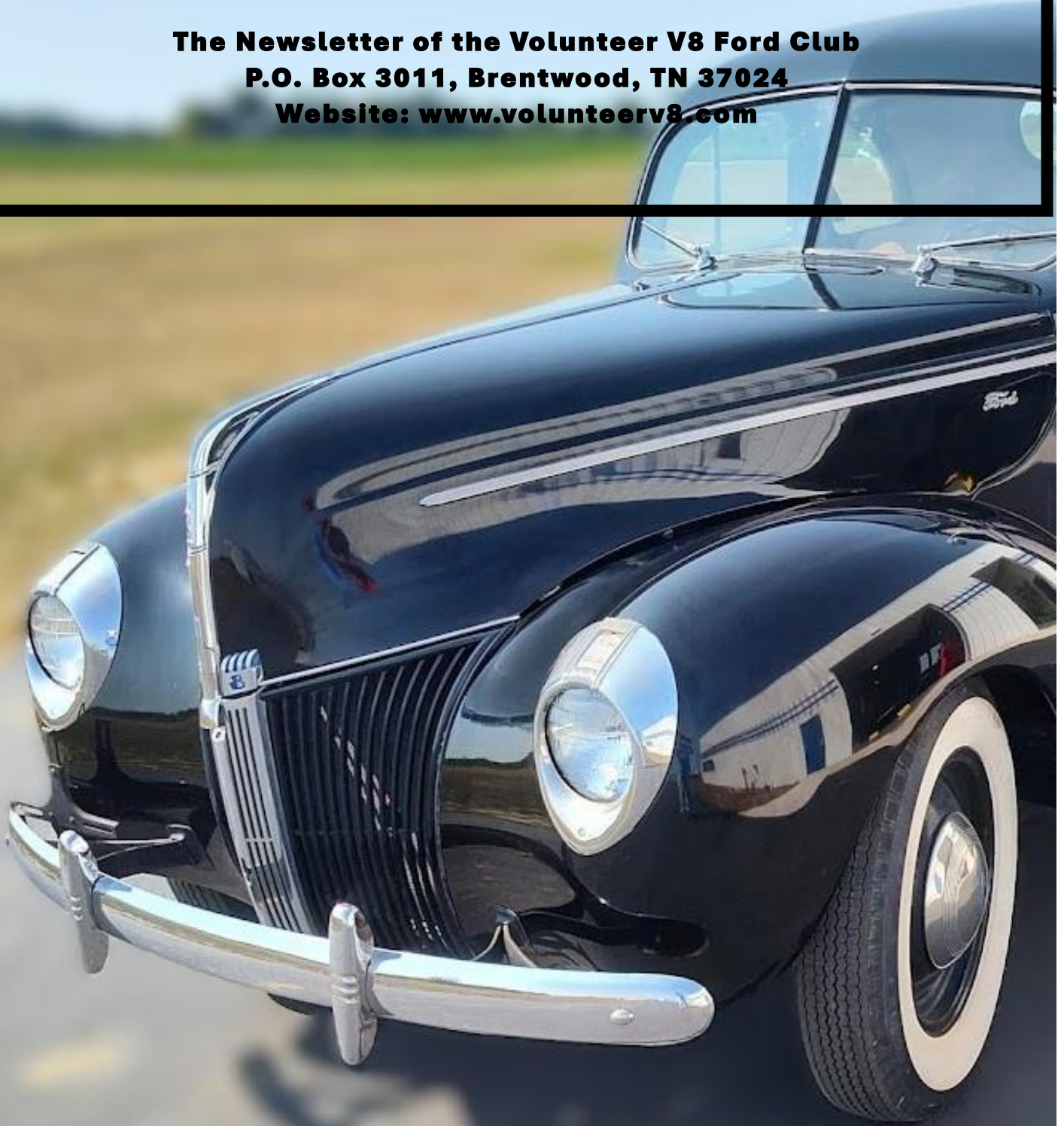


THE REAR VIEW MIRROR

The Newsletter of the Volunteer V8 Ford Club

P.O. Box 3011, Brentwood, TN 37024

Website: www.volunteerv8.com



Mickey Holton's 1940 Ford V8 Standard Coupe



Mickey Holton

March 2025

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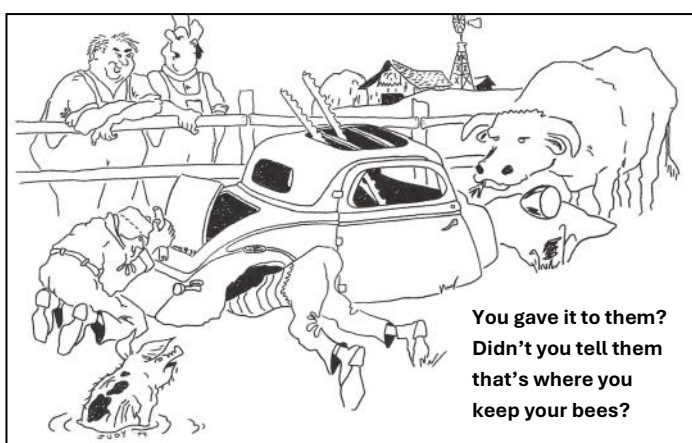
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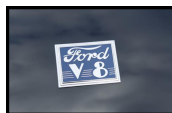
MESSAGE

Dear Friends...First of all, I want to express my and my son's thanks to all of you who wrote, sent cards of sympathy and condolences or attended the visitation or Celebration of Life for Barbara. Her passing was sudden and unexpected and has resulted in a whole new way of living. If you have experienced the loss of a loved one, you know what I mean. I am trying as best as I can to stay busy and rearrange my life as best I can. Again, thank you very, very much.

This month's newsletter is an abbreviated one and not up to my usual effort but I know you can understand why. Also, it has been too cold for any antique car activity but Spring is not too far behind and I am sure you are as anxious as I am to get your car on the road again. As you will see, work on my '40 coupe is ongoing and I hope it will be ready to roll soon!...Mickey



CARS AND COFFEE, SATURDAY, FEBRUARY 8th, 2025



2025 CENTRAL NATIONAL MEET

SPRINGFIELD, ILLINOIS

JUNE 22 - 26, 2025



Come join your fellow V-8 friends and family for a V-8 Family Reunion. The Northern Illinois Regional Group is hosting the 2025 Central National Meet in Springfield, Illinois from June 22 - 26. We are planning a fun and exciting event. We can't have a family reunion without you. We hope you will plan to attend.

