



# FLATHEAD TIMES



Volume 50, Issue 5

Editors: Marguerite & Earl Claybaugh

May 2021

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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 and explore *The Early Ford V-8 Club*.

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](http://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](#).

## Club Meeting Schedule

### Early Ford V-8 Club Meeting

We meet on the 2nd Saturday of the month

**Saturday, May 8**

9:00 am

**Ingrid's Kitchen**

3701 N. Youngs Blvd

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**Board Meeting**

**Monday - May 10**

**Johnnie's**

6629 NW Expressway

6:00 pm for dinner with meeting starting afterwards

## Upcoming Club Events

- May 1** Deadline for Virtual Car Show Entries
- May 1** 2021 Membership Drive begins
- May 8** Club Meeting at Ingrid's Kitchen
- June 19** National Drive Your V-8 Day
- Sept. 16-19** Texas Tour in Abilene

## In Touch with Members

Continue keeping Leland Cook and Yvonne Woolsey in your thoughts and prayers. Stay safe and we will see you the May meeting

Beth Plant RN



## President's Letter by Earl Claybaugh

Hello Everyone! I hope that everyone is excited to finally get to have our club meetings again! Our last meeting was in March of 2020. We are still going to meet at Ingrid's Restaurant and I hope everyone can come! We did not plan a drive after this meeting because we thought that getting to visit and catch-up with everyone would be enough fun! Hopefully the weather will be nice and we can drive our old cars to the meeting.



The 2021 Membership Drive starts May 1st and ends July 31st. This is a chance for our club to grow and also win a \$1000.00. There are 3 different size classifications of clubs so we won't be competing with a big club. Winners will be based on the percentage of growth not the number of new members added. It's a win-win for everyone! I will have applications at the meeting. It is all of our responsibility to at least TRY to get a new member. Maybe it could be your son or daughter? Maybe the guy that always helps you tinker with your car? Maybe somebody you know that already belongs to another car club but also has an old Ford that meets our rules? It would be a good thing to get some new members in our club! New people with new ideas and experiences to share with us. It is ok if you want to invite someone to our monthly meetings and drives to check us out. It is important that we all take this seriously and do our part to Make Our Club Great Again!

Thanks, Earl Claybaugh

## Parliamentarian Report by Randy Plant

We met at Johnnie's on the NW highway, at 6:00. New building new location. After good hamburgers and onion rings, Earl opened the meeting. In attendance were: Charlie and George and their daughter Joanie, Phil and Kaye, Marguerite and Earl, Beth and Randy, Roy, and Denver.



Kaye stated the club is in good financial condition. Marguerite reported she always wants articles and news for the newsletter. The Tulsa Swap meet has been cancelled. Roy reported that he attended Chickasha prewar swap meet and it will continue. Pate is still on for April 22-24, and has added 1000 more spaces. It was decided to have a club

picnic April 17<sup>th</sup>. (But it was canceled due to poor weather) It was decided to go ahead and start to have monthly meetings again. Beth has contacted Ingrid's to confirm space reservation for monthly meetings. Earl reminded everyone that the V-8 club is doing a virtual car show and wants everyone to send in pictures of their cars. It ends on May 1<sup>st</sup>. See V-8 Times. National is sponsoring a membership drive with \$1000 cash prize. Starts May 1<sup>st</sup>, ends July 31<sup>st</sup>, see V-8 Times. Drive your car Day, June 19<sup>th</sup>.

Meeting Adjourned.

Randy

## Notes from the Editor

Well everyone, it is looking like we are going to be able to get back to having our monthly meetings. Providing of course we follow the CCD guidelines. So, find your nametags and be sure to wear them at the May 8th meeting at Ingrid's Kitchen.



Keith Kounovsky called me. He has bought a '53 Ford and is interested in joining our club. Problem is, the car is in Lincoln, Minnesota. Keith was wondering if there was anyone would be able to help him get it here or know someone who could. He is going to try to come to the May 8th meeting. His phone number is 405-738-0412.

