



FLATHEAD TIMES



Volume 49, Issue 7



July 2020

What's Inside

President's Address
Parliamentarian Report
Notes from the Editor
Local/Regional/National
Contact Us
2020 Board Members
In Touch with Members
Article from the *Ford Tool Times*
The Glovebox, Ladies page
Birthdays and Anniversaries
Joe Freeh's Essay Part VIII on Henry Ford
Benefits of belonging to the National Early Ford V-8 Club
Sponsors/Advertisers/Classifieds
National Early Ford V-8 Club Application/Renewal
Region #64 Club Membership Application/Renewal

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. We invite you to join our chapter and explore *The Early Ford V-8 Club*. Dues are \$30.00 a year. You do not need to own a car to become a member.

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

Note- When you join the OKC Regional group, you will also need to join the National Early Ford V-8 Club of America.

Club Meeting Schedule

Club Meetings Have Resumed
July 11th

We meet the 2nd Saturday of every month
9:00 am
Ingrid's Kitchen
3701 N. Youngs Blvd

Board Meetings Have Resumed
July 13th

The Monday following the general meeting
Southern Wings Aircraft
6701 N. Rockwell Avenue
6:00 pm for dinner with meeting starting at 6:30

Upcoming Club Events

July 11

Breakfast Club Meeting at Ingrid's Kitchen 9:00 am and after the meeting we will take a scenic drive and end up at Pop's Soda Ranch in Arcadia

August 8

Breakfast Club Meeting at Ingrid's Kitchen 9:00 am

September 12

Breakfast Club Meeting at Ingrid's Kitchen 9:00 am



President's Letter by Earl Claybaugh

We did it! We had our third club meeting of the year! It was great to see everyone that was able to be there! The meeting room had tables blocked off so that we would practice safe social distancing. The buffet was also gone, so we all had to order from their menu. Charley Finsel had his "new" 1951 Ford out on its maiden voyage. Also, our new club member Charles Baker attended, along with his red 1937 Tudor Ford. There were seventeen meeting attendees. Helen Locke won our 50/50 drawing. We will have our next meeting on Saturday, July 11th. Afterwards, Randy and Beth will lead us on a scenic drive that will end at POP'S SODA RANCH in Arcadia.



We now have a current club roster. They were handed out at the June meeting and we will have them available at the July meeting. Also, we have mailed some to our not so frequent meeting attendees.

I noticed that some of our club members are not listed in the National Club Roster. The club's By-Laws required that all regional members of our club must also be a member of the Early Ford V-8 Club of America. More information is available in another article in this newsletter.

Even though the National Membership Drive for 2020 was called off because of Covid-19, doesn't mean that we should stop looking for potential new club members. We have a Facebook page, a Web page, and also an email address where people can find out more about us. You have all that information on the club's business cards that you keep hidden away somewhere. Find them! Put them in your wallet or purse so that you have them available! Be proud of your cars and of our club! People like to see shiny old cars. Maybe they have one at home and just don't know about our club. When you run out of those little cards, don't worry. We have more waiting for you.

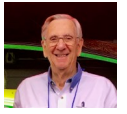
Have a GREAT JULY 4th! See you at our next club meeting.

Thanks, Earl



Parliamentarian Report by Randy Plant

The Board Meeting was called to order at 6:30 after having pizza for dinner.



Kaye Sage gave the Treasurer's Report. The club is in good standing. She requested a Petty Cash account. It was voted on and approved by the board.

Discussion on the Rosters Earl and Marguerite had printed and how to get them to those members not at the meeting. It was decided to mail them to those that receive the Flathead Times by mail and give the rest to those attending the next meeting.

Earl informed us the Alamosa National Meet has been cancelled.

Drive Your Ford Day is Saturday, June 20, and there is a car show/airshow in Chickasha, just a suggestion.

Earl noticed some of our club members were not members of the National Club. That is a requirement for insurance to be effective. A reminder will be in the next newsletter.

Discussion on insurance for club officers and it was voted to purchase it.

Future drives were discussed. Pops will be the destination in July after the meeting at Ingrid's.

