

Oklahoma City Group #64—A Chapter of The Early Ford V-8 Club of America

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FLATHEAD TIMES



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Editors: Marguerite & Earl Claybaugh

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What's Inside

President's Address
Parliamentarian Report
History of the Car Radio
Local/Regional/National News
2022 Board Members
Contact Us
Notes from the Editor
In Touch with Members
Tech Tips
Ford Trivia Time
The Glovebox / Ladies Page
Chili Luncheon Pictures
Birthdays & Anniversaries
Joe Freeh's Henry Ford Essay Part 29
Sponsors/Advertisers/Classifieds
Regional Club #64 Membership Application/Renewal

If you have not paid your 2022 membership dues, this will be your last issue of the *Flathead Times*.



Our Club's Purpose

The purpose of our Club is to promote the preservation, restoration, and enjoyment of all Ford Motor Company vehicles that were manufactured between 1932 and 1953 including Ford, Lincoln, Mercury, commercial vehicles, tractors, and other Ford powered vehicles built around the world utilizing the 4, 6, 8, and 12 cylinder engines produced by Ford Motor Company.

Attend one of our club meeting and decide for yourself if we are for you. You do not need to own a car to become a member.

Dues are \$30.00 a year.

Our application is located at the back of this newsletter and on our webpage, www.earlyfordv8okc.com

Please Note - When you belong to any Regional Club you are also required to belong to the [National Early Ford V-8 Club of America](http://www.earlyfordv8okc.com).

Club Meeting Schedule

Early Ford V-8 Club Meeting
No meeting at Ingrid's Kitchen in March

We will meet at the Stockyards
for the St. Patrick's Parade.
9:00 to decorate our cars
Parade starting at 10:00.

We will have our meeting after the parade at:

Heather's Stockyards Café
2501 Exchange Ave

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**Board Meeting**  
**Monday - March 14**

**6:00 pm at Johnnie's**  
**6629 NW Expressway**

Dinner with meeting starting afterwards

## Upcoming Club Events

**March 12** St. Patrick's Parade and lunch afterwards at Heathers

**April 9** Club meeting at Ingrid's Kitchen and a drive to Page Airport in Yukon

**May 14** Club meeting at Ingrid's Kitchen

**Drive In @ Oney's Barn**  
The last Saturday of every month.  
8:00 am to 11:00



## President's Letter by Earl Claybaugh

Hello everyone! February's club meeting/chili lunch was a BIG Success! There were 20 hungry people there! We started with a short business meeting and then moved on to the food. Phil and Kaye brought us plenty of good chili. Club members brought the necessary extras to go with the chili including crackers, Fritos, cheese, onions, and beans. After we had our fill of the main course, we moved onto cookies, cake, peach cobbler, donuts, and even strawberry ice cream. Everyone stayed and visited a while then pitched in to clean up the meeting room and kitchen. It was a good time and thanks everyone for participating.



Our next event is the St. Patrick's Day Parade at the OKC Stockyards on March 12th. We will meet behind the church at Penn and Exchange Ave about 9 am where we decorate our cars and line up for the parade. The parade starts at 10 am. Afterwards, around 11 am, we will have lunch at Heather's Cafe in the stockyards. The address is 2501 Exchange Ave #110. Everyone, please bring your old car. Decorations are optional. You can always catch a ride with another club member if your car doesn't want to be in a parade. It is always fun to watch the people along the parade route.

After the April 9th meeting at Ingrid's, Phil and Kaye will lead us to Page Airport in El Reno. I understand that there is a lot of new exhibits to see and should be a very exciting.

Beth and Randy have been in contact with the tour director for the Colorado/New Mexico National Tour. They would like to get several members of our club to go together on this tour. We have included everything that you need to know about this trip in a separate attachment to your email account.

Anyone that is going to the National Meet in Franklin, Tennessee should be getting registered soon. June 1-5 will be here sooner than you think.

Also, don't forget to register your car in the Route 66 Road Fest Car Show. The Dates are June 18-19.

Thanks, Earl Claybaugh

## Parliamentarian Report by Randy Plant

Board meeting was called to order at 6:30 p.m. at Johnnie's Restaurant.