I want to give a big shout out to the Tulsa Early Ford V-8 Club. They are celebrating their 50<sup>th</sup> Charter Anniversary this May.

**Congratulations Tulsa Early Ford V-8 Club!**



## Local / Regional / National / Events

*All events are subject to change due to Covid 19*

- Oklahoma City**      **Coffee & Cars** the first Saturday morning of every month 8:00am  
Chisholm Creek Center at 1344 W. Memorial
- Drive In @ Oney's**      **Drive In for donuts** at Oney's Shop on the last Saturday of every month. 8:00 am to 11:00  
Oney's shop is located just south of the house, 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
- May 1**      **Virtual Car Show** Entries Deadline
- May 1**      **2021 Membership Contest begins.** Contest is sponsored by the National Board for all  
Regional Groups. Contest ends July 31st, 2021
- May 8**      **Club Meeting at Ingrid's Kitchen** 9:00      3701 N. Youngs Blvd
- June 19**      **National Drive Your V-8 Day**
- September 16-19**      **48th Annual Texas Tour** in Abilene, for registration and more information about the tour go to  
[www.earlyfordv8.org](http://www.earlyfordv8.org) and click on their *Upcoming Events* link

### 2021 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	
<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
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## Member's Corner

### Replacing my '53 Ford Windshield

by Fred Selensky

My '53 Ford got hit by a wayward rock or something kicked up by another car making a very noticeable chip in the center of the windshield. I decided to just replace the windshield instead of trying to fill the chip. I ordered the windshield and rubber seal from Obsolete and Classic Auto Parts on south I-35. Windshields must be special ordered and it took a few weeks for them to get it. It came very well packed in a wood crate. My son-in-law used his truck to bring it to my house.

Randy Plant had generously offered to help me install the new windshield at his place some Saturday. However, I was referred to Eagle 1 Autoglass in Moore by another shop (Auto Care Specialists) that had done some work on my Mercury. And since Eagle 1 Autoglass is just a few miles from my house and Randy lives way up near Kansas, I decided to let them install the windshield and save Randy the trouble. I'm sure Randy would rather do a lot of other things than install a windshield in my car on his day off.



Eagle 1 Autoglass did an excellent job, so I wouldn't hesitate to refer anyone to them for auto glass work. My '53 Ford looks like a new car (almost).

### The History and Timeline of Whitewall Tire

From CokerTire's website/blog February 15, 2018

*Coker Tire specializes in whitewall tires, so we at Coker Tire thought it would be cool to have a little history lesson on the evolution of whitewall tires. To find the earliest usage of a whitewall tire, you have to rewind the clock more than 100 years. Originally, automotive tires were off white in color, due to the natural color of the rubber formula used by tire companies. Zinc oxide would later be used to give the tires a brighter white color. Then in 1910, B.F. Goodrich used a substance called "carbon black" in the manufacturing process. This formula strengthened the rubber, which was quite important considering the condition of the roads back then. When mixed with the raw materials, the carbon black caused the tire to be black.*



*A short time later, a smaller tire company out of Chicago jumped on the carbon black bandwagon, but they only added it to the tread surface to lower cost. The result? Black tread and white sidewalls. While the first whitewall tire was not intended to be a style enhancer, it quickly caught on and other tire companies began producing whitewall tires. By the 1920's, whitewall tires became more popular on high end luxury cars, but more conservative car manufacturers did not adopt whitewall tires as a factory option until the 1930's. April 6, 1934, Ford was the first to offer whitewall tires as an option, at the cost of \$11.25 per set. Whitewall tires became a popular option only pausing briefly for World War II and the Korean War, due to materials shortage. An interesting note to consider is the width of whitewalls. When whitewalls really became popular, they*