Randy Plant, Parliamentarian

Notes from the Editor

I will have the Oklahoma City Early V-8 Ford Membership Rosters and our club's business cards available at the July 11th meeting.



Oklahoma is starting to cautiously open back up, but now is not the time to let up your guard. Keep washing your hands and keeping your distance from the people around you.

Remember to send me any pictures you took of your car and you from "Drive Your V-8 Ford Day". I would love to put them into the newsletter to share with the club.

Charlie Finsel used his "Shelter in Place" time to get his 1951 Ford running. He drove it to the June meeting. It is pretty sharp!

Charlie Finsel's 1951 Ford. It made it's maiden voyage to the June Club Meeting.

Local / Regional / National / Events

Coffee & Cars First Saturday of every month— 8:00am Chisholm Creek Center at 1344 W. Memorial **Note new location**

Yukon **Yukon Nights Cruise In** the 3rd Saturday of each month Plaza at Stone Mill, 2121 S. Yukon Parkway
6:00 pm to 9:00 pm

Drive In **Drive In for donuts** at Oney's Shop on the last Saturday of every month. 8:00 am to 11:00
The shop is located just south of his house, 10021 North Sooner Road. Come by for coffee & donuts

July 11 **Club Meeting** at Ingrid's 9:00 am 3701 N. Youngs Blvd. We will have a scenic drive after the meeting and end at Pop's Soda Ranch in Arcadia

Sept. 21-24 **2020 Western National Meet** in Alamosa, Colorado. **Officially Canceled**

August 11 **Club Meeting** at Ingrid's 9:00 am 3701 N. Youngs Blvd.

October 1-3 **Pate Swap Meet** originally scheduled for April 30th



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

**The New Club Directories are
available at the July 11th
Meeting**

2020 Club Officers & Board Members

President

Earl Claybaugh 405-820-5896
earlclaybaugh@yahoo.com

Vice President

Phil Wolfenbarger 405-210-5198
philwolfenbarger@cox.net

Treasurer

Kaye Sage 405-684-1564

Parliamentarian

Randy Plant 405-826-1477

Directors

Denver Woolsey 405-627-2449
Fred Selensky 405-550-6503
George Collis 405-567-9543
Roy Strom 405-447-7927

Newsletter Editor

Earl & Marguerite Claybaugh 405-834-1628
mclaybaugh@yahoo.com

Website

Marguerite Claybaugh 405-834-1628
mclaybaugh@yahoo.com

Early Ford V-8 National Club Membership

Are you a member of the Early Ford V-8 National Club? Not Sure? You should have a membership card that has the current year, your name, and member I.D. number. If you receive the V-8 Times magazine, then you probably are a member. The yearly membership card comes with this magazine, and so does the reminder when your membership is expiring. In order to belong to our local club you are required to belong to the National Club, according to the club's By-Laws. The National Club provides any assistance our club may need, including insurance for any gatherings, meetings, or events that we may have. A National Club application is attached to our newsletter. If you have any questions regarding your National Club status you can call or email Cornerstone Registration, LTD. Their information is on the application.



This 1957 Mercury Montclair is an Excellent Original Car from New Mexico. It is rust-free with the original, well-maintained 312 ci V-8 and brand new tires!

Due to the cancellation of the Eastern National Meet in Morgantown, PA in June, RG 36's raffle of a 1957 Mercury Montclair has moved to the Early Ford V-8 Museum. Proceeds from the raffle will still benefit the Museum, but now the Museum will run the raffle. Tickets already sold have been entered into the drawing. Tickets are \$10 each, 6 for \$50 and 15 for \$100.

To purchase tickets by credit card, call 260-927-8022, or send a check payable to the Early Ford V-8 Museum, P.O. Box 284, Auburn, IN 46706.

Enclose a self-addressed stamped envelope if you want the stubs sent to you. The drawing date has been moved to Sept. 5, 2020.



In Touch with Members

Please keep Dedra, Frances, George, and Yvonne in your thoughts and prayers. **Dedra Pruegert** fell in June while riding her bike and fractured her hip. Last June 18th, **Frances Oney** had her knee replacement. In May **George Collis** fractured his right femur while helping birth a calf. Momma cow did not want his help and showed him how she felt. Charlie Collis said momma and calf are doing fine, George not so much. **Yvonne Woolsey** has her dialysis treatments three times a week now.

