



Mickey Holton, Editor

October 2024

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**QR CODE**  
(Quick Response Code)



Scan this QR Code with your smart phone and go instantly to our club website! Copy code to phone.

**MESSAGE**



We're fresh off our visit to Leiper's Fork for our chili lunch at Jerry and Christie's property. It was a hot day (as was the chili!) but I think everyone had a good time and enjoyed the camaraderie and the cars driven there.

There are many car shows scheduled for October and are listed in this newsletter (Pgs. 26-29). Two in particular...October 6th and 26th in Franklin...should be on your list to attend.

October, of course, means Hershey and that means Danny and Mike Driskell and I will be there to sell parts for Mike's Third Gen Auto. Are any of you planning on going?

We're working on some other activities for the rest of the year including our Christmas party to finish off the year so stay tuned!

Enjoy the newsletter!...Mickey Holton

**NEW MEMBERS**

**EATHERLY, Mike**  
 EFV8CA #921633  
 7459 Pinson Lane  
 White House, TN 37188  
 (615) 394-5983  
[eatherly@comcast.net](mailto:eatherly@comcast.net)  
 Spouse: Susan  
 1941 Ford Sedan Coupe,  
 1926 Model T Ford

**WEBBER, Ron**  
 EFV8CA #921644  
 1900 Spring Craft Drive  
 Franklin, TN 37067  
 (615) 556-0521  
[rebber@bellsouth.net](mailto:rebber@bellsouth.net)  
 1935 Ford Pickup

**HOLTON, Jim**  
 EFV8CA #921628  
 3319 Patcole Court  
 Murfreesboro, TN 37129  
 615-767-6597  
[jim@holton.us](mailto:jim@holton.us)  
 Spouse: Jennifer

**FORD, Pat**  
 EFV8CA #921640  
 1920 Council Street  
 Statesville, NC 28625  
 704-450-1279  
 No email  
 1940 Ford Deluxe Coupe  
 1958 Ford Fairlane

**WELCOME TO THE CLUB!!**



## The Early Ford Club of America

### **Summary of August 24, 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. Minutes of the May 18, 2024 Second Quarter Meeting, the June 5, 2024 Special Meeting and the June 26th Special Meeting were approved.

**Treasurer Report:** David Rehor gave a report on the Club's finances, which was approved.

**Audit Committee Report:** Joe Valentino, chairman of the Audit Committee gave a report. Joe reported that the annual audit of the Club's financials was completed satisfactorily with no issues. The accounting firm of Bonk, Cushman, Eagle and Garcia, which conducted the audit, was paid for their services. The audit report was approved by the Board.

#### **Scheduled National Meet**

##### **2024**

**Eastern National Meet,** Clayton, New York September 15-20 sponsored by Mohawk Valley RG#59 and Western New York RG#3. More information on the club's website [www.earlyfordv8.org](http://www.earlyfordv8.org)

##### **2025**

**Central National Meet,** Springfield, Illinois June 22-26, "*A V-8 Family Reunion*" sponsored by the Northern Illinois Regional Group #8. For Early Registration forms check the Club's Website [www.earlyfordv8.org](http://www.earlyfordv8.org) or go to <https://2025cnm.com>

**Membership report:** David Rehor reported that membership was down 3.8%.

**Accessories and Book Sales Report:** The major task of moving the Accessory Sales books and merchandise from California to McMinnville, Tennessee has been completed. Michael Driskell, who now heads Accessory Sales, Dave Rasmussen and Bruce Nelson worked very hard on the transition. Accessory Sales merchandise will now be housed in the facilities of Third Gen Automotive. The Board approved ordering more V-8 key chains and cloth patches with the Early Ford V-8 Club of America logo, as the inventories were depleted.

**Website:** Bruce Nelson's report on the website was approved. It was voted that the Website store will only offer the last three past issues of the V-8 Times for sale. Members desiring an extra copy of a particular issue will need to order them in the first few months after an issue is released.

**Advertising and Membership Committee:** The 2024 Membership Drive is underway. Members are encouraged to participate. The Membership Drive rules have been printed in the V-8 Times. For recruiting a brand new member for a one year paid membership current members receive one point. When a participant earns three points they may receive three of the EFV8CA books listed on the book and award table for free. To receive credit for recruiting new paid members contact David Gunnarson at Gunnarson@verizon.net or phone him at 571-776-6393.

The Free Promotional Membership applications have been completed. They offer the opportunity for a free one year new membership with a digital V-8 Times subscription. A "Follow the Car" brochure intended to recruit the new owners of Ford V-8s that are sold to non-members was developed. A copy of the brochure will be emailed to our membership for their use. A "Road Show Packet" supplied by the National Club containing recruitment material for use by regional groups at car shows is being discussed.

**Strategic Planning Committee:** The committee distributed a report to the Directors about the ongoing work of revising the club's By-Laws. Dave Gunnarson proposed a revision of the Policy Manual.

**Officer Elections for 2025:** Current sitting Directors on the Board who desire to run for the officer positions of President, Vice President, and Secretary for next year were encouraged to send their resumes to the Parliamentarian by September 1st, 2024.

**V-8 Times Editor's Report:** Shannon Olson, V-8 Times Editor reported on options for printing a new Membership Roster. An updated Membership Roster is being planned for 2025. Resumption of the issuance of membership cards was also planned for next year.

**President's Updates:** After surveying all of the regional groups, nine groups were unaccounted for. It has been determined that twenty-four groups are currently inactive. Directors should soon be contacting regional groups about the Directors and Officers Insurance offered by the club. The annual premiums are \$140 and payment will need to be sent to Treasurer David Rehor.

The National Club is always looking to hear from Regional Groups interested in sponsoring both National Meets and National Driving Tours. Feel free to contact President Connie Hall, Meet Chairman Rick Claybaugh or any of our Regional Directors for how the Board might assist.

**The Meeting was adjourned at 3:30 CDT. Next Quarterly Meeting November 16, 2024**

**Respectfully Submitted by:**

John Emmering National Secretary



# Chili in Leiper's Fork!!!

Saturday, September 21st, 2024

A visit with Jerry and Christie Bowens  
at Parham Schoolhouse



For the second year in a row, members of the Volunteer V8 Ford Club were privileged to visit the beautiful Williamson County home and property of Jerry and Christie Bowens highlighted, of course, by the Parham Schoolhouse, a century+ year-old structure renovated by Jerry and Christie and made available for weddings, dinner and luncheons, and other functions, one of which is



Parham School before reconstruction

“Dinner in the Creek.” →

Needless to say, we did not choose this option but instead we enjoyed a delicious chili

lunch (a hot treat on a hot day!) and had a great time. A number of fine Early V8s were on hand for members to see, enjoy and talk about with fellow members and guests. Enjoy the following pictures...



“Dinner in the Creek”



On the road again! Mickey Holton ('48) and Scott Zaft ('37) on the way to Leiper's Fork.

(Photo by Karen Zaft)











## The Cars



Pictures by Jim and Mickey Holton



## 4th ANNUAL VETERANS BENEFIT SHOW

Saturday, September 7, 2024

Franklin, TN

Always a good show, we had several Early V8 Fords on display and two of those won awards...Mickey's '48 coupe and Jim McGuire's '47 woodie were selected in the top 30 and Jim's woodie was voted as Best of Show! This was a big surprise to Jim as he left before the awards banquet and did not know he had won! Scott Zaft and Mickey took Jim's award to him after the show.



Always working to recruit new members!



Jim McGuire and his award-winning 1947 Ford Woodie with Jayden Fox who helped Jim "clean the car up before the show and big win."



# I REALLY DIDN'T MEAN TO DO IT!

By Mickey Holton

Honestly, I just wanted to go to the Early Ford V8 Foundation and Museum's fall swap meet held on August 29th, 30th and 31st in Auburn, Indiana, with Danny Driskell and with no purpose in mind but to enjoy myself and take a few pictures. Buying another Early V8 Ford was the farthest thing from my mind but, shortly after arriving there on Thursday afternoon, and when walking past a line of V8s for sale...I was struck by lightning!



I've always been an admirer of 1939 and 1940 Ford coupes but ones I've seen were just a smidgen more than I wanted to pay for one...but there before me sat a gorgeous, **original** 1940 Ford V8 Standard Business Coupe offered at a price that wasn't too much. I made a lower offer but was told no, so I said I had to think about it.

On Friday, I had *almost* decided not to buy it but was sought out by Nate Fluke, Collection Coordinator for the Foundation, who told me he had another buyer who offered to take the coupe plus another car they had for sale and he offered to pay full price for both. Thankfully, Nate told him he had another prospective buyer (me) for the coupe and he wanted to give me first refusal so, after a quick call to Nashville (and *all* you guys know who I called!)...I bought it!

I don't yet know the full story of the coupe...except that it was used to deliver mail in rural Massachusetts many years ago...but I intend to find out for a future story. It's in great condition, mostly original...standard grille and hood, one taillight, original paint and headliner, one visor, no radio, original jack and tools, etc. It runs but I intend to put a new coil, distributor and belt in it and maybe get the generator and starter reconditioned. It does have a heater (and it works!) plus I found new (old) LeBaron-Bonney seat covers in a box in the trunk. Now, that's a real bonus!



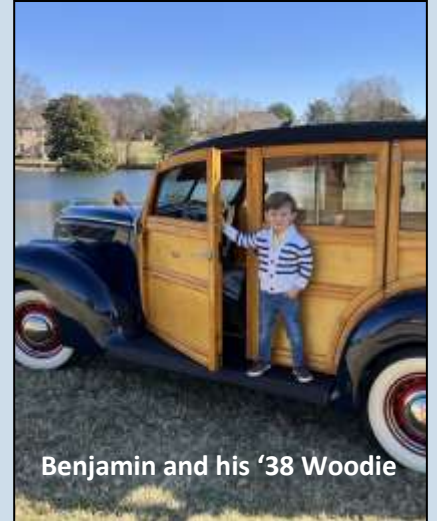
(Above) The 1940 Ford V8 Standard Business Coupe as I first saw it; (Below) Cleaned up and ready to go to Nashville!





# (New) Member Car of the Month Greg Mashburn's 1938 Ford Woodie Franklin, TN (aka "Benjamin's '38 Woodie")

My first memory of wanting to own a "woodie" car was seeing the Doug Carr built 34 Ford woodie Hot Rod in Hot Rod magazine in 1991. Fast forward 33 years and by chance noticed Wayne Carini had this car in the background on his TV show. The car was being sold on consignment for a good customer that had passed, and his wife asked for Wayne's help. I have stayed in contact with her since the 2019 purchase. Unfortunately, the woodie doesn't have any real history that we have been able to locate but with my 4-yr old co-owner and grandson Benjamin (right), we are making our own history and memories.



If my research is correct, this 1938 Ford 81A series, body #790-3439 was one of the 6944 made that year. The standard model had hard maple frames for the body with birch inserts. The engine is an 85 hp 21 stud flathead.

As you know, this is not an interstate flyer, but it is a great "gettin ice cream" cruiser. My favorite part of owning this car, is that it shows me a simpler time when life was slower, and transportation was very "mechanical". Nothing like the last year of cable brakes and no heater! As much as I enjoy the driving experience, it neat to see the smiles when someone walks or drives by. (Like eating ice cream, it's hard not to be happy).

