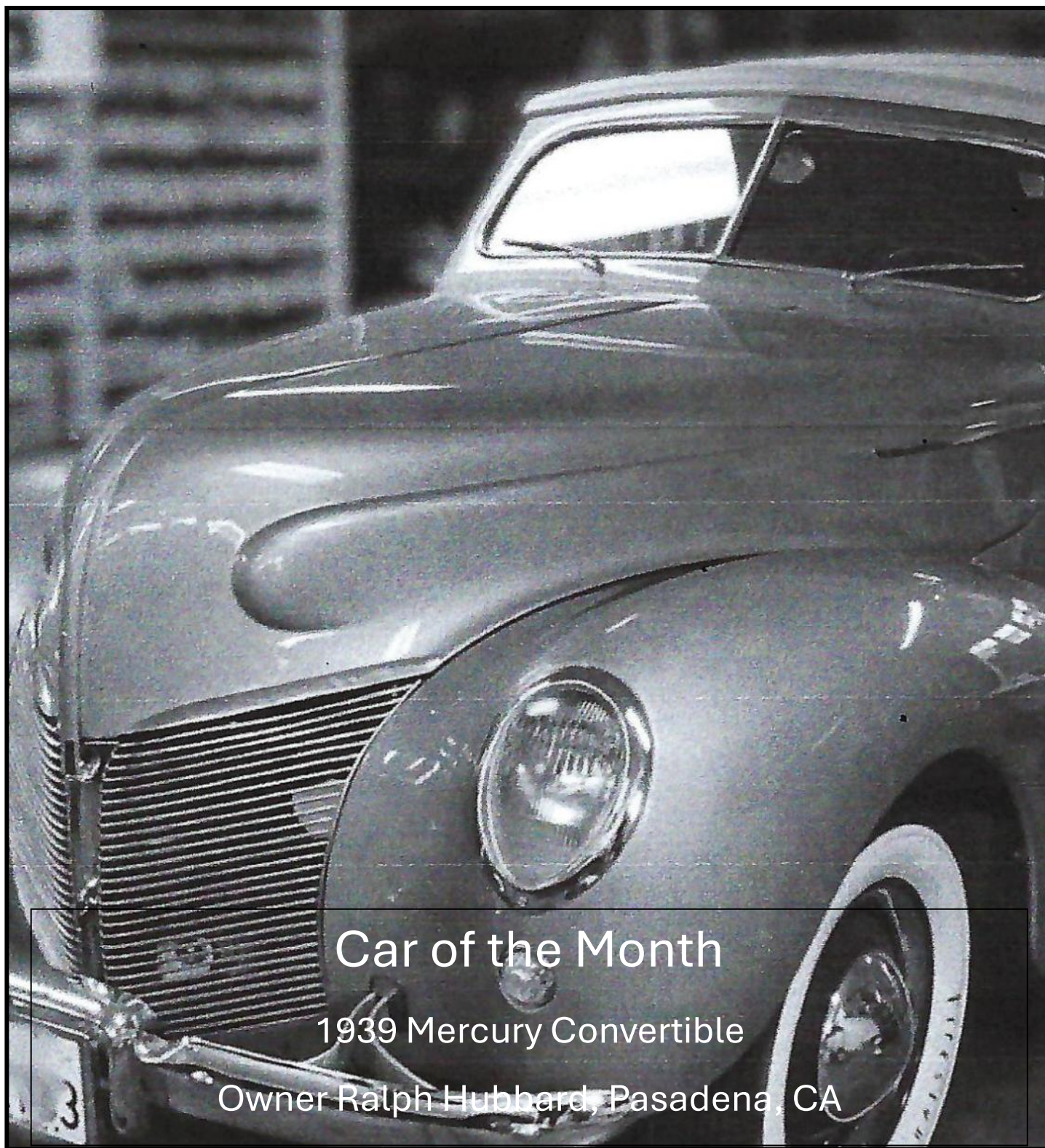


THE REAR VIEW MIRROR

The Newsletter of the Volunteer V8 Ford Club

P.O. Box 3011, Brentwood, TN 37024

Website: www.volunteerv8.com



Car of the Month

1939 Mercury Convertible

Owner Ralph Hubbard, Pasadena, CA

The Rear View Mirror

The newsletter of the Volunteer V8 Ford Club
Regional Group # 97, Nashville, TN
Mailing Address: 5018 Meta Drive, Nashville, TN 37211

Mickey Holton, Editor

May 2025

flatheadv897@gmail.com

CONTENTS

1. Car of the Month
2. Contents, Message, '34 Cabriolet
- 3-4. 2025 Central National Meet
- 5-6. Kars for Kids
- 7-10. Car of the Month—1939 Mercury Convertible
11. What? How Much? How Many?
- 12-13. Why Don't Cars Have Hood Ornaments Anymore?
- 14-15. Follow That Car!
16. Technical Tip
17. In the Kitchen
18. Blast From The Past!
- 19-21. Local Car Shows
22. Advertisers

MESSAGE

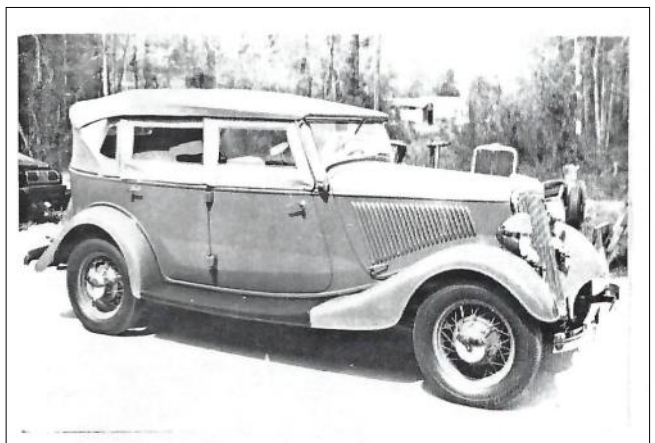
Dear Friends, my apologies for this month's newsletter being a little late. Not surprisingly, I've been a little distracted and busy with some personal matters. I feel sure you'll forgive me this one time!