Praying that they have a speedy recovery.

Stay safe and stay well,
Beth Plant, RN



Early Ford V-8 Museum's
amazonwishlist

Click the logo above to be taken to the Museum's
Wishlist.



The following is from the *Ford Tool Times*. This article (and more to come), was sent to help raise awareness of the NAFTCO - National Ford Tool Collectors Club.

The NAFTCO was established in 1998. Membership is only \$15 a year!

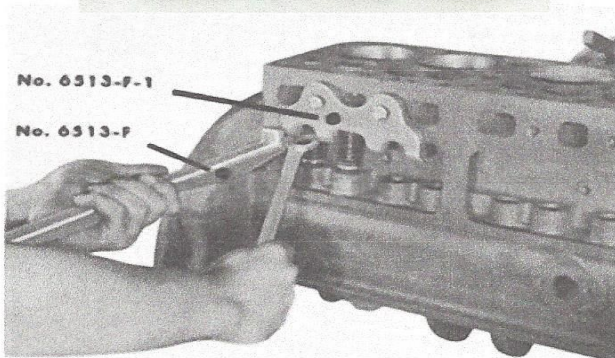
Contact the National Ford Tool Collectors (NAFTCO) for more Info at <http://fordtoolcollector.org/> or email Steve Thompson at ste51th@gmail.com or Frank Scheidt at 40ford@frontiernet.net



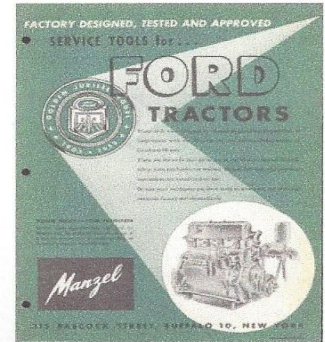
Let's face it. K.R. Wilson and Ford go together like baseball and hot dogs. When you see a KRW tool, you automatically figure it was made for a Ford product. Well, actually, KRW also made tools for other automobile manufactures. But, that's a topic for another time.

KRW Korner will feature an interesting tool and how it was (is) used. Our first one is a tool marked T-R-8 and K.R. Wilson under it. When I found it (2 actually) at the Early Ford V-8 Museum in Auburn, IN, my first thought was, why would someone donate a set of brass knuckles to the Museum? And paint them red?

A long search did not reveal what the heck this thing was for. Then, while going through several catalogs, I came across a Manzel Ford Tractor Catalog that Tim Daley sent me some time ago. And, there it was! Not the same part number, but definitely the same tool.



Here's the back side of the tool. The exact same tool is



also listed in KRW's "Service Tools for the Ford Tractor". However, in that catalog it's list as a TR-6513A. No where could I find a listing for a T-R-8. Strange that it is such a low number. At any rate, here's the instructions on how to use it:

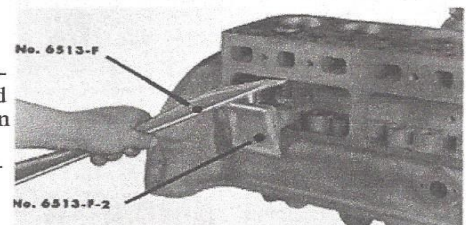
Illustration [see photo, bottom left] show method of attaching the Valve Tool Accessory TR 6513A to the Tractor block. The Valve Lifter 6513N is then inserted and using the Accessory ears as a fulcrum the valve guide bushings can be pulled down sufficiently to remove the valve guide retainer. The Valve Lifter is a drop forging carefully formed and machined at the end to properly fit the valve guides. Valve Lifter is provided with a tough, transparent plastic handle. Long length gives great leverage and power. The Valve Tool Accessory has been designed specially for the Tractor.

Then I found a *companion* tool with T-R-9 on it.

It's "hung" on the block below the valve train for using the valve lifter tool to lift the valve & guide out of the block. So, the two of the KRWs make the job of removing valves and guides a lot easier!