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 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**

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



The Early Ford V-8 Club of America
2025 Central National Meet
Website: 2025cnm.com

Ken & Carolyn Bounds
1N410 Forest Ave
Glen Ellyn, IL 60137-3569
Phone: 630-858-9474
E-Mail: ken@2025cnm.com

February 10, 2025

Volunteer V-8 Regional Group #97
P.O. Box 3011
Brentwood, TN 37024

Northern Illinois Regional Group #8 is hosting the 2025 Central National Meet this year. To help support the meet, we are selling raffle tickets for some great items. We believe that your members would be interested in these items and would like to participate in the raffle. We are asking for your help in making these tickets available to your members.

We are raffling off a beautiful neon Ford V-8 sign, a new-in-box Stromberg 97 carburetor, and a genuine Ford 8BA carburetor rebuilt by Charlie Schwendler. Please see the attached flyer for the complete description of the prizes.

The winning tickets will be drawn at the Awards Banquet on Thursday, June 26th. **Winners need not be present to win.** If the winner is not present, the item will be shipped at no cost to the winner. The tickets are \$10 each or three for \$20.

Enclosed are 21 tickets for each raffle – if you need more, we will be happy to send them.

Please return the stubs showing the purchasers' information, along with the money received and any unused tickets to Ken at the address shown above by June 1. If you have any questions or need more tickets, please feel free to contact us.

We hope to see some of your group's members at the meet. More details about the meet and registration forms are also available on our meet website, www.2025cnm.com.