I've not had time to get with a member to highlight their car so I've picked out one from another newsletter that I think you will enjoy. It is owned by a very well-known member of the Early Ford V8 Club of America in California.

Some of our cars did very well at the Kars for Kids Show in Brentwood on April 12th (see Page 5) in this newsletter.

As I write this, I'm hoping for good weather on Saturday, May 3rd, for the drive to Columbia for the First Annual Southern Heritage Car Show.

Best regards, *Mickey Holton*



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**

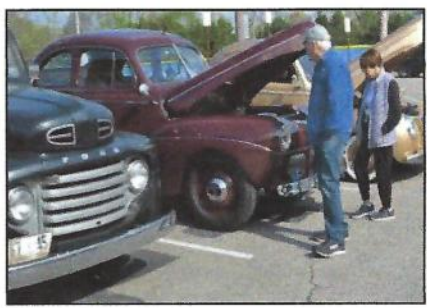
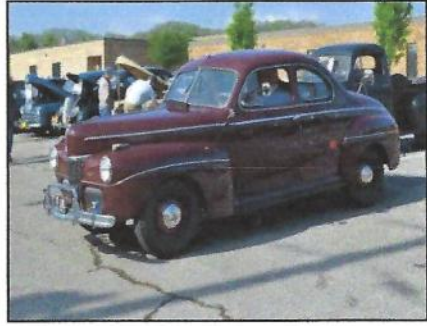
You may also fill out this form on your computer or other device, save it, and e-mail it to registration@2025cnm.com

KARS4KIDS

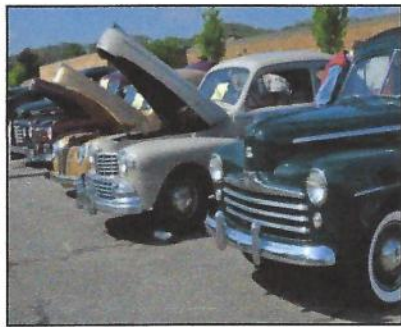
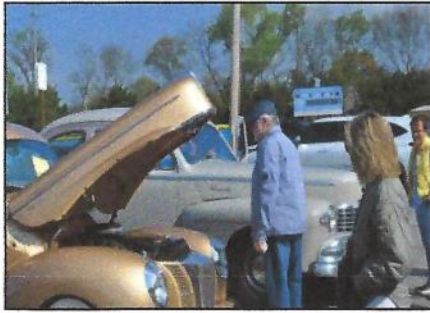
Saturday, April 12th, 2025

Brentwood, TN

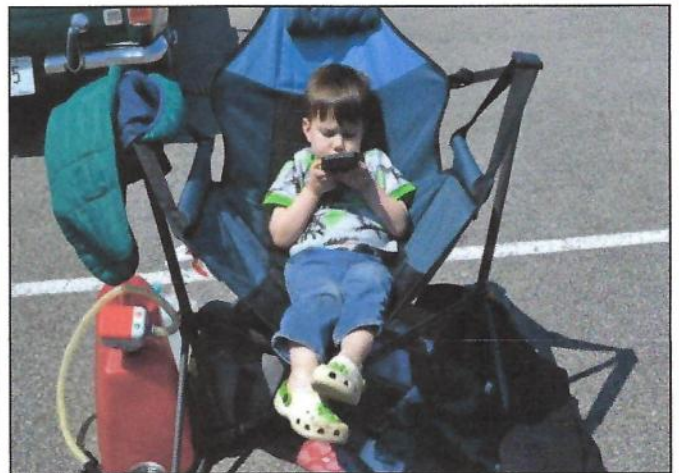
The 25th Annual Kars4Kids show at Brentwood High School, sponsored by the Music City AACA, was held today on a cool but beautiful morning at Brentwood High School and had a good turnout, about 150 cars total, including 10 of our Volunteer V8 Fords. There was good interest in all of them and, at the awards ceremony held afterward, several were awarded trophies: Sponsor Award, '48 Ford ; Top 30 Awards, '33 Ford, '48 Ford, '41 Lincoln, and '47 Ford Woodie. Also, it was noted that proceeds of nearly \$12,500 was raised to benefit the Tennessee Baptist Children's Home Summer Activities Program at their Brentwood Campus. All in all, great weather, great cars, great show, great friends and a great cause.



Kars4 Kids



AN



This article courtesy of

DRIVE LINES

Newsletter of the Valley V-8 RG #40

April 2025



Chapter #40

DRIVE LINES



CAR OF THE MONTH

1939 Mercury Convertible

Owner Ralph Hubbard

CAR OF THE MONTH
Ralph Hubbard's 1939 Mercury Convertible
GOING FULL CIRCLE IN EARLY FORD V-8'S

It all started in 1955 with the purchase of my first car, a 1939 Mercury convertible which had a new Thomas rebuilt engine and new brakes. It was not a nice car; both rear fenders were destroyed, interior, although original, was worn out and it turned out there was rust in the rocker panels. I was 15 years old and knew even less than I do now. Being born in California I knew nothing about rust in cars - I found out the hard way.

The '39 Merc, in my opinion, then and now had some ugly features such as funny tin can type tail lights, half skirted rear fenders, too much trim on the hood, and ugly hubcaps. The 1940 Mercs were much improved style wise, although they shared the same body. First, I put dual steel pack mufflers on the car and second I installed a pair of 1940 Merc rear fenders and tail lights. What an improvement! Next, a new set of full moon hubcaps and hand painted, white sidewalls. Lastly, I painted the wheel rims red. Next, off came the goofy hood trim and I added seal beam headlights. At age 16 I painted the body myself with 14 coats of nitrocellulose black lacquer which was rubbed out to the point of making a mirror finish, at least in the areas that showed. With the top down the car became presentable and suitable for a little street racing. Having flunked kindergarten (another story) I was a year older than most of my classmates and could legally drive when in the 10th grade. Overnight I became quite popular between having "down time" on the Merc, due to broken axles and broken transmissions caused by racing guys on the street; I lost about 9 axles and 10 transmissions in total during my high school days.