Those in attendance: Earl & Marguerite, Phil and Kaye, Denver Woolsey, Charley Finsel, George & Charlie, Randy & Beth.

Kaye passed out a list of those renewed members and the few who have not yet renewed. Discussion followed about wheth-

er or not to contact the latter. Our Treasury is in good shape financially.

Marguerite asked if anyone had taken pictures at the chili luncheon. She forgot to take pictures. There was only one of her receiving her Gold Medal!

The Directors had nothing to report.

Phil informed us of our upcoming drive to Page Airport in April.

The chili luncheon was well attended by 20 people. Kaye wouldn't accept money for the chili.

Our upcoming drive in March will be the St. Patrick's Day Parade with lunch afterwards a Heather's Restaurant in Stockyards.

There was discussion on the upcoming National Meet in Franklin, TN. Should be a good group going!

A brick has been ordered for Tammie Finsel at the Early Ford Foundation Museum.

Coming June 18-19 is the Route 66 Road Fest. We will be assigned a parking space upon reservation. So those planning to attend should get their registration in as soon as possible so we will all be close together.

May 14 will be our annual picnic at Ripper Park.

Discussion on future drives. Two of interest are Woolaroc Park and Frank Lloyd Wright's hotel both in Bartlesville.

Good Meeting! Adjourned at 7:40 p.m.

Respectfully, Randy Plant

*Celebrate Saint Patrick's Day  
March 17th  
Wear your Green!*

*"May your days be many  
and your troubles be few.  
May all God's blessings  
descend upon you.  
May peace be within you  
may your heart be strong,  
May you find  
what you're seeking,  
wherever you roam."*

*~ Irish Blessings*

*IrishBlessings.com*

The following article was submitted by Dick Woolbright

## HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't.

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked

the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the *Motorola*.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. *By that measure, a radio for a new car would cost about \$3,000 today.*

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld

two-way radio -- The Handy-Talkie for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first hand held cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

Whatever Happened to the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass produced, affordable business jet.

### Disclaimer:

The Truth:

According to Truth or Fiction. Com

There are conflicting reports about the history of the car radio and who first developed it, but we can definitively say that many of the details in "History of the Car Radio" are accurate. Lear and Wavering were friends, inventors, and radio enthusiasts in Quincy, Missouri, (the commentary incorrectly referred to Quincy, Illinois) during the 1920s.

Lear and Wavering are often credited with inventing the car radio, as "History of the Car Radio" claims, but the idea that they got the idea from a girlfriend at "lookout point" and a few other details are more folklore than proven fact.

# Calendar of Local/Regional/National / Events

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- Oklahoma City**      **Coffee & Cars** *the first Saturday morning of every month 8:00am*  
Chisholm Creek Center at 1344 W. Memorial
- Drive In for Donuts** **At the Oney's Barn** *the last Saturday of every month from 8:00 am to 11:00 am*  
Coffee is hot and the company is the greatest. A place to visit with other car enthusiasts.  
Join fellow club members at Oney's Barn.    **10021 North Sooner Road**
- Yukon**                      **Yukon Coffee and Cars** *the 3rd Saturday evening of each month 6:00 pm to 9:00 pm*  
Plaza at Stone Mill, 2121 S. Yukon Parkway
- March 12**                      **St. Patrick Parade in the Stockyards with lunch afterwards at**  
Heather's Stockyards Café                      2501 Exchange Ave
- April 1-3**                      **Annual Texas Tour** in Blanco Texas
- April 22-23**                      **Tulsa Swap Meet at Creek County Fairgrounds**  
Register at [www.thetulsaswapmeet.com](http://www.thetulsaswapmeet.com) or call 918-747-9210
- April 28 - 30**                      **Pate Swap Meet at Texas Motor Speedway**
- May 14**                      **Picnic at Ripper Park 12:30** More details to come
- June 1-5**                      **Eastern National Meet** Franklin, Tennessee
- June 18**                      **National Drive your V-8 Ford Day**
- June 18 - 19**                      **Route 66 Road Fest Oklahoma City Fairgrounds** see flyer for more information
- July 9-14**                      **Western National Meet** Wenatchee, Washington
- August 23-28**                      **Wisconsin Transportation National Driving Tour**
- September 16-23**                      **The Border Affair - Colorado / New Mexico National Driving Tour**
- September 13 - 14**                      **Traders Village Swap Meet** - Grand Prairie, Texas
- October 2 - 9**                      **Cruisin' the Coast—Biloxi, Mississippi**    **America's Largest Block Party**
- October 7 - 10**                      **Fall Hershey Swap Meet**
- October 28 - 29**                      **Southwest Swap Meet at Texas Ranger Stadium Parking Lot, Arlington, Texas**