Thank you for your support!

Ken and Carolyn Bounds
Co-Chairs
2025 Central National Meet

See Page 7 for a description and pictures of items to be raffled off at the 2025 Central National meet in Springfield, IL, in June. If you want to purchase tickets and help make the meet a success, please let me know and I will make sure to get your tickets to you asap!



2025 Central National Meet • Springfield, Illinois June 22-26, 2025

Meet Raffle Items

Tickets for each item are \$10 each or 3 for \$20

Mix 'em or Match 'em

Drawing June 26 at the 2025 CNM Awards Banquet

Need not be present to win – Prizes will be shipped at no charge

Need a New Carburetor?



New in box Stromberg 97 carburetor –
Made in England – \$525 Retail value - do-
nated by Ken and Carolyn Bounds



Genuine Ford 8BA carburetor – Will be profes-
sionally rebuilt by Charlie Schwendler of New
York who donated his services

One winning ticket will be
Drawn for each carburetor

Win this 22-inch Ford V-8 Neon Sign



\$450 Value!

Ford Lighted Neon Sign

- Height: 21"
- Width: 22"
- Depth: 4"
- Weight: 16 pounds
- Manufacturer: Neonetics
- Licensed by Ford Motor Company

Member Car of the Month

1940 Ford V8 Standard Coupe

Mickey Holton

Nashville, Tennessee

As you all know, I bought this '40 Ford Standard Coupe in September at the Early Ford Foundation swap meet in Auburn, Indiana. It is, at the present time, undergoing some mechanical upgrades to make it a good driver. We hope to have it ready in time to take it to the 2025 Central National Meet in Springfield, IL, in June.







John Hemmings' 1940 Ford Standard Coupe.

My First Car: The 1940 Ford

By John Hemmings
Photos by Shane Greene
Photography, Hickory, NC

My first car was a 1940 Ford Standard Five-Window Coupe I purchased on October 17, 1960 in my hometown, Mt. Airy, North Carolina. I worked in New Jersey the summer of 1960 for my brother, Jimmy, and cousins, Jack and Bobby Hemmings, who owned the White Rose System, a chain of fast food hamburger restaurants. I worked six days a week, Thursday through Tuesday nights from 5 pm until 3 am. In all a total of 60 hours a week for a gross pay of \$60 per week or \$10 a day. I was off on Wednesdays so I would sell my day off for \$12 and I would work another shift for someone else.

When I came back from New Jersey in September, some students were driving 1955-1960 Ford models or the new V-8 Chevy.

I didn't have much money to spend on a car because I also had to purchase my own clothing and supplies. I only had about \$200 to spend on a car so I bought a 1940 Ford Coupe, which was 20 years old at that time.

When I started back for my senior year of high school, I began dating a beautiful, young girl named Betsy Bunker who I married two blissful years later. Betsy and I dated in high school and drove the '40 Ford

wherever we went. We will never sell the '40 Ford unless it starts telling stories about our high school days!

When Betsy and I got married on July 7, 1962, "we drove off into the sunset" in our '40 Ford. Years later our daughter, Annette, and our son, John Jr., both used the '40 when they got married and there have been several other couples who have used the car when they were married.

While I was attending Appalachian State University in the early 60s, Betsy and I would drive the '40 from Mt. Airy to Boone. When it would rain, Betsy would have to reach her arm out the window and turn the wiper blades. Betsy and I moved to New Jer-



John and Betsy Hemmings



Body-off restoration in 1971. (Above) Annette, who was five at the time and John Jr., who was two (Right), would move the car around on John Jr.'s Red radio wagon.



sey in 1963 while I went to Rutgers University for computer classes. While at Rutgers University, I again worked for my brother and cousins at the White Rose System. My younger brother, Jerry, drove the '40 Ford in the mid 60s. We moved back to North Carolina in 1966 after I finished my computer classes.