In late 1957 the new '58 Chevy Impalas came out offering a new color, silver blue metallic. My girlfriend, at the time, thought the Merc would look much better in this new color, So I painted the Merc again in silver blue lacquer, rubbed it out, again, and the Merc looked pretty good. Of course, shortly thereafter, my girlfriend's parents did not like me keeping their daughter out until 3:00 AM and the romance ended. Oh well, the hell with it; I moved on and sold the Merc - another mistake in life; although, I kept track of the Merc until it collided with a train in Oxnard several years later. That was the end of the Merc but I never forgot that car and vowed that someday I would own another.

That someday came in 1984, when my friend, Jerry Hunter, found a bright puke yellow '39 Merc convertible for sale at the Pomona Swap Meet. I hated the color and the fact that it

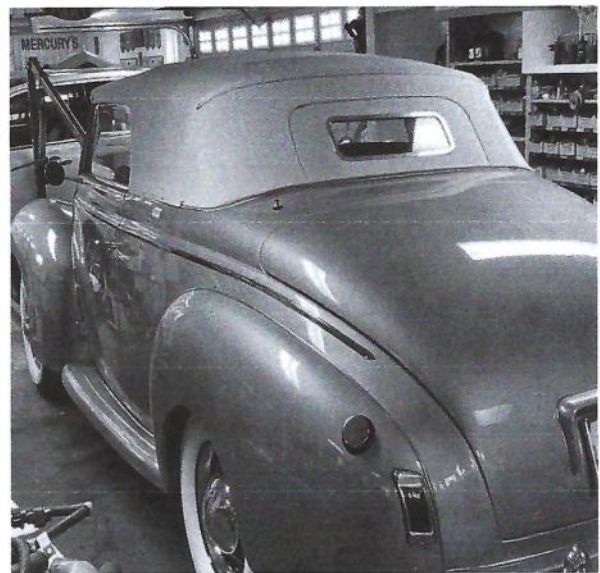
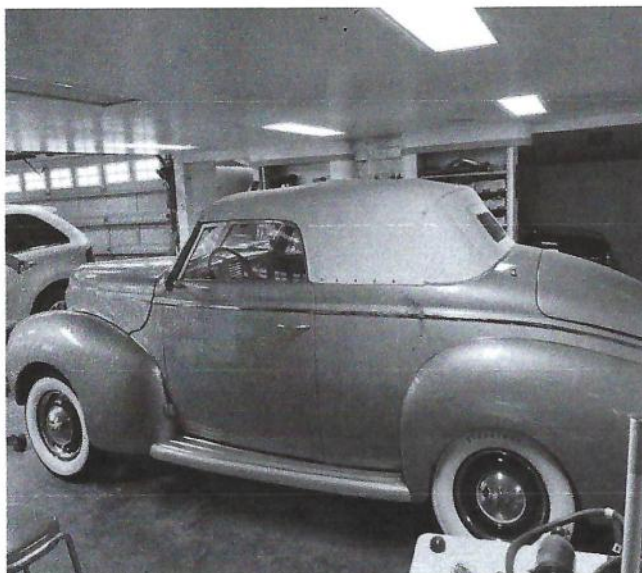
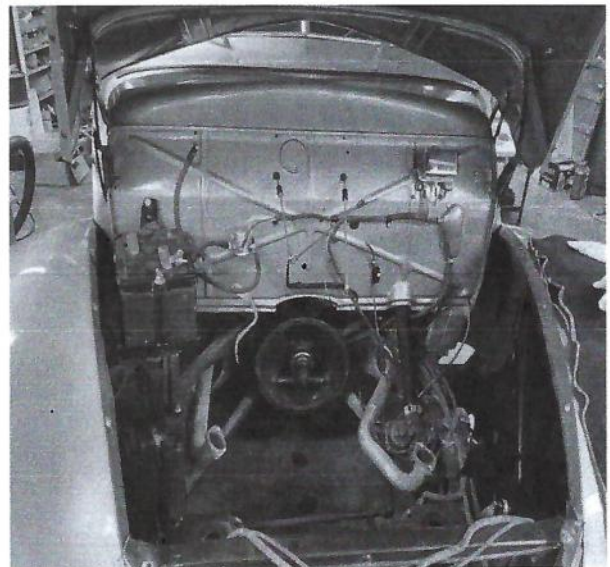
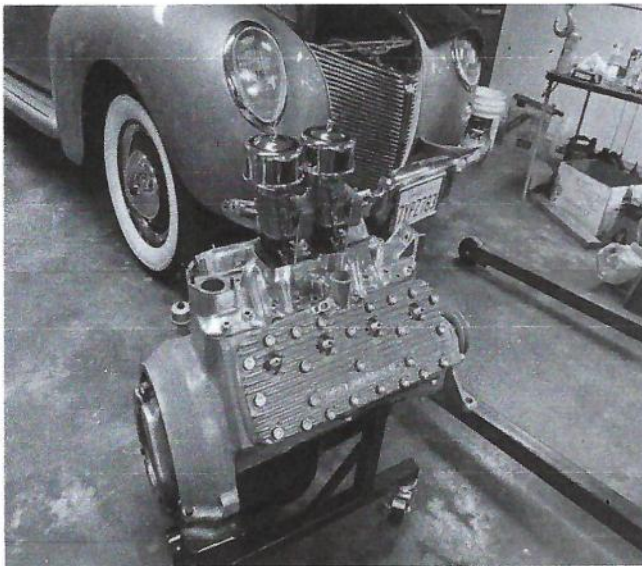
was not a restored car; it was kind of “fixed up” but it was still a ‘39 Merc convertible and I could afford the asking price so I bought the car. At this time I had been in the Early Ford V-8 Club since 1969 and had owned at least 10 other early Ford V-8s. I had also been involved in judging and had held many offices on the local and national level of the V-8 club. It was safe to say I was committed to the purpose of the club: to restore and preserve the early Ford V-8 as Henry made them. With the help of Tim Krehbiel, Jerry Jensen, the late Art Knapp, Rick Williams and many others during a five year period we completed a total, body off, restoration resulting in a respectable 984 point Dearborn Award restoration. I might add that our own Valley V-8er, Jerry Jensen did the interior, trunk and convertible top on this car and as you would expect, none of this part of the restoration received a single point deduction. After owning this second ‘39 Mercury convertible for 30 years I sold the car because I had a secret project in progress with our 3rd ‘39 Mercury convertible purchased in 2006, which is currently pretty much finished. This current Mercury project was started because I wanted to recreate my high school car with the ‘40 Merc fenders etc. This time I wanted a few more things I couldn’t do the first time because of the financial burden. I always wanted to chop the windshield and top two inches, install a 40 Merc grill and numerous other custom touches. I could have done these things to my Dearborn award Mercury; but, just couldn’t bring myself to undo a high point restoration.