So, another "mystery" solved. Ford built the cars, then KR Wilson designed and manufactured tools to work on them!



One thing still bothers me though: Why are many of the tools that Manzel made identical to the KR Wilson tools, but with different part numbers? We're told that other than Manzel and KRW both being located in Buffalo, NY, there was no other connection. Manzel did not buy out or take over KRW. Anyone know? Email me: 40ford@frontiernet.net

The Glovebox / Ladies Section

Beth Plant submitted the following article and I thought what better time to put it to print as the 4th of July!



Frank Sinatra considered Kate Smith the best singer of her time, and said that when he and a million other guys first heard her sing *God Bless America* on the radio, they all pretended to have dust in their eyes as they wiped away a tear or two.

But the next time you hear the song you should know the story behind it; Here are the facts: The time was 1940. America was still in a terrible economic depression. Hitler was taking over Europe and Americans were afraid we'd have to go to

war. It was a time of hardship and worry for most Americans.

This was the era before television when radio shows were HUGE and American families sat around their radios in the evenings, listening to their favorite entertainers and no entertainer of that era was bigger than Kate Smith.

Kate WAS large; "plus" size as we now say and the popular phrase still used today is in deference to her; "*It ain't over till the fat lady sings.*"

Kate Smith might not have made it big in the age of TV but with her voice coming over the radio, she was the biggest star of her time.

Kate was also patriotic. It hurt her to see Americans so depressed and afraid of what the next day would bring (sound familiar?). She had hope for America and faith in her fellow Americans. Kate wanted to do something to cheer them up, so she went to the famous American song-writer Irving Berlin, who also wrote *White Christmas*, and asked him to write a song that would make Americans feel good again about their country. When she described what she was looking for, he said he had just the song for her. He went to his files and dusted off a song that he had written, but never published, 22 years before - in 1917. He gave it to her and she worked on it with her studio orchestra. She and Irving Berlin were not sure how the song would be received by the public, but both agreed they would not take any profits from *God Bless America*. Any profits would go to the Boy Scouts of America. Over the years, the Boy Scouts has received millions of dollars in royalties from this song.

Kate Smith, in her radio studio with the orchestra and an audience, she introduces the new song for the very first time and starts singing. To this day, *God Bless America* stirs our patriotic feelings and pride in our country.

Back in 1940, when Kate Smith went looking for a song to raise

the spirits of her fellow Americans, I doubt whether she realized just how successful the results would be during those years of hardship and worry... and for many generations of Americans to follow.

Now that you know the story of the song, I hope you will enjoy *God Bless America* even more the next time you hear it sung.

Kate Elizabeth Smith was born on May 1, 1907 and passed away June 17, 1986 at the age of 79.

God Bless America
Written by Irving Berlin

[Spoken Introduction:]

*"While the storm clouds gather far across the sea
Let us swear allegiance to a land that's free
Let us all be grateful for a land so fair
As we raise our voices in a solemn prayer.*

[Song:]
*God bless America
Land that I love
Stand beside her and guide her
Thru the night with a light from above*

*From the mountains, to the prairies
To the oceans white with foam
God bless America
My home, sweet home
God bless America
My home, sweet home*



Birthdays

July 19	Roy Strom
July 22	Earlene Parr
July 29	Charles Baker
July 31	Charlie Collis



And

Anniversaries

July 13	Earl & Marguerite Claybaugh
July 13	Matt & Dara Oney



Part VIII

October, 1991

As we've seen, Henry blew his first and second chances for building cars for sale. Now, in the summer of 1902, he was at loose ends. He had a substantial reputation for building race cars and his head was full of ideas, but he had no cash and no income. He was 39 years old with a wife and nine-year-old son to support. He and his family were living with his daddy.

At that time, Detroit was just another midwestern town. It had about 100,000 people, of whom 1/3 were immigrants from other lands. Of these foreign-born, Germans predominated, followed by Canadians, Poles and Irish in that order. Among the latter was Henry's daddy, Bill Ford, a prosperous retired farmer.