*were used on Firestone Balloon tires, which featured tall sidewalls. These tires had whitewalls of nearly five inches. By the 1950's, whitewalls were at a pretty standard 3 inches, but that didn't last long. Around 1954 through 1956, you could expect to see whitewalls from 2-1/2 to 2-11/16 inches on American cars. Then, 1957 through 1961 saw another change with whitewalls ranging from 2-1/4 to 2-1/2 inches. Finally, the big change happened in 1962, when most American auto manufacturers made the switch to 1-inch whitewalls. From there, whitewalls got even more narrow, until finally getting down to 3/8-inch during the muscle car era. The only exception in this whitewall width timeline is luxury cars. Some Lincolns and Cadillacs retained the wide whitewall look longer than other passenger cars. Today, whitewalls are all but phased out of passenger car production, but we at Coker Tire have products to fit more than 100 years of collectible cars.*

This 1938 Ford 81A Standard Tudor Coupe would not be the same without whitewall tires



See Tech Tips on page 8 for "How to clean your whitewall tires".

## The Glovebox / Ladies Section

Did you know that May Day has its roots in astronomy? It is the halfway point between the spring equinox and the summer solstice!

As with many early holidays, May Day was rooted in agriculture. Springtime celebrations filled with dance and song hailed the sown fields starting to sprout. Cattle were driven to pasture, special bonfires were lit, and both doors of houses and livestock were decorated with yellow May flowers.

Later, celebrations evolved to speak more to the “bringing in the May” with the gathering of wildflowers and green branches, the weaving of floral garlands, the crowning of a May king and queen, and the setting up of a decorated May tree, or Maypole, around which people danced. Such rites originally may have been intended to ensure fertility for crops, livestock, and humans. But in most cases this significance was gradually lost.

### THE MAYPOLE DANCE

Did you ever dance around the Maypole as a child? Originally, the Maypole was a living tree brought in from the woods with much merry-making. Ancient Celts danced around the tree, praying for good crops and fertility. For younger people, there was the possibility of courtship. If paired by sundown, the courtship continued so that the couple could get to know each other and married 6 weeks later on June’s Midsummer’s Day. This is how the “June Wedding” became a tradition.



The strict Puritans of New England considered the celebrations of May Day to be licentious and pagan, so they forbade its observance, and the springtime holiday never became an important part of American culture as it has in many European counties.

Interestingly, the Maypole dance did become a renewed rite of spring at colleges from the late 19th century through the 1950s. In the 1960s and 1970s, interest waned; the May Queen and her court had become more of a popularity contest. Today, the Maypole dance is mainly celebrated in schools as a fun spring activity.

### MAY DAY BASKETS

People would leave a paper basket or cone with spring flowers and sweets on each other’s doorsteps, usually anonymously.



This tradition was popular through the 19th and 20th centuries, especially with children or sweethearts. The custom was to knock on the door, yell “May basket!” and then run. If the recipient caught the giver, he or she was entitled to a kiss.

The May Day basket is still a cherished tradition for some Americans. To make a simple May Basket, simply take a colored piece of paper and fold it into a cone; then fill with wildflowers! If you don’t have colored paper, even a rolled-up paper plate would do.

You could also fill a real basket with little gifts such as flower seed packets, baked cookies, candies, and pretty trinkets.

Leave a May Basket on the front door of your neighbor’s or friend’s house and brighten their day!

Just maybe, someone will leave a May Basket on your front door!

### Birthdays

May 4 Charley Finsel  
May 10 George Collis  
May 10 Marguerite Claybaugh  
May 31 Dedra Pruegert



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

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September, 1992

In our last installment we looked at the history of the moving assembly line and considered some of the milestones in its development. This month, we'll observe some of the social aspects of this revolution in manufacturing and also take a look at some of Henry's involvement with the government and politics.

Early in this series, we saw how Henry and his first partner, Alexander Malcomson, disagreed on a very basic point. Malcomson wanted to build cars for the wealthy; Henry, a farmer at heart until the day he died, wanted to build cars for the so-called common man. In the first decade of this century, Malcomson was right and Henry was wrong. Fully half of the cars sold then went to well-to-do people who bought cars costing between \$2,200 and \$4,700. But ten years later, only a negligible 2% of the car market remained in the high priced sector. What was the cause of this plunge from 50% to 2% in market share?

