

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

Chartered August 11, 1973



FLATHEAD TIMES



Volume 52, Issue 1

Editors: Marguerite & Earl Claybaugh

January 2023

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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 the [National Early Ford V-8 Club of America](http://www.earlyfordv8okc.com).

Club Meeting Schedule

Early Ford V-8 Club Meeting

January 14th ~ 9:00 am

At Our New Meeting Place

Golden Corral
1501 SW 74th Street
Oklahoma City

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### Board Meeting

January 16th ~ 6:00 pm

**Johnnie's**  
6629 NW Expressway

## Upcoming Club Events

**January 14** Breakfast meeting 9:00 am Golden Corral & Drive to Museum of Osteology

**February 11** Breakfast Meeting at Golden Corral & Valentines for Kids project

**See Kaye Sage to pay your \$30.00 membership dues for 2023 or mail it to Kaye at:**

PO Box 130  
Bethany, OK 73008

*A reminder, In accordance with local and national by-laws, members of a regional group must also maintain membership in the National Club.*

Need A Refresher on How to Stop a Skid? see page 8

## President's Letter by Earl Claybaugh

Hello everyone! Happy New Year! I hope everyone had a great Christmas. Our first club meeting of 2023 will be held January 14th at the Golden Corral Buffet that is located at 1501 SW 74th Street. There is a private room reserved for us. This should be a great place to hold our meetings. Afterwards, Connie will lead us to the Museum of Osteology for our monthly tour. This museum is all about animal and reptile skeletons. It should be interesting.



The Christmas Parade at the OKC Stockyards was another good one. We had seven decorated cars in the parade. There was a large crowd there to cheer us on even though it was very cold. Everyone then met at the Saltgrass Steak House for our Christmas Luncheon. The food was good and everyone had a great time. Also, a few days later there was a picture in the *Daily Oklahoman* newspaper of all of our cars in the parade.

The Spring Fling advertisements are on pages 3 and 29 of the Nov/Dec V-8 Times Magazine. It is also up and running on the National Club website under the "Upcoming Events" tab as well as our own club's website, [www.earlyfordv8okc.com](http://www.earlyfordv8okc.com).

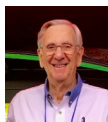
Tour director, Connie Cook, has got us on a great start with drives planned for 2023. It looks like our club will be busy driving our old cars.

Rick Claybaugh will be the National Early Ford V-8 Club's president starting January 1, 2023.

Thanks, Earl Claybaugh, president

## Parliamentarian Report by Randy Plant

The EFV8 Board Meeting was called to order at 6:30 p.m. Those in attendance: George and Charlie, Earl & Marguerite, Charley, Connie, Roy, Denver, Randy & Beth, Phil & Kaye.



Treasurer, Kaye reported the club is in good shape after a few adjustments. She was able to get the bank to not charge us the monthly fee...thanks, Kaye.

Marguerite asks for articles; Denver gave her some literature to work with. Randy said he has some old newsletters that might help.

The Directors had nothing to report. The VP has nothing to report.

Connie, the Tour Director, passed out proposed drives for 2023...way to go, Connie. She also suggested we have our regular meeting starting in January 2023 at the Golden Corral. More information in this newsletter.

A discussion on Texas Tour.

Salvation Army sent a verbal thank you for the items we gathered at the Christmas Party to donate to them. Earl also read a thank you from Wings for our participation.

Much discussion on our Spring Fling coming in May 2023. Marguerite had prices for box lunches as well as possibly Fun Meters Buttons. We will be driving to Ted Davis's place on May 19. George asked if someone had the car balancer used at a previous Spring Fling. Phil and/or Earl will re-search it.

Meeting adjourned at 8:00 p.m.

Respectfully submitted, Randy Plant, Parliamentarian

## Notes from the Editor

**The shirts and caps we ordered are here!**  
I'll bring them to the January meeting.



New year and more opportunities to get our Early Ford V-8 cars out on the road. I hope you are planning to take advantage of it.

Fred negotiated the purchase of a new vehicle. More details can be found in this newsletter.

Spring Fling will be here before you know it. There will be plenty of opportunity to help in some way.