After Jerry went off to college, the '40 Ford was parked at my parent's home in Mt. Airy. While there, many people would come by asking if the car was for sale. One day my mother called me about a person who was very persistent, continually asking about buying the car from me. After many phone calls that day, I finally told him at about 10 pm that I would agree to sell him the car. However, that resulted in a sleepless night not just for me but Betsy as well.

At the time, our son, John Jr., was only about a year old. However, Betsy just knew that someday he would want the car. At about 6 am I called my mother back and told her not to get the title because the car was not for sale. From that night on, I have never again entertained thoughts of selling our beloved '40 Ford.

In 1970, I started to restore the '40 Ford Coupe to its original condition. I took the car apart bolt by bolt until it was totally dismantled. My dad, Ray Hemmings, owned a monument business in Mt. Airy and I would take in the parts, piece by piece, to sandblast and paint them with zinc chromate. Annette, who was five at the time and John Jr., who was two, would move the car around on John Jr.'s Red radio wagon.

As we started to reassemble the car, I traveled from Florida to Hershey, PA with dear friends Dr. Gerald Briggs and Paul Goodnight, wrote letters and called people all over the United States looking for original

1940 parts. There have been many fun stories to recount the great experiences while looking for new or used '40 parts. Stomping through the fields with co-worker and friend, David N. Smith and emerging with picks in our polyester slacks.

One day I went to a house where everyone had told me not to go. They said the man would never sell me anything and ask me to leave immediately. I went there one Saturday around lunchtime despite their warnings and was greeted by his wife. She explained that her husband was watching wrestling so I just asked if I could join him. She graciously let me in. He became a friend and eventually sold or gave me many of the original '40 Ford parts that I needed.

Another time I was looking for a 1940 original stock engine. I had traveled many miles over the east coast looking for a stock engine. Finally one day I heard of a man whose son had wrecked his '40 Ford many years earlier and while we didn't know what happened, they only lived 10 miles from my home.

One Saturday I drove to their home and received a warm welcome from the elderly gentleman, Glenn Johnson. When I inquired about the car, he said he thought it was a good engine so after the wreck he had put it in the hayloft and continued to keep it maintained with oil. I was amazed when he showed me the engine; it was a dream come true.

After all those miles I traveled searching for an engine, it ended up being practically in my own back yard! It had everything - the starter, generator, carburetor and distributor - absolutely everything I needed. I was so amazed yet hesitant to even ask about the price. Well, the man looked at me in his tender old age and said, "I'll tell you what I will

do, I will sell you everything with the engine for \$20 as long as one day you will someday return when the car is finished and take me for a ride in your 1940 Ford Coupe."

I'm happy to relate that I was able to return with my fully restored '40 Ford and have been able to take that fine gentleman for many rides. He told me how much he loved that car.

I continued looking for 1940 parts over the years and in the 1980s I met Doug Reinhardt, a mechanic who knows more about the old cars than anyone I have ever met. Doug is the only person that has worked on the car for the past 25 years. Even today, we still look for old parts and enjoy our passion for the 1940 Ford Standard Five-Window Coupe.

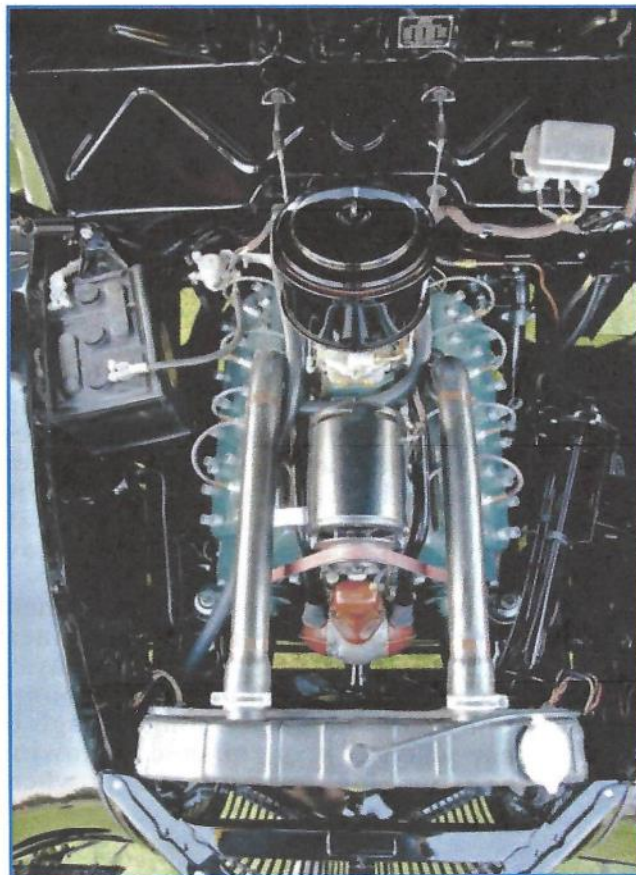
In 2010 having owned the '40 Ford for 50 years, Betsy and I decided to have the car restored to a show point car. We started our long dream to put the car as original as if we had driven the car from the show room floor. This process took many months to make the car look as it does today.