Car manufacturing in this country began in the New England states. It had moved to Cleveland, Ohio, where the Winton cars were built, and then had gone even farther west to Indianapolis, Indiana. Until 1905, Indianapolis had more auto plants than Detroit, so the location of the famed Indianapolis 500 Race was not a matter of sheer chance. But Henry and a handful of others caused the center of the industry to move from Indianapolis to Detroit.

After nearly a year of negotiating between Henry and a prosperous coal dealer named Alexander Y. Malcomson, the Ford Motor Company was formally established on June 16, 1903 when the papers

of incorporation were filed at Lansing, the state capital. Engineer Henry Ford and his ideas had joined promoter Malcomson and his finances.

Born in Scotland in 1865, Malcomson was two years younger than Henry. He and Henry knew each other because Henry had bought coal from Malcomson when Henry was chief engineer at Detroit Illuminating Company. A canny Scot, Malcomson was a born promoter and, like others of his type, was always looking for ways to make money via investments.

After nearly a year of negotiating between Henry and a prosperous coal dealer named Alexander Y. Malcomson, the Ford Motor Company was formally established on June 16, 1903.

He had left the grocery business when he saw the tremendous need for coal in the homes and industries of growing Detroit. His slogan, "Warmer Than Sunshine", attracted homeowners and his use of two-horse delivery wagons, rather than four- or six-horse teams, made it possible to deliver small loads at low cost. Malcomson was prosperous. This was 1903 and he already owned an automobile — it was a Winton, built in Cleveland by the man whom Henry twice beat in races.

To capitalize on Henry's reputation as a builder of race cars, the company was named The Ford Motor Company. Between them, Henry and Malcomson owned 51% of the company's stock. You'd think that one or the other of them would have been named president but that title went to John S. Gray, Malcomson's uncle. Gray had already loaned the coal dealer a great deal of money on other ventures. He could not afford to let his nephew go broke, so he came up with \$10,000 in hard cash, but he insisted on being named president. Henry and Malcomson needed funds so badly that they let him have his way. When Mr. Gray died in 1906, Henry became president.

In all, there were 13 stockholders at the outset, all but one of them were associated with Malcomson (not Henry) either through kinship or through business or personal relationships. The one exception was Charles H. Bennett, the manufacturer of the well-known Daisy Air Rifle. Bennett was planning to buy an Oldsmobile until he drove a prototype of the first Ford Model A. (I remember reading somewhere that consideration was given to naming the car the "Daisy" to tie in with the name recognition of the Daisy Air Rifle, but I can't document it now. Imagine belonging to the Early DAISY V8 Club!)

John and Horace Dodge were also stockholders. They contributed little if any cash but they owned a large and efficient machine shop.

They contracted to make the engines, transmissions and axles for the Ford car without demanding cash in advance, an absolute necessity for the under-capitalized company. In time, they set up shop for themselves and built the Dodge Brothers car. The name Dodge survives in Chrysler Corporation's Dodge cars and trucks of today.

Other shareholders included Albert Strelow who owned the building in which the cars were assembled; Vernon Fry, Malcomson's cousin; two lawyers, John Anderson and Horace Rackham who did legal work for Malcomson; two clerks in Malcomson's coal yards and the sister of one of those clerks.

The venture was woefully UNDERcapitalized. The company's first checkbook showed a balance of \$19,500 on June 27, 1903. Two weeks later, the balance was only \$223.65. The Ford Motor Company was virtually bankrupt. But then stockholder Strelow came through with his promised \$5,000 in cash and the company stayed afloat.

On July 15, 1903, only a month after it was incorporated, the company sold its first car, a Model A, with the optional tonneau which brought an extra \$100. The distinction of owning the first Ford Motor Company vehicle is held by Dr. E. Pfennig, a dentist from Chicago. His check for \$850 was the first cash money the company took in. From then on, the cash flow was positive and in a matter of weeks the company was solidly profitable. But it was a very, very close shave. Henry's third attempt to build cars for sale almost went belly-up.

By March of 1904, after nine months of operation, Ford had sold 658 cars at \$800 each, of which \$150 was profit. From virtual bankruptcy, the company survived and all the investors in effect got their money back in less than a year.