This third ‘39 Merc project started out being a worse car than the others, requiring this purchase of a solid original ‘39 Merc four door sedan which ended up being the donor car for the project. We used the complete chassis, drive train, steering, suspension and floors off this donor car. It took Rick Williams over two years to put it all together, Rick also chopped the top two inches, including making custom stainless steel door glass surrounds and modified the top frame to make the convertible top fully operational. Plus, he made numerous other custom modifications and finally painted and assembled the silver blue body pieces. Next the car went to an upholstery shop in Ontario, Ca where a dark blue and light grey leather interior was installed. The quality of this upholstery installation was ok, but didn’t hold a candle to the quality of work our member Jerry Jensen had done on the second Mercury project. Why didn’t we ask Jerry to do the upholstery; we did, Jerry was retired and he meant it, we lost.

Several months ago members Larry Caplan, Ed Warnock and I were having lunch and Ed asked me if I wanted the internally modified (4 inch crank and Isky Max one cam etc) engine in his award winning ‘39 Ford convertible. As part of the deal Ed said he would go through the engine completely and ready strip the block. How could I turn down a deal like this?

Back in 1981, I had driven this very correct, stock appearing engine which was installed in his award winning '39 Ford convertible to the V8 club Western National Meet and at that time I had probably never driven any Ford V-8 that performed better than Ed's car in my life. This month that engine was installed in my silver blue '39 Mercury convertible and has been fired up; with dual 97 carbs and Offy heads plus an electronic ignition. It should be a real thrill once we get it street ready to drive. Yes, I think it's fair to say it's been a full circle lifetime dream come true.

Ralph Hubbard



WHAT? HOW MUCH? HOW MANY?

1935 Ford V-8

In 1935, Ford offered several models featuring the reliable and powerful flathead V-8 engine. The lineup was part of Ford's effort to provide economical yet stylish options for the consumers during the Great Depression.

Models, production numbers & other facts:

Fordor Sedan:

Production Numbers: Approximately 125,000 units

Cost: Around \$625

Interesting Fact: Introduced a more aerodynamic styling compared to previous models, with a more rounded grille & integrated headlights.

Tudor Sedan:

Production Numbers: Approximately 522,000 units

Cost: Around \$575

Interesting Fact: The most popular model. This model's combination of affordability, practicality and classic styling made it a favorite among buyers. The Tudor Sedan alone accounted for a significant portion of the total production, with its attractive price and family-friendly design appealing to a broad audience.

Coupe:

Production Numbers: Approximately 150,000 units

Cost: Around \$595

Roadster:

Production Numbers: Approximately 5,500 units

Cost: Around \$625

Cabriolet:

Production Numbers: Approximately 25,000 units

Cost: Around \$640

Interesting Fact: The Cabriolet was popular for its stylish design and convertible top, making it a favorite among those looking for a sporty yet classy vehicle.



Additional interesting Facts

The 1935 models were among the first to feature a slant-back design, which contributed to better aerodynamics and a more modern appearance. The gas tank was relocated to the rear of the car for better weight distribution and safety. The models were available in a variety of colors, including popular choices like Washington Blue, Cordoba Tan and Vineyard Green.

Why don't cars have hood ornaments anymore?

Submitted by Claudette White

Credit: Kristin Shaw, Popular Science

Hood ornaments started as a disguise for homely radiator caps more than a century ago. Once upon a time, radiator caps were featured on the outside of the car so drivers could keep an eye on the coolant water vapor temperature. Those caps weren't particularly fetching as a design feature, so automakers started getting creative by adding "car mascots."

Early cars were not equipped with coolant temperature gauges. One enterprising company created the Moto-Meter, a temperature gauge mounted on the radiator. As manufacturers began to incorporate coolant temperature gauges, the Moto-Meter disappeared, but the hood ornament remained for some brands.

Today, only a few high-end manufacturers still offer these gorgeous hood jewelry, like Rolls-Royce and Bentley. What happened to these mobile works of art?



Pushed out for safety and design

According to the Auburn Cord Duesenberg Automotive Museum in Auburn, Indiana, safety experts began to scrutinize hood ornaments as a potential hazard in collisions during the 1960s. Hood ornaments were omitted in subsequent designs during the same era; think Mustang, Corvette, Camaro, or a streamlined Plymouth Superbird. As cars got faster, automakers could see that anything that increased the coefficient of drag and affected its fuel efficiency was a liability. Hood ornaments like the whimsical Bugatti bear or Rolls-Royce's Spirit of Ecstasy, sadly, can certainly affect a car's aerodynamics.