I contacted one of the best body men and painters in the country to do all the bodywork and painting. Mike McCurry and his brother Phil from Valdesse, North Carolina are among the best that you can get to restore your car to be as original as if you drove it off the show room floor. I asked my friend Doug Reinhardt to do all the mechanical work and rebuild the engine, transmission, rear end, brakes and all the mechanical work. Doug is one of the very best mechanics on old cars that you can find anywhere today. Eddie Brittain and Lennie Golds did all the upholstery, the headliner, seats, door panels, and the trunk. They have done many show cars over



the years. Also, Lauren Matley of Sun City West, Arizona, did the entire garnish molding painting.

All of our time and efforts could not have been accomplished without the help of three most knowledgeable people around on 1940 Fords: Bob Jones of Concord, NC; Bill Rhodes, of Concord, NC and Mike Kubarth of Union Grove, WI. Bob is the man that can locate that hard to find original part that you need and tell you if you have the right part or not. Bill Rhodes helped in so many ways locating those tough to find original parts that I was needing and therefore very helpful to me in many ways.



Mike Kubarth was also vital in helping me find and use the correct parts. Mike and I had about 600 E-Mails between the two of us. I would make pictures of each phase of the car and E-Mail them to Mike and he would E-Mail me back with the correct answer and a picture if I needed one to look at.

Mike is the most knowledgeable person there is on the 1940 Ford. He has judged my car two times and has E-Mailed several times with comments like the following: "You have, without a doubt, the NICEST Standard Coupe I have ever seen, I mean that quite sincerely."

Another great friend who helps me with the car is Ray Birchfield. Ray is the kind of person that you always want with you; he always has encouragement and is always willing to help with anything you ask. He is also the one who makes sure the car is ready for show time. The Ford Motor Company made 642,580 cars in 1940 of that 31,007 were Deluxe Coupes and 26,767 Standard Coupes. I feel honored to own one of the mint Standard Coupes from that production year.

The car was shown at four national meets in 2011. First time in Saratoga Springs, New York at an Early Ford V-8 meet and won first place. Then at an AACA meet in Bristol, Tennessee where it won a First Place and the junior award. Next it was shown at the Early V-8 club meet in Auburn, Indiana where it won the Dearborn award and scored 984 points out of a possible 1000 points. The 16 points that were deducted have all been corrected to showroom quality. This aided in the fourth showing at Hershey, where it won the Senior Award and scored 400 points out of a possible 400 points. Another show was the North Carolina Region Fall AACA Meet where the car won the Senior Award for first place.

The AACA National Awards Committee has nominated our 1940 Ford as a finalist for the National Award, which is a distinct honor. I also want to thank Herb Oaks and Hulon McCraw for taking the time and encouraging me to join the AACA Club.

I also want to acknowledge my long time friend of 40-plus years, Dr. Gerald Briggs. With his inquiries followed by great encouragement, he would be in contact two or three times a week to hear about what we had been working on. Gerald lay on his deathbed fighting cancer and two days before he died, although very weak, he still wanted to know what was going on with the car.