Ironically, I joined the Early Ford V8 Club of America and the Volunteer V8 Ford in Nashville last month and the August newsletter had a great story on Ford station wagons (great read). Being a new club member and always wanting to learn, please contact me if any of this information on the car is incorrect or you have more insights on this model.

If you see this car at a show, don't worry about those little child fingerprints on the glass and fenders. They are much more important than a plastic trophy. They are my joy and happiness.





**Pictures of Greg Mashburn's '38 Woodie at Cars and Coffee (09/21/2024)  
and Brentwood Baptist Church (08/25/2024)**





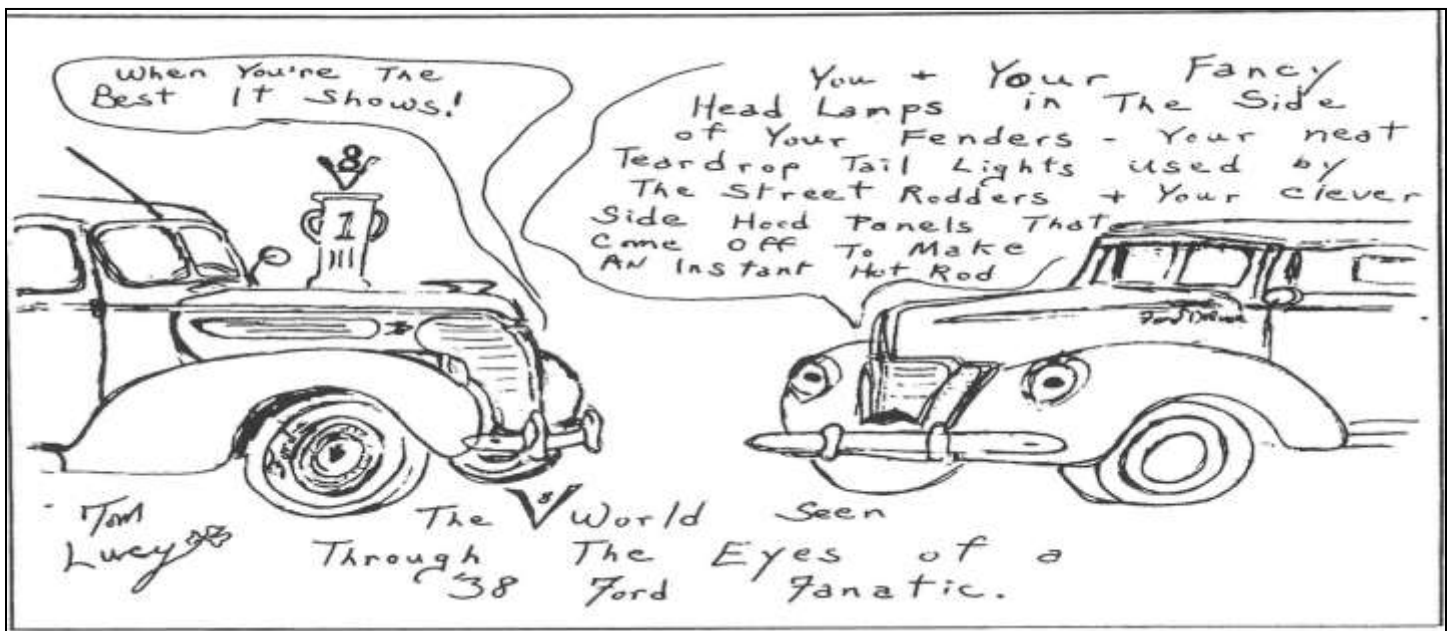


# 1938 FORD V-8 STATION WAGON

DESIGNED FOR A GREAT VARIETY OF TASKS. DESIRED FOR STYLE AS MUCH AS UTILITY.



Magazine ad for a 1938 Ford Woodie





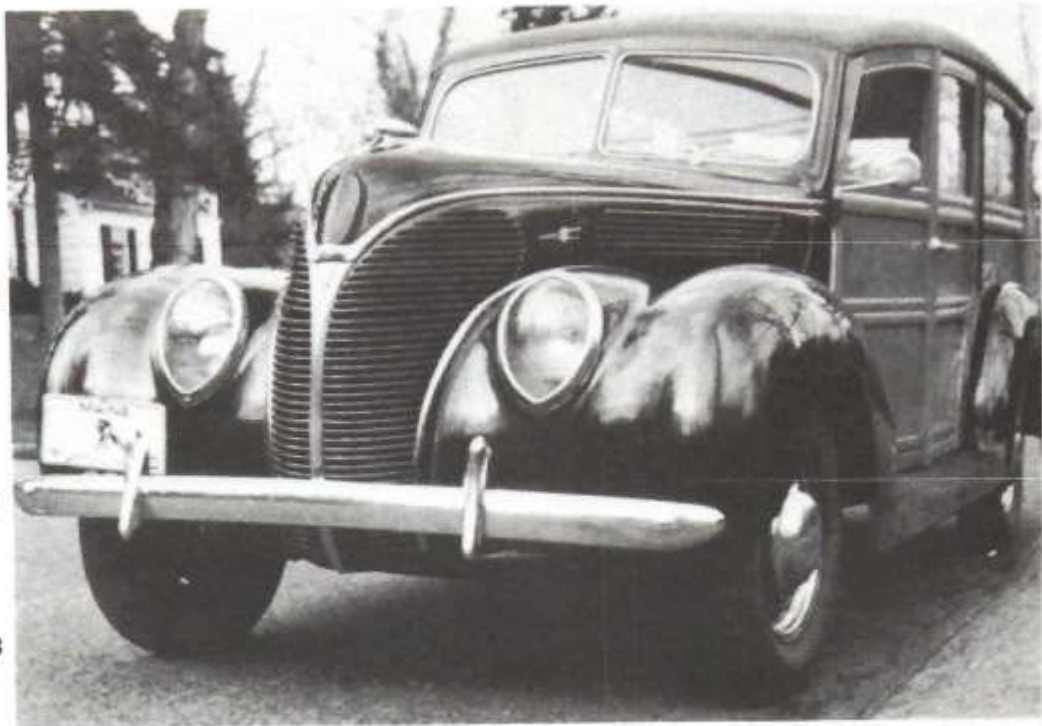
# Close-Up of an Original '38 Wagon

by

Joel J. Einhorn

©

Joel J. Einhorn 1988



*While displaying a few bumps and bruises, the Einhorn '38 wagon is in remarkably good shape for a 50-year-old, original, wooden car.*

© Joel J. Einhorn 1988

I own a '38 station wagon which has never been restored. Since the original paint and interior are still in relatively good condition, I would like to describe some of its details, with particular emphasis on those details unique to station wagons.

I have always thought that the front end of a '38 Ford was well suited to being mated with a station wagon body; the relatively stubby '38 front has just the right proportions to accept the boxy shape of the wooden body. From what I have read, it appears that 1938 was the first year that Ford, at its Iron Mountain, Michigan factory, built entire station wagon bodies, from the fire wall to the tail gate. These bodies were then shipped to an assembly plant to be dropped on a chassis. Prior to the 1938 model, Iron Mountain had merely manufactured the wooden parts and shipped them to Murray who built the bodies.

In 1938, wagons were part of the "Commercial" line. They came only in one version, which had trim similar to DeLuxe automobiles, and only with the 85 h.p. engine; during the model year, the 24 stud engine (announced on December 21, 1938) replaced the 21 stud model.

On the engine side of the fire wall of my wagon, there is a plate which has embossed on it "BODY NUMBER / 81A790-4241"; "81A" indicates a 1938 auto, "790" is the code number for a station wagon, and I assume that "4241" is the sequential production number for this wagon body. This body number would place this unit about 61% through the

1938 wagon production run of 6944, which correlates with: (a) the chassis number, which is 18-4523356, placing it about 71% through the 1938 chassis numbers (assuming Ford started at 4186447 and produced consecutive chassis through 4661000 (2)); (b) the dates on the window glass of February and March; and (c) the presence of the 24 stud engine.

## Exterior Paint

One of the most impressive aspects of the wagon is the condition of the "Dartmouth Green" exterior enamel paint; except for some scratches, the color is still rich, deep and the exact dark green used by Dartmouth College (my alma mater) as its official color. The fire wall and interior hood surface are also body color, but the quality of the finish on the fire wall is not equal to that of the exterior sheet metal; it is dull and looks like it was given a quick shot of paint and does not have the deep, rich, polished look of the exterior.

However, the interior surfaces of the removable hood sides have a shiny finish, equal to their exterior surfaces. The underside surfaces of the fenders are body color but it is hard to tell how well finished they were originally.

The door hinges, tail gate window frame interior and exterior, wheels, hubcap perimeters and the "V-8" in the center of the hubcap are all body color. The "V-8" in the center of the grille is blue, as is the cloisonne surrounding the word "Ford" (see picture 1). The tail light bracket and rear license plate bracket



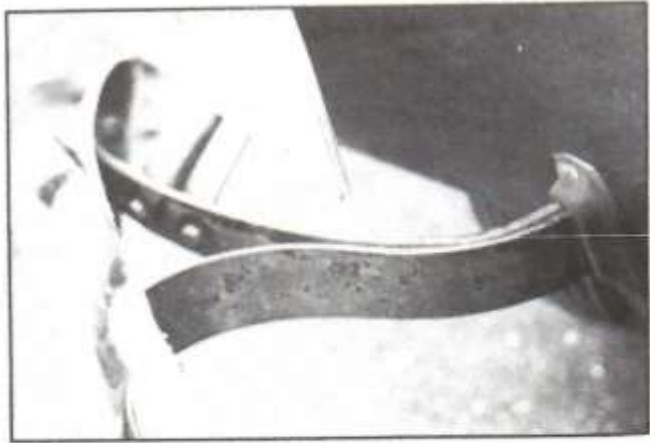


Picture #1 © Joel J. Einhorn 1988

are body color (the tail light itself is a replacement), while the front license plate bracket is black. There is no sign that the underside of the body was ever painted, but there is also no sign of paint on the frame (which I assume was originally painted), so perhaps this is not adequate proof that the underside was never painted. However, I doubt that the painters would have been interested or even able to paint much of the underside, since it would have required crouching to get at it.

The fender welting material is not painted and is black. The exterior caps on the bolts holding the body wood together are body color, but I find it hard to believe that Ford went to the trouble of painting these and then putting them on the body; perhaps these could have been painted at some time when the wood was refinished. Picture 2 shows a front bumper bracket; it appears to have been painted a dull black.

The engine side of the inner fender panels are painted black, with a very high quality finish which appears equal to the finish used on exterior sheet metal; this same glossy finish is also used on: the three baffles on either side and directly in front of the radiator; the horns; and the tubes which carry the wires to the spark plugs. The generator and air cleaner are flat black. The oil breather cap appears to be cadmium plated (though I have read it is supposed to be black), but the filler tube (though not its base) that it sits on is black.



Picture #2 © Joel J. Einhorn 1988



Picture #3 © Joel J. Einhorn 1988

### Interior

The dash panel is painted to simulate walnut (see picture 3). However, the portions of the dash which are not part of the panel stamping (i.e., ash tray face, radio tuner blank, speaker grille, and panels surrounding the choke, throttle and lighter) do not appear to be painted, but seem to have some kind of decal material applied to their surfaces to match the dash panel's grain painted walnut.