In Europe, car regulations pushed out hood ornaments because of the risk they pose to pedestrians who get hit by cars. The National Highway Traffic Safety Administration says pedestrian fatalities increased 57 percent from 4,779 to 7,522 between 2013 and 2022. In September of 2024, the organization proposed a new rule that "would establish test procedures simulating a head-to-hood impact and performance requirements to minimize the risk of head injury." Protruding sculptures like "Leaper," Jaguar's mascot, could ostensibly act as a spear in a collision with a pedestrian, I suppose, although finding statistics on actual injuries by hood ornament have been elusive.

Hood Ornaments: Continued

Not all car companies erased the mascots from their front ends back in the '60s, however. Cadillac kept its crest on the hood on some models even into the early 2000s, following a law that required the piece to bend on impact. Unfortunately, Cadillac and Mercedes-Benz hood ornaments were stolen fairly often, and one prominent rapper wore them as neck ornaments instead (I'm looking at you, Rick Ross). Rolls-Royce and Bentley have all but eliminated the vandalism and safety hazard issues with cool trick: their mascots electronically disappear into a special compartment in front of the hood opening.



Hood ornaments of the past, into the future

One of my favorite hood ornaments of the past is Chrysler's winged mascot, which looks quite a bit like a golden snitch from Harry Potter's quidditch games. I have a 1956 Buick Roadmaster hood ornament on my desk, a ridiculously heavy chrome jet. Pierce-Arrow's Archer adorned the bonnets of its pre-war cars, and it's a sculpture worthy of an art museum.

You might remember Cadillac's three-dimensional crest, however, the American brand also created two distinctive hood ornaments with the iconic flying Goddess and a heron in the 1930s. The Goddess returns in the GM luxury brand's Celestiq as a glass-encased piece inside the cabin and the front fender, and it will be good to see her back. Perhaps more automakers will find ways to bring back their ornaments of the past as an emblem on the side of the car or integrated into the cabin.

Fifty years ago, car bling was also presented as a useful tool before in-car cameras came into play. In the December 5, 1972 issue of the *New York Times*, writer Jerry M. Flint said that automaker executives in Detroit "believe [hood] ornaments give the driver an aiming point toward the center of the road, possibly making for easier and safer car handling." Dick Macadam, a chief stylist at the Chrysler Corporation, called the hood ornament a "driving tool."

William Mitchell, vice president for styling at GM, defended the use of car mascots as a style differentiator.

"I can't stand a hood that looks like a turkey roaster or a bedpan," Mitchell said. I can only imagine what Mr. Mitchell would say about some of the lozenge-shaped cars on the market today. The next time you're wandering along the rows of classic vehicles at a museum or car show, take note of the ornaments throughout history. And join me to mourn their decline.

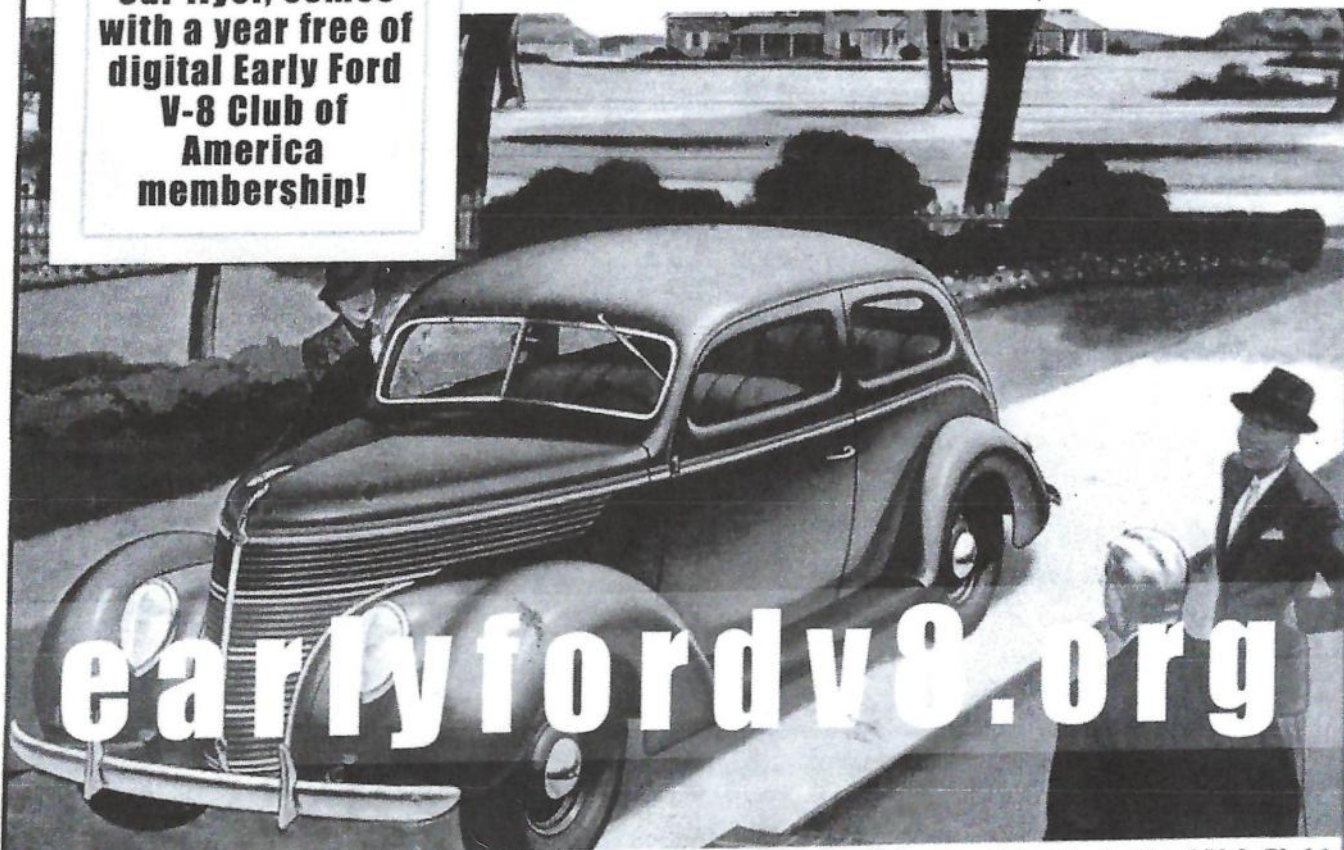
Follow That Car!