***By March of 1904,
after nine months of
operation, Ford had sold
658 cars at \$800 each, of
which \$150 was profit.
From virtual bankruptcy,
the company survived
and all the investors in
effect got their money
back in less than a year.***

Henry's share of the payout was close to \$25,000, and he had not invested a single penny in the enterprise. There was no income tax back in 1904 (that came in 1916), so it was all take-home money for Henry and his fellow stockholders.

In those very early days, there were two men who contributed almost as much as Henry to the success of the company. They were James Couzens and C.H. Wills.

Couzens was an immigrant from Canada. He was a clerk in Malcomson's coal yard. Malcomson recognized him as a hard worker and knew he was smart and trustworthy, so he sent Couzens over to Ford Motor Company to keep an eye on Henry (who had a history of building race cars rather than cars for sale) and to be sure the books were kept honestly. Couzens did the arithmetic on costs and established selling

prices. He recognized a good deal when he saw it, and agreed to buy 25 shares of stock for \$2,500. He raised all the cash he could but came up about \$100 short, so he persuaded his unmarried school-teacher sister to buy the remaining share. She put up half her life savings. From that \$100 Rosetta Couzens got \$95,000 in dividends and then sold her single share of Ford Motor Company stock 16 years later for \$262,000. Couzens received \$10,300.00 in dividends and then sold his 24 shares to Henry for \$29,300,000. Given the income taxes and other governmental controls, those days are gone forever.

But we're getting ahead of the story. Henry's tolerance for book work was almost zero. Couzens did it all. It was Couzens who built the nationwide network of dealers for the company. Keep in mind, the car dealer as we know him today did not exist in 1903. Cars were sold directly from the factory to almost anyone who had the money to buy them. Some of the businessmen who became car dealers included country store owners, bicycle dealers, hardware store owners, blacksmiths and grain elevator owners. It was Couzens who recruited and disciplined this motley crew into full-time, professional car dealers who employed trained mechanics in properly equipped service departments, maintained needed parts inventories, provided showrooms for the new cars and who could put up the capital necessary to operate a car dealership. Couzens was treasurer, personnel manager, accountant, advertising manager, purchasing agent and many other things too. But he was not an affable man. A

joke made the rounds in Detroit about him: It was said that when he smiled his annual smile, the ice on the Great Lakes started to break. He was tough, humorless and dedicated. It was Couzens who ran the company. All Henry did was design and build the cars.

The other key man was Childe Harold Wills. He was an engineer with much of the skill and intuition of Henry himself. Some writers give him credit for as much of the engineering in the early Fords as Henry contributed. Wills did not own any Ford stock. Henry had a private deal with him through which he shared Henry's profits. Henry never reneged on this deal. In time, Wills and Henry disagreed. Wills left to create the Wills-St. Clair car which was a superb car but did not survive the Great Depression.

In 1904, Henry sat for his first official photograph. He was building 600 cars a month. After failing twice and coming close to failing a third time, at age 41, he had "arrived".



Alexander Y. Malcomson (June 7, 1865 – August 1, 1923) was a coal dealer from Detroit, Michigan who bankrolled Henry Ford's first successful foray into automobile manufacturing: the Ford Motor



John Simpson Gray (October 5, 1841 – July 6, 1906) was a candy maker, business man, and banker from Detroit. He was also an original investor in (and the first president of) the Ford Motor Company.



John Francis Dodge (October 25, 1864 – January 14, 1920)
Horace Elgin Dodge (May 17, 1868 – December 10, 1920)

Henry Ford to offer the Dodge brothers 50 shares each in his new Ford Motor Company in 1903, a deal that was sweetened with another 1,000 shares apiece in 1908, on the condition that the brothers equip their plant to build Ford engines. Almost immediately, the Dodge brothers found themselves the world's largest suppliers of automotive parts. In 1910, they built a huge new factory on 24 acres in Hamtramck, Michigan. They were also named to seats on Ford's board of directors. Yet when Ford, as the company's largest shareholder, declared in 1914 that all company profits would be earmarked for expanding the River Rouge plant, the brothers--both of whom were clearly prone to anger; John once threatened a Detroit saloonkeeper at gunpoint--demanded their release from Ford. Henry did so, paying them a mind-blowing \$25 million.