The Daily Oklahoma newspaper put this picture of us participating in the December 3rd Stockyards City Cowboy Christmas Parade. Looking good! Take care, Marguerite



Classic cars join the Cowboy Christmas Parade

## Birthdays

January 10 Will Locke

January 23 Dickk Woolbright





2022 Cowboy Christmas Stockyards  
City Parade &  
Christmas Party at  
Saltgrass Steak House.



## Calendar of Local/Regional/National /Events

### **Drive In For Donuts At the Oney Barn**

**Last Saturday of every month ~ 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**

### **Oklahoma City**

**Coffee & Cars** *the first Saturday morning of every month 8:00am*  
 Chisholm Creek Center at 1344 W. Memorial

### **Yukon**

**Yukon Coffee and Cars** *the 3rd Saturday evening of each month 6:00 pm to 9:00 pm*

### **January 14**

**Breakfast Club Meeting 9:00 am at Golden Corral & Drive**

1501 SW 74th Street in Oklahoma City

Drive to the Museum of Osteology - 10301 S. Sunnyslane Road

### **February 11**

**Club Meeting 9:00 am at Golden Corral & Valentines for Kids Project**

### **April 21-23**

**Tulsa Swap Meet held at the Creek County Fairgrounds in Kellyville.**

The Tulsa Early Ford V-8 Club will be operating the Crankshaft Café. They will be selling breakfast and lunch on Friday and Saturday. 918-747-9210 Info@thetulsaswapmeet.com

### **May 18-21**

**47th Annual Spring Fling in Oklahoma City**



### **2023 Club Officers & Board Members**

|                          |                      |              |                                |
|--------------------------|----------------------|--------------|--------------------------------|
| <b>President</b>         | Earl Claybaugh       | 405-820-5896 | earlclaybaugh@yahoo.com        |
| <b>Vice President</b>    | Phil Wolfenbarger    | 405-210-5198 | philwolfenbarger@cox.net       |
| <b>Treasurer</b>         | Kaye Sage            | 405-684-1564 | sage_lk1@cox.net               |
| <b>Parliamentarian</b>   | Randy Plant          | 405-826-1477 | randy@southernwingsaircraft.co |
| <b>Directors</b>         | George Collis        | 405-567-9543 | collisge@yahoo.com             |
|                          | Roy Strom            | 405-447-7927 | p.strom@sbcglobal.net          |
|                          | Denver Woolsey       | 405-627-2449 | woolseydenver@gmail.com        |
| <b>Tours</b>             | Connie Cook          | 405 833-7172 | cj.cook@sbcglobal.net          |
| <b>Website</b>           | Marguerite Claybaugh | 405-834-1628 | mclaybaugh@yahoo.com           |
| <b>Newsletter Editor</b> | Marguerite Claybaugh | 405-834-1628 | mclaybaugh@yahoo.com           |

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# Part XXXIX

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August, 1994

**H**enry had ideas about lots of things, not just automobile design and manufacture. He proved to the whole world that his ideas about cars were better than anybody else's, so it was only natural for him to think that his ideas about other things were superior, too.

Henry was willing to put his money into his ideas. He had ideas about how to run a railroad, how to produce natural rubber, how to manage timber/sawmill operations, run coal mines and make glass. He had ideas about aviation, too, and was willing to put his money into those ideas. After all, Henry had put the country on wheels, hadn't he? Why could he not also put the country on wings?

Henry had gained some aviation-related experience during World War I when he manufactured 3,940 of the famous Liberty aircraft engines. This engine was clearly the equal of any aircraft engine produced in Europe at the time. Designed by Packard, it was a 400 horsepower, V-12. It was liquid-cooled and had overhead cams. Four of these engines powered the NC-4, a U.S. Navy seaplane that was the first aircraft to cross the Atlantic. That plane, by the way, is on display at the National Museum of Naval Aviation in Pensacola, Florida, and there's a free-standing Liberty V-12 for close-up viewing there, too.

Any person with even a passing interest in aviation knows about the Ford Tri-Motor airplane. Known

affectionately as the "Tin Goose", it did yeoman service in the earliest days of commercial aviation and was used all over the world when other countries established air lines. But it did not have Liberty V-12 engines. It had Pratt and Whitney air-cooled radial engines.

Henry's interest in aviation didn't end when he stopped building Liberty engines at the end of World War I, but he leaned toward dirigibles. He sent one of his engineers on a trip to Europe to study progress in lighter-than-air aircraft there. Eventually, however, he teamed up with William B. Stout who had organized the Stout Metal Airplane Company in Detroit in 1922 to produce winged aircraft.