Early Ford V-8 Club of America, Inc.

When the time comes to move your precious V-8 to the next chapter of its life, move the Early Ford V-8 Club along with your legacy by including a "Follow that Car!" flyer. Simply place this flyer in your car so that the new owner can connect with the Early Ford V-8 Club and keep our great legacy alive!

Each Follow that Car flyer, comes with a year free of digital Early Ford V-8 Club of America membership!



Remember Son, keep my car going with the help of my long time friends of the Early Ford V-8 Club!



EARLY FORD V-8 CLUB OF AMERICA

AN INTERNATIONAL ORGANIZATION DEDICATED TO THE
RESTORATION AND PRESERVATION OF ALL FORD MOTOR
COMPANY VEHICLES, 1932 THROUGH 1953.

**FOLLOW THAT CAR! AND JOIN US FOR ONE YEAR FREE AND SEE
WHY WE ARE THE #1 EARLY V-8 CLUB IN THE WORLD!**

NAME

ADDRESS

CITY

STATE

ZIP

PHONE

CELL

EMAIL

NOTE: An email is required to take advantage of the one year free digital membership offer. Owning a V-8 Ford is not required to be a member.



☐ Yes! Sign
me up for a
one year

free digital

membership in the
Early Ford V-8 Club
of America. No
payment is
required.

TELL US ABOUT THE EARLY V-8 YOU HAVE JUST ACQUIRED

YEAR	MAKE	TRIM	ENGINE	BODY STYLE

Return completed form to: Early Ford V-8 Club of America • C/O Cornerstone Registration,
Ltd. • PO Box 1715 • Maple Grove, MN 55311 • 1-866-427-7583

earlyfordv8.org

TECHNICAL TRIP

Dick Flynn

VAPOR LOCK

Vapor lock occurs when various combinations of high underhood temperatures, high vapor pressure fuel, and borderline components of the fuel system are present.

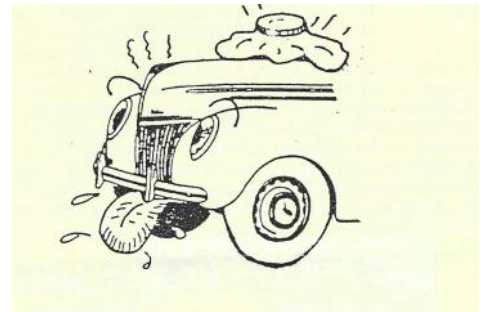
Most prevalent during the spring, vapor lock occurs because gasoline sold in the winter is formulated to vaporize more easily to aid in cold weather starting and driving. When spring arrives and an unusually warm day comes along, some stocks of winter gas are still in service station tanks. The warmer weather also means high underhood temperatures and this combination creates the condition for vapor lock.

When a vehicle has been operated under high outside temperature and then parked, the build-up of heat begins. Heat is radiated from the engine, causing everything under the hood to escalate in temperature.

Heat is also conducted from one metal part to another. This build-up occurs during the first 20 minutes of engine-off time. The gas tank and gas line are exposed to radiant heat from the pavement. Small bubbles in the gas lines and fuel pump begin to expand from the heat. The fuel reaches the boiling point. Vapor lock is more likely to occur if the vehicle is started and driven under these conditions.

The use of high vapor pressure gasoline, a borderline fuel pump, or a carburetor with a faulty fuel inlet system, or any combination of these factors may also result in vapor lock. As the fuel pump tries to replenish the fuel being used from the carburetor, the pumping action only succeeds in expanding and contracting the bubbles in the fuel. The fuel turns in to froth, and this is pumped into the carburetor. Very little fuel is actually being delivered under these conditions. As the supply of fuel to the carburetor runs out, the vehicle stalls from fuel starvation.

Get ready! You know it's going to be hot!



BUTTERSCOTCH RAISIN SOUR CREAM PIE

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

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

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

CHERRY CHEESE PIE

Joann Scheiblhofer
Omaha, NE-RG #43

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

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

CHERRY LATTICE PIE

Patricia Frick
Reading, PA-RG #68

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

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

V-8ers Delight

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

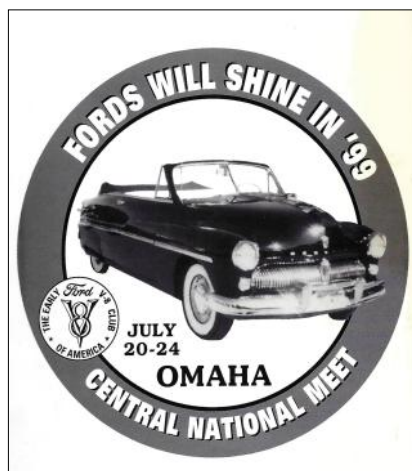
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Early Ford V-8 '99 Central National Meet

Omaha, Nebraska
July 20-24, 1999



Jerry VincentiniChairman
215 Heavenly Drive, Omaha, NE 68114

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



Blast from the Past!

