear the tanks had considerably less fuel. The plane was later salvaged and transported back to Missoula. Evergreen Helicopters of McMinnville, Oregon, acquired the wreckage when they purchased Johnson Flying Service in 1975. Bought by Kal Aero of Kalamazoo, Michigan, April 1979. Kal Aero employee Maurice Hovious (Hov-Aire Inc.) of Vicksburg, Michigan, acquired the aircraft remains and paperwork in the mid-1980s. In 2004 Hovious donated the airplane to the Tri-Motor Heritage Foundation of Port Clinton, Ohio. The group has the goal of making the aircraft airworthy.



NC8419 at the Moose Creek Ranger Station in 1958.

NC8419

Model - 5-AT-C

Serial Number - 5-AT-58

Manufactured - June 29, 1929

Bought new by Ford Motor Company of Dearborn, Michigan, July 1929. Sold to Northwest Airways of St. Paul, Minnesota, January 1931. Bought by Northern Air Transport of Fairbanks, Alaska, September 1935. Sold to Wien Alaska Airlines of Fairbanks, Alaska, November 1936. Bought by Kenneth Neese of Anchorage, Alaska, June 1940. Sold to Star Air Lines of Anchorage, Alaska, June 1940. Bought by Monroe Airways of Monroe, Michigan, June 1945. Under their ownership the plane was completely rebuilt. Sold to G and G Airlines of Tucson, Arizona, November 1946. Bought by Johnson Flying Service of Missoula, Montana, June 1951. Johnson leased the aircraft to Northwest Airlines in 1956 for commemorative flights. The plane was destroyed in an accident at Moose Creek, August 4, 1959 (see Moose Creek section for complete story). Valuable pieces of the wreckage were salvaged and transported to Missoula and used for parts. Other smaller worthless pieces of the airplane were buried near the accident site and are still evident today. Evergreen Helicopters of McMinnville, Oregon, acquired the wreckage when they purchased Johnson Flying Service in 1975. Bought by Kal Aero of Kalamazoo, Michigan, April 1979. The plane unfortunately was not given an authentic restoration. Not only does the entire cockpit have the appearance of a relatively new

airplane but it was painted in an army paint scheme. The paint choice was particularly odd since military Fords were produced using 4-AT models. The plane did fly in 1991 and was piloted by former Johnson Flying Service employee Penn Stohr Jr. It has been on display at the Kalamazoo Aviation History Museum, Kalamazoo, Michigan, since January 1992.



NC435H preparing for takeoff in the mid-1930s.



The 1938 wreck of NC435H at Big Prairie.

NC435H

Model - 5-AT-D

Serial Number - 5-AT-102

Manufactured - April 17, 1931

Bought new by Pacific Air Transport of Oakland, California, April 20, 1931. The transport company dubbed it "Olympia." Sold to National Air Transport, Chicago, Illinois, March 1932. Bought by United Airlines, Chicago, Illinois, April 1933. Sold to Johnson Flying Service (Robert Johnson) of Missoula, Montana, September 1934. Destroyed in a landing accident at Big Prairie, Montana, September 3, 1938.

Dick Johnson was at the controls of the airplane when it crashed. Many people have speculated the

cause of the accident, but a common thread in the various stories is that Johnson encountered a large downdraft during landing and the plane was slammed to the ground. On impact the left strut collapsed which caused the Ford to veer off the runway. The plane came to a rest off to the side of the airstrip in some trees. Johnson was knocked unconscious in the accident and fuel began to leak everywhere, but no fire ensued. The plane sat propped up on its right main strut, which saved the right outboard motor from damage. When the crew from the Big Prairie Ranger Station rushed to help Johnson, the right motor was still running at a fairly high RPM, and they did not have the knowledge to shut it down. The engine eventually ran out of gas. Johnson survived the crash and made a full recovery. Most of the valuable parts were salvaged from the plane by Johnson Flying Service and transported back to Missoula. The fuselage and various other scraps were left behind. Circa 2000 the Museum of Mountain Flying located in Missoula obtained ownership of the wreckage. However, the Big Prairie airstrip, which lies within the Bob Marshall Wilderness, is closed. Wilderness Watch, an extremist wilderness organization, has blocked efforts to retrieve the wreckage with a helicopter.

Northwest Agricultural Aviation Corporation

NC9606

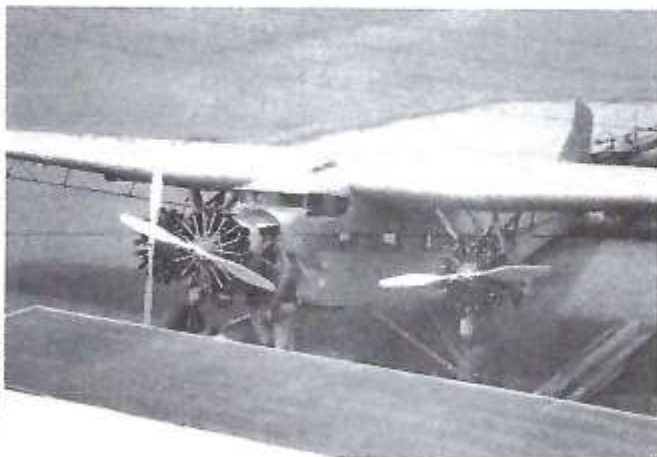
Model - 5-AT-4

Serial Number - 5-AT-4

Manufactured - October 24, 1928

Bought new by Transcontinental Air Transport (TAT) of New York City, New York, November 1928. The plane, named the "City of Columbus," was used by Charles Lindbergh to help map TAT's transcontinental route. When the company merged with Transcontinental & Western Air in April 1931 the plane was renamed "City of New York." Sold to William Keith Scott of Los Angeles, California, February 1935. Bought by Fairchild Aerial Surveys of Los Angeles, California, May 1939. Sold to Texas Petroleum Company of New York City, New York, May 1940. Bought by TACA Nicaragua and

exported. Sold to James C. Pippinger and Allen A. Crane of Caracas, Venezuela, July 1948. Bought by Sky-Ads Inc. of Miami, Florida, October 1951. Sold to Northwest Agricultural Aviation Corporation (Robert W. Waltermire) of Choteau, Montana. Destroyed on takeoff at Choteau, Montana, April 6, 1953.



NC9683 at Orofino in the summer of 1955 registered as N1124N.