The Early Ford V-8 Club of America

About the Early Ford V-8 Club

The Early Ford V-8 Club of America was founded in San Leandro, California in 1963. The Club recognizes all Ford Motor Company vehicles 1932 through 1953. This includes Ford, Lincoln, Mercury, commercial vehicles, tractors, as well as other Ford powered vehicles built around the world.

We are the premier Marque Club with membership of over 9,000 and 130+ active Regional Groups worldwide. We are dedicated to the restoration and preservation of all Ford Motor Company vehicles, 1932 through 1953. The club's award winning bi-monthly magazine, THE V-8 TIMES, is circulated all over the world and is acclaimed as one of the best car club magazines anywhere.

The V-8 TIMES features technical articles, shop tips, questions and answers by our panel of experts, plus classified ads for cars and parts. You will also receive a Roster Book of worldwide Members.

The Club hosts three National meets each year: (Eastern, Central and Western) and The National Club sponsors a Grand National Meet held every 5th year, usually in Dearborn, MI.

Most cars are restored to specifications "Just as Henry built them;" some are original, unrestored or just a fun touring car.

Not all of our members own an Early Ford, Lincoln or Mercury, but each one appreciates and enjoys them. Owning one is not a requirement for membership.

We invite you to join with us, and share our enthusiasm for "Henry's wonderful Ford V-8."

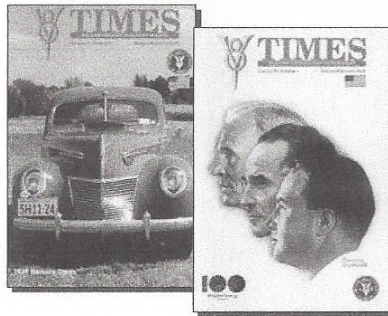
Benefits of Membership

The Early Ford V-8 Club boasts members in every State. Our members usually belong to Regional Groups and almost every State has at least one Regional Group. As a member of a Regional Group, you have the resources of the group to support you in the hobby. Members usually know where to obtain the correct parts, can recommend suppliers of Ford V-8 parts and might be able to help you during repair or restoration. Socially, they usually plan car cruises, outings, garage tours, swap meets, picnics and other activities.

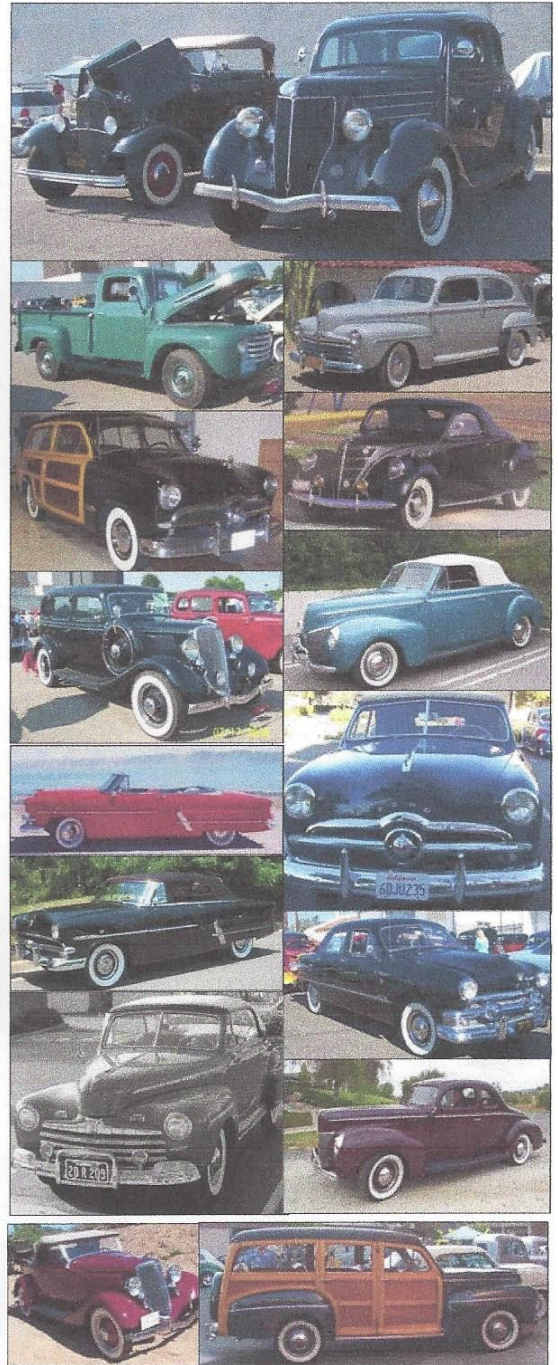
As a member, we have "Restoration Guide" books available for sale to our members. These have been written by the most knowledgeable experts and are a great help in your restoration or judging. Our web site also offers a "forum" for you to ask questions and seek advice from other members. "Click on" now and see our ever-changing information!