It was caused by Henry's production techniques. It was the moving assembly line that did it. Henry said, "Make more of them. Make them better and make them cheaper."

Henry's daddy had misgivings. He told Henry the market would be glutted if he built more than 35 cars per day.

Here's another quote from Henry. "Mass production precedes

mass consumption and makes it possible by reducing costs and thus permitting both greater use-convenience and price-convenience." Translated from the stilted English of the time into the vernacular of today, his quote might read like this: "First you gotta make a lot of them. Then they'll be so cheap that a lot of people will be able to buy them and use them." This concept is accepted without question today but back then it was a totally new and unproven proposition.

It's not likely that Henry realized he was a key man in a major turning point in human history. His statement, "History is bunk" is often quoted. But the fact is that from the very dawn of history common people had existed and toiled, not for themselves, but for their bosses - their nobles, kings and priests. When the Industrial Age arrived in England in the mid-1700's, the pattern persisted and became even worse as the masses were shamelessly exploited in early factories and mines.

Mass production of consumer goods changed all that. With the arrival of mass production, the common man began to benefit directly from his own labor. Henry was right. Mass production had to come before mass consumption. Historically only rich people could afford horses to take them wherever they wanted to go. Now everybody could afford a car and the common man could also go wherever he wanted to go.

But everything has its price - its "down side" in today's parlance. The men on the assembly lines (there were no women) had to work very hard at totally monotonous jobs. They made the same movements hour after hour, day after day, year after year. Replaced were the craftsmen who took pride in their work and had at least some control over what they did. Workers became automatons, functioning very much like the machines they served.

Henry seems to have been unconcerned about this debasing of the skills of workers, and it's not difficult to understand why. Henry grew up on his daddy's farm and had even done some farming himself. He knew the drudgery of farm work, and, though he hated this drudgery with a passion, he evinced little sympathy for the lot of the workers on his monotonous assembly lines. After all, their counterparts on farms were still doing the monotonous labor of farming. They husked one ear of corn after another, all of them very much alike. Milking one cow differed very little from milking another and one forkful of manure was just as heavy and smelled just as bad as the next one.

Compared to a farm worker, the man at Henry's ultra modern Highland Park plant had a better deal. Sure, they both did monotonous work but the man on the line was inside where it was warm and dry, and his hours were much shorter. This writer's experience

includes both kinds of work and he tends to agree with Henry. He was more concerned with what his plants did for people rather than in what they did to the people who manned them.

Henry's interest in politics came in 1912 in a roundabout way. He had long been interested in birds. A bill designed to protect migratory birds had been before Congress in Washington for three years without any action being taken.

There were no Political Action Committees (PAC)s back then. However, Henry had a ready-made national organization - his network of Ford car dealers - and he didn't shrink from using it. There was at least one Ford dealer in every town of consequence in the whole country and these local businessmen had much more influence than their counterparts do today. Henry let it be known that he wanted his dealers to work with school children and local wildlife societies to influence Congress to pass the bill. His dealers got the message. The Weekes-McLean bill passed the very next year and migratory birds were protected. Henry's dealers had clout.

Henry's reputation and his status as a folk hero, especially among farmers, was not lost on the politically astute president of the United States, Woodrow Wilson. He invited Henry to the White House in June of 1918 and asked him to run for the Senate as a Democrat. Henry accepted the invitation to run but he did virtually nothing in the way of a campaign to capture the seat. About the only thing he did was issue a statement that he favored women's suffrage.

His friend, Thomas Edison, didn't like the idea. He said, "What do you want to do that for? You can't speak. You wouldn't say a damned word." The **New York Times** observed that Henry's winning the election would "create a vacancy both in the Senate and in the automobile industry," a wry but essentially accurate observation.

Senatorial candidate Henry did no political advertising which was probably an extension of his policy of not advertising his Model T. The Model T was so superior it sold itself. It's possible he felt the same way about himself.