NC9683

Model - 5-AT-B

Serial Number - 5-AT-39

Manufactured - April 6, 1929

Bought new by Southwest Air Fast Express (Earl P. Halliburton) of Tulsa, Oklahoma, April 1929. Sold to Southern Air Fast Express of Dallas, Texas, November 1930. Bought by Colonial Air Transport of Newark, New Jersey, April 1931. Sold to American Airways of Chicago, Illinois, April 1933. Bought by Aviation Manufacturing Corporation of Chicago, Illinois, April 1936. Sold to TACA of Tegucigalpa, Honduras, June 1936. Bought by TACA Nicaragua, January 1942. Sold to Miguel A. Zuniga, Mexico City, Mexico, March 1946. Bought by Raul Fierro Villalobos of Guadalajara, Mexico, August 1953. Sold to Robert W. Waltermire (Northwest Agricultural Aviation Corporation) of Choteau, Montana, November 1953. Waltermire ferried it out of Mexico with foreign registration and was re-assigned United States registration N1124N when he returned. Bought by Gerald D. Wilson of Orofino, Idaho, April 1955. Sold to E. W. Brown III of Orange, Texas, September 1956. Bought by Aircraft Hydroforming of Gardena, California, December 1957. Sold to American Airlines, New York City, New York, September 1962. Bought by the National Air &

Space Museum, Smithsonian Institution, Washington, D.C., November 1973. Currently hanging on display.

NC414H

Model - 5-AT-CS

Serial Number - 5-AT-74

Manufactured - September 4, 1929

Bought new by the Ford Motor Company of Dearborn, Michigan, and used for demonstrations including experimental flights on floats through 1932. Sold to Pan American Airways, New York City, New York, November 1932. Bought by Cia Mexicana de Aviacion, Mexico City, Mexico, March 1935. Sold to Pan American Airways, New York City, New York, November 1936. Bought by Cia Mexicana de Aviacion, Mexico City, Mexico, March 1940. Sold to Cia Guatemalteca de Aviacion of Guatemala City, Guatemala, May 1941. Bought by Robert W. Waltermire (Northwest Agricultural Aviation Corporation) of Choteau, Montana, March 1950. Sold to Lawrence L. Alzheimer of Collins, Montana. Bought by Jack A. Adams of Memphis, Tennessee, October 1956. Sold to C. M. Dunham of Haines City, Florida, April 1958. Bought by Mary Jane Bergerson of Crystal River, Florida, April 1959. Sold to John M. and Katherine M. Louck of Monmouth, Illinois, October 1959. Bought by American Airlines of New York City, New York, February 1965. Sold to John E. Burkdoll and Charles A. LeMaster of Ottawa, Kansas, November 1972. Bought by Burkdoll-LeMaster Inc. of Ottawa, Kansas, July 1973. Sold to LeMaster Inc. of Ottawa, Kansas, October 1973. Bought by Commuter Investment and Development Corporation (John R. Seibold) of Las Vegas, Nevada, August 1977. Sold to Scenic Airlines (John R. Seibold) of Las Vegas, Nevada, September 1985.

Harrah's Club

NC9645

Model - 5-AT-B

Serial Number - 5-AT-8

Manufactured - December 1, 1928

Bought new by Transcontinental Air Transport (TAT) of New York City, New York, January 1929.

Sold to G. E. Ruckstell, Grand Canyon Airlines of Grand Canyon, Arizona, July 1935. Bought by Grand Canyon-Boulder Dam Tours of Boulder City, Nevada, December 1932. Sold to TACA of Tegucigalpa, Honduras, December 1937. Bought by Ricardo Nevarez Izurieta of Campeche, Mexico, January 1946. Sold to Arturo D' Argence of Campeche, Mexico, August 1950. The plane was completely overhauled in 1951 and the corrugated skin was replaced with duralumin skin. For many years this Ford became known as the "Smooth Skin Ford." Bought by Augusto D' Argence of Campeche, Mexico, July 1953. Sold to Frank D. Oergel of Burbank, California, May 1955. Oergel purchased the airplane as a wreck and his son Frank Oergel Jr. of Mexico City, Mexico, somehow became involved. Bought by Eugene Frank of Caldwell, Idaho, November 1955. Frank returned it to the United States and registered it as N58996. Frank used it as an agricultural sprayer in Idaho's Treasure Valley. Sold to Harrah's Club of Reno, Nevada, July 1964.

Under Harrah's ownership the airplane was completely rebuilt to factory specifications. The plane was to be used for transportation to his Middle Fork Lodge along the Middle Fork of the Salmon River at Thomas Creek. However, the aircraft was flown very little for this activity (see Thomas Creek section for more information).

Bought by Gary Norton of Athol, Idaho, June 1986. Sold to Norton Aero Ltd. of Athol, Idaho, July 1986. Bought by Evergreen Aviation of McMinnville, Oregon, March 1990.

The airplane was trimmed in Evergreen colors and flown frequently. Evergreen pilots Penn Stohr Jr. and Doug Smuin flew it to several smokejumper reunions and other events around Oregon, Washington, Montana, and Idaho. This was the last Ford Tri-Motor known to have landed in the Idaho backcountry (see Moose Creek section for more information). The aircraft is currently on display at the Evergreen Aviation & Space Museum in McMinnville, Oregon.

Aircraft Service Company

NC8407

Model - 4-AT-E

Serial Number - 4-AT-69

Manufactured - January 15, 1929

Bought new by Eastern Air Transport of Brooklyn New York, November 1929. Sold to Intercontinent Aviation of New York City, NY. Bought by Rex Williams of Phoenix, Arizona, February 1950. In May 1954 three Pratt & Whitney Wasp engines were hung on the aircraft with the nose engine developing 550 horsepower and the outboard engines developing 450 horsepower each. This made it the highest horsepower 4-AT model flown. Sold to David Callender of Eagle, Idaho, February 1955. Bought by Aircraft Service Company of Boise, Idaho, July 1955. Sold to Johnson Flying Service, of Missoula, Montana, April 1958. Bought by LeMaster-Glenn Aerial Spraying of Ottawa, Kansas, March 1963. Sold to Ford Tri-Motor Inc. of Ottawa, Kansas, July 1964. Bought by Ford Tri-Motor Inc. of Lawrence, Kansas, February 1966. Sold to Experimental Aircraft Association (EAA) Air Museum Foundation of Hales Corners, Wisconsin, July 1973. The EAA bought the wreckage of the aircraft after it was badly damaged in a windstorm in June 1973. Bought by EAA Air Museum Foundation, Wittman Field, Oshkosh, Wisconsin, February 1985. After a complete restoration the airplane flew again in July 1985 and continues to be a flying airplane.



Unloading supplies from NC8407 circa 1956.