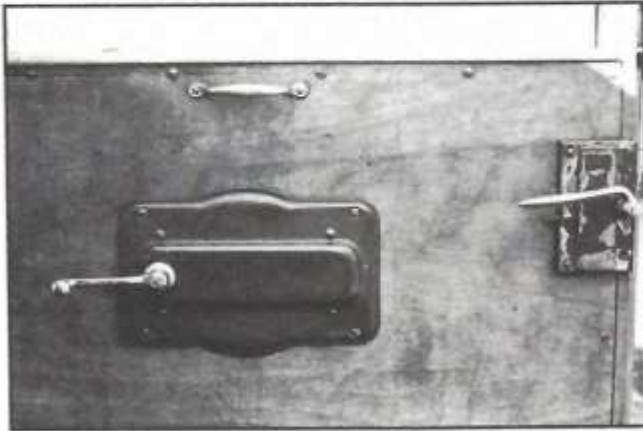
The engine side of the dash and the inside of the glove box door are painted a dark copper color; it appears that the passenger side of the dash stamping was also painted this color as a base, and then the darker walnut grain design was rolled on over it (I saw a movie showing how a Ford dash was grained, and it was done using a roller device). The container surrounding the clock movement is a very dark brown. The windshield frames are grained using the same color as the dash; the screws through the frames have round heads and are not painted.

The center of the steering wheel, its column and bracket, interior rear view mirror, visor brackets, shift lever and brake handle are all the same color — a light greyish tan; I believe this color is called Zephyr Beige (3). The steering wheel rim is a light grey which I believe was called Cameo Grey (4). The shift lever



knob is a medium brown. The wagon has a heater which is painted a medium light grey with three horizontal red stripes on each side which terminate at the edges of the vent doors. The high beam foot switch is between the clutch and the brake. The metal panel "risers" between the floor and the running board are black.

The metal panel between the top of the windshield and the front of the roof, the vertical metal front door frame, and the front door hinges are body color; the screws through these sections are painted body color.



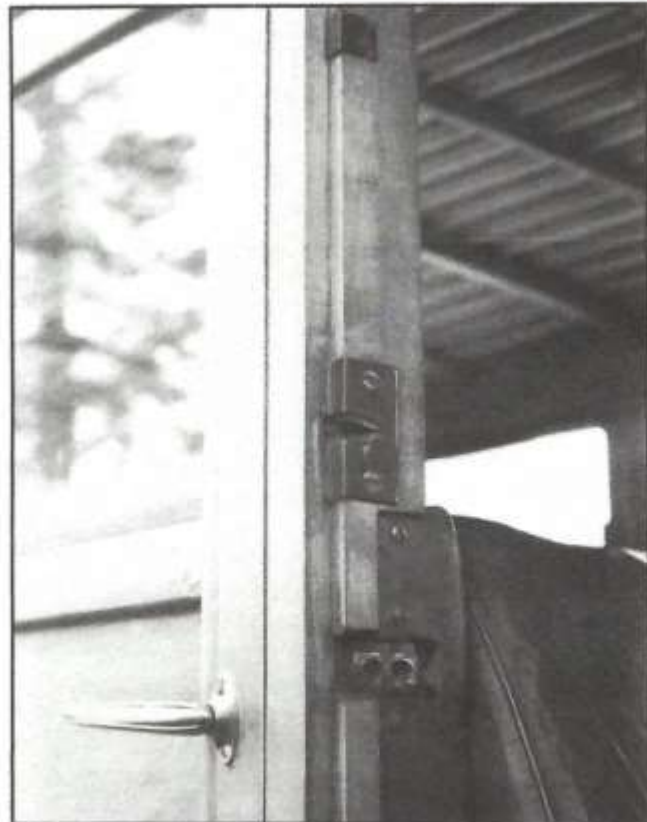
*Picture #4* © Joel J. Einhorn 1988



*Picture #6* © Joel J. Einhorn 1988

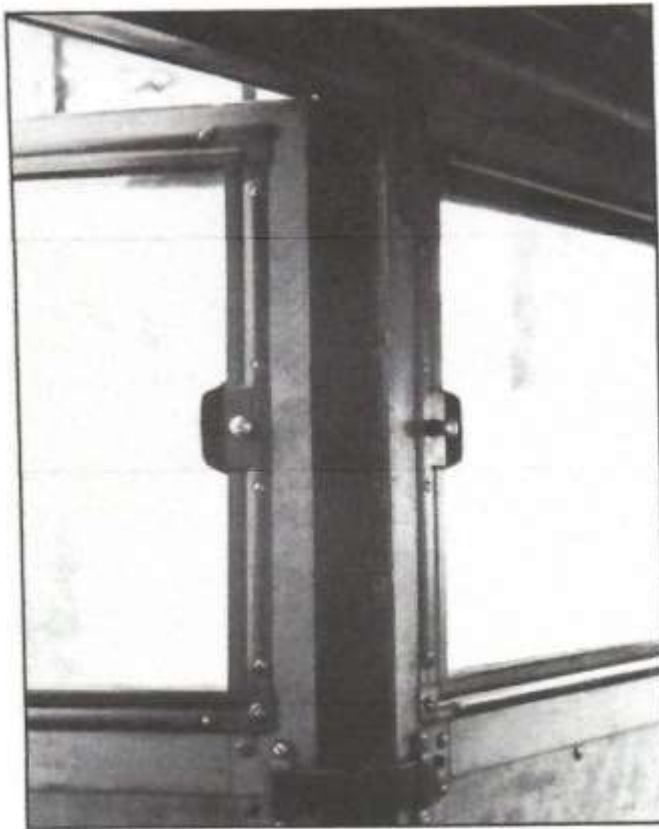


*Picture #5* © Joel J. Einhorn 1988

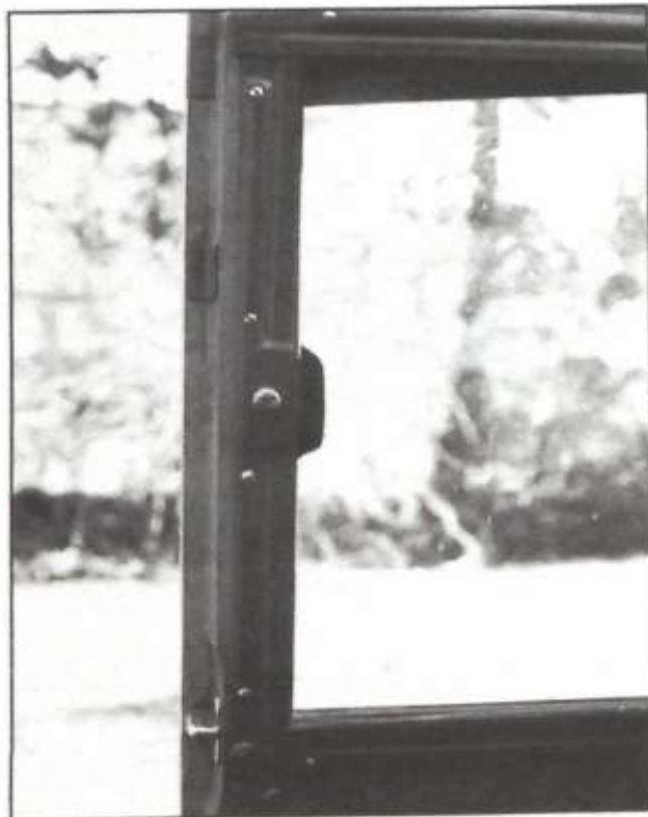


*Picture #7* © Joel J. Einhorn 1988





Picture #8 © Joel J. Einhorn 1988



Picture #9 © Joel J. Einhorn 1988

The metal brackets attached to the wooden bow across the front above the windshield and the screws through them are painted body color. Directly above the center of the windshield is a chrome bracket (held by two chromed, round head screws) that would have held the knob which adjusted the aerial if the car had a radio; since the wagon never had a radio, the hole in the center of the bracket is plugged with a piece of dried up white material; I believe that this is rubber, since it has the same nubby appearance as the dried up valve stem in the spare tire.

Details of the construction of the passenger side front door are shown in pictures 4, 5, and 6. The wooden panels do not appear to have been stained, but merely varnished. The window crank, and door latch handle appear to be chromed; the door pull handle is stainless. The panels covering the window mechanisms and door latches, and the L-shaped brackets along the vertical door edge are painted a medium brown color having a yellow-green tinge (hereafter called "MB"). Round head screws are used along the edges of the interior wooden door panel and also through the metal panels covering the window and door latch mechanisms; these screws were not painted, but do have the partial remains of some type of gold or brass colored finish, which could be either a film of dirt, varnish, or an applied brass colored finish; this same coloring appears on the horizontal steel alignment wedge attached to the door edge (picture 5) and on many screws and knobs throughout the body. I believe this is a finish (rather than the other possibilities I mentioned) which was applied to the screws because: it does not wash off; there is no varnish on surrounding metal pieces when such screws go through them; in some places, this finish has turned a dark bronze color; and I have also seen this finish on screws used on a 1941 Buick station wagon. When screws are attached directly through wood, a metal grommet (with a brass finish, if the screw has a brass colored finish) is used. Flat head screws, painted MB, fasten the L-shaped brackets along the door edge (picture 5).

Picture 7 shows the vertical post between the front and rear doors on the passenger side. The square piece near the top of the post is hard, black rubber; the latch receptacle and its screws show the remains of the brass finish described above; and the screws and grommets holding the upholstery material to the post are not painted. However, the large bracket which receives the door alignment wedge is a different color — dark reddish brown; its screws are not painted. The large bracket (shaped like an "H" on its side) which holds this post to the roof and its five screws are painted MB, while the bracket holding this post to the floor and its flat head screws are painted black.

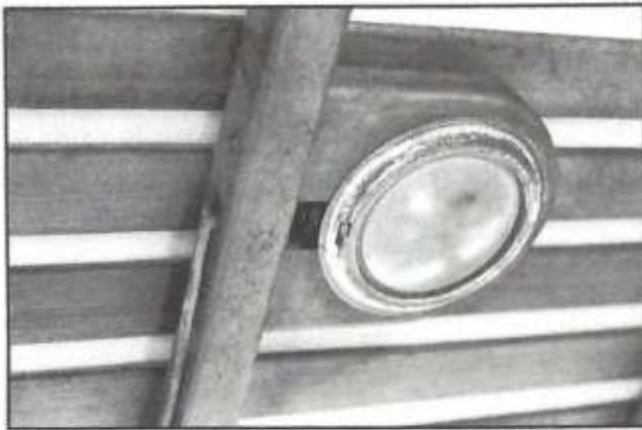
Picture 8 shows the rear "suicide" door, rear vertical post, and rear side window. The piano hinge holding the rear door to the rear post and its flat head



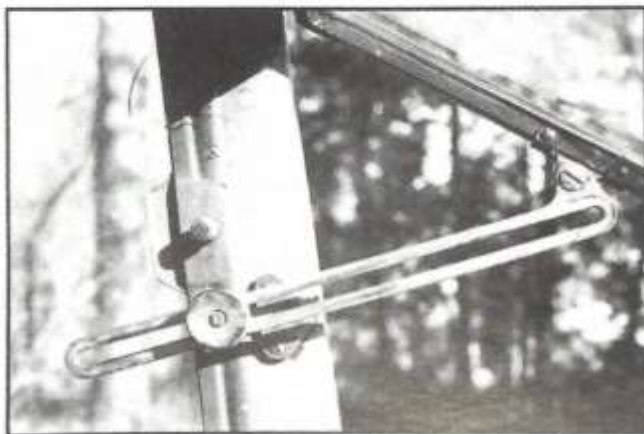
screws are painted body color. The bracket holding the rear post to the roof and its three flat head screws are painted MB. The crossed braces and round head screws holding the lower portion of the rear post to the fender well are painted black. The window frames are painted MB, but the round head screws have the same brass finish described above. In contrast, the brackets which hold the heavy rubber retaining band between the door and its post are painted black; the screws are not painted. The rubber band is dark brown and is marked with a gothic "F" and "14" (directly below the "F") near the end which attaches to the door. All metals window frames are painted MB; again, the round head screws through the frames have a brass finish.