See Kaye Sage to pay your \$30.00 membership dues for 2022 or  
mail it to Kaye at:

PO Box 130



## 2022 Club Officers & Board Members

### President

Earl Claybaugh  
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### Vice President

Phil Wolfenbarger  
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### Treasurer

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### Parliamentarian

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## Notes from the Editor



Well folks, March is finally here! Hopefully everyone made it through last week's sleet storm.

We have the St. Patrick's Day Parade coming up. It lands on our regular meeting day, so we will not be meeting at Ingrid's Kitchen. Instead, we will be at the parade. Phil has arranged for us to meet for lunch at Heathers Restaurant in the stockyards after the parade.

April we will meet at Ingrid's Kitchen at our regular time. Phil has put together a drive to Page Airport in El Reno. They have added some new exhibits since we were there last. That can only make a good event even better. This should be a great drive.

Also in April there is the Texas Tour, Tulsa Swap Meet, and Pate Swap meet.

**I have sent to your email, an updated Rooster Roster list.** The highlighted names have corrections/changes that need to be made in your directories.

- \*The Collis's zip code was left off
- \*Cook's address was listed wrong
- \*Sheryl Hoyle's cell phone number was wrong
- \*The Locke's phone number has changed
- \*Ted & Frances Oney have a new address
- \*Beth Plant wanted to add her other email address
- \*Kaye Sage added her email address
- \*Dickk Woolbright's old email address disappeared, so he has a new email

Look the list over and let me know if you see any other changes that need to be corrected.

**I also sent you information on the *Border Affair 2022 National Tour*** in September. Beth and Randy Plant would like to go and hope some of the other club members would be able to join them. Read this over and we can talk about it at the next club meeting. Take care, Marguerite

## Contact Us:

### Mailing Address:

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### Phone:

405-834-1628

### Email:

[okcearlyfordv8@yahoo.com](mailto:okcearlyfordv8@yahoo.com)

### Webpage:

[www.earlyfordv8okc.com](http://www.earlyfordv8okc.com)

### Facebook:

*Early Ford V8 Club-Oklahoma City Regional Group #64*

Like us on Facebook!



## In Touch with Members

Members keep Dickk in your thoughts and prayers. He is having difficulty from recovering from his surgery in November. He said he is not suffering pain but is experiencing lack of energy and equilibrium issues. He has had numerous falls. Dickk blacked out in Sam's parking lot knocking out 2 teeth. He feels he is making progress and but the next day he is stepping backwards.

Also, Sheryl Hoyle had another run in with Pancreatitis. She was in the hospital for a bit. She seems to be on the mend and cautiously taking it easy.

**Beth Plant RN**



## Tech Tips

Taken from Red's Engine Talk  
at Reds-Headers.com

### Oil Pressure Woes

Nov/Dec 2005



What are some of the problems that can cause no or low oil pressure?

First of all, if you think that you have a problem, make sure that you have an oil pressure gauge that is indicating correctly. Especially if it is an electric sender with a wire to the dash gauge, check with a known good mechanical gauge.



**If you truly have no oil pressure, these are some of the things to check:**

- Engine has no oil.
- Engine has no oil pump
- Oil pump driven gear is not turning the oil pump shaft
- Engine has no oil pump pickup or it is loose on the pump
- Oil pump has one gear missing
- Oil pump cover is loose or missing
- Oil pump pressure relief valve is installed incorrectly or missing parts
- Engine has no oil pump idler gear
- Cam has no oil pump drive gear on the rear
- The oil pump drive gear on the cam is not turning consistently with the cam. Most cams, and oil pump drive gears, have a flat to prevent this. The gear without the flat is Part No. 18-6254-A, the gear with the flat is 18-6254-B.
- A dry oil pump – no prime. It can usually be primed through the 1/4"

NPT holes at the left rear of the block.