COME SAY HELLO TO SAM

*I remember Doctor Sam
 Since I was very small,
 The humble small town doctor
 Who birthed and healed us all.
 I recall when sick or hurt
 He'd gently take my hand,
 And say, "Now what's the trouble son,"
 "Come say hello to Sam."
 I recall the Ford he drove
 That would answer night or day.
 And I remember it was there
 When Mama passed away.
 And I recall the saddened eyes
 Of a tired and beaten man,
 And the gentle voice that said to me,
 "Come say hello to Sam."
 I recall when Sara died
 And Sam was left alone.
 The old Ford coupe was put away
 And his sign was taken down.
 Then I recall the gloomy house
 And the old and lonely man,
 Who used to beg me as I'd pass,
 "Come say hello to Sam."
 "You're a natural born mechanic, son."
 The old man often said.
 "Go out and get some books to read."
 "Get learnin' in your head."
 But I listened more to Butch and Joe,
 And they taught me quite a lot.
 Like how to make a jumper switch
 Or paint a car that's hot.
 Then I recall two awful years
 In the prison that I spent.
 And the only letters I received
 Were those the doctor sent.
 The only man I ever knew
 Who really gave a damn.
 And I never even answered back
 To say hello to Sam.
 So, when at last I'd served my time
 And the state said we were square,
 I learned that Doctor Sam was dead
 And I'd become an heir.
 But when the lawyer's letter came*

*I swear I could have wept.
 For the only thing they had for me
 Was the old Ford Sam had kept.
 What cruel, inhuman joke was this?
 What wild, fantastic yarn?
 A nineteen thirty seven Ford,
 Locked up inside his barn.
 I finally went and fetched it home.
 What else could I have done?
 And fooled around the blasted thing
 To try and make it run.
 But then I sort of got obsessed,
 If that's the word to use.
 For the more I tried to fix the car,
 The more there was to do.
 And finally, in a blinding rage,
 I tore that Ford to bits.
 And cursing it and Doctor Sam
 I swore I wouldn't quit.
 And slowly, as the time went by,
 I sensed my changing mood.
 For Doctor Sam's prescription cured,
 As I guess he hoped it would.
 Bill Meeks came by the other day.
 He owns the garage in town.
 He says they're working short a man.
 He wishes I'd come down.
 So many people stopping by,
 I guess from near and far.
 They ask to see what I have done
 To Doctor Sam's old car.
 And so today, I rolled her out.
 She glistens in the sun.
 Like me, she seems so very glad
 For this second chance to run.
 And new we're up here on the ridge,
 Just the Ford and I, alone.
 Looking out across the graves,
 To that one marble stone.
 You think I'm acting silly now,
 And I suppose I am.
 But we came up here, to just be near
 And to say hello to Sam.*

... THE GREASE PIT POET
 © Copyright 1970 by Robert P. McCoppin



Auburn X-Cup Team #1

Early Ford V-8 Foundation Teams gave their all in the 2024 Great Race



Auburn X-Cup Girls Team



The 2024 Great Race was a nine-day, 2,300-mile road rally which began in Owensboro, Kentucky on June 22 and finished up in Gardiner, Maine on June 30, 2024. The annual contest is a test of perseverance and precision driving. The winning team is the one whose score is closest to the Rally Master's established time. The overall winning team is awarded a \$50,000 prize adding to the keen competition.

Kennedy Pontius composed last year's Auburn X-Cup Team #2 and in that race won first place in the X-Cup category. This year Jack and Connor were joined by Leo Powell in the 1948 Ford and Kennedy competed as part of the Girls Team. Foundation President Craig Floyd entered his 1946 Ford Coupe, Car #103 again this year and a 1950 Ford, car #114 was loaned by the foundation to another student group for use in the Great Race.

Cars associated with the Early Ford V-8 Foundation were a 1948 Ford Coupe, car #169 operated by the Auburn X-Cup Team #1 composed of young men and a 1941 Ford Sedan car # 163 operated by the Auburn Girls X-Cup Team. Jack Pontius, Connor Miller and

With the intense competition and vast number of cars it is a challenge to obtain top honors every year in the Rally but participation remains a great motivator for youth to learn mechanical skills and its very good publicity for the Ford V-8 community.



Auburn X-Cup Team #1 receives their 3rd Place Award

Auburn Girls X-Cup Team finished 4th

The Great Race 2024

The attendees at the Installation Dinner for the Central National Meet this June had a special treat in hearing from two young men who have been and are on one of the Great Race teams sponsored by NATMUS and the Early Ford V8 Foundation.

Jack Pontius and Gavin Swift shared their experiences and gave a very informational talk about the Great Race. This year there are 3 cars being sponsored, which includes the teams Jack Pontius, Conner Miller, and Leo Powell in a 1948 Ford, Craig Floyd and Sam Barnett in a 1946 Ford, and for the first time, an all girls team in a 1941 Ford that includes Kennedy Pontius, sister of Jack, Betty Parish, and Syncere Standridge. Kennedy rode with Jack's team last year and was hooked, asking if she could start a girls team.

The young men explained how the Great Race works and fielded many questions from the interested audience. Jack was gracious to elaborate on some humorous "incidents" they've experienced, such as when he locked two of their cars' bumpers together and had a difficult time getting them apart. Even with all their mishaps along the way, their team finished first in their division, and we couldn't be more proud.

As this is being written, they are in West Virginia, headed to Maine on the 2024 Great Race. If you have not followed the Great Race before, consider catching it next year. Updates are given on their Instagram museumcrew as well as the Great Race website and social media. - Jan Jones



(Top, left and right): Gavin Swift, on left, and Jack Pontius, right, share their photos and experiences from the 2023 Great Race; (Bottom, right): An all girls team of Kennedy Pontius, Betty Parish and Syncere Standridge and their 1941 Ford sedan; (Bottom, left): The guys team of Jack Pontius, Conner Miller and Leo Powell in their 1946 Ford during the second day of the Great Race.

FOR SALE

These cars are for sale at
The Early V8 Ford Foundation and Museum
Auburn, Indiana

If interested, contact:
Nate Fluke, Collection Coordinator
Early Ford Foundation Museum
2181 Rotunda Drive
Auburn, IN 46706
natefluke@gmail.com—(260) 927-8022



1936 Ford Fordor Touring Sedan
\$26,000



1940 Ford Standard Tudor Sedan
\$25,000



1940 Ford Convertible
\$35,000



1940 Ford Tudor DeLuxe Sedan
\$25,000



1941 Ford Convertible
\$40,000

FOR SALE

Volunteer V-8 Ford Club member, Ron Buck, has two 1940 Fords, a Deluxe Coupe and a Convertible and both are street rods. His email to me said, "Mickey, I'm gonna let one of my 40's go and see which one goes first." Following is the info on both cars:



1940 Ford DeLuxe Coupe. Owned for 22 years. Total frame off restoration. One year ago upgraded the original chassis and drive train to a TCI chassis, crate 383 stroker with Holley sniper fuel injection 9 inch rear, coil over and disc on all four corners. Custom interior leather and suede and berber carpet.