Volunteer V/8 Ford Voice

June 1992

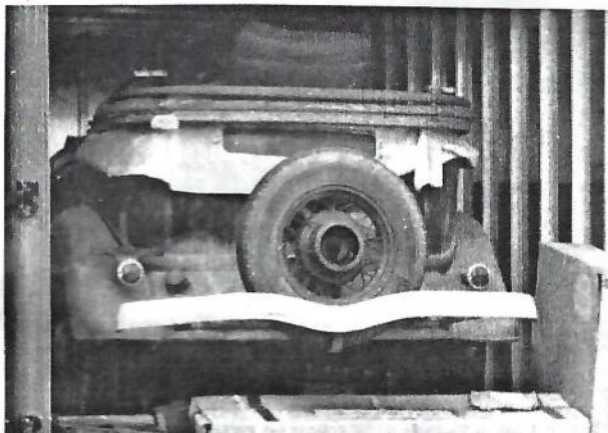
Walter Heckman (left) takes possession of his 1934 Ford Cabriolet from its restorer Wayne Moore after a four year restoration.



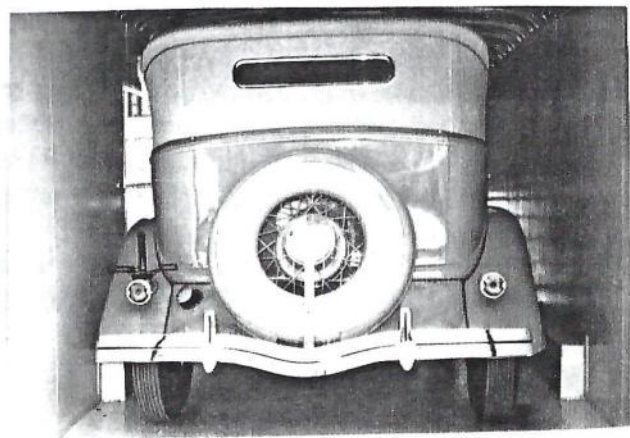
From any angle, it's simply gorgeous!!



John Egbert (left), sits behind the wheel of the car he played in as a youngster



What it looked like in 1988



What a difference four years make!!

LOCAL CAR SHOWS - MAY 2025

May 3, Lawrenceburg TN-

2nd Annual Highland Park Baptist Church Car Show. Rotary Park, Lawrenceburg TN.

May 3, Smithville TN-

5th Annual Dekalb County Project Graduation Car Show. 1130 W. Broad St, Smithville TN. Vendors and DJ present. Registration \$25, 8am - 11am. Awards at 1pm

May 3rd – 1st Annual Southern Showdown, Columbia, TN

Southern Heritage Center, 2357 Park Plus Dr. Columbia TN. Benefitting Sam Watkins Camp 29. Food trucks, cigar lounge, museum tours, Elm Springs tours. Spectators free (donations appreciated). \$20 Registration 8am - 12pm. Awards at 2pm.

May 3, Jackson TN-8th Annual Carl Perkins Blue Suede Shoes & Red Hot Rides Car Truck & Motorcycle Show. Auto Zone, 2159 N. Highland Ave, Jackson TN. Free to public, 50/50, door prizes, silent auction, live music, concessions. Registration \$25. 9am - 2pm

May 3, McEwen TN-St. Vincent de Paul Society's Cruisin Into May. Irish picnic Grounds, McEwen TN. Live music, local artists, vintage cars, food trucks. 9am - 5pm. Contact svdpmcewen@stvinnie.com

May 3, Manchester TN-First Annual Spring Car Show. Miller's Pond of Manchester, 6542 McMinnville Hwy East 55, Manchester TN. Car Show and Vendors and Food Trucks. \$20 car show entry, pre registration available. Starts at 10am, voting at 1pm, awards at 2pm. Vendors 9:30am - 3:30pm. Rescheduled from April 12. SEEKING VENDORS and FOOD TRUCKS. Contact Gina Stanley 615-663-7845. Car show application: <https://form.jotform.com/250556957958174>

May 3, Woodbury TN-

2nd Annual CJ Cook Drive It Like You Stole It Car Show. Moonlight Drive In, 1061 West Main St, Woodbury TN. Music by Tyler Powell 1pm -3pm, Tim Shane & Joey Hall 4pm- 6pm. Bake sale, 50/50, Silent Auction. Plus Powerwheels Racing and Powerwheels Decorating events for the kiddos. Registration will be from 11am - 2pm. \$20 for the first car \$15 for a second car. \$5 admission.

May 4, Lawrenceburg IN-

9th Annual Cruisin to a Cure for ALS. Downtown Lawrenceburg, Indiana (enter at Wall St). Registration 9 - noon. \$15 early, \$20 day of show. Awards at 4pm.

May 4, Mt. Juliet TN-

29th Annual Spring Meet Antique Car Show by MidTennAACA. Intersection of N. Mt. Juliet Rd & Old Lebanon Dirt Rd, Mt Juliet TN. 8am - 3pm. Registration \$20 per car 8am -12pm, Cars for sale \$15. Free admission to the public. Awards at 3. See flyers for all 63 classes!

May 10, Springfield TN-

Broken Pistons Car Show. 300 10th Ave E, Springfield TN. Goody bags, dash plaques, door prizes, food trucks. Registration 8:30 -12. Awards at 3pm. Entry fee \$20.

May 10, Murfreesboro TN-

Mid-Tenn American Muscle Car Show. Alvin C. York VA Hospital, 3400 Lebanon Rd, Murfreesboro TN. 8am - 3pm. Benefitting US Veterans of all branches. Best of Show wins custom guitar! Top 20, 1st & 2nd Class trophies, door prizes, food, 50/50, music, Auction for Kenny Wayne Shepherd guitar. \$25 entry, registration 8-12. Spectators free. Rain date May 17.

May 10, Kingston Springs TN-

3rd Annual Harpeth High School Car Show. 170 E. Kingston Springs Rd, Kingston Springs TN. 1st, 2nd, 3rd for Ford, Chevy, Jeep, Mopar & GM. Top 15 + Best of Show. \$20 Entry fee. 10am - 2pm.