- Oil pump pickup gasket installed incorrectly.

**Here is a list to check for the source of a very low oil pressure problem. If you have some, but very low, oil pressure you could check:**

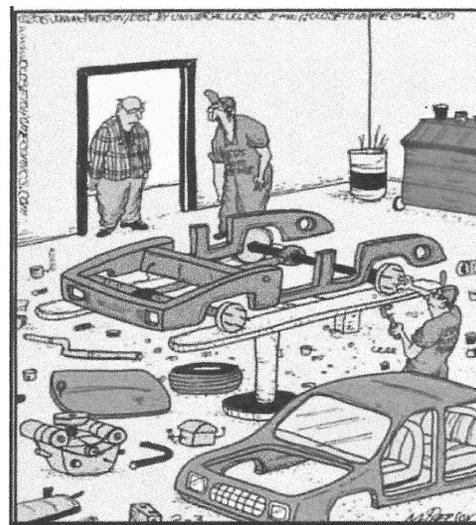
- Wrong undersize bearings for mains, rods or cam shaft. Due to wear, many Flathead Ford cams have been ground down on the journals. Cam bearings are available in -.010, -.020, and .030". They are also available in +.010"ID and +.080" OD. Rod bearings are available in many undersides for the journals. The full floating type used is the USA from 1932 – 1948, are also available in +.004 and +.008" OD. Main bearings are mostly straightforward but there are factory blocks that are line bored to +.015" on the OD. They require bearings to match. Measure journals and bearing housings to determine what undersize, and possibly oversize OD, bearings you need. Measure the bearings when you get them to make sure they are what you need. Check clearances to ensure that they are correct.
- Missing the screw in plug in the front of the block behind the timing gear.
- On 1932-1948, using a plug in the block behind the timing gear that does not have the built-in restrictor.
- Oil pump pickup gasket installed incorrectly, or missing.
- Oil pump pickup flat against the bottom of the pan.
- On a bypass (factory) oil filter system, no restrictor fitting in the supply line.

- Engine oil temperature too hot for grade oil used.

**Low oil pressure can, of course, also be caused by wear.**

This could be normal wear due to mileage or abnormal wear due to debris in the oil, using the engine without an oil filter or an air filter, low oil levels, high temperatures, or extra heavy loads.

**It is also possible to get abnormal wear from clearances set either too small or too large when the engine is assembled.**



Turns out it was a marble in the ashtray

### Ford Trivia Time

1. What year Ford passenger car had the last outside exposed horn? \_\_\_\_\_
2. What model year had the 1st all steel top? \_\_\_\_\_
3. When was the 1st Ford "Hardtop Convertible" offered? \_\_\_\_\_
4. What model year had the last outside running board? \_\_\_\_\_
5. What was unique about Ford cylinder heads in 1933-1935? \_\_\_\_\_

(Answers found on page 10)

Taken from the Peach State RG #160's newsletter  
*The Crankshaft.*

## The Glovebox / Ladies Section

The following was taken from the Lone Star RG #6's newsletter, *The Greyhound -Ladies Corner* August 2021 edition

### One-Pot Texas Hash



This should be good with the cold weather we have been having lately

### Ingredients

- 2 tablespoons olive oil
- 1 cup diced onion • 1 cup diced green bell pepper
- 1 tablespoon minced fresh garlic
- 1 pound ground beef
- 1/2 teaspoon dry mustard
- 2 1/2 teaspoons chili powder
- 2 teaspoons salt
- 1/4 teaspoon freshly ground black pepper
- 1/2 cup uncooked long grain white rice
- 2 tablespoons tomato paste
- 1 14.5-ounce can diced tomatoes with juice
- 1 cup water
- 1 1/2 teaspoons Worcestershire sauce
- Grated cheddar or Monterey jack cheese (optional)

### Directions

- Add onion, peppers, garlic, ground beef, dry mustard, chili powder, salt and pepper in a skillet with olive oil. Sauté until ground beef is browned and stirring as it cooks to ensure beef is broken up.
- Add rice and tomato paste and cook for 3 minutes.
- Add canned tomatoes and juice, water, and Worcestershire sauce. Simmer for 20 minutes, covered.
- Remove lid after 20 minutes and fluff with fork. If mixture is soupy or wet cook for an additional 2 minutes uncovered.
- Sprinkle with grated cheese if desired



Yum Yum Delicious!