Asking \$72,500 or \$71,000 to club members!

.....

1940 Ford Convertible, all Henry steel, Corvette 350 , Corvette independent rear, 700r4 overdrive. Great cruiser! \$26,500.



For Sale
Three (3) two barrel
Carbs for Flathead
Ford engine.

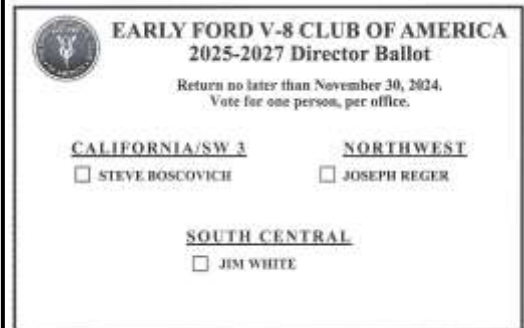
\$500

Call, text or email:

Rama Renegar
 407-509-8335
 (Murfreesboro, TN)
 ragener@hotmail.com

3 Deuces For Flat Head Ford
\$500

2025-2027 Director Ballot



You should have received one or maybe two of these with your July-August 2024 V-8 TIMES. Volunteer V8 Ford Club member, Jerry Littner (a transplant to Tennessee from California) and former board member himself, called to say he "highly recommends" Steve Boscovich for the Board.

If you have anything for sale...a car or cars, parts, etc...please send me a description and a photo(s) and I will be happy to put it in this newsletter.

Send by text at 615-815-9203 or by email at flatheadv897@gmail.com

FOR SALE: 1956 Lincoln Continental Mark II

OWNER: John Looney

209 Addison Avenue

Franklin, TN 37064

Tel: 919-599-3753

Email: john.looney@duke.edu

Particulars of car:

Car was purchased new in Greensboro, NC, and was owned and maintained by original owner and kept in a climate-controlled storage facility until purchased by present owner. It is all original, 50,000 plus miles with original paint, runs well and has no damage at all. It has a new brake system and new fuel system. Dashboard will need some work and interior needs to be redone (owner has the leather) and probably needs some electrical work.

Reason for Selling:

The owner, Dr. John Looney, states that he is old and does not want to finish the remainder of the restoration of the car.

Price:

\$29,000

If interested, contact Dr. Looney at the above address, phone number or email.





BLAST FROM THE PAST!

Tim Babcock joined us at a Saturday Cars and Coffee in Franklin early in August and brought this write up from *Getty News*, *December 1976*. I thought it interesting and felt you would, too.

They just don't make them like they used to

A special 1976 plaque and trophy from the Houston Region Early Ford V-8 Club attests to Thomas L. "Tom" Roberts' interest in old V-8 Fords and his competence in restoring them to original condition.

This month, Roberts, who is division landman in Houston, was awarded the plaque in recognition of completing an outstanding restoration project on a 1940 Ford convertible. His enthusiasm for classic cars was rewarded with the club's high-point trophy. Points during the year are earned by attendance, obtaining new members, driving to meetings in an early V-8 and participation at outings.

Roberts' lineup of old Fords includes a completely restored coupe and convertible, both of the highly popular 1940 vintage, a 1935 pickup and a 1956 Thunderbird.

Although the T-Bird is not an early V-8, Roberts said it is a collector's item because it is among Thunderbird's classic years of 1955, 1956 and 1957. Early V-8s include the years 1932 through 1948.

His first restoration project began with the purchase of the 1940 coupe that he found in LaGrange, Texas, in 1970. Roberts said, "It took me about a year and a half to rebuild the coupe. When I bought it, the coupe had a 1953 engine and the wrong wheels for a 1940 model. Also, the back end was badly rusted out. I had to get parts from several different places, including California."

An antique car club is very helpful to old car rebuilders. The car owners band together to

provide a medium of exchange for ideas, technical information, nostalgia and buying of parts. Roberts said, "It is important for a car buff to know where there are places that specialize in old parts and to get acquainted with others who restore old cars."

Roberts helped develop the Houston Region Early Ford V-8 Club in 1972 and was one of its five charter members. He served as president in 1972 and 1974. The club has grown to include about 75 member-families.

The nostalgia attached to old cars can include a desire to know as much as possible about the history of a particular car and to collect as many documents and old papers dealing with its past. Roberts particularly enjoys obtaining copies of titles dating back on each of his cars. He said the most difficult title copy to acquire is the original since most states keep such records for a specified period of



Tim Babcock and the 1940 Ford Convertible his uncle Tom restored.

time and then dispose of them.

His nostalgia collections also include license plates back through the 1930s and magazines as far back as 1935 containing Ford V-8 advertisements.