He lost the election in November of 1918 but by less than 1/2 of one percent of the vote - only 2,200 of 429,839 votes cast. Without any effort, he almost won. With just a little effort, he could have won and gone to Washington.

You could never predict what Henry would do next. In this case, he suddenly decided he really did want to go to Washington. He demanded a re-count and got it. He used all of his influence, spared no expense and even stooped to questionable tactics in an attempt to void the election of the Republican who beat him, Truman H. Newberry. Henry was a poor loser.

There was a "Ford for President" movement in 1918 but it didn't really get off the ground. There was a bigger boom for him in 1922. It had enough momentum to cause the **New York Times** to comment, "Ford looms today as a powerful and enigmatic figure on the political horizon." The **Wall Street Journal** asked, "Why not Ford for president?" The move-

ment didn't get as far as the Ross Perot movement did in 1992, but if Henry had ever decided to get serious about it and if he had been humble enough to accept advice, he could have made some very large political waves.

There were a number of reasons why he'd have been a totally unsuccessful president, but the really big obstacle was his inability to speak in public. He just could not get up in front of a group and talk. Another reason would have been his difficulty in abiding by rules and accepting the limitations of the Constitution and Congress. As owner of the Ford Motor Company, he did what he darn well pleased and he told others what to do without asking anybody's permission. As President he would have had to work with others to whom he could not give orders, which would have put him into a situation to which he was not accustomed and in which he would not have prospered.

Henry didn't invent the moving assembly line but he certainly was the first person to apply its principles successfully to the manufacture of cars. This totally new and superbly efficient way of building a manufactured product had powerful effects on the lives of Henry's contemporaries and it continues to affect us living today. The wealth and fame of his car brought him into the public's eye and there was talk of a political career for him, but, luckily for all concerned, nothing came of that talk.

## Tech Tips

### How to Clean Whitewall Tires With Ease

Taken from [blog.bestusedtires.com](http://blog.bestusedtires.com)

Whitewall tires will give your vehicle a special flair and old-school charm, if you keep them clean of course. There is hardly anything more unflattering on a car than dirty whitewall tires. Besides, becoming dirty, whitewalls will also turn yellow or even brown in color in some cases with time. The yellow layer on top of the white comes from UV damage, heat, or oils from the black rubber leeching through or onto the white and can be a challenge to clean

#### Tools for the Job

As you can imagine these types of tires get dirty quite easily; white is not the ideal color for rolling around on the ground! But if you're willing to put in some extra effort and do a little bit of maintenance for that extra sense of class, here are the tools for the job you will need:

- 1. Cleaner designed specifically for whitewall tires
- 2. Scrub brush
- 3. SOS pads
- 4. Pressure washer or garden hose

#### The Cleaning Process

To get the desired result you need to use a cleaner that is specifically designed for whitewall tires. In order to conserve your whitewall tires **DO NOT use household cleaners that contain chlorine and/or alcohol**, the same goes for tire cleaners that contain those elements. They will get the job done but they will definitely have a negative impact on your tires as they tend to dry out the rubber and shorten the life of the tires. The best option is to use an all-natural whitewall cleaner.

First, wet your tires and use a wet SOS pad to pre-rinse. Next, spray the cleaner on the whitewall. If your chosen tire cleaning product is in liquid form, rather than spray, mix the product in a bucket with water. Soak your SOS pad in the mixture and wipe on the tire. After you've let the cleaner sit for a bit, it should help break down the dirt on your tires and intensify the white shine. After the cleaner worked its magic for about 5 minutes, the rinsing should start.

Use your scrub brush to give the walls a thorough and vigorous cleaning. To get the best result, you should put some elbow grease into your scrubbing. Rinse your tires every few minutes while you wash them to see how clean they are getting. Reapply your cleaning product and continue until you are satisfied with the results after rinsing. After you have scrubbed your tires clean, use the pressure washer or hose to rinse them off thoroughly.