Picture 9 shows the front edge of the rear door. The small L-shaped brackets along the door edge and their flat head screws are painted MB. The horizontal wedge on the door edge appears to be stainless, with the brass colored finish. Picture 10 shows the dome light; its bezel is chrome plated and the wire to it is cloth covered.

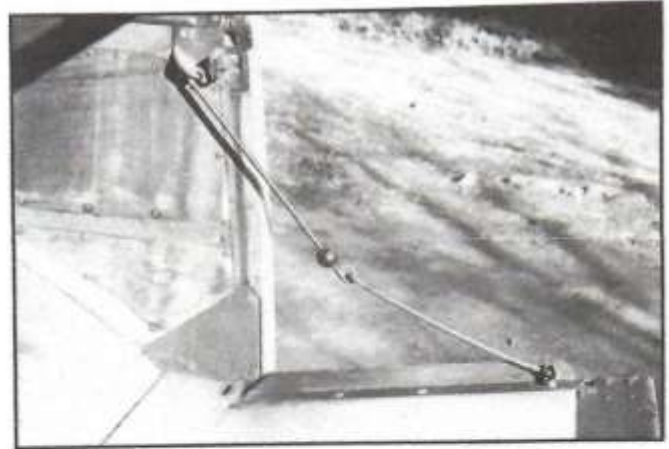
Picture 11 shows the sliding bar used to open and support the window above the tail gate; the bar and knob are chrome plated; the bracket is painted a slightly lighter version of MB and its round head



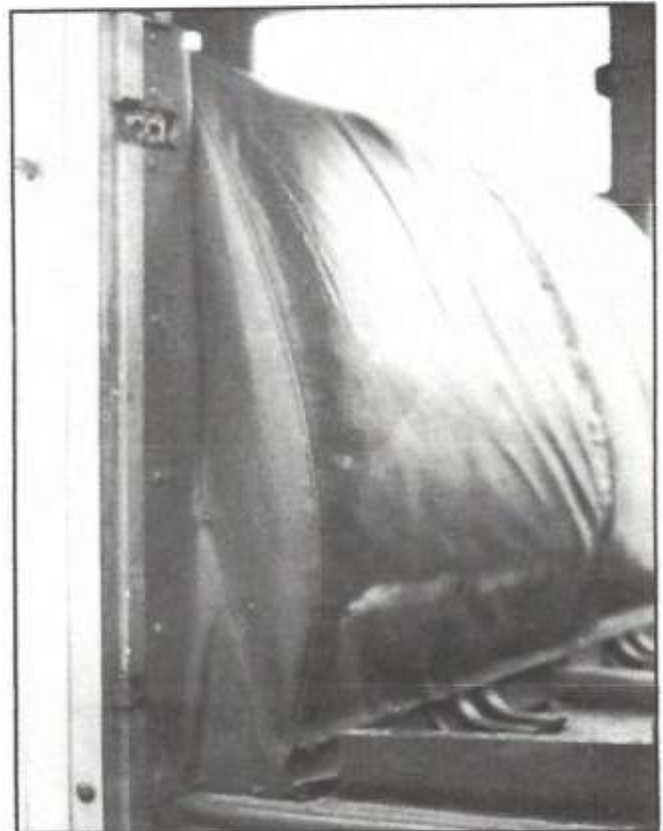
Picture #10 © Joel J. Einhorn 1988



Picture #11 © Joel J. Einhorn 1988



Picture #12 © Joel J. Einhorn 1988



Picture #13 © Joel J. Einhorn 1988

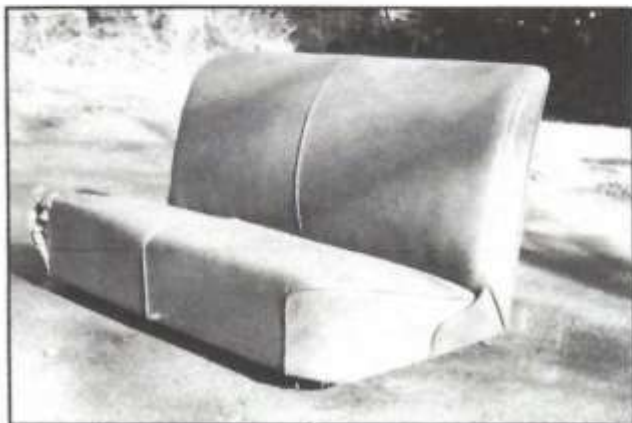
screws are not painted; the knob on the side window frame has the brass finish which has darkened. Picture 12 shows the rods used to support the tail gate when it is lowered. The body bracket to which the rods attach is painted MB and its screws have the brass finish. The brackets holding the rear bow to the roof and their flat head screws are painted MB.

#### Upholstery

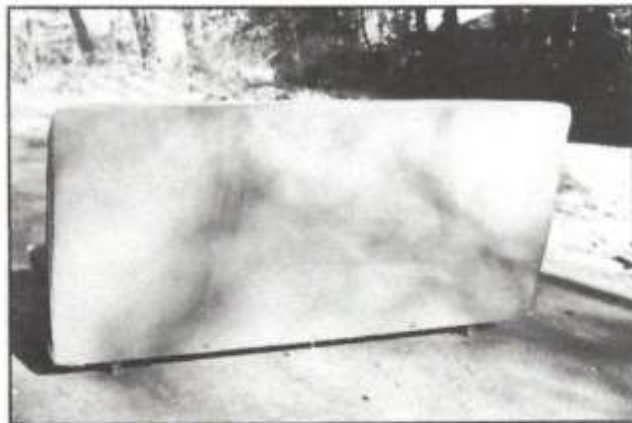
Two types of material were used for upholstery. Figure 13 shows the front seat with the seat cushion removed. The front and sides of the backrest and the top and front of the seat cushion were covered with a heavy duty imitation leather material; it is cloth with a vinyl-like surface and the texture of the sur-



face is pebbled (hereafter referred to as "type A material"). The sides of the seat cushion, back of the seat, and the center post are covered with a similar material, though lighter in weight — thinner and less pebbled in texture ("type B material"). Pictures 14 and 15 show the front and back of the third seat. The front and sides of the backrest and top and front of the seat cushion were upholstered using type A material, while type B was used for the back of the assembly. Types A and B are both tan, and *almost* the same color. In other words, Ford saved some money by using heavy duty material only on the seating surfaces themselves.



Picture #14 © Joel J. Einhorn 1988



Picture #15 © Joel J. Einhorn 1988

### History

I have copies of registrations for this wagon, starting on February 21, 1941 and running through 1956. During this period of time, it was owned by the Estate of I. Harris, Four Winds, Salisbury, CT. In the 1960's, it was sold to a collector in Farmington, CT who sold it in 1980 to a collector in Croton, NY, from whom I purchased it.

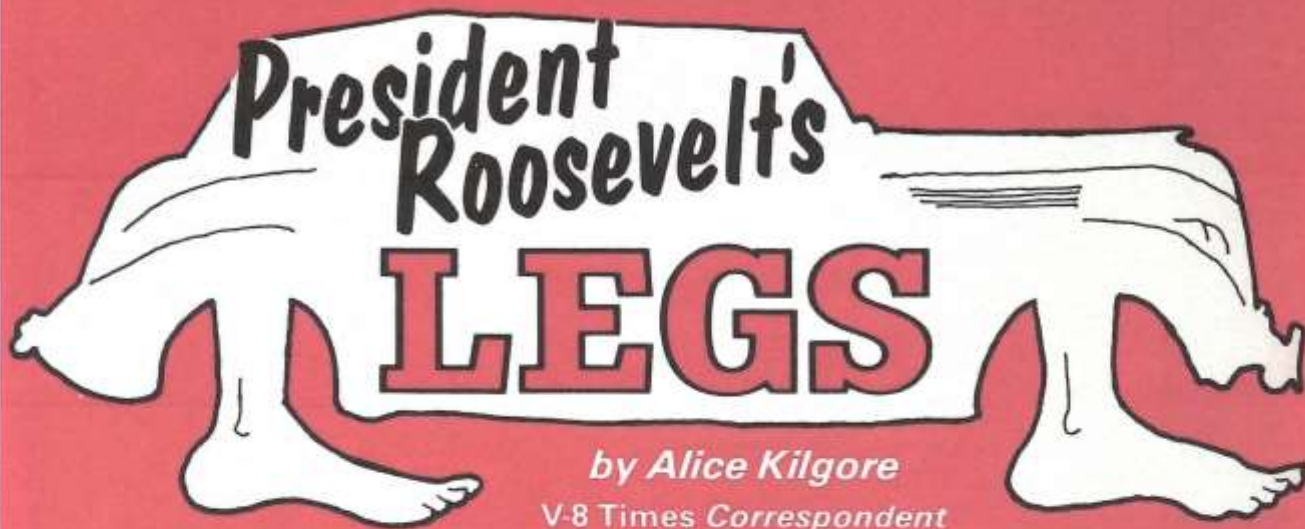
While I admire cars which are beautifully restored, I feel that it is important to encourage collectors who have decent, unrestored vehicles to resist the urge to repaint them and make them look like new. I believe

that in the long run, the truly important examples of our cars will be the unrestored, solid examples, having the original paint, and upholstery (even if somewhat ratty) in the same way that antique collectors value most highly furniture with the original finish and parts, rather than examples that have been refinished, no matter how nicely done. The patina of the original paint on an old car or the original upholstery is just as much a part of the car and its history as any metal part, except it just cannot be duplicated like a metal part. Once you remove paint, it is gone forever and there is absolutely no way you can replace it. Upholstery is somewhat different, as the front seat is usually worn out. If you must fix it, perhaps you can put seat covers on the front and leave the back seat original, so that one can see what original upholstery looked like. Other alternatives are to recover *over* the original material, so that the original can be examined at some future time, or at least save the original material if you must remove it.





*The most famous Ford V-8 in Georgia rests silently in a combination servant quarters and garage, located several yards in front of Franklin D. Roosevelt's Little White House at Warm Springs, Georgia. This 1938 Convertible Sedan was the last car to serve as President Roosevelt's "legs" before his death, in his beloved Georgia, on April 12, 1945.*



**T**HERE IS AN UNEXPLAINABLE "aliveness" about the little blue Ford backed into the garage area. Perhaps it is the forward rake of the '38 body style, or could it be the headlamps which resemble alert bright eyes that gives the viewer the feeling that if the glass partitions were removed, the '38 would ease out the open doors, slowly approach the "bump gate," tap it with the bumper, then speed down familiar roads to known farms and picnic spots.