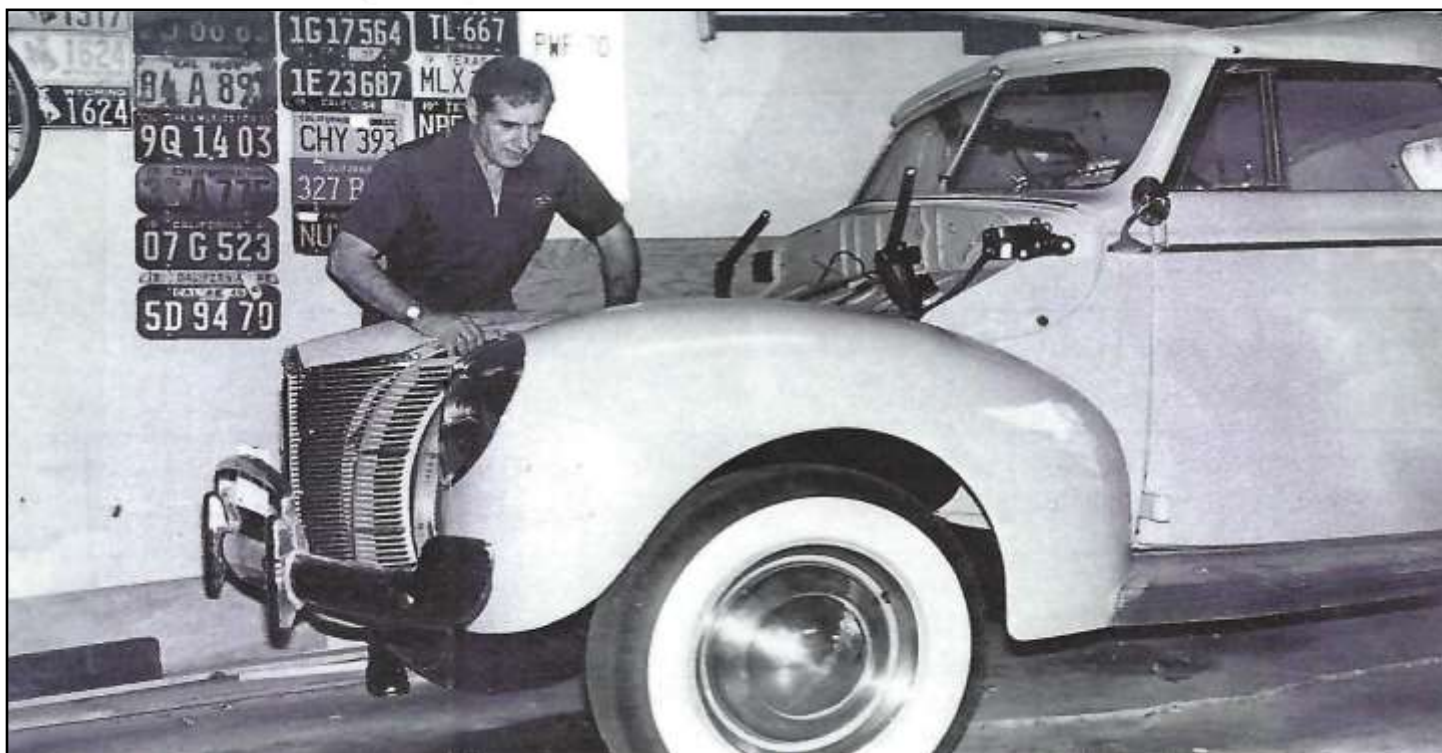
Roberts has been most successful with his historical trace of the 1940 convertible, which took him about four years to complete and won him the Early Ford V-8 1976 plaque. There were 10 owners before he bought the car and he has obtained copies of all but the original title.

"I probably spent about \$3,000 on each 1940 car to properly restore it," Roberts said. "And of course they are now worth far more than I have invested in them. The convertible is worth at least two times the coupe's value because open top cars are in greater demand."

Probably the top prize among his cars is the 1956 Thunderbird. Roberts said, "The T-Bird is registered in my wife's name and Bee (Bernice) and I plan to keep it. I paid \$3,000 for the car in 1974, only about \$150 less than the original cost, and it is probably worth twice what I paid for it."

He explained that classic Thunderbirds are greatly in demand these days and a good one is rarely offered for sale because discriminating owners realize they possess a car that was of advanced design and beauty.

Roberts' current project is to totally restore his 1935 Ford pickup while scouting around for the highly coveted 1932 three-window Ford coupe.📧



Tom Roberts with his 1940 Ford Convertible



Here's a picture of that same 1940 Ford Convertible of Tim's uncle, Tom Roberts, with a WWII B-17 bomber at a Houston airport in the 80s. Turns out Roberts was a B-17 pilot (but not in his particular plane), stationed in England and flew many missions over continental Europe. Tim also said, "Uncle Tom had worked on restoring the B-17 — Texas Raiders — back in the 90s. Sadly, the Texas Raiders and a Bell P-63 King Cobra collided in an air show accident in Dallas on November 12, 2022. 6 people died in the resulting crash. Both planes were destroyed."



(Left) Tim's uncle Tom Roberts and his wife, Bea, circa 1943. Notice the wings on his chest and the famous Eighth Army Air Force patch on his left sleeve.

(Right) The "Member Car of the Month" article appeared in the March 2022 issue of this newsletter shortly after Tim joined the Volunteer V8 Ford Club and after moving to Tennessee from California.



**Member Car of the Month
Tim Babcock, Franklin, Tennessee
1940 Ford Convertible**

Our Uncle Tom bought the '40 Ford for a \$1800 in 1972, from a man in California, who had gotten it from a gentleman in Arizona. He had it shipped to Texas where he lovingly restored it in his garage over the next 5 years. He rebuilt the engine twice, redid the interior completely, put on a new convertible top, and re-painted it with it's current color, using close to 25 coats of paint and lacquer.

In 1977 the '40 was ready for road trips. Uncle Tom drove it to many meets — Atlanta, GA, Bozeman, MT, Bend, OR, Twica, and Lake Tahoe to name a few. I still have the bags, pins, hats etc. from most of the meets. The '40 also participated in many parades and weddings, some of which we were involved in! We always loved the '40 and dreamed of having a '40 of our own someday.

Uncle Tom was the last of our uncles to pass away, and when he did, many of his classic cars were sold, but the '40 remained stored in a storage garage for 8 years, tarped and untouched. We were always hopeful we might be able to acquire the '40 and, when we were offered the chance in 2019, we jumped on it!! We had it transported to our garage and everyone on the street came out to see it's arrival and help us push it into the garage, since it wasn't running! We got it running the next day, but it clearly needed work. We started with fluid changes, put on new brakes, rebuilt the carburetor, had a tune-up and replaced the battery. We love working on our '40 and driving it around Franklin several times a week, and we look forward to taking it to the Eastern National Meet in Franklin, TN this June!



HOT DOGS IN FOIL

Joann Scheibhofer
Omaha, NE-RG #43

- | | |
|---------------------------|-----------------------|
| 1-lb. pkg. hot dogs | 1 med. onion, chopped |
| 1 (14-oz.) can sauerkraut | 1 can beer |
| 6 slices bacon, cut up | |

Slice hot dogs in 4 pieces. Place on a large piece of heavy-duty foil. Add kraut, bacon and onions. Pull up sides of foil. Pour the can of beer over all. Seal well. Place over coals on grill. Let cook for 1 hour.

SAUCEY DOGS

JoAnn Post Pendley
Clifton, VA-RG #96

- | | |
|-----------------------------|-----------------------------------|
| 2 T. prepared mustard | 2 T. Worcestershire sauce |
| 2 (8-oz.) cans tomato sauce | 1 tsp. celery seed |
| 1/2 c. dark corn syrup | 1/4 to 1/2 tsp. bottled hot sauce |
| 1/3 c. vinegar | 1 lb. hot dogs (8 to 10) |
| 1/2 c. minced onion | |

In skillet, blend mustard with **small** amount of tomato sauce. Add remaining sauce and all other ingredients, except hot dogs. Cook over medium heat, stirring frequently until mixture comes to a boil. Reduce heat and simmer gently 30 minutes. Add franks/hot dogs; cook until hot and plump, 7 to 8 minutes. Serve in buns or over rice or noodles. If serving over rice/noodles, slice hot dogs diagonally before adding to sauce. Serves 4 to 5.