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*Henry had gained some aviation-related experience during World War I when he manufactured 3,940 of the famous Liberty aircraft engines. This engine was clearly the equal of any aircraft engine produced in Europe at the time.*

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Stout needed a landing field. Henry showed him several pieces of property, including a tract that was to be a housing development on which considerable money had already been spent. When Stout selected this site, Henry's secretary, Ernest Liebold objected, citing the investment just mentioned. Henry said, "Oh

Liebold, maybe it was a subdivision yesterday but it is a landing field today." Within 24 hours, Fordson tractors were grading the site for a landing field - an airport in today's language.

That's the way Henry ran things. He didn't need a board of directors' go-ahead or any other approval for a project of any kind. Once he decided to do something, he just told his people to get it done. In short order, the landing field was built and it was, as Henry wanted it to be, one of the finest landing fields in the world. Henry invited any and everybody to use it, civilian and military. Located near the Ford Engineering Labs in Dearborn, the 260-acre site was for years the focus of the nation's progress in civilian aircraft and airline development. It is now the Ford Motor Company's Proving Ground.

In a series of moves too complex to explore here, Henry gradually acquired ownership and control of the Stout Metal Airplane Company. Again, this was in keeping with Henry's way of doing things. He insisted that there be no stockholders who could tell him what he could and could not do.

Henry had become famous as a race car builder and driver, so it was only natural that he would support a race in aviation. It wasn't exactly a race. It was called an Air Reliability Tour. Any plane completing the 1,900 mile tour through 13 cities was declared a "winner".

Eleven of the sixteen planes that took off from Ford Field on September 28, 1925, were "winners", but the Ford/Stout single engine plane was the fastest at just over 100 mph. Interestingly, a Fokker tri-motor was second in speed at 98.5 mph.

The tri-motor design seemed to be the way to go. If one of its three engines failed, it could fly indefinitely on two; if two failed, it could still maneuver enough on one engine to land safely, provided a farmer's field was handy. Mr. Stout and Henry's people went to work on a tri-motor.

The first prototype turned out to be a disappointment. Henry was furious. He wasn't accustomed engineering failures. Since he owned all the stock in the company, he replaced Mr. Stout with his own man, Harold Hicks. He told Hicks to "Keep Stout out of the design rooms." Fortunately, an unfortunate (?) fire destroyed that first prototype tri-motor airplane, thus giving Hicks the opportunity to start from scratch on a second tri-motor which turned out to be the "Tin Goose", beloved by antique aircraft buffs as Ford cars are by antique car buffs. Henry had a way of forgetting failures and not talking about them. He never talked about that first tri-motor.

In March of 1926, Henry announced that he would build no more single engine aircraft. He would build only multi-engined planes. At the time, there were perhaps a half dozen multi-engined planes in the whole U.S., so this announcement did what Henry wanted it to do - it got attention!

On June 11, 1926, Ford Tri-Motor Number 1 made its first flight. It had a 70-foot wingspan, fixed landing gear, three engines, and it could carry eight passengers. One might consider it a kind of "Model T for commercial aviation."

Only two more Ford Tri-motors were built in 1926, one of which the company kept. Production increased rapidly when a new plant was opened. Thirty six planes were sold in 1928. Production peaked in 1929 when 86 planes were sold.

But the Great Depression started that same year and production fell to 26 in 1930, 21 in 1931, and only three in 1932. His airplane business was a loser from the start. He shut down operations at the Ford Airport in July, 1932.

Henry was feeling the pinch of the Depression. Moreover, he had lost production in the changeover from the Model T to the Model A in '28 and he was investing millions in the development of the first V-8 at this very time. He was in no danger of bankruptcy but he needed to pull in his horns.