## Chili Lunch at Will Rogers Garden Center February 12th

The Chili Lunch was amazing. Kaye made the chili and the club members brought the rest. The room was a little small, but we made it work. Thank you everyone for coming. We even had guest attend. Charley Finsel brought his daughter and her family to be part of the fun. I got so wrapped up in the event that I forgot to take pictures. Earl did take a couple though. I will do better next time.

We had our Chili Lunch at Will Roger's Garden



In honor of the Olympics, Beth thought Marguerite should get a gold medal for finishing 3rd in the Newsletter Competition.



## Birthdays In March

March 8 Keith Kounovsky  
March 11 Fred Selensky  
March 12 Sheryl Hoyle  
March 21 Dennie Derochie  
March 22 Gary Clonts



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# Part XXIX

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September, 1993

Henry's Model T had been in production for 16 long years when the ten millionth car rolled off the production line in Highland Park, Michigan on June 15, 1924.

This 10,000,000th Model T made a triumphal tour from New York to San Francisco on the Lincoln Highway (U.S. 30) and then made a second tour from Chicago to Los Angeles on Route 66. Dignitaries all along both routes turned out to greet the car. I doubt that any Club Members were on hand to see it when it went through Oklahoma City on Route 66, but there must have been some kind of celebration and, no doubt, Mr. Fred Jones, the long-time OKC Ford dealer, took part in it. Triumphant tours of important cars are, sadly, not in vogue these days.

In October of the same year, the 11,000,000th Model T was built. It didn't go on any tour. Instead, Henry presented it to the Prince of Wales who was visiting the U.S. at the time and spent a few days at Fairlane as Henry's guest.

Model T production had peaked in 1923 with 1,817,891 cars built. In the next year, 1924, production slipped by 68,000 but it was an admittedly slow year for the whole industry. The handwriting was on the wall but Henry refused to see it. Henry still felt he had the world by the tail because he was producing about as many cars as all the other car builders put together.

Whether Henry liked it or not, things were changing. Henry's Model T had built a world-wide reputation for quality, durability, ease of service, low price and utility. Further, the Ford dealer network assured the buyer of service no matter where he went. But by the early- and mid-twenties, other builders were catching up in these areas, and they were surpassing Henry's product in two areas which were new to the industry and therefore of little interest to Henry.

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*Everybody knew  
Henry would have to  
bring out a new model.  
Rumors had been flying  
thick and fast for several  
years before Henry made  
an official announcement  
on May 25, 1927 that he  
would bring out a replace-  
ment for the Model T.*

---

These new areas were style and comfort. He had no appreciation at all for styling and comfort was not an important consideration. Then, too, Henry was losing much of his price advantage as others copied his assembly line methods and brought their prices down. Thus, Henry's stranglehold on the industry was about to be broken because he refused to be concerned about what buyers wanted (styling and comfort) and he was losing his price advantage.

Everybody knew Henry would have to bring out a new model. Rumors had been flying thick and fast for several years before Henry made an official announcement on May 25, 1927 that he would bring out a replacement for the Model T.

The very next day, the 15,000,000th Model T rolled off the line and less than a week after that, the line was shut down forever. Sixty-four year old Henry must have shed a sad, sentimental tear.

And, in a way, so did the whole country. Anyone who has ever owned a Model T or been associated closely with one will tell you that there is something very special about this car. It happens that this writer and his son own a Model T, as well as a Model A and two flathead V-8s, among other cars, but there is something extraordinary about that old '15 T that cannot be found in other cars. I can't describe it; it's just there. It's crude. It's ugly. It's cantankerous. It's noisy. And, it's a delight.