SAUSAGE BALLS

Jan Papciak
Houston, TX-RG #50

- | | |
|---|---|
| 1 lb. bulk sausage (hot, mild or mixed) | 2 c. finely grated cheddar cheese (mild or sharp may be used) |
| 2 c. Bisquick | |

Combine ingredients and mix well. Shape into balls about the size of walnuts. Bake on cookie sheet at 350° for about 15 minutes.

PETE'S GRITS (Scrapple)

Pete Miller
Coronado, CA-RG #19

- | | |
|-------------------------|--------------------------|
| 1 lb. sausage | Chicken instant bouillon |
| 1 med. onion | Instant grits |
| 2 or 3 jalapeño peppers | |

Sauté the sausage and drain off the grease. Add chopped onion and chopped peppers to the sausage and sauté a few more minutes. Follow the directions on the box of grits for six servings and add two or three tablespoons of chicken bouillon to the boiling water. When the grits are done, add the sausage, onion and pepper mixture to the grits and stir. Add Pete's Grits to a greased meat loaf pan and refrigerate. When the grits have set up, turn the meat loaf pan upside down on a plate and slice into one-inch slices. Pan fry the slices of Pete's Grits and serve with eggs.

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

THE IGNITION SYSTEM

Your car starts with a high voltage (7,000 to 20,000 Volts) spark. Before the engine starts, the only available voltage is the 6 volts from the battery.

As we turn on the ignition key, low voltage current from the battery is flowing through the primary windings of the coil, through the breaker points, which are closed to electrical ground and back to the battery. This current flow causes a magnetic field to form around the coil. Energy is stored in this field.

The length of time the breaker points are closed and the primary current is flowing is called the dwell time. The points must dwell closed long enough to produce complete magnetic saturation of the coil if it is to produce the maximum voltage of which the coil is capable.

Instantly, when the points open the current stops flowing through the primary winding of the coil. This causes the magnetic field to collapse around the coil. The condenser (having the capacity for the storage of an electrical charge) prevents arcing between the points each time they open and aids in the rapid collapse of the magnetic field.

The lines of flux in the magnetic field cut through the secondary winding of the ignition coil, creating a high voltage, high enough to jump the gaps between the rotor and ignition wire and the electrodes at the base of the spark plug.

If the engine is properly timed, the spark reaches the air fuel mixture in the cylinder and combustion begins. As the fuel charge burns in the firing chamber it expands, pushing the piston down on its power stroke. The engine then runs if all components are in good condition. The spark continues across the gap until the energy stored in the magnetic field becomes too weak to maintain the arc (this usually takes place within a few microseconds). The initial jump across the gap ignited the fired charge. The distributor shaft or cam continues to rotate until the breaker points close and the cycle begins over again and again approximately 18,000 times per minute at 90 miles per hour.

As the distributor rotates, electrical contact between the rotor and distributor is broken stopping the secondary current flow. At the same time, the breaker points close to complete the primary circuit causing the primary current to flow. This primary current will again create the magnetic field and this cycle is repeated for the next cylinder in the firing order.

The distributors on our V-8's should be removed, disassembled, cleaned, inspected for worn or broken parts. Then new points and condenser should be installed and then be set up on a distributor machine to get set to exact specifications so when it is installed on the engine you know it will work. A poorly running engine will cut engine life drastically and this is expensive.

Dick Flynn

Local Car Shows—September 2024

September 6-7th: Red Boiling Springs, TN - 68th Annual Fall Meet of the Mid-Tenn Region AACA. Where: Thomas House, 520 E. Main Street in Red Boiling Springs, TN. It begins on Friday! You can register on Friday between 8am - 4pm. Judging is on September 7th. Average attendance around 250 to 300 cars. Entry fee \$20.00. For more information, call 615-400-2054. [FLYER](#)

September 6th-7th: Lebanon, TN - The Triple Crown of Rodding is back!!! at the Nashville Super Speedway, 4847-F McCrary Road, Lebanon, TN. Presented by PPG Refinish! This show will feature some of the finest hot rods & trucks, plus other activities including the huge vendor midway, celebrity meet & greet, nostalgia nitro dragsters, live music, food trucks and more. They are giving away this year a 2023 Chevy Truck built by Alloway's Hot Rod Shop, plus the LS3 Crate motor giveaway from Blueprint Engines. More details can be read on their [WEBSITE](#) here is the link to Register. [REGISTRATION](#) [FACEBOOK EVENT](#) [FLYER](#)

September 7th: Cumberland City, TN - 11th Annual Cruisin' The Creek Car Show at Yellow Creek Baptist Church, 4506 Ellis Mills Road, Cumberland City, TN. Registration begins at 9:00am, Judging 10am - 2pm, Awards at 2:00pm. Open to all vehicles and motorcycles. TOP 100 Trophies, plus Best of Show, People's Choice, Church's Choice and 1st/2nd/3rd Place trophies awarded to Motorcycles and Rat Rods. Grand Prize Giveaway is a Craftsman Tool Box, 2 - \$500 Gift Cards, \$1,000 Cash. "must be present to win". Door Prizes, Silent Auction and Concessions all day. For more information, call 931-447-2600. [FLYER](#)

September 7th: Franklin, TN: The 4th Annual Vietnam Veterans of America Benefit Show open to all cars, trucks, bicycles, and motorcycles. SHOW LOCATION: The ELKS LODGE #72 located at 485 Oak Meadow Drive (located off of S. Royal Oaks Blvd. just south of Hwy. 96 near the Home Depot) in Franklin, TN. Registration on-site for \$20 per vehicle from 8 am until noon. TOP 30 People's Choice and other specialty awards presented by 1:30 pm. Silent Auction. Food available with indoor seating in the Lodge. Rain or shine with plenty of paved parking. Free for spectators and donations gladly accepted. 100% of the show and Silent Auction proceeds fund the Vietnam Veterans of America (VVA) Chapter 1140 in Williamson County Tennessee, benefiting veterans of ALL eras! Come out and support the VVA in "HELPING VETERANS, COMMUNITIES AND THOSE SERVING IN HARM'S WAY." Presented by the Elks Lodge #72 and the Music City AACA and trophies graciously provided by O'Reilly Auto Parts. Sponsored by The Williamson Herald and Fox & Locke in Leipers Fork. For more information contact Rich Krejsa, President, Chapter 1140, Vietnam Veterans of America, at 615-870-2294 or E-mail to richk.vva@gmail.com [FLYER](#)