But factors other than money were involved in his decision to get out of aviation. Henry's enthusiasm for a given project was as apt to fall as it was to rise. His engineers had designed and built a 40 horsepower, single engine plane for private flying which might have achieved great success. But a promising young pilot, whom Henry knew quite well, was killed in an accident with this plane and Henry promptly canceled the project. Too often, he interfered with design and engineering. He insisted on liquid-cooled engines

for a planned new commercial airliner but they were too heavy and the plane never got off the ground. (No pun intended)

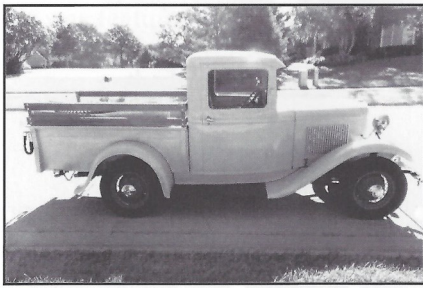
Henry was in the aircraft business for only seven years but his contributions to the industry were great indeed. He pioneered not only aircraft design and manufacture, but he established and operated air freight service to Chicago, Cleveland and Buffalo. He bid on and received air mail contracts to various cities. He was involved in the development of radio beacons for aircraft navigation. Henry's thinking and ways of doing things were basic to the budding air transport industry. The U.S. Post Office started air mail service in 1918 but when Henry got into aviation there was no passenger or freight service anywhere in the country.

Perhaps the high point of Henry's involvement in aviation occurred on August 28, 1927, when Charles A. Lindberg flew his "Spirit of St. Louis" to Ford Field. The "Lone Eagle" had made the first non-stop, solo flight from New York to Paris in May, only three months earlier. He gave Henry his first ride in an airplane, the very plane in which Lindberg had flown the Atlantic. He also took Edsel for a ride in the famous monoplane. As far as we know, it was Henry's first and only ride in an airplane.

There can be no question that Henry contributed a great deal to commercial aviation in those very early years. Had it not been for certain traits in Henry's character and the inopportune arrival of the Great Depression, his contribution would surely have been greater.

*About Henry Ford Essays* written by Joe Freeh can be found on the Early Ford V-8 Foundation Museum website's. Cost is \$10.00 plus tax & shipping.

## Member's Corner



**1932 PICKUP:** Museum quality, 90<sup>th</sup> Anniversary closed cab truck. All steel (including bed); 1936 Flathead and transmission; 12 volt system; Mitchell Overdrive. Recent 18" tires with powder coated wheels. New upholstery. Meticulously maintained, everything works. Color of Light Beige and red wheels. Consistent show winner. Complete historical documentation on the truck.

Fred Selensky bought this 1932 Ford pickup. It is advertised in the Nov-Dec V-8 Times. We can't wait to see it, Fred!

I MAY BE OLD, BUT I GET TO DRIVE ALL THE COOL CARS!



- A. TRAIN CASE  
shown in Sapphire Blue . \$17.50
  - B. O'NITE (Convertible)  
shown in Bermuda Green . 22.50
  - C. JOURNEYER  
shown in Saddle Tan . . . 27.50
  - D. PULLMAN CASE  
shown in Admiral Blue . . . 27.50\*
- \*All prices subject to existing taxes.



## In Touch With Members

Earl Claybaugh had Endoscopic surgery to repair a pocket that had developed in his throat. He is doing alright and is recovering nicely. Keep him in your thoughts and prayers.

Please take care and stay safe. We will see you soon!

Everyone stay safe as we starts this New Year.