Henry dreamed of scooping the industry with a totally new engine. It would have been revolutionary all right, but it was impossibly complex. It had four cylinders facing upward, as in a V-4, and four more cylinders facing downward in an inverted V. It was called an "X-8" engine. Like radial aircraft engines, it needed a dry sump - that is, it could not have an oil pan as in-line and V-type engines normally do. Cooling was bound to be troublesome but the

big insurmountable problem was keeping the lower four cylinders firing. Oil worked its way downward and fouled the plugs internally, while water and road dirt shorted them out externally. This experimental engine had roller-type main bearings, a combined starter/generator and a supercharger run off the flywheel. If Henry had been able to work the bugs out of it, it would have been a world-beater. But it was not to be. Henry reluctantly abandoned the X-8 after more than six years of work on it.

When Henry shut down the line in Highland Park some 60,000 men were put out of work in Detroit. Soon the other assembly plants around the country followed suit and that produced more unemployment. The Ford dealers across the country came on hard times and many of them switched to handling other makes of cars. Those who hung on had to make do with selling parts and jockeying used cars. There was great resentment on the part of many dealers who had recently hocked everything they owned to local bankers in order to keep Henry solvent during the 1921 depression.

The whole industry was affected by the halt in production of Ford cars. Today, it's difficult to imagine the personal influence Henry Ford had on the car-buying public. People felt they knew him personally and they trusted him as though he were a neighbor. People wrote letters to him, telling him what he ought to do, much as they'd write to a friend. There has never been a single person who carried the personal clout that Henry had in the industry. It's unlikely there ever will be one to match him.

Because Henry and his Model T had a well-deserved reputation for quality and dependability, buyers decided to hold off buying a new car until they saw what the new Ford had to offer. Competitors complained bitterly but there wasn't anything they could do about it.

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***Some people actually bought new Model Ts and stored them away so they could continue to drive a car they knew and trusted. A man in Toledo bought six of them and drove the last of them until 1967, thirty years after production has ceased.***

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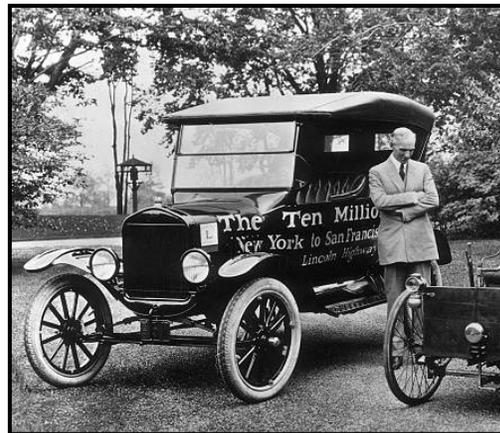
Some people actually bought new Model Ts and stored them away so they could continue to drive a car they knew and trusted. A man in Toledo bought six of them and drove the last of them until 1967, thirty years after production has ceased. Such was the devotion to Henry and his car.

The changeover in production from the Model T to the Model A was a monumental job and it had to be done in the least possible time because dealers and the public were screaming for cars.

Virtually no parts carried over from the old car to the new one. The remarkable thing about it is that Henry personally controlled and supervised not only the design of the car but also the almost totally new tooling installed to build it. Once he made the decision

to scrap the Model T, he was like Admiral Farragut when he led his flotilla into Mobile Bay during the Civil War. When told there were torpedoes (actually mines) in his path, the Admiral said, "Damn the torpedoes. Full speed ahead!". Though he was almost at retirement age (He was 64) he worked as hard as he ever did and spent millions and millions of dollars to bring out his new model car. As he told a newspaper reporter, "Well, I've just got my old enthusiasm back." When Henry had his mind made up, nothing stood in his way.

Henry had built the original Model A back in 1903. Now, 24 years later, he was on his way to building his second Model A and the whole country held its breath.

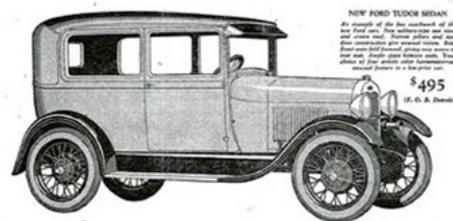


Above Henry Ford's 10,000,000th Model T.\*

Below the X-8 engine



Below, taken from an ad for New Ford Car



Please support our advertisers that help support us!

Support the OKC Early Ford V-8 Club and advertise your business in our Newsletter.

**Shoebox Central**  
49-53 FORD & MERCURY PARTS  
**405-259-9222**  
2201 North Westminster Road Oklahoma City, OK

Ad space now available!