September 7th: Clarksville, TN - 2024 Fall Swap Meet and Car Show hosted by the Clarksville Gearheads, next to Bargain Hunt, 690 N. Riverside Drive, Clarksville, TN. Times: 10:00am - 3:00pm. We ask that swap meet vendors arrive between 9am-10am to setup. Car Show participants should arrive between 10:00am - Noon. Entry fee \$20.00 per vehicle. Judging starts at Noon, Awards presented at 2:00pm. 20 Trophies will be presented. See Event for details. [FACEBOOK EVENT](#)

September 7th: Ashland City, TN - Music City "How You Riding" Super Show at Ashland City Fairgrounds, 870 Fairgrounds Road, Ashland City, TN. Gates open at 11:00am. Vehicle Registration \$20.00 / Spectators \$10.00. Over 25 trophies! Get your tickets online via >>>[WEBSITE](#)<<< [FLYER](#)

September 7th: Greenbrier, TN - Dayspring Academy "Honoring our Heroes" Car Show at Dayspring Academy, 2838 Heights Circle Drive, Greenbrier, TN. Times: Registration starts at 7:00am, Show 8:00am - Noon. Entry fee \$25.00, Spectators \$10.00. Awards, Door Prizes, Food trucks. All proceeds benefit the Wounded Warrior Project. [FLYER](#)

September 7th: Mt Juliet, TN - RAY DANIEL Cruise-In The Ray Daniel Cruise-In presented by Volunteer State Bank, the event will take place at Charlie Daniels Park (1075 Charlie Daniels Parkway, Mt. Juliet, TN) and will be the central part of the City of Mt. Juliet's annual city celebration. The Celebrate Mt. Juliet event will run from 4:00 pm to 9:00 pm, and in case of rain, the event's rain-out date is Sept. 8th, 2024. Last year, over 10,000 people attended. The organizers are bringing back the cruise-in this year, allowing free participation and entry. Participants will receive a complimentary photo of their classic or vintage vehicle, as well as gift bags containing an event T-shirt and a Chick-fil-A gift card for the first 50 participants. The roll-in time for the cruise-in is from 2:00 to 4:00 p.m., and the show will run from 4:00 to 9:00 pm. Participants can expect to showcase their classic and vintage cars to the park's thousands of adults, families, and children. Additionally, local talented bands, craft vendors, inflatables, food trucks, a foam party, cake walks, and more will be located on the other side of the park. For more information, call 615-758-6522 or visit their >>>[WEBSITE](#)<<< [FLYER](#) [FLYER2](#)

September 12th: Springfield, TN - The Farmers Bank Charity Car Show at Farmers Bank, 1203 Memorial Blvd, Springfield, TN. Times: 4:30pm - 7:00pm. NO Entry Fee!!! Donations ONLY!!! All donations go to United Ministries Food Bank. If you would like to enter your car, please stop by the Springfield Branch or email edonoho@thefarmersbank.net or awilliams@thefarmersbank.net for a registration form. All forms are due September 1st by email or drop off inside bank or night-drop box. [FACEBOOK EVENT](#) [FLYER](#)

September 14th: McMinnville, TN - Iconic Metal Works Heroes & Hot Rods Car Show at 5290 Shellsford Road, McMinnville, TN. Times: 9:00am - ?? Honoring Veterans of Tennessee. Heroes and Hot Rods is about raising awareness & funds for our Veterans in Tennessee. Show is open to all makes and models. NO awards! NO Registration! For more information, contact Iconic Speed & Design 661-340-9510 [FACEBOOK EVENT](#) [FLYER](#)

September 14th: Franklin, TN - 2nd Annual Car Show at The Gathering at 840, 6315 Arno Road, Franklin, TN. Registration: 8:00am - 9:00am, Prizes awarded at 11:00am. Entry fee \$20.00. Awards for Cars, Trucks & Motorcycles. Best of Show Original (25 yrs or older) / Best of Show Modified (25 yrs or older) / Newest Modified / Best Bike / Best Truck / Medals for all Cars. Rain or Shine!!! All proceeds to the Church for Children's Programs. For more information, call Russ Willingham 312-296-0143. [FLYER](#)

September 14th: Clarksville, TN - Show N Shine & Saluting our Veterans at The Tennessee State Veterans Home, 250 Arrowood Drive, Clarksville, TN. Times: 11:00am - 3:00pm. Hosted by Last Century Hot Rodz & Haulers. Chance to win Door Prizes & Lunch provided. For more information, contact Mitch Kelly 931-249-1057. [FLYER](#)

September 14th: Murfreesboro, TN - B & B Flooring Fall Festival Car Show at 2204 NW Broad Street, Murfreesboro, TN. Times: 10:00am - 4:00pm. Trophies awarded at 1:00pm, Entry fee \$10.00. See flyer for the QR Code. Car Show, Carnival Games, Shaved Ice, Food Trucks, DJ Music, 20+ Vendors, Bounce Houses. Bringing Children in need gifts for Christmas. Bring an unopened toy for a raffle ticket for one of our great prizes.

September 20-21st: Lebanon, TN - 19th Annual Fall Redneck Rumble at Wilson County Fairgrounds, 945 E. Baddour Pkwy, Lebanon, TN. Pre-70 Hot Rods, Customs, Rat Rods & Motorcycles. Entry fee \$25.00 Show entry and Driver. For more information, contact Scooter 615-364-1828. >>>[WEBSITE](#)<<< [FLYER](#)

September 21st: Clarksville, TN - Memory Lane Cruisers 30th Annual Autumn Run Car Show at Hampton Plaza, 2884 Wilma Rudolph Blvd (next to Cook-Out & Books A Million). Welcome all classic cars, muscle cars, street rods, trucks, rat rods, under construction and motorcycles. Registration BY DONATION starts at 8:00am - Noon. TOP 20 Awards + 10 Classes + Best of Show + Kid's Choice + Ladies Choice. All vehicles will be JUDGED. Grand Prize, Door prizes & 50/50 drawing. For more information, contact Stan Rueger 309-838-1471 or Will Brandum 931-494-6287. Dash plaques for the 1st 100, Door prizes and more. Proceeds will benefit YAIPAK OUTREACH & JUDY'S HOPE in Clarksville. >>>[WEBSITE](#)<<< [FLYER](#)

September 21st: Columbia, TN - 4th Annual Muletown Motorfest Car, Truck & Motorcycle Show at Parks Buick GMC, 913 Nashville Hwy, Columbia, TN. Open to all makes and models. Rain or Shine! Registration starts at 8:00am - Noon, Judging starts at 10:00am. Entry fee \$20.00. Awards for Cars, Trucks & Motorcycles. Door Prizes, Food trucks and Music. For more information, email: avmills2010@gmail.com [FACE BOOK](#) [FLYER](#)