There are small scratches on the Ford along with a few "scrapes" and a minor dent here and there. These are visual proof, like the scars and scrapes on a woodsman's knees, that this car indeed served as FDR's legs. It was not unusual for President Roosevelt to drive the Ford off the rough red dirt roads, through brambles and bushes, directly up to a neighbor's front porch, shout his hearty "Hall-Oh!" and earnestly chat with them about their problems as well as their joys.

When FDR first came to Warm Springs as a young lawyer in 1924, to partake of the pleasantly warm mineral-laden waters, his first trips around Merriweather county were as a passenger in someone else's automobile. This arrangement was restrictive to the independent Roosevelt and so he promptly designed a set of hand controls which, despite his lameness, would allow him to work the clutch, brake and accelerator of any automobile. Local residents relate that a Mr. Ponder, a town mechanic, purchased an old Model T Ford for about \$50 and installed the Roosevelt-designed hand controls in it. Ponder drove FDR around the area, showing him how to operate the hand controls. About a mile out the President slid under the wheel and took over the Model T's operation. It is said that he drove fast—25 miles per hour and from that day forward FDR always had a hand-controlled auto at both Warm Springs and Hyde Park to serve in lieu of his badly crippled legs.

In 1929, the Model T was traded for a shiny new Model A. He drove this car for many years—the sight of FDR and his Model A becoming as familiar to the local residents as was the rural mail carrier. In 1932 the President purchased a sporty blue convertible Plymouth, complete with side mount tires captured in leather straps. Then in 1938 the Plymouth was traded for the Ford Convertible Sedan at the Ford Dealership in Hogansville, Georgia.

The hand controls for the '38 Ford were made and installed by the workers in the Brace Shop of the Polio Foundation complex. The hand lever the President used depressed the clutch and applied the brake in a single operation. A hand gas feed lever, under the right side of the steering wheel, was used instead of the foot accelerator. When one views (in this space-age day and time) these now seemingly crude devices one cannot help but admire the simplicity and brilliance of FDR's design. Observing the heavy steel that the hand controls are made of, one also realizes the great physical strength the President must have possessed to enable him to operate the device.

Another of President Roosevelt's unique inventions was the "bump gate." [See cover photo.] This clever gate allowed the President the freedom to come and go as he pleased, unaided. Driving alone, he would "tap" the gate with his front bumper. The light pressure from the bumper caused the gate to swing on an eccentric pivot, allowing the car to pass through; then the gate would swing shut by gravity. The bump gate was installed in 1932 as the Little White House was being completed.

Visitors to the Little White House are treated to a movie, shown at the Museum and narrated by former U.P.I. newsman Merriman Smith, which features the President driving his '38 Ford on a narrow red clay road, stopping at the telegraph shack to hold an impromptu press conference with various newsmen. It was at one of these roadside press conferences—in 1941, one week





*Outside shot of Roosevelt's 1938 Convertible Sedan, enclosed in glass partitions, in combination servant quarters and garage. Warm Springs, Little White House.*

before Pearl Harbor—the President announced from the seat of his Ford convertible that the country was dangerously close to crisis. Ford aficionados seated in the Museum theater visibly cringe when, during the movie, a newsman heavily places his foot on the '38's bumper to rest his note pad on his knee and write.

The President went possum hunting from the front seat of this same Ford. Photos in the Museum show the President parked under a tree, surrounded by neighbors and fellow hunters, showing their excitement over holding a large possum, clearly visible in the branches, at bay. An accompanying photo shows the President partaking of the same possum, side dressed with baked sweet potatoes, and pronouncing the possum meat as, "Splendid!"

The little blue Ford was a source of exquisite pleasure to the President. He would slip away from the cottage, much to the displeasure of the Secret Service men, and drive it consistently at high speeds throughout the county. Despite the President's driving skill, the greatest safety measures were taken with the car. After use, the '38 was always inspected personally by Ralph Hardy of the Foundation Brace Shop (who supervised the making and installation of the hand controls in the '38). When Mr. Hardy was assured that every part of the car was in excellent condition, he would personally drive the car back to the garage and lock the doors. He then reported

*(continued on page 36)*



*President Roosevelt's 1938 Ford V-8 Convertible Sedan shown in its "resting" place, the garage of the Little White House. Note glass partitions surrounding auto. Door removed from driver's side enables visitors to see car's hand controls, designed by FDR. Photo: Courtesy Warm Springs Memorial Commission, Warm Springs, Georgia.*



## **PRESIDENT'S "LEGS"**

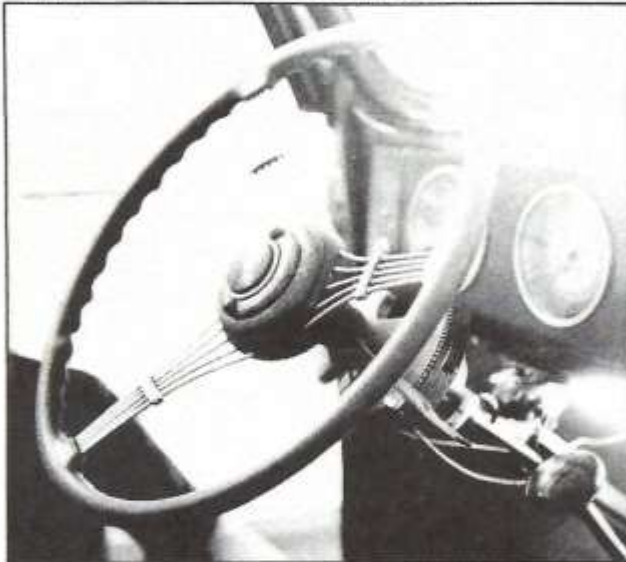
*(continued from page 27)*

to the Secret Service that the car was ready to go on the next trip.

March 30, 1945 the blue Ford convertible waited at Warm Springs train station, surrounded by the usual crowd of welcomers that gathered when the President came "home." It was a pale, physically deteriorating President that was wheeled to the '38. Two agents lifted the ailing President into the passenger seat instead of his customary behind the wheel seat. An agent drove the weary President, slumped down and barely visible, first to the traditional welcome at Georgia Hall (where patients, Doctors and Staff of the Polio Foundation waved greetings), then on the the Little White House.

The last tags struck for the '38 were made by the prisoners at the Reidsville State Penitentiary tag shop. These same tags are on the car today. They read:

*Close-up view showing steering wheel and hand operated gas feed on 1938 Ford V-8 Convertible Sedan.*



"APRIL—1945, F.D.R.—1." The last rides the President took in the blue Ford, bearing the new tags, were to scenic Dowdell's Knob, atop Pine Mountain, where he sat with his cousins and viewed the arrival of spring in the lower valley. He attended Easter Services on April 1, at the Warm Springs Chapel. The late afternoon drives in the '38 convertible exposed the face of the President

*Close-up shot of left side of steering wheel devices, 1938 Ford V-8 Convertible Sedan.*



*Close-up views of metal levers installed by Brace Shop employees of Polio Foundation Hospital, per design of President Roosevelt, enabling him to hand operate the 1938 Ford V-8 Convertible Sedan. The hand lever at left depressed the clutch and applied the brake in a single operation.*





to the warm Georgia sun, helping to restore the color to his face.

On April 12, 1945, the President awoke with a headache, but went about his business. He worked while artist Elizabeth Shoumatoff continued her watercolor portrait of the President (the now famed "unfinished portrait"). Putting his hand to his head the President said, "I have a terrific headache." He slumped unconscious in his chair. Two hours later the President was pronounced dead of a massive cerebral hemorrhage. The little blue Ford had lost its favorite driver.

• • •

When the President was not in residence at the Little White House, he allowed Fred Botts (now deceased), a former registrar of the Foundation Hospital, to use the Ford convertible. Mr. Botts suffered the same exact affliction as the President, lame in both legs as a result of polio. Botts was of the same size and frame as FDR and fit comfortably into the '38. Sometime after the death of the President, the newly formed Warm Springs Memorial Foundation asked Mr. Botts (then custodian of the '38 Ford) to release the automobile to them, enabling the Ford V-8 to become a part of Warm Springs history. The Commission presented Mr. Botts with a late model Oldsmobile in trade for the '38 Ford.

The Commission placed the Ford in its original parking place, the garage of the Little White House, treated the car with preservatives, removed the door from the driver's side and enclosed the Ford in a glass partition. This arrangement allows visitors to see the Ford and its hand operative controls without touching or disturbing the car.

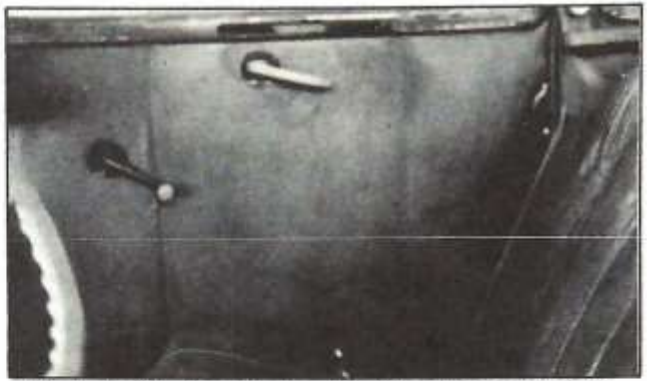
At this writing, the 1938 Ford has been on display year round at the Little White House for 33 years. Thousands of visitors have gazed with awe through the glass at the President's "legs." The little Ford's paint is now a bit dull and thin in a few places from the faithful wiping and cleaning by the Warm Springs staff who care for it. Mr. Frank W. Allcorn, Executive Director of the Commission, hopes that with the help of the Georgia Regional Early Ford V-8 Club and the Ford Motor Company of Hapeville, Georgia, that a new paint job will be given the Ford in the near future. Until that time Mr. Allcorn sees to it that the Ford is dusted daily and the leather seats rubbed weekly with linseed oil. Mr. Allcorn, who is 87 years young, was a long-time friend of President Roosevelt and recalls with clarity and much love the times the President drove his blue Ford throughout the south Georgia countryside, his hat tilted in that familiar rake, the cigarette holder jauntily extended upwards, his shirt sleeves rolled up, tieless, waving to his Georgia friends and neighbors as he sped by. ♪

• • •

*Note:* The author extends her grateful thanks to Mr. Frank W. Allcorn, Executive Director, Mrs. Carolyn Carter, Director, Advertising and Public Relations, and the entire staff of the Warm Springs Memorial Commission for their help and assistance.

*Photos By:* Alice Kilgore, V-8 Times Correspondent.

*Cover Slide:* Furnished by Carolyn Carter, Warm Springs Memorial Commission. The slide of the 1938 Ford V-8 Convertible Sedan, taken 30 years ago, shows how the car operated Roosevelt's own invention, the Warm Springs Little White House "bump gate."



*Shot of safety door latch on President Roosevelt's 1938 Ford V-8 Convertible Sedan.*

## FDR's Other Ford "Legs"

*by Wanda Tucker*

In addition to the '38 Convertible Sedan in Warm Springs, FDR had other Ford V-8s housed in the capital—most specially altered and equipped with hand controls. One of the President's favorites was a black-and-beautiful '38 Phaeton. Another was a '39 Fordor. Only two of these unique '39s were made, both for the President. One was driven by Eleanor (presumably without hand controls) but was wrecked about two weeks after FDR's death and then destroyed. The other '39 was used by the Secret Service (and altered to suit their purposes). This car is currently owned by Mr. R. J. Englehart of Greenbelt, Maryland. Mr. Englehart also owns the original bill of sale and registration card.