#### Tough Stains

Sometimes these tires can get brown and yellow stains which

are not easy to clean. In this case you may have to use sandpaper or a scrub pad. You need to do this task with a light hand so as to not damage the tire while removing the layered buildup of dirt and grime. Sand away the yellowed layer slowly and gently until a bright white layer emerges underneath and rinse the tires afterward.

#### Extra White

In order to really accentuate the white on your whitewall tires, you can use baking soda. Sprinkle baking soda onto a damp cloth or sponge. Wipe the surface of your whitewall tires in small, circular motions. Rinse the tires clean. Rinse the cloth and reapply baking soda every few minutes until you're satisfied with the results. You can also use eraser cleaning pads. Wet both the pad and your tires and wipe the tires down in small, circular motions. For best results, rinse or replace the pads between tires.

#### Keep 'em clean

After you've put all this valiant effort into making sure your whitewall tires look just the way you want, the next task is to keep them in that state for as long as possible.

To maintain that white shine and prevent heavy duty cleaning you need to repeat this process at least twice a month. Use water, whitewall tire cleaner and a rag or sponge. If you do this frequently enough (a weekly cleaning would be optimal) a gentle soap should be effective enough to use.

If there is persistent dirt or discoloration, which is less likely if tires are regularly cleaned, research your options and use a stronger whitewall tire cleaner and scrub pad.

You can also use a water-based dressing to give your tires shine and protect them from harmful UV rays. Purchase the dressing and a foam applicator for it in the automotive department of most department stores, or online. Apply the foam to the applicator and wipe it onto your tires evenly until the desired effect is reached.

It takes some effort to keep your whitewall tires looking their best, as beauty takes patience and maintenance. But there is no replacing that feeling of freedom and individuality when you roll out on the street, sporting your clean, shiny whitewall tires.

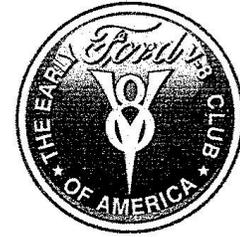
#### Coker Tire recommends using their products on your whitewall tires

*Our Wide White Whitewall Cleaner has been developed specifically to aid in restoring and beautifying wide whitewall tires. This cleaner is safe to use on white rubber and is made from environmentally friendly ingredients.*

*Our Big Classic Tire Dressing gives tire a great looking satin sheen. This Tire Dressing has more natural look when applied and is safe for the tire rubber. This is a non-silicone based dressing that includes UV protectant.*



# **2021 Membership Drive**



**May 1 - August 1**

The Early Ford V-8 Club is holding a 2021 Membership Drive to increase membership by means of a competition where Regional Groups demonstrating the most growth will receive an award based on the greatest percentage of membership growth at contest end.

- **IT'S A WIN-WIN!** •
- **New Members For Your RG**
- **New Members For National**
- **Chance To Win \$1,000**
- **For Your RG Treasury**

## **Regional Group Categories**

**Small - 1-19 Members**

**Medium - 20-50 Members**

**Large - 51+ Members**

- **Winning RGs in Each Category  
Will Receive A Cash Prize**

**For a 2021 Membership Drive Application Contact:**

**CONNIE HALL**

**651 Corte Costano  
Camarillo, CA 93010**

**(805) 383-9709**

**pchesh@yahoo.com**

**Southern Wings  
Aircraft Sales, Ltd.**



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

**CLASSIFIED ADS**

1935 Ford Deluxe Slantback, V8, Manual Transmission, Recently restored back to original, NEW Items: Muffler, Tailpipe, Gas tank and adapter, spindle set, aligned suspension, brake adjustments, battery, RUNS and DRIVES like CREAMPUFF, all she needs is a new home !!  
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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**



# 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 \_\_\_\_\_

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](mailto: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

- 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

##### Europe & Pacific Rim

- Annual-Surface Mail  
Regular Membership \$70, Joint Membership \$75
- Three Year-Surface Mail  
Regular Membership \$200, Joint Membership \$210

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**

### 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.

February 2019 website