If you never had the opportunity to meet Gerald you missed out on knowing the finest person you could ever meet. There is always a picture of Gerald in the '40 Ford glove box. I just wish he could have lived long enough to see the car when it was finished. Knowing Gerald, he is looking down on us both when-

36 March/April 2015



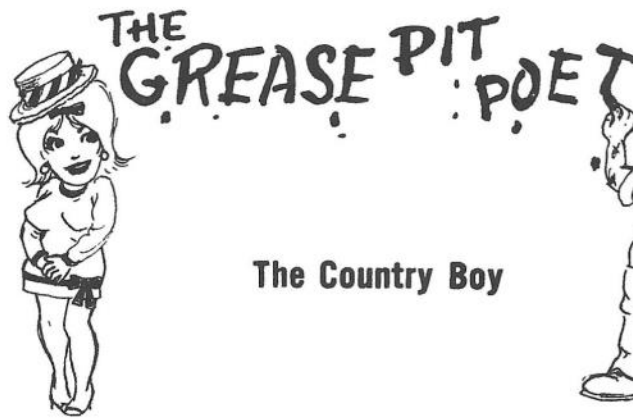
John and Betsy with the restoration "crew".

ever I am looking at how beautiful our '40 Ford is today.

Of course my greatest support has been my wonderful wife Betsy who stood by me each day encouraging me in every way. Always letting me know another box arrived and of course that it was for the car. She purchased the Lebaron Bonney upholstery kit for my birthday present and in so many ways was always there to collaborate. I could not have completed this project without her partnership. Thanks to my wife of 50 years on July 7, 2012. Thanks, Honey.

Please enjoy looking at my car, but remember ... it is NOT For Sale!
- John Hemmings





The Country Boy

*Me, I'm just a country boy,
not smart in city ways.
In fact, folks say I'm dumb to work
for what this station pays.*

*But I like to meet the folks that pass,
like just a while ago.
A fellow stops in here for gas
and he asks me kind of low;*

*would I know of any Ford V8s
that just might be for sale?
Abandoned in this one-horse town
or off the beaten trail?*

*I squint my face up, thinkin hard
and I tousel up my hair.
I say I just might know of one
if the old thing still is there.*

*"She's one of them that has four doors
where the top goes up and down."
"And it's in a barn not far away,
just the other side of town."*

*"A widow woman owned it.
But now she's dead and gone."
"Her son has got it stored away.
But he don't drive it none."*

*"You could prob-ly buy it pretty cheap
cause the guy ain't very smart."
"Besides he'll need the money bad
cause he's doctor'n for his heart."*

*The man I told this story to,
he sure was hot to go.
I over charged him for his gas
and he didn't even know.*

*My brother's waitin for him now
when he drives in the yard.
He'll tell him that the car was sold
and he sure will take it hard.*

*But he'll invite him out to set
and cool off in the shade.
And prob-ly sell a gallon jug
of the finest lightnin made.*

*The wife will want an Indian robe.
(We buy em by the case.)
And a string of pretty antique beads
or a hand-turned earthen vase.*

*And for the kids, there's pony rides.
But I must stop a bit.
A car is driving to the pumps
and I must tend to it.*

*Yes Sir! Can I fill er up?
Or just what will it be? -
Do I know of any Packard parts?
m-m-m-m-m-, now, let me see -*

Bob McCopin

"The Grease Pit Poet"

V8 TIMES

March-April, 1968

TURKEY, CHICKEN OR TUNA TETRAZZINI

*Diane Dupont
San Mateo, CA-RG #1*

2 T. margarine	3/4 c. mayonnaise
1 1/2 c. sliced mushrooms	1/4 c. dry sherry
1/2 c. chopped onions	1 (8-oz.) pkg. spaghetti, cooked and drained
1/2 c. sliced celery	1 c. chicken or turkey cut in bite-size pieces
1 T. cornstarch	1/3 c. Parmesan cheese
1/2 tsp. salt	
1/8 tsp. pepper	
2 c. milk	