September 21st: Madison, TN - 5th Annual Fall Fest by Darkside Car Club at Rimtyme Custom, 1558 N. Gallatin Pike, Madison, TN. Registration at Noon, Judging at 2:00pm. Open to all Cars, Trucks and Bikes. Awards include 1st / 2nd / 3rd Place plus Best of Show for Cars & Bike. For more information, call 615-681-1069. [FLYER](#)

September 21st: Smyrna, TN - 22nd Annual Classic Car Cruise-In at Smyrna Airport Azure Flight Hangar, 278 Doug Warpoole Road, Smyrna, TN. Hosted by the Rotary Club of Smyrna. Gates open at 5:00pm - 9:00pm, Staging of cars at 4:00pm. Entry fee is \$50.00 per person. There will be Fish, Food, Drinks, Classic Cars and music at the hangar. Honoring "K9 Officers". Proceeds go to assisting local non-profits. Tickets can be purchased online at www.wofsmyrna.com For more information, contact Jerome Dempsey 615-396-7404 or Mike Woods 615-260-5925. [FLYER1](#) [FLYER2](#)

September 22nd: Murfreesboro, TN - Benefit Car Show for Dawson Bowman at Stones River AACA Garage, Cannonsburgh Village, 312 S. Front Street, Murfreesboro, TN. Times: 2:00pm - 6:00pm. Entry fee \$20.00. All makes and models welcome to attend. 25 Trophies including: Best in Show / Dawson's Choice / TOP 20 / TOP Car-Truck-Motorcycle. Rain Date: September 29th. All proceeds will go to the family to help with medical expenses. [FLYER](#)

September 27-28th: Nashville, TN - AL Menah Shriners Car, Truck & Bike Show at Scoreboard parking lot, 2408 Music Valley Drive, Nashville, TN. Registration for car show starts at 8:00am, Saturday the 28th. Trophies presented at 2:00pm, Out by 3:00pm. Entry fee \$30.00. Rain or Shine!!! Friday night Cruise-In / Poker Run starts at 7:00pm, Stops at 8:30pm. Saturday: 1st 100 entries get a plaque and Free 5x7 photo with each entry, Hot Wings Eating Contest, Big Wheel Races, Rat Rod Category. All proceeds benefit the AL Menah Shrine Center. For more information, call Kerry Fleenor 615-289-8272 or Geoff King 615-473-6087 [FLYER](#)

September 27th-28th: Clarksville, TN - 24th Annual Montgomery County Antique Tractor & Engine Show (MCATEC) at John Barte Agriculture Center, 1921 Rossvie Road, Clarksville, TN. Come join us for our Annual Fall Festival! Each Exhibitor (one per family) will be entered for the drawing for a Case VAI Tractor. Winning ticket to be drawn at the end of the show and must be present to win. We offer covered arena and engine shed, two or more working Steam Traction Engines and so much more. Welcome all tractors, steam traction, flywheel engines, air cooled engines, Classic Cars and Trucks. For all the details, please visit their [FACEBOOK EVENT PAGE](#) or [FLYER](#)

September 28th: Dickson, TN - 10th Annual Mallory's Miracle Car/Truck/Jeep/Bike Show and Silent Auction at Dickson County Fairgrounds, 1053 TN-47, Dickson, TN. FREE gate admission for Spectators, Car Show entry \$25.00 for 1st vehicle/ \$15.00 for 2nd vehicle. Rain or Shine!! Registration: 8:30am - Noon, Awards around 3:00pm. Live music, Great Food, Free Face Paint and Balloon Animals for Kids. Purchase tickets for a Craftsman Tool Box or Winchester Shotgun. Dash Plaques for the 1st 100 Entrants. Every entry has a chance to win a Tool Box. For more information, call Kristin 615-372-4810 or call Marletta Lilly 615-946-0857 for questions or pre-register. [FLYER](#) [CLASSES](#)

September 28th: Lebanon, TN - 3rd Annual Middle TN Missions Market Car Show at 1660 Leeville Pike, Lebanon, TN. Welcome Classic Muscle, Rat Rods, Motorcycles, Trucks, Foreign. 1st 100 entries receive a Dash Plaque. 40 Trophies total, including Sponsor's Choice / Best in Class / Best in Show. Categories: 1900 - 1950 / 1951 - 1999 / 2000 to Present. Registration: Starts at 8:00am, Judging begins at 10:00am, Awards at 3:00pm. Entry fee \$20.00. Proceeds will benefit our Annual Single Moms & Widows Car Clinic. To register, scan the QR Code on the >>>> [FLYER](#)

September 28th: LaVergne, TN: The Nashville Corvette Club presents the YOU BE THE JUDGE People's Choice 2-Shows-In-1 Corvette and Open to All Makes Car and Truck Shows. Show Location: Streetside Classics at 6000 Reliance Drive in LaVergne, TN. Registration 9 am till noon, \$20 per vehicle, awards by 1 pm. Free for spectators. All show entrants vote in People's Choice balloting. The People's Choice CORVETTE SHOW will be for TOP 15 awards and Best Corvette in Show. The People's Choice OPEN TO ALL MAKES AND MODELS SHOW will be for TOP 15 awards and Best in Show. All paved parking, DJ, and food available. Hosted by Streetside Classics and awards provided by O'Reilly Auto Parts. The Nashville Corvette Club proudly supports The Nashville Humane Society and the Body & Soul Food Pantry at The Church of the Advent in Brentwood, TN. Questions or more info: Contact Dayton Long at 225-933-9943. [FLYER](#)

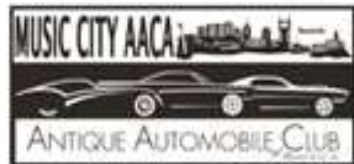


Okay, so it's time for picnics. This photograph belongs to a postcard dealer who is actually one of the boys in this picture. Wouldn't you just love to be having a sandwich, a glass of milk and whatever else mom put on your tray for lunch while sitting in the back of your dad's fifties Ford station wagon. Maybe at a car show? Oh, to be a kid again! Oh, to own a decent '52 or '53 Ford station wagon!

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SHOW LOCATION:
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Franklin, TN
www.elks72.org

Need more information?
Please contact
Rich Krejsa, President, Chapter 1140,
Vietnam Veterans of America,
at 615-870-2294

Trophies Provided By



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35th Annual Antique & Classic Car Show

Sunday, October 6, 2024



Sponsored by

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Middle Tennessee Electric

O'Reilly AUTO PARTS

Located at:

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

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

ENTRY FEE: \$20 per car

Contact: Allison Bender (615-397-4547)



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