May 10, Hartsville TN-

Truck Show presented by Future Business Leaders of America and Dixieland Diesels. Trousdale County High School, 262 West McMurry Blvd Hartsville TN. 9am - 3pm. Proceeds go to help the FBLA attend finals in California. Show is during FBLA Super Saturday. Spots are limited; reserve now! \$25 per vehicle. See flyer for Venmo scan code. Classes include Diesel / Jeep / Gasoline / Classic (pre-2000) / and Ugly. For more info contact David 615-374-2201

May 15 - 17, Pigeon Forge TN-

Grand National F100 Show. LaConte Center, Pigeon Forge, TN. gnf100show.com

May 16-18, Madison TN-

Eastside Rockin' Rumble. Nashville's premiere rockabilly and hot rod weekender. Eastside Bowl, 1508A Gallatin Pike, Madison TN. eastsiderockinrumble.com

May 16-18, Nashville TN-

Goodguys 19th BASF Nashville Nationals by Goodguys Rod & Custom Assoc. Nashville Superspeedway. Friday, May 16 - 8am to 5pm, Saturday, May 17 - 8am to 5pm, Sunday, May 18 - 8am to 3pm. More info <https://www.good-guys.com/nvn-spectator>

May 17, Springfield TN-

My Father's House Car Show & Family Day. Robertson County Fairgrounds, Springfield TN. 10am - 4pm. Cars - Trucks - Jeeps - Motorcycles - Special Kiddie Car category. Vendors, Food, Kid Zone. Live music by Chris Monhollen, Suzette Boggs & Steve Jarrell. Special Military ceremony (10am). \$25 registration 7am - 12pm. Free admission to public show opens 10am - 4pm. More info call: 615-944-8441.

May 17, Smithville, TN-

Armor of Light Motor Ministry Car, Bike & Truck Show. On the Square Smithville TN. During the Cornbread Festival. \$20 entry, registration 9am - 12pm. Show ends at 2pm.

May 17, Lebanon, TN-

2nd Annual Back In Time Vintage Camper Rally & Van-In. Made in Tennessee Building, Wilson County Fairgrounds 945 E. Baddour Pkwy Lebanon TN. Swap meet, vendor spaces & campsites available. \$25 show vehicle. \$10 admission 10am - 4pm.

May 17, Franklin TN-

3rd Annual The Gathering At 840 Car Show. The Gathering at 840 church, 6315 Arno Road, Franklin TN. Proceeds go to the Church for Children's Programs. Over 40 Trophies and Ribbons to award, including Best of Show original (25 years or older) / Best of Show Modified (25 years or older) / Newest Car Modified, Best Motorcycle. Rain or Shine !!! Food, coffee, and soda. Entry Fee \$20. Registration 8:00 am - 9:00 am, Trophies awarded between 11:30- Noon. For more information, call Russ at 312-296-0143

May 17, Russellville KY-

Harris Customs 50th Anniversary & Car Show. Harris Customs, 825 Meadow Ln, Russellville KY. Free hotdogs & burgers while they last, Bilyeu's Grill on wheels, awards for best car, truck, & motorcycle. \$10 vehicle entry fee. Show hours 12pm - 4pm. Awards & raffles at 3:30.

May 17, Nashville TN-

Nashville Off-Road Club's 1st Annual Canines and Crawlers. Jeeps - Cars & Trucks Show and Shine. Nissan Stadium Lot R, 408 S. 1st St, Nashville TN. This event supports A Freedom Journey animal rescue. Support our furry friends- dogs and cats alike. Show hours 10am - 5pm. Registration before May 10 \$25, after \$35. caninesandcrawlers@hotmail.com

May 17, White Bluff TN-

Ultimate Car Show Extravaganza. Bibb Civic Center, 1054 Old Charlotte Rd, White Bluff TN. Car show 8am -12pm. Vendor event 7:30 - 1pm. Benefitting two of our White Bluff Bomber football players who lost a parent. Car registration \$20, judging at 11am. Vendor spaces \$30 / \$60. See flyer for scan code to register. For info, contact whitebluffbombers@gmail.com

May 24, Adamsville TN-

50th Annual Car Show by Shiloh Area Street Rods. Love & Truth Church, 440 US Hwy 64, Adamsville, TN. Proceeds go to Sheltering Tree Ranch to help children with autism and other learning challenges. Cash & Prize drawings, 50/50, silent auction, food. \$25 entry fee. 8am - 1:30pm.

May 24, Winchester TN- *Rescheduled from April 12* 14th Semi-Annual Pack the Park Car Club

Show. Franklin County High School, 833 Bypass Rd, Winchester TN. Car, truck & motorcycle show. Vendors, swap meet, door prizes, food trucks, 100 dash plaques. Registration \$20 9am - 1pm. See flyer for award categories or facebook.com/packtheparkcarclub

May 24, Granville, TN-

26th Annual Granville Heritage Day Antique Car Show. Downtown Granville, 179 Clover St, Granville, TN. 10am -2pm. Part of the Granville Heritage Day festival. 63 Classes! (see flyer). Drive-through judging. Dash plaques first 300. Trailer parking & flea market spaces available. \$20 registration fee, second car \$15. Registration 9am - noon. Awards at 3:30pm. More info: Randall 615-945-8492 or Granville 931-653-4511.

May 31, Madison TN-

Madison Little League 6th Annual Car Show. 106 Gallatin Pike, Madison TN. Food available. \$20 registration. Rain date June 7. See flyer for classes.

May 31, Hendersonville TN-

Gears for Cheers Car Show by Hendersonville HS Cheerleaders. Hendersonville High School 123 Cherokee Rd, Hendersonville TN. Awards, music, food trucks & more. Registration \$20 begins at 8am. Show times 10am - 2pm. For more info or pre-registration, email Deanna.Howell@sumnerschools.org

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