Visit our web site
www.earlyfordv8.org

THE V-8 TIMES



The bi-monthly 100 page magazine with color section is always eagerly awaited!



Join the Fun !

Southern Wings Aircraft Sales, Ltd.



RANDY PLANT

(405) 789-7402
Wiley Post Airport
Bethany, OK 73008

FAX: (405) 789-5395
www.southernwingsaircraft.com
E-mail: randy@southernwingsaircraft.com

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,



Melaleuca
Independent Marketing Executives

Randy & Beth Plant

18701 Garden Ridge Rd.
Edmond, OK 73003
(405) 789-7402 (Office)
(405) 348-1854 (Home)

Please support our advertisers that help support us!



Isolete & 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

73141

Honey Bee Donuts



4431 SE 29th St
Del City
405-677-3870

CLASSIFIED ADS

Ad Space Available
Place your ad here!



This ad is from the Northern Illinois Club, Region #8

The Early Ford V-8 Museum has an eBay Store. This can be found at:
www.ebay.com/str/fordv8foundation

1953 Ford Customline Tudor. Car is a survivor, no rust, my aunt and I where the only owners, never been in the salt. Total rebuild — Engine, Trans. rear end, front wheel bearing, exhaust system, double manifold, new radiator, springs, brake system. Less than 2,000 miles on rebuild. I have all the receipts on all the work, over \$20k.. This is real driver. **\$19,000**
Contact Stan Stack at 847-382-4223.

The Foundation has an online Ford Store. This site lists the many items they have for sale.
<http://fordv8foundation.org/store.html>

Two Stromberg 97 Rebuilt Carburetors Call Joe Novak at 708-289-2092

1936 Ford Fordor Sedan Hot Rod For more information, call Mike Gallichio at 630-858-8066.

Engine Stand, holds 1,000 lbs. Three 16" Wheel rims from 1945 Ford Pickup Truck Good Condition . Bes Offer Call Tom Meyers at 847-308-1495

The Flathead Times is published monthly by Oklahoma City Regional Group #64. Other Early Ford V-8 Regional Newsletters have our permission to use material from the Flathead Times, provided that the Flathead Times is credited as the source.



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

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

<u>Membership without V8 TIMES Delivery</u>	One-Year	Three-Year
<input type="checkbox"/> U.S. & All Foreign Countries:	Regular \$15 Joint \$18	Regular \$45 Joint \$54 <i>WITH</i> Membership Roster only.
<input type="checkbox"/> U.S. & All Foreign Countries:	Regular \$ 5 Joint \$ 5	Regular \$15 Joint \$15 <i>WITHOUT</i> 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.

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

Date _____

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: _____

List your early V-8 automobiles:

Year	/	Make	/	Model	/	Condition
1: _____	/	_____	/	_____	/	_____
2: _____	/	_____	/	_____	/	_____
3: _____	/	_____	/	_____	/	_____
4: _____	/	_____	/	_____	/	_____
5: _____	/	_____	/	_____	/	_____

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. There is a separate online application available at: <http://www.earlyfordv8.org/>

Dues for the Oklahoma City Regional Group are \$30 a 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