Beth Plant RN



## The Glovebox / Ladies Section



1952 Fath Bell Suit

1952 Balenciaga Plaid Suit

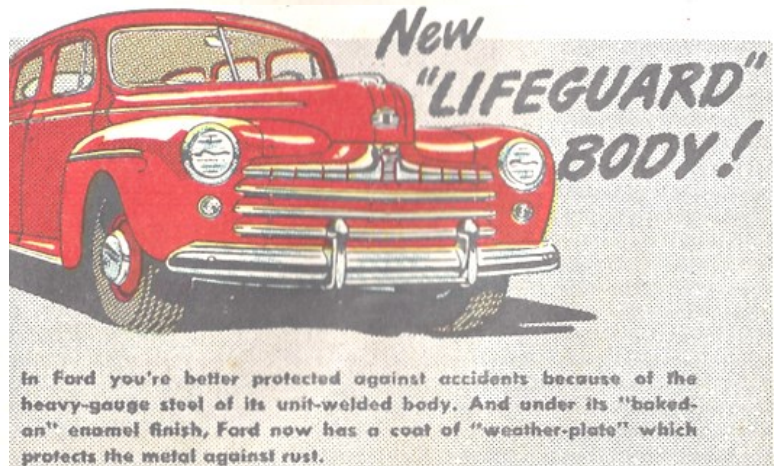
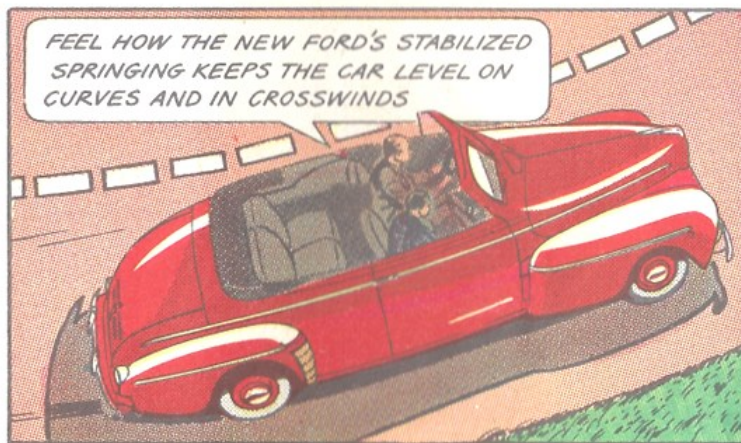
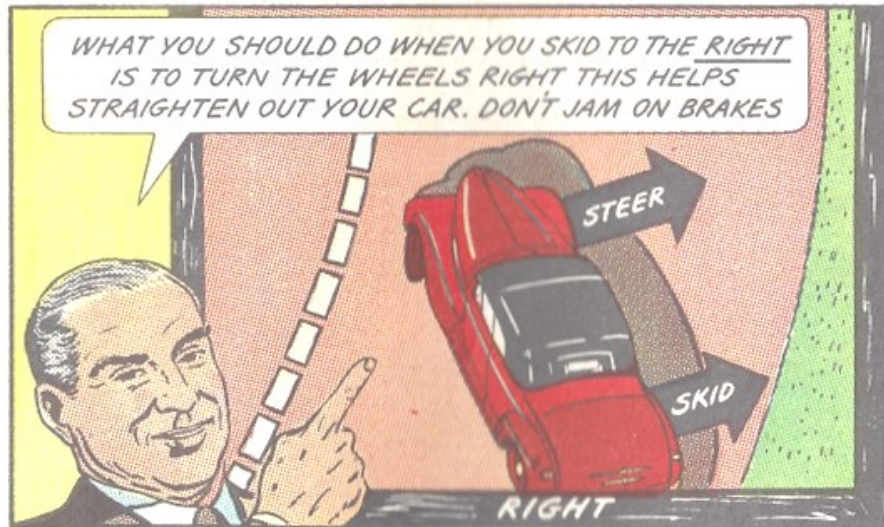
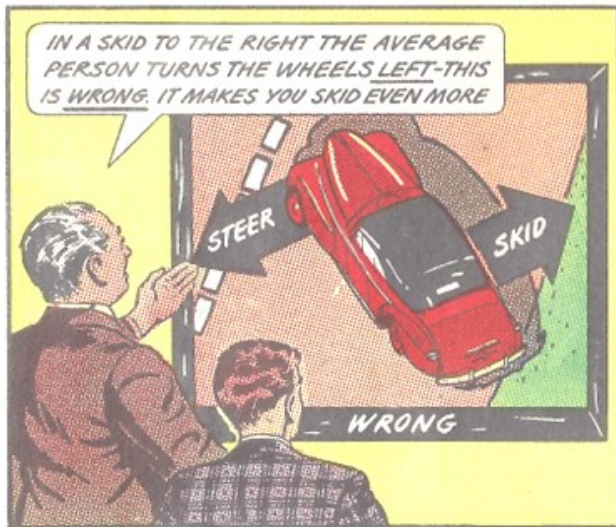
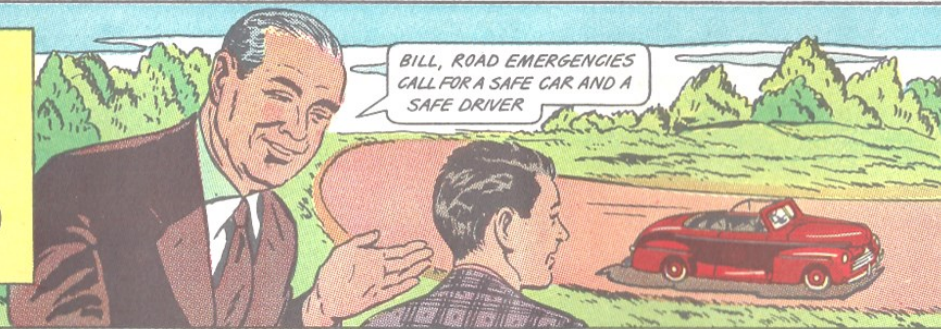
These dresses are from 1952 and shoes from 1948-1949