One of the more interesting cars in FDR's garage was a 1937 armored Lincoln Convertible which, shortly after the beginning of WWII, was sent back to Ford's River Rouge Plant for renovation. During the restyling the speedometer was turned back, thick armor plate was added as well as inch-thick bulletproof glass, a two-way radio, a submachine gun compartment, bulletproof tires, a siren and red warning lights. The car, resting currently in Colorado's Ghost Town museum, now has a 160-inch wheelbase, weighs 4½-tons, and is powered by a healthy V-12 engine. [I'd be interested to learn how the top was armored—with 35 coats of Scotchguard?]

Somewhere along the line this armored Lincoln acquired the name "Sunshine Special." It isn't certain how the car picked up the epithet, but it is said that a magazine writer once described it as such and hung the name above the Lincoln's photo. FDR frequently chose this behemoth for his "sunny-day" cruises.







(Thanks to Barbara Holton for coloring this picture!)

## Celebrate My '38

Ford V-8s are always hot  
No matter what the year you've got  
So why do some folks lowly rate  
A Ford that's built in '38.

We know a '32 as deuce  
And meant to be Ford's golden goose  
It must be honored as a first  
No quite the best, but not the worst.

For nineteen thirty three and four  
Ford fans could buy a little more  
Nice lines and softer in the ride  
But still with all doors suicide.

And centre poise for '35  
Was meant to have you fresh arrive  
But still you grew old mean and lean  
Just keeping five spoked wheels all clean.

And then came fuller lines and class  
A very hard car to surpass  
If Henry said all history's bunk  
Why leave that antiquated trunk?

Now Edsel was a clever man  
For Ford he had a master plan  
In style he planned to lead the world  
And baby Lincoln lines unfurled.

He put the pumps where they belong  
And made the car more smooth and strong  
Much admiration this car caught  
Though it looked a little short.

So when next year came into view  
The '38s were fresh and new  
With rounded fenders, nicer trim  
More luxury to travel in.  
A nicer car could not be found  
With lovely teardrop lamps all round.

Next year one for to celebrate  
Hydraulic brakes a few years late  
Down Under '39s we saw  
Were all we got before the war.

So '40s with their fussy grilles  
Tacked-on headlights, tail-light frills  
Were not used in our dirt and dust  
So criticize them not we must.

These jibes are not to make much sense  
And hope you've taken no offense  
So far as we're concerned down here  
A Ford is great from any year.

by Sam Hunter  
Auckland, New Zealand



**Dick Flynn's**  
**Tech Tips**

## Brake Job & Ford-O-Matics

### Bleeding the Brakes

Doing a complete brake job is more than replacing shoes. It should include an overhaul of the hydraulic system. When a hydraulic system is overhauled it should be done completely to keep the brake balance correct.

After completing a brake job where the system has to be bled, it can be done manually with two people or even one. If you have a pressure system, this is the easiest way. Failure to do this properly will result in a spongy pedal, or complete loss of pedal.

Brake fluid is a hydraulic fluid that provides a means of linking hydraulic pressure from master cylinder to the wheel cylinders. We use silicone brake fluid in our old cars and works the same way as brake fluid. If air is trapped or present in the lines, the link is broken.

There are two reasons to bleed the brake system:

1. To flush old contaminated fluid out.
2. To get all the air out so you get a solid pedal. If the brake shoes are not ground to fit the drums this can give a spongy feel.

The procedure to flush the brake system- remove all four wheel cylinders, front hoses and master cylinder. Plug three brake lines with brass fittings. Put rubber vacuum hose on the brake line closest to the master cylinder. NOTE: I want to push the old fluid away from the starting point.

Use a metal container to catch old fluid. Use air hose and blow out one line at a time. Use brass fittings and attach a steel brake line about two feet long to the front brake line. I pour alcohol down into this line and blow out until clean. Do this to all brake lines. If the brake lines won't come clean or rusted, replace all steel lines.

You can now install new brake hoses (3), wheel cylinders, and master cylinder. Any old rubber pieces will contaminate the new silicone fluid.

You are now ready to bleed the wheel cylinders. You can do this by yourself. Push your hose on bleeder and loosen bleeder screw. Put other end of hose into a small clean container with fluid in it to cover end of hose so air won't go up hose as you bleed. Push pedal down slowly and up slowly four or five times. Do this on each wheel cylinder. I then pump pedal a few times to work any air up to bleeder screw. I then bleed each cylinder again. You can take the fluid in the can and run it through a coffee filter if you're using silicone brake fluid. If the lines

are clean the fluid will be clean.

You should make sure all brake line connections are dry. Then push on the brake pedal hard for a few minutes and then check all connections for any sign of leaks.

### Early Ford-O-Matics

I have been asked what transmission fluid to use in the Early air-cooled Ford "O" Matics that have metal clutches. If the wrong fluid is used, the clutches will make noise when applied. The later Ford "O" Matics went to a lining on the clutch plates, also cooler lines that went through a cooler in the bottom of the radiator.

Type "A" fluid was called out for use because of the metal clutch plates. You cannot purchase Type A transmission fluid any more.

I called an expert on Ford "O" Matics and all Ford automatic transmissions. He said FORD ATF purchased from Ford Motor Co. should be used. I asked about synthetic fluid and he didn't know.

I called an engineer at Amsoil and asked if Amsoil produced a transmission fluid that would work with the Ford "O" Matic with the metal clutches. Yes. The name is SUPER SHIFT "ART" is the code for it. These air-cooled units need all the help they can get. The synthetic fluid will lower the friction, thus wear and lower the heat. Also it will never break down like petroleum automatic transmission fluid. The Amsoil Tech Line (715) 392-7101- talk to Ron.

### Ford Convertibles

If you own a 1946 to present-time Ford Convertible, there is a company that can help you solve any problems. Call Convertible Service California. Talk to Jim and tell him Dick Flynn told you in the V-8 TIMES. (800) 333-1140. He said if you replace the top pump and cylinders you no longer need to use brake fluid in the system. Use DEXRON III.

He told me silicone brake fluid won't work as it ruins the pump. But, I talked to a V-8 member that has, I think, six or more 50s Ford Convertibles. He said he has used silicone brake fluid in his top systems for over 20 years with no problems. He said he used it in the old original top cylinder and pump.

After many years of brake fluid in the system, a sediment like sand settles in the cylinders and pump reservoir. So the best thing to do is replace all parts and use no brake fluid and the system will not rust up or collect water and should last forever.

(V-8 TIMES, Jan-Feb, 2005)



## BAILEY'S CHOCOLATE CHIP CHEESECAKE

### Crust

Nonstick Vegetable Oil Spray                      1/4 cup sugar  
2 cups graham cracker crumbs                      6 T butter, melted

### Filling

2 1/4 lb. Cream cheese softened  
1 2/3 cup sugar    1 T. vanilla extract  
5 eggs, room temperature                              1 cup semi-sweet  
1 cup Bailey's Original Irish Cream                chocolate chips

### Coffee Cream

1 cup chilled whipping cream                      2 T. sugar  
1 tsp. Instant coffee powder                        Chocolate curls

**For crust:** Preheat oven to 325 degrees. Coat 9" diameter spring-form pan with nonstick vegetable oil spray. Combine crumbs and sugar in pan. Stir in butter. Press mixture into bottom and 1" up sides of pan. Bake until light brown, about 7 minutes. Maintain oven temperature at 325 degrees.

**For Filling:** Using electric mixer, beat cream cheese until smooth. Gradually mix in sugar. Beat in eggs, 1 at a time. Blend in Bailey's and vanilla.

Sprinkle half of chocolate chips over crust. Spoon in filling. Sprinkle with remaining chocolate chips. Bake cake until puffed, springy in center and golden brown (about 1 hour 20 minutes). Cool cake completely.

**For cream:** Beat cream, sugar and coffee powder until peaks form. Spread mixture over cooled cake.

Garnish cheesecake with chocolate curls. Cut into thin slices to serve.

## 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*

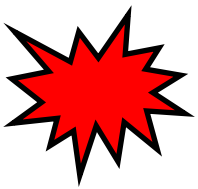
*Omaha, Nebraska  
July 20-24, 1999*



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

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





# BLAST FROM THE PAST

From *Southeast Shoptalk*, May-June 1993

FROM THE ARCHIVES

## FORD: PROFITS PUT \$2,000,000 A MONTH INTO OVERALL JACKETS

(from *NEWSWEEK*, JUNE 1, 1935)



*Henry Ford Last Week Enjoyed the Novelty of Writing in Black Ink*

"Last week the Ford Motor Company filed its 1934 balance sheet with Massachusetts's Commissioner of Corporations. The Bay State demands an accounting from all companies doing business within its boundaries. Accountants eagerly scanned the only available clue to Ford profits. The company never reveals income accounts. December 31, 1934, profit and loss surplus stood at \$580,276,392, an increase of \$3,759,312 over the previous year's end. Reserves rose during the year by \$3,101,150. The two increases indicated a profit of \$6,860,462 for 1934, the first in four years. Loss indicated for 1933 reached nearly \$3,500,000; for 1932, almost \$80,000,000. These figures are only partly revealing. They do not take into account dividends possibly paid the three owners - Henry Ford, Mrs. Henry Ford and their son, Edsel B. Ford."

"Minimum: Ford workers last week had a chance to rejoice in the return to black ink. The company boosted its minimum wage of \$5 for an 8-hr day to \$6. It stepped up the pay of many workers getting above the minimum by five cents or more an hour. The increase helps 126,000 employees in both Ford and Lincoln plants. It means an extra dollar a day for nearly a third of them. Also it boosts the company's total payroll \$2,000,000 a month."

"In 1929 Ford paid workers a \$6 minimum. In the early months of the depression this rate shot up to a \$7 record. Ford's 22-month effort to increase the purchasing power cost the company \$33,000,000, so minimum pay went down to \$6 and then to \$4. In March, 1934, it came up to \$5. Automobile men say Ford probably pays workers the highest minimum in the industry. But they maintain the average paid all workers in other shops equals his average. Other companies have a greater spread between highest and lowest pay."