In a 3-quart saucepan, melt margarine over medium heat. Add mushrooms, onion and celery; stirring occasionally, cook about 3 to 4 minutes or until tender. Stir in cornstarch, salt and pepper until well blended. Gradually stir in milk. Stirring constantly, bring to boil over medium heat and boil 1 minute. Reduce heat to low. Stir in mayonnaise and sherry until smooth. Remove from heat. In a greased 10 x 6 x 2-inch baking dish, toss spaghetti with 1 cup sauce. Stir turkey or chicken into remaining sauce and pour over spaghetti mixture. Sprinkle with cheese. Bake in 350° oven 20 to 25 minutes or until heated through and lightly browned. Makes six servings.

Note: May substitute one (12 1/2-ounce) can tuna fish, drained, flaked.)

CHICKEN SPAGHETTI FOR 15

*Roxana Harding
Tulsa, OK-RG #39*

4-lb. hen, boiled, boned, chopped	18 stuffed green olives, sliced
1 box elbow spaghetti	Salt and pepper
1 c. diced celery	Celery salt
1 lg. green pepper	Worcestershire sauce
1 sm. can mushrooms	Accent
1 sm. can pimentos	2 lbs. Velveeta cheese, sliced

Cook spaghetti in 1-quart of water. Add peppers, celery and seasonings. Just before tender, add chicken and rest of ingredients. Cover with cheese. Can be frozen, thawed and served (I freeze with cheese on top). Put in 350° oven until bubbly. Serve over chow mein noodles.

V-8ers Delight

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

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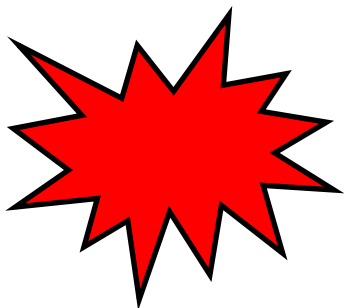
Early Ford V-8 '99 Central National Meet

*Omaha, Nebraska
July 20-24, 1999*



Jerry VincentiniChairman
215 Heavenly Drive, Omaha, NE 68114

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



Blast from the Past!

From Volunteer V8 Ford VOICE

September 1995

(From GREYHOUND GAZETTE, Western NY Regional Group)

V-8 CENTRAL NATIONAL MEET

JULY 5-8, 1995
NASHVILLE, TN



Hosted by Volunteer V-8 Ford Club

The Trip To Nashville

by Duane Hammond

On Monday, July 3rd, I left home at 5:00 am to meet *Lee & Edna Shanks* at their home, and then we traveled to the Thru-way exit at LeRoy and picked up *Pat McFarlane*. Lee & Edna drove their modern van, I drove my '39 Ford Convertible and Pat his '32 Fordor. The weather was excellent for traveling. Traffic was quite heavy but we were making good time, even though I wanted to set a speed around 50 - 55 mph. I was having a little trouble with the '39 on hills, but managed to keep up. We each had CBs so we could keep in touch during the trip.

We had traveled a little over 500 miles by 6:00pm, so we decided to stay overnite at a Red Roof Inn just past Columbus, Ohio. We would be in Nashville by early the next evening (July 4th) so we called ahead for reservations at a Red Roof near the Marriott, where the meet was being held. When we got to Nashville, we had just settled into the motel when a heavy thunderstorm passed through the area. Heavy rain and strong winds caused some damage to the immediate area. The next morning we were up bright and early and had breakfast at Shoneys, and at that time I discovered that I had a flat tire on the '39. So Pat and I had to spend a couple of hours to repair the flat and then we proceeded to travel to the Marriott. Of course the flea market was in full swing, so we checked that out first, then checked into the Marriott. I had requested a ground floor room, and as luck would have it, I had a ground floor room with a sliding door opening right onto the flea market area! As Pat and I were sharing a room, we both had easy access to the flea market and didn't have to go far when we

purchased parts!