Courtesy of Yvonne Woolsey by way of Denver.



FORD'S CHIEF TEST DRIVER

# Al Esper tells Bill HOW TO STOP A SKID



## AND HERE'S HOW TO AVOID SKIDS

- On a slippery surface, allow more distance for stops and use your engine as a brake whenever possible. Try to avoid quick, sharp movements of the steering wheel. Bear in mind that if you go into a curve too fast the front tires may not grip the road well enough to enable the wheels to follow the road. This results in a highly dangerous skid.

In a skid you should try to avoid letting your car spin in the road. If

your rear end starts to slide to the right, turn your front end to the right also. This tends to revolve the weight of the car around its central point and swing the slipping rear end back where it came from. It also prevents the car's doing one of those wild spins in the middle of the street. Keep your front end going in the same direction the rear end is sliding. Keep cool and don't apply the clutch or brake pedals.

Tec Tip was provided by Denver Woolsey. Taken from **HOW TO BE AN EXPERT DRIVER** by Al Esper, Chief Test Driver, Ford Motor Company



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Club  
~~~  
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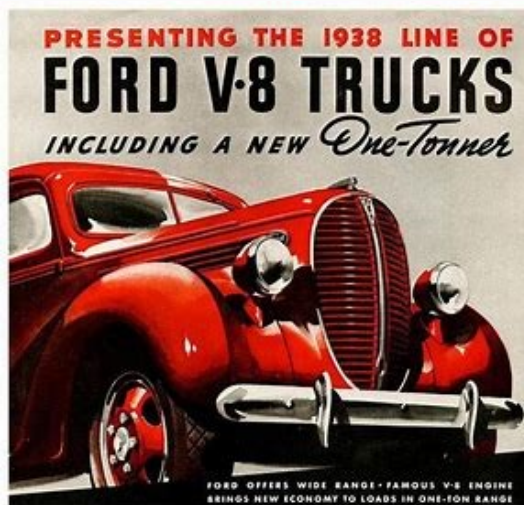
CLASSIFIED ADS

Ad space now available!



The Foundation has an online Ford Store.
This site lists the many items they have for
sale.

<http://fordv8foundation.org/store.html>



Contact Us:

Mailing Address:
Earl & Marguerite Claybaugh
201 Richland RD SW
Piedmont, Ok 73078

Phone:
405-834-1628

Email:
okcearlyfordv8@yahoo.com

Webpage:
www.earlyfordv8okc.com

Facebook:
Early Ford V8 Club-Oklahoma City Regional Group #64

Like us on Facebook!





National Early Ford V-8 Club of America Application

You're invited to Join

Mail In Membership Application Form



Early Ford V-8 Club of America

An International Organization

MEMBERSHIP APPLICATION

☐ New Membership

Check Box as Required

☐ Renewal Membership

MEMBER NAME _____ Regional Group: _____

JOINT NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ COUNTRY _____

CAR(S) OWNED

| <u>YEAR</u> | <u>MAKE</u> | <u>TRIM</u> | <u>ENGINE</u> | <u>BODY STYLE</u> |
|--------------|-------------|-------------|---------------|-------------------|
| Sample: 1940 | FORD | DELUXE | V-8 | TUDOR SEDAN |
| _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ |

PLEASE SEND FORM & PAYMENT TO:
THE EARLY FORD V-8 CLUB OF AMERICA
c/o Cornerstone Registration, Ltd.
P.O. Box 1715 Toll Free (866) 427-7583 (in USA)
Maple Grove, MN 55311 (763) 420-7829 / FAX (763) 420-7849
Email: registration@cornerstonereg.com

Credit Card: VISA MASTERCARD (circle one)

CARD # _____ - _____ - _____

EXPIRATION DATE: _____

SIGNATURE: _____

ALL FUNDS ARE US \$

United States

☐ Annual-Surface Mail

Regular Membership \$35, Joint Membership \$38

☐ Three Year-Surface Mail

Regular Membership \$100, Joint Membership \$109

Mexico, South America, Europe & Pacific Rim

☐ Annual-Surface Mail

Regular Membership \$70, Joint Membership \$75

☐ Three Year-Surface Mail

Regular Membership \$200, Joint Membership \$210

Canada

☐ Annual-Surface Mail

Regular Membership \$55, Joint Membership \$58

☐ Three Year-Surface Mail

Regular Membership \$150, Joint Membership \$160

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

☐ Annual Digital Membership