Shoe



## LOCAL CAR SHOWS—OCTOBER 2024

**October 3rd: 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](mailto:edonoho@thefarmersbank.net) or [awilliams@thefarmersbank.net](mailto:awilliams@thefarmersbank.net) for a registration form. All forms are due October 1st by email or drop off inside bank or night-drop box. For information, call 615-384-8456. [FACEBOOK EVENT](#) [FLYER](#) [REGISTRATION FORM](#)

**October 4-5th: Nashville, TN - The Classic Parts C10 Nationals (THE BIG ONE)** at Nashville SuperSpeedway. For both days Pre-Registration (\$80 until Sept 8th) includes admission for one 1947 - Up Chevrolet or GMC Truck, SUV or 4X4 and two adults for Friday and Saturday. Registrations after that will be done at the track and are \$90 for your truck and two adults. Event is Rain or Shine! For Saturday only! Pre-Registration (\$55) includes admission for one 1947 - Up Chevrolet or GMC Truck, SUV or 4X4 and two adults for Saturday only. Spectator 2-Day Pass (\$50) includes admission for one adult for Friday & Saturday. Can be purchased at the event. Single passes are available for \$25. You are allowed to bring your own handicap scooter, but NO golf carts, motorcycles, scooters, skateboards or bikes. [WEBSITE FOR EVENT DETAILS](#) [REGISTRATION FORM](#)

**October 5th: Fairview, TN - 3rd Annual First Baptist Church of Fairview Car Show** at 7310 Overbey Road, Fairview, TN. Registration: 8:00am - Noon, Trophies at 2:30pm - 3:00pm. All asphalt parking!!! Inside Air conditioned space available with restrooms. Entry fee \$20.00. Awards include: TOP 20 People's Choice Trophies, Best in Show and 3 Specialty Awards. Lunch available. Profits go to support our Men's Ministry. All cars and trucks welcome to attend. For additional information, call Devin Stove 301-712-0939 or email [devinstover@gmail.com](mailto:devinstover@gmail.com) [FLYER](#)

**October 5th: Smyrna, TN - Mid-Tenn Hot Rodders 4th Annual Sam Davis Home Car Show** at 1399 Sam Davis Road, Smyrna, TN. Registration: 9:00am - Noon, Awards at 3:00pm. Entry fee \$20.00. 50/50 Raffle, Food & Music, Door Prizes, 1st 50 will receive a Dash Plaque. All the Classes are listed on the >>>>> [FLYER](#) [FACEBOOK EVENT](#)

**October 5th: Murfreesboro, TN - Blackman United Methodist Church Pancake Breakfast & Car Show** at 4380 Manson Pike, Murfreesboro, TN. Registration 7:00am - 11:00am, Awards at 12:00 - 12:30pm. Entry fee \$20.00 (includes breakfast). All makes and models welcome to attend. TOP 25 plus Best of Show and Specialty Trophies. All proceeds benefit Church Charities. Rain or Shine!! [FACEBOOK EVENT](#) [FLYER](#)

**October 5th: Lewisburg, TN - FALL CRUISE-IN** at Rock Creek Park, 161 Old Farmington Road, Lewisburg, TN. Times: 9:00am - 1:00pm, Entry fee \$5.00. Welcome all hot rods, rat rods, street, classic, muscle cars and show trucks. Register & Pay at the entrance. Judging starts at 11:00am. Awards include: 1st/2nd/3rd Car, Truck, Kids Build, People's Choice. All proceeds go to the work of Lewisburg Lions Club. [FACEBOOK EVENT](#) [FLYER](#)

**October 5th: Portland, TN - 25th Anniversary C10 Club Bash** at Advanced Plating, 111 Industrial Drive, Portland, TN. Times: 10:00am - 4:00pm. FREE EVENT!!!, Kid Friendly event, Food provided by the Club, Vendors, Big Door Prizes. All GM trucks are welcome to attend. All we ask is that you click GOING if you plan to attend. [FACEBOOK EVENT](#) [FLYER](#)

**October 5th: Thompson's Station, TN - 2024 Riders Rally & Car Cruise-In** at Deer Run Camps & Retreats, 3845 Perkins Road, Thompson's Station, TN. Times: 7:30am Registration opens for Guided Motorcycle Rides, Coffee & Donuts. 8:30am Kickstands Up. 10:00am Classic Car Cruise-In Registration & Viewing, Noon Lunch. Event ends at 1:00pm. This event raises scholarship funds for Kids & Teens in need to attend a Life-Changing week of Camp. Tax deductible donations are encouraged! For more information email: [jennyd@deerrun.camp](mailto:jennyd@deerrun.camp) To become an Event Sponsor >>>[SPONSOR FORM](#)<<< [WEBSITE](#) >>> [FLYER](#) <<<



**October 5th: Hendersonville, TN - Cycles, Cages and Classic Rides.** Ride thru beautiful Sumner County ending with a cruise-in. All makes and models are welcome! Ride will be police escorted. Vehicle registration for the ride begins at 7:30am, Ride leaves at 8:30am from Long Hollow Baptist Church, 3031 Long Hollow Pike, Hendersonville, TN. Admission \$25.00 (includes admission to cruise-in). Only interested in the cruise-in ??? Come to Hendersonville Church of Christ, 107 Rockland Road, Hendersonville, TN. Cruise-In registration begins at 10:00am, Admission is \$25.00. DJ Music, Food trucks, Ice Cream truck. For more information, visit their [FACEBOOK PAGE](#) [FLYER](#)

**October 5th: Murfreesboro, TN - ADAMSPLACE presents 2nd Annual Classic Car Show** at 1927 Memorial Blvd, Murfreesboro, TN. Times: 10:00am - 3:00pm. NO Entry Fee!!!! Donations accepted for Alzheimer's Association. Food Truck, Car Competition, Silent Auction. For more information call Ashley Dunkerson 615-904-9111 Ext. 4123. [FLYER](#)

**October 6th: Hendersonville, TN - Wheels & Thrills Car Show** at Veterans Park, 140 Scotch Street, Hendersonville, TN. Times: 1:00pm - 4:00pm, Rain Date: October 13th. Registration: \$20.00 per car, Judging begins at 2:30pm, Awards at 3:30pm. To register: Email [gay.neal@att.net](mailto:gay.neal@att.net) This is a fundraiser for Special Needs Sports Foundation & Club Able 2B Me. On site will be Food trucks, Music & fun. [FLYER](#)

**October 6th: Franklin, TN - 35th Annual Battlefield Region AACA Antique Classic Car Show** at The Factory at Franklin, 230 Franklin Road, Franklin, TN. Registration opens 9:00am - 1:00pm. Antique motorcycles are also featured and welcome! Entry fee \$20.00. Rain or Shine! For more information, contact Allison Bender 615-397-4547. [FLYER](#)

**October 8th: Clarksville, TN - MAN CHURCH Car Show** at Hilldale Baptist FLC, 250 Old Farmers Road, Clarksville, TN. Times: 6:00pm - ?? Cars should arrive at 5:00pm. FREE Meal!! Hope to see you there!! For more information, call Mitch Kelly 931-249-1057 [WEBSITE](#) [FLYER](#)

**October 6-13th: Biloxi, MS - Cruisn' The Coast** Event open to 1989 and older vehicles. Entrants must be 18 years of age. Proof of insurance and DMV registration may be requested at the time of arrival. Event is Rain or Shine! On site Registration opens Monday, October 7th at Cruise Central. On Site Registration will cost \$100 and will NOT include a participant T-Shirt. See all the details on their >>>> [WEBSITE](#) <<<< [FORM](#)

**October 12th: Joelton, TN - 9th Annual HARPER ROAD FREE WILL BAPTIST CHURCH CAR SHOW** will be at 7130 Harper Road, Joelton, TN. Registration: 8:00am - Noon, Judging starts at 11:00am. Great Food available, 1st 100 entries receive a dash plaque and goody bag. Entry fee **BY DONATION**. Proceeds will benefit a new Youth Building. For more info, contact Randall Hayes 615-207-6486 or Randy Malecha 615-477-6524 or Steven Steele 615-305-8860. All makes and models of cars, trucks, motorcycles welcome! Trophy information on >>> [FLYER](#)

**October 12th: Columbia, TN - 1st Annual Rebel Rouser Car Show** at the Southern Heritage Center, 2357 Park Plus Drive, Columbia, TN. Registration: 8:00am - Noon, Awards at 2:00pm. Donation of \$20.00 for the 1st entry, \$10.00 for additional entries by same owner. Dash plaques for the 1st 100 entries. People's Choice Awards for TOP 25, plus Best of Show Awards for Car, Truck & Motorcycle. Door prizes, Food trucks, Music and Museum Tours of Historic Elm Springs. Proceeds will benefit Samuel R Watkins Camp 29. For more information, call or text Darren Bobo 931-698-3328. [FLYER](#)

**October 12th: Lebanon, TN - Ghoulish Wheels Car & Bike Show** at Snow White Drive-In, 1714 West Main Street, Lebanon, TN. Times: 9:00am - 3:00pm. Pre-Registration starts July 1st. All cars, trucks and bikes \$20.00, Same day at show \$30.00. Vendor booth registration fee \$30.00. Judged Trophy categories. For more information, visit their >>>[WEBSITE](#)<<< [FLYER](#)

**October 12th: Hartsville, TN - 9th Annual Hartsville BackPacks Car, Truck & Bike Show** at Trousdale County High School, 262 McMurry Blvd West, Hartsville, TN. Registration: 8:00am - Noon, Judging begins upon arrival, Trophies awarded at 1:00pm. Entry fee \$20.00. Rain Date: October 19th. Door Prizes, 50/50 drawing, Oldies music, Dash plaques, Lots of Food & Cold refreshments. 100% of proceeds benefit Hartsville Backpack Program. For more information, contact Jerry Dorris 615-414-4803 or Seed Morton 615-374-9419 or Greg Clements 615-680-4411. [FLYER](#)



**October 12th: Smyrna, TN - The Pentecostals of Smyrna 2nd Annual Car Show** at 1301 Plaza Drive, Smyrna, TN. Registration begins at 9:45am, Judging at Noon, Awards at 1:00pm. Entry fee \$15.00. All proceeds benefit St. Jude's Children's Hospital. Door Prizes, Giveaways and Raffles. For more information, call 615-995-9350. [FLYER](#)

**October 13th: Clarksville, TN - Clarksville Gearheads Annual Trunk or Treat** at the Wilma Rudolph Event Center, 1190 Cumberland Drive, Clarksville, TN. Times: 4:00pm - 6:00pm. Everyone is welcome to attend and collect candy. Best decorated trunk will win \$50 followed by \$25 for the second best and third best trunks. [FACEBOOK EVENT](#)

**October 13th: Dickson, TN - Monster Market at MaryAnn & Wandas Eatery** located at 209 Henslee Drive, Dickson, TN. Times: 11:00am - 2:00pm. Join us for the "Monster Market", Bring all the spooks for Trick or Treating from each Booth and Car Show. Over 30+ booths with Artists, Boutiques, Small Businesses. Vendor Booths \$30.00 / Car Show Entry \$25.00. Book your space for a booth or car show to TEXT 9319963345. [FACEBOOK EVENT](#) [FLYER](#)

**October 19th: Tullahoma, TN - 3rd Annual Oldies and Newbies Car Show** at South Jackson Civic Center, 404 S. Jackson Street, Tullahoma, TN. Registration: 9:00am - 11:00am, Judging 11:00am - 1:00pm, Awards at 2:00pm. Entry Fee \$20.00 donation, 2nd Vehicle \$10.00. 50/50 drawing, Food Trucks, Music and Family Fun. Awards listed on flyer. For more information, call Mark Baker 931-808-1417 or Kim Perry 931-580-8674. [FACEBOOK EVENT](#) [FLYER](#)

**October 19th: Hermitage, TN - 35th Annual Midnight Rodders Fall Color Cruise.** Join us in the Kohl's parking lot, 2330 Jackson Downs Blvd beside the Stones River Bridge in Hermitage, TN. Meet at 8:00am, the cruise pulls out at 9:00am sharp! It's a FUN RUN - NO FEES. Pack a lunch. For more information, contact Marty Crain at [midnightrodder1@gmail.com](mailto:midnightrodder1@gmail.com) [FLYER](#)