The entire Meet had perfect weather from the 5th to the 9th, our departure date. There were about 250 cars registered. *Larry and Lin Lethby* were there with their '40 Pickup. So Pat (Touring award), myself (Medallion) and Larry (Medallion), brought home 3 awards for our club. The meet was very well organized and the service at the Marriott was excellent. I think the highlight of the meet was the trip to the Grand Ole Opry. There were about 400 V8 people at the show and it lasted about 2 and a half hours. The five stars we saw perform were: *Little Jimmy Dickens, Porter Wagoner, Grampa Jones, Bill Anderson and Boxcar Willie*.

We decided to leave Sunday morning at 5:00am. The weather was cooler, perfect for driving. We arrived in Cincinnati about noon. After lunch, Lee and Edna left us to do some sightseeing on their own. Pat thought that if we traveled long enough we could go straight though and avoid an overnite stay. Pat was having a little trouble with the '32. I guess we picked up some bad gas, because we both were having trouble on the hills. Pat got off the Batavia exit at midnight, and I arrived home at 2:00 Monday morning! The mileage I traveled to Nashville was 877 miles and 852 on the trip back home.



TECHNICAL TIP

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.



*1ST Annual
SOUTHERN SHOWDOWN
Car, Truck and Bike Show*

Saturday May 3, 2025

Southern Heritage Center

2357 Park Plus Drive, Columbia, TN 38401

(PLEASE USE THE PARK PLUS DRIVE ENTRANCE)

Registration is from 8:00 AM to Noon

The show is from 9:00 AM to 3:00 PM

The awards presentation is at 2:00 PM

Registration Special:

Donation of \$20.00 for the 1st entry and \$10 for each additional entry from the same owner. No advance registration.

Free admission for spectators, however all donations are appreciated and accepted with the proceeds going to Samuel R Watkins Camp 29.



People's Choice Plaque \$1 per vote

Commander-in-Chief Plaque

Best of Show Plaque

Best of Class Plaque for each class

Food Trucks

Robusto Mobile Cigar Lounge

Museum Tours

Historic Elm Springs Tours

For More Information contact srw29scv@gmail.com or find us on Facebook @ Sam Watkins Camp #29

Car Shows—March

March 1

Dekalb County Youth Baseball 2nd Annual Car & Truck Show. Dekalb Christian Academy, Smithville, TN. Supporting DC Youth Baseball Association. Kids choose Top 15 & Best of Show. Food trucks, Vendors, 50/50 Raffle. \$20 vehicle entry, spectators free (donations appreciated!). 11am -2pm. More info / RSVP: Jesse Sutton 931-881-5547 or Louis Richards 615-684-0751.

March 8

Dream Wheels 2025 Car Show. Benefitting Dream Factory of Memphis. Meddlesome Brewery, 7750 Trinity Rd, Memphis TN. door & Cash prizes, 50/50, food, drink specials, music by The Grady Bunch. \$30 entry. 10am - 2pm. Rain date 3-22-25

March 8

3rd Annual Raymond Bagwell Memorial Antique Engine Crank Up. Presented by Montgomery County Antique Tractor & Engine Club. Montgomery Co. 4H Arena, 1921 Rossvie Rd, Clarksville TN. Any make & model engine welcome, as well as tractors and cars! 8am - 3pm

March 15

Mid-Tenn Hot Rodders 2nd Annual Spring Thaw Out Car Show. 951 Sgt. Asbury Hawn Way, Smyrna TN

March 15

14th Annual Motor Mania Car Show. Jackson Fairgrounds Park, 800 South Highland Ave. Jackson, TN. \$30 indoor spot, \$20 outdoor spot. Free Hot Wheels for first 300 kids. Admission \$5. 9am - 4pm.

March 22nd

2nd Annual Car Show and Swap Meet by Friends of the LBL. Fenton Day Use Area 68/80 Eggner Ferry Bridge, Land Between the Lakes, KY. \$20 contest entry, \$25 swap space, \$5 admission. 10am -3pm. Rain date March 29

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