Regular Digital Membership \$30

Your Email Address: _____

Membership without V8 TIMES Delivery

One-Year

Three-Year

☐ U.S. & All Foreign Countries: Regular \$15 Joint \$18 Regular \$45 Joint \$54 **WITH** Membership Roster only.

☐ U.S. & All Foreign Countries: Regular \$ 5 Joint \$ 5 Regular \$15 Joint \$15 **WITHOUT** Membership Roster.

Thank you for Joining or Renewing your membership in The Early Ford V-8 Club of America

How did you find out about us? _____

Early Ford V-8 Club of America

An International Organization

Established in 1963 We are dedicated to the restoration and preservation of all
Ford Motor Company vehicles, 1932 through 1953.

Date: _____

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

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

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: _____ | _____ | _____ | _____ |

In accordance with local and national by-laws, members of the regional group must also maintain membership in the National Club.

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

47th Annual Spring Fling
OKC! The Fun Place To Be In '23
Hosted by Oklahoma City Early Ford V-8 Club—Regional Group #64
May 18-21, 2023 - Thursday to Sunday

(Rev 11/14/2022)

REGISTRATION INFORMATION: (please print)

Name: _____ Spouse/Guest: _____
Address: _____ City: _____ State/Zip _____
Phone: (cell) _____ Email: _____
Regional Group #: _____ Vehicle Year _____ Make _____ Model _____
Vehicle Insurance Company & Policy Number: _____
Additional attendees: _____
Registration \$55/vehicle (includes 2 adults) -----Amount enclosed \$ _____
Additional people \$15 per person X # _____ -----Amount enclosed \$ _____

(Registration includes Welcome Party and miscellaneous expenses)

Banquet: \$45/person – (Buffet with roast beef and chicken) X # _____ Amount enclosed \$ _____
Lunch (Saturday tour) \$15 per person X # _____ -----Amount enclosed \$ _____
Raffle Tickets: \$1 each or 6 for \$5 ----- # tickets _____ -----Amount enclosed \$ _____

There will be a 50/50 pot.

TOTAL: -----Amount enclosed \$ _____

Trailer parking required: Yes _____ No _____

Host hotel: Embassy Suites by Hilton – Oklahoma City-Will Rogers Airport, 1815 S Meridian,
Oklahoma City, OK 73108 405-682-6000 – for reservations
Event name: OKC Early Ford V-8 Club of America - \$119/per night plus tax

Each attending Regional Group is ask to bring one car game, prizes for the winners of the game and at least one raffle prize.

Schedule includes: Welcome party Thursday night at hotel, tour on Friday and/or Saturday, car games, and a banquet Saturday evening. There will be some free time on Friday and/or Saturday afternoon. Dinner on your own Friday. One lunch on your own. Breakfast on your own each morning compliments of Embassy Suites.

Send payment and completed form to: OKC Early Ford V-8 Club
c/o Kaye Sage - Treasurer
P.O. Box 130
Bethany, OK 73008

Reservation deadline postmarked by Friday, April 28, 2023

Questions: – contact Earl Claybaugh at 405-820-5896 email: earlclaybaugh@yahoo.com
or Connie Cook at 405-833-7172 email: cj.cook@sbcglobal.net

I hereby release the Oklahoma City Regional Group #64, Early Ford V-8 Club of America, from all liability resulting from personal injury, theft, or loss of any type pertaining to this event, the 2023 Spring Fling.

Signature _____ Date _____
National EFV-8 Club Membership Number: _____