**October 19th: Joelton, TN - Joelton Vikings Homecoming Car Show** at 3570 Old Clarksville Pike, Joelton, TN. Gates open at 7:00am - 8:00am, Entry Fee \$20.00. Parking cars around our Football field. Last Gate entry at 8:00am. Judged by the Players!!! Winner will receive a custom vikings jersey, A trophy & a \$50 Gift Card to Firecracker's Pizza. Come support our Vikings!! [FLYER](#)

**October 19th: Old Hickory, TN - Saint Stephen Fall Cruise-In and Car Show** at 14544 Lebanon Road, Old Hickory, TN. Times: 8:00am - 11:00am. NO Entry Fee!!! Food, Prizes, Fun!!! For more information, call John Siebel 615-521-1851. [FLYER](#)

**October 20th: Lebanon, TN - Wilson County Bank & Trust Oktoberfest Antique Car Show** at 623 W. Main Street, Lebanon, TN. Registration: 9:00am - Noon, Trophies at 2:30pm, Entry fee \$20.00. Judging will be done while you register. TOP 3 in each classification ( 62 Classifications. See flyer) will receive an award. Rain or Shine! Dash plaques and T-Shirts while supplies last. Food Vendors, Craft Vendors, Live Entertainment, Kiddie Korner. For more information, contact Randall Clemons 615-945-8492 or email: [oktoberfestcarshow@wilsonbank.com](mailto:oktoberfestcarshow@wilsonbank.com) [FLYER](#) [CLASSES](#)

**October 26th: Smyrna, TN - Caffeine and Chrome: Trunk or Treat. Times: 9am-12pm.** Cruise on in with your car or broom for [Gateway Classic Cars](#) spookiest event of the season. Caffeine & Chrome: Trunk or Treat Car Show is taking place at all of our [21 showrooms](#) on October 26, 2024 from 9am-12pm. Come with your classic decked out in its best Halloween dress for all the little ghouls & gals. There will be special awards given out to the *Best Dressed Ride! Enjoy pastries and coffee\* (while supplies last). All makes and models are welcome with plenty of parking available. This event is free and open to all ages of the public. See you there!*

**October 26th: Greenbrier, TN - Rumble in the Brier Car Show & Fall Fest** at Louise Martin City Park, 2300 Old Greenbrier Pike, Greenbrier, TN. Times: 8:00am - 2:00pm. Judging starts at 10:00am, Awards at 1:30pm. Pre-Registration fee \$20.00 / Day of Show \$25.00 (scan Qcode on flyer). Live Entertainment, Food Trucks, Vendors, 50/50 raffle, Bouncy Houses and more. For more information contact Jennifer Woodard 615-415-3391 or [jennifer.woodard.gb.park@gmail.com](mailto:jennifer.woodard.gb.park@gmail.com) [FLYER](#)

**October 26th: Lawrenceburg, TN - 46th Annual Car & Truck Show** at Rotary Park, 927 North Military Avenue, Lawrenceburg, TN. Hosted by Lawrence County Classics Car Club. Registration: 8:30am - Noon, Entry fee \$20.00 for 1st vehicle / \$15.00 for 2nd vehicle, Vendor Fee \$15.00. Proceeds to the Wayne County Museum. Drive thru Judging! Dash Plaques to the 1st 100 registered, Host cars will NOT be judged. Awards: 3 Places will be awarded for each of the 40 Classes (see flyer for list of classes), plus Special Trophies. Food & drink available, 50/50 drawing at awards presentation. For more information, contact Larry Hubbard 931-629-1538 or Vern Greene 931-242-2491 or Manson Cheek 931-242-1683. [FACEBOOK EVENT](#) [FLYER](#)

**October 26th: Franklin, TN** - Christ Community Church and the Music City Region AACA (Antique Automobile Club of America) presents the 14th Annual MOTORFEST Charity Car, Truck, Motorcycle and Bicycle Show. Show location, Rain or Shine, is Christ Community Church at 1215 Hillsboro Rd., just north of Mack Hatcher Pkwy. in Franklin. Show is open to all cars, trucks, motorcycles, bicycles and specialty vehicles. Registration is on-site for \$20.00 (CASH ONLY PLEASE) per vehicle from 8 am to 11:30 am. People's Choice Top 30, Specialty and Best of Show awards presented by 1 pm. Free for spectators. All paved show parking. Food available with indoor seating. All Silent Auction and net proceeds from the event go to GraceWorks Ministries in Franklin to continue their mission of "Neighbor serving Neighbor". Donations are appreciated. Trophies graciously provided by our friends at O'Reilly Auto Parts. Event is co-sponsored by The Williamson Herald and WAKM 950 AM Franklin. NOTICE: THIS EVENT WILL BE HELD IN THE LOT BEHIND THE CHURCH NORMALLY RESERVED FOR SATURDAY'S "CARS AND COFFEE" EVENT. \$20 DONATION TO ENTER THE SHOW OR TO EXHIBIT WITH THE SHOW CARS. OTHERWISE, PLEASE PARK IN THE DESIGNATED SPECTATOR LOT.

More info? Contact: Paul Collins at 615-642-5822 or [pcollins@sullivanengineering.com](mailto:pcollins@sullivanengineering.com). [FLYER](#)

**October 26th: Smyrna, TN - Fundraiser Cruise-In for Joe Cato** at Lifepoint Church, 506 Legacy Drive, Smyrna, TN. Times; 10:00am - 6:00pm. DONATIONS appreciated!!! All proceeds will go toward Joe and his Son's Medical bills. Door Prizes, Food trucks, Music and more. [FLYER](#)

**October 26th: Winchester, TN - Cruising for Schooling** at Franklin County High School parking lot, 833 Bypass Road, Winchester, TN. Times: 11:00am - 2:00pm. NO Entry FEE!!! Donations appreciated!!! All proceeds go to the Franklin County High School Automotive Classes. Help us keep the car hobby alive. Food by Band Boosters and DJ music. For more information, contact Archie Hunt 931-315-9309 [FLYER](#)

**October 26th: Fayetteville, TN - 2nd Annual LCHS Band and Booster Car Show** at 1233 Huntsville Hwy, Fayetteville, TN. Times: 9:00am - 3:00pm. Entry fee \$20.00. All Cars / Trucks / Motorcycles welcome to attend! Over 28 Trophies & Club Awards, Best in Show / People's Choice / Registrar's Choice / Principal's Choice / Club Participation Car / Club Participation Bike. All proceeds benefit the LCHS Band. For more information, contact Kim Dollar 256-656-3372. [FACEBOOK EVENT](#) [FLYER](#)



# 35<sup>th</sup> 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)

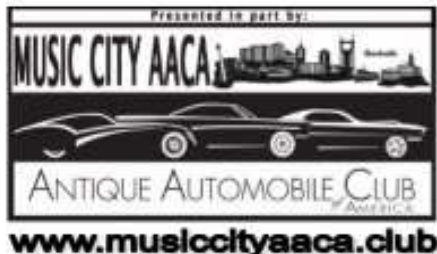






Christ Community Church  
& The Music City AACA  
Presents

The 14th Annual  
**\*MOTORFEST\***  
Charity Show  
For All Cars, Trucks,  
Motorcycles & Bicycles  
Saturday, October 26, 2024



**SILENT AUCTION**  
Free for Spectators  
Donations Accepted  
All Paved Show Field  
Rain or Shine  
Food Available  
Seating Indoors



**Registration 8 am-11:30 am \$20 CASH Per Entry**

Top 30 People's Choice,

Specialty & Best Of Show Awards Presented By 1 PM

**100% Of The Show's Net Proceeds Benefits  
GraceWorks Ministries In Franklin, TN!**



**SHOW LOCATION**

**Christ Community Church  
1215 Hillsboro Road  
(just north of Mack Hatcher)  
Franklin, TN 37069**

Trophies Provided By



***NOTICE: THIS EVENT WILL BE HELD IN THE LOT  
BEHIND THE CHURCH NORMALLY RESERVED FOR  
SATURDAY'S "CARS AND COFFEE" EVENT.***

***\$20 TO ENTER THE SHOW OR  
TO EXHIBIT WITH THE SHOW CARS.  
OTHERWISE, PLEASE PARK IN THE  
DESIGNATED SPECTATOR LOT.***

For More Information,  
Please Contact Paul Collins at 615-642-5822





## FOR SALE—1941 Ford Pickup



(ABOVE) LORI POTTER'S 1941 FORD PICKUP, 2 OWNERS, RESTORED, \$42K OBO , 248-821-1600

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



.....  
**Three (3) two barrel Carbs for Flathead Ford engine... \$500...Call, text or email: Rama Renegar, 407-509-8335 (Murfreesboro, TN)...ragener@hotmail.com**



**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**

**Northern Illinois Regional Group #8  
Invites you to  
“A V-8 Family Reunion”  
The 2025 Central National Meet**



**2025 Central National Meet  
Springfield, Illinois**

**Springfield, Illinois June 22-26, 2025**

**Host Hotel - Crowne Plaza**

**We are planning several fun events and tours.  
We can't have a reunion without you!**

**Early Registration Available NOW at  
<https://2025cnm.com>**

**For more information:  
E-mail: [registration@2025cnm.com](mailto:registration@2025cnm.com)  
Phone: 630-858-9474**



# The Early Ford V-8 Club of America 2025 Central National Meet



## Springfield, Illinois • June 22-26, 2025 Early Registration Form

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

Name \_\_\_\_\_

Address \_\_\_\_\_

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

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

E-Mail \_\_\_\_\_  
**If provided, this will be our primary method of contacting you**

Registration July 1, 2024 – April 30, 2025 ..... \$70.00

Late Registration May 1 - June 22, 2025 ..... \$90.00

I am paying my registration fee by:

- Check ..... Make checks payable to "2025 CNM"
- Cash
- Credit Card..... We will send you a secure link by e-mail for your payment

You will receive information about making hotel reservations with your paid registration.

The complete registration package will be available in 4th quarter 2024. Watch for more information on the Meet web site: [www.2025cnm.com](http://www.2025cnm.com) and in the V-8 TIMES.

Send completed form and payment to:

2025 Central National Meet  
1N410 Forest Ave.  
Glen Ellyn, IL 60137

Questions?  
Contact Registration At  
630-858-9474 -or-  
[registration@2025cnm.com](mailto:registration@2025cnm.com)

You may also fill out this form on your computer or other device, save it, and e-mail it to [registration@2025cnm.com](mailto:registration@2025cnm.com)



# ODES TO OCTOBER

**“All things on earth point home in old October; sailors to sea, travellers to walls and fences, hunters to field and hollow and the long voice of the hounds, the lover to the love he has forsaken.”**

**“The ripe, the golden month has come again, and in Virginia the chinkapins are falling. Frost sharps the middle music of the seasons, and all things living on the earth turn home again... the fields are cut, the granaries are full, the bins are loaded to the brim with fatness, and from the cider-press the rich brown oozings of the York Imperials run. The bee bores to the belly of the grape, the fly gets old and fat and blue, he buzzes loud, crawls slow, creeps heavily to death on sill and ceiling, the sun goes down in blood and pollen across the bronzed and mown fields of the old October.”**

**— Thomas Wolfe, *Of Time and the River: A Legend of Man's Hunger in His Youth***



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