73141



**HONEY BEE**  
- Donuts  
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Independent Marketing Executives  
**Randy & Beth Plant**  
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(405) 348-1854 (Home)



**Classicate & Classic Auto Parts, Inc.**  
8701 S. I-35 Service Road - Oklahoma City, OK 73149  
405-631-3933 - 1-800-654-3247  
Info@classicautoparts.com  
**Serving You Since 1974**

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## CLASSIFIED ADS

I am looking for a 1950 Oklahoma license plate with 5 or less numbers.  
Earl Claybaugh 405-820-5896

My wife asked me why I was speaking so softly at home. I told her I was afraid Mark Zuckerberg was listening! She laughed. I laughed. Alexa laughed. Siri laughed.

"I read recipes the same way I read science fiction. I get to the end and I think, 'Well, that's not going to happen.'"

Life is like a roll of toilet paper. The closer to the end, the faster it goes.



## Ford Trivia Time

Answerers

1. 1935 2. 1937 3. 1951 4. 1940 5. Aluminum



# AAA ROUTE 66 ROAD FEST CARS & COFFEE

**YOU'RE INVITED TO THE INAUGURAL ROUTE 66 ROAD FEST CARS & COFFEE**

Come celebrate the upcoming anniversary of Route 66 by participating in the first ever AAA Route 66 Road Fest Cars & Coffee!

### *What is the Route 66 Road Fest?*

The American Automobile Association (AAA) is celebrating the exciting history of America's Mother Road kicking off in Oklahoma City – June 18-19 at the OKC Fairgrounds, Bennett Event Center and in Tulsa – June 25-26 at the Tulsa Fairgrounds SageNet Center - Expo Square.

The Route 66 Road Fest will offer a dazzling display of varied interests to attract people worldwide. Enjoy live music, a juried car show, a decade-by-decade journey through time that will start with the birth of the Mother Road in the roaring 20's and travel to the present & future including robotics, drones, virtual reality, unmanned vehicles and more.



### **Route 66 Road Fest Cars & Coffee Registration – (one registration per car please)**

Name: \_\_\_\_\_ Email: \_\_\_\_\_

Address/City/State/Zip : \_\_\_\_\_

Phone Number : \_\_\_\_\_ Club Affiliation (if any) : \_\_\_\_\_

Make: \_\_\_\_\_ Model : \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

Choose which days you wish to register.

#### **Oklahoma City:**

- Saturday, June 18 – 9am - Noon
- Sunday, June 19 – 9am - Noon

#### **Tulsa:**

- Saturday, June 25 – 9am - Noon
- Sunday, June 26 – 9am - Noon

### **Cars & Coffee Requirements**

1. All participating cars may come and go as desired – Cars & Coffee hours are 9:00 AM – Noon.
2. Trophies will be provided for Best Car and Crowd Favorite each day.
3. Cars & Coffee is FREE! Ticket purchase is required to enter the Road Fest event.
4. Participants may keep their car parked past noon if attending the event.
5. No pop-up tents on Cars & Coffee field.

**PLEASE MAIL COMPLETED REGISTRATION FORM TO:**

**AAA, BECKY NASWORTHY**

Re: Route 66 Road Fest • 2121 E. 15th Tulsa, OK 74104  
or register online at: [Route66RoadFest.com/cars-coffee](http://Route66RoadFest.com/cars-coffee)



# Oklahoma City, June 18-19th, 2022 Car Show Registration

(One Entry Per Car)

Parking Space # \_\_\_\_\_  
(Organizer to Assign)

Contact: Misty Bradley (405) 509-1595 or [mbradley@jordanadvertising.com](mailto:mbradley@jordanadvertising.com)  
If paying by Credit Card, register online at <https://route66roadfest.com/car-show-registration/>.

Name : \_\_\_\_\_

Address/City/State/Zip : \_\_\_\_\_

Email Address : \_\_\_\_\_

Mobile Phone Number : \_\_\_\_\_

Club Affiliation : \_\_\_\_\_

Make: \_\_\_\_\_ Model : \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

**CRITERIA FOR SHOW CLASSES: Mark One**

- |                                                                                                                         |                                                                     |                                                          |
|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> General Motor Models - (1926-1986)<br><i>Excluding models with their own classification</i>    | <input type="checkbox"/> Dodge / Plymouth Models -<br>(1926 - 1986) | <input type="checkbox"/> Thunderbirds - (1955-1986)      |
| <input type="checkbox"/> Import - (1926-1986)<br><i>Excluding models with their own classification</i>                  | <input type="checkbox"/> Corvette - (1953-1986)                     | <input type="checkbox"/> Chrysler Models - (1926 - 1986) |
| <input type="checkbox"/> Ford / Mercury Models - (1926 - 1986)<br><i>Excluding models with their own classification</i> | <input type="checkbox"/> Ford Model A & T - (All Years)             | <input type="checkbox"/> Volkswagen - (1950 - 1986)      |
|                                                                                                                         | <input type="checkbox"/> Mustang - (1964 ½ - 1986)                  | <input type="checkbox"/> Porsche - (1950 - 1986)         |
|                                                                                                                         | <input type="checkbox"/> Camaro - (1967-1986)                       | <input type="checkbox"/> Cougars - (1967 - 1986)         |

**\* TRAILER PARKING IS LIMITED \***

Will you need a space for a car trailer? \_\_\_\_\_ If so, what length is your trailer? \_\_\_\_\_

I agree to abide by all show rules & understand that I am solely responsible for my vehicle & merchandise.  
I agree to release AAA ACA & all sponsors from liability for personal injury or loss or damage to property.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Please make checks payable to:

**AAA ACA**

Note "Road Fest Car Show" on memo line  
Include completed registration form.

Mail to: AAA ACA

Attn: Becky Nasworthy  
2121 E 15th ST, Tulsa, OK 74104

Or to pay with credit card, mark here

If paying by Credit Card, register online at  
<https://route66roadfest.com/car-show-registration/>.

An electronic invoice from AAA Notification will be sent to your email and a text will be sent to your phone to process your payment.

**CAR SHOW & ROAD FEST EVENT ENTRY FEES:**

(Registration before: 5/25/22) \$20.00 (Registration on or after: 5/25/22) \$25.00

Note: Above fees are for one (1) person and vehicle for the two (2) Day Car Show & Road Fest Event.

One (1) additional Companion Ticket may be purchased. Choose option below:

One (1) Day Car Show & Road Fest Event ticket: \$10.00

Two (2) Day Car Show & Road Fest Event ticket: \$20.00

Total: \$ \_\_\_\_\_

Note: The above fees are reduced from General Admission for Car Show Registrants and one (1) guest.

Date: \_\_\_\_\_

MEMBERSHIP APPLICATION / MEMBERSHIP RENEWAL  
EARLY FORD V8 CLUB OF AMERICA  
Oklahoma City Regional Group 64

Name \_\_\_\_\_ Birth date (Month/Day) \_\_\_\_\_

Spouse/Partner Name \_\_\_\_\_ Birth date (Month/Day) \_\_\_\_\_

Wedding Anniversary (Month/Day) \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone (home) \_\_\_\_\_ Phone(cell) \_\_\_\_\_ Partner's Phone(cell) \_\_\_\_\_

Email Address: \_\_\_\_\_

Email partner's Address: \_\_\_\_\_

Your National EFV-8 Club Registration No: \_\_\_\_\_

List your early V-8 automobiles:

| Year | / | Make | / | Model | / | Condition |
|------|---|------|---|-------|---|-----------|
| 1:   | / | /    | / | /     | / |           |
| 2:   | / | /    | / | /     | / |           |
| 3:   | / | /    | / | /     | / |           |
| 4:   | / | /    | / | /     | / |           |

The Oklahoma City Regional Group is part of the Early Ford V8 Club of America. Ownership of Ford product of 1932 – 1953 is not required for membership.

In accordance with local and national by-laws, members of the regional group must also maintain membership in the national club. This application is available through your local regional group and on the National Early Ford V-8 Club's website: <http://www.earlyfordv8.org/>

**Dues for the Oklahoma City Regional Group are \$30/year.**

Make check payable to OKC Early Ford V8 Club.

Mail check and this completed application to:

**Kaye Sage  
PO Box 130  
Bethany, OK 73008**