



FLATHEAD TIMES



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April 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. 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

Please Note- When you belong to any Regional Club you are also required to belong the National Early Ford V-8 Club of America also.

Club Meeting Schedule

Club Picnic & Meeting April 17th

Ripper Park - 12:30pm
7933 NW 30th Street in Bethany

Bring your own food, drinks, and lawn chairs

Board Meeting Monday - April 5

Johnnie's
6629 NW Expressway

New Place!

6:00 pm for dinner with meeting starting afterwards

Upcoming Club Events

- | | |
|--------------------|--|
| April 17 | Club meeting and picnic at Ripper Park |
| April 22-24 | Pate Swap Meet |
| May 1 | Deadline for Virtual Car Show Entries |
| May 1 | 2021 Membership Drive begins |
| June 19 | National Drive Your V-8 Day |
| Sept. 16-19 | Texas Tour in Abilene |



May all your Easter wishes come true!

President's Letter by Earl Claybaugh

Hello Everyone! It looks like winter is finally gone. Our club celebrated by going on a drive to the Heartland Museum in Weatherford. We met at the Plant's hangar and were greeted by Jim Lockett and Charley Finsel. They just wanted to get out of the house for a few minutes, so they came by but couldn't go on the drive. There were 5 old cars and 2 late models that made the trip along with 12 club members and 1 guest. The museum treated us to cookies, punch, and coffee. Mike Brown, the Mayor of Weatherford, welcomed us to the museum and told us all about what's happening in their town. The ladies in charge showed us all around the museum and talked about some of the area's history. There was also an old time "hamburger joint", a one room schoolhouse, and an old Blacksmith Shop outside. After we finished checking out everything, we headed over to historic "Lucille's Restaurant" for lunch. It was as good as expected! Afterwards we all said our goodbyes and headed home. It was a good day!



The National Club has a new president. His name is John Caldwell. He has let us know that as long as we follow our local CDC guidelines, we can have club meetings and other activities. Also, all club presidents will be having Zoom meetings with him and the National Board members soon.

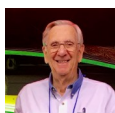
We have scheduled a club picnic for April 17th at Ripper Park in Bethany at 12:30 pm. Bring your own food, drinks, and chairs. I will also have a short meeting and update everyone on the latest local and National Club news. There is a lot to talk about. The National Membership Drive, Virtual Car Show, and Drive Your V-8 Day are some of the topics.

Hopefully we will be going back to regular Saturday meetings at Ingrid's in May. So, get your car's battery charged and tires aired up because Spring is here!

Thanks, Earl Claybaugh

Parliamentarian Report by Randy Plant

President Earl opened the meeting at 6:30. The Pizza arrived and everyone enjoyed dinner. Treasurer Kaye reported the club is in good financial condition and we owe no bills. Editor Marguerite reminded everyone that the web page won 1st place and the Newsletter won Honorable mention in the V8 Times. Great job Marguerite.



Earl asked for director reports, George gave his report, but Roy and Denver were absent. VP Phil gave a report, and there was discussion about the auto show March 5-7th at the Bennett Event Center. The Futurliner will be there as well as the Ford Vs Ferrari cars. Coffee and cars @8:00-10:00.

Discussion about the drive March 20th, see info in this newsletter.

Possible picnic April 17th, Ripper Park, see calendar of events. Next board meeting April 5th. Location to be announced. Meeting adjourned

Notes from the Editor

Well, it looks like things are starting to improve. Most everyone is eligible to get their Covid vaccine. Early Ford V-8 Clubs are cautiously starting to get back to face to face meetings. I hope everyone will join us at the picnic and meeting at Ripper Park.



Our club was awarded 1st Place in the Website competition and Honorable Mention for our newsletter, *The Flathead Times*. Well done everyone! Keep sending in your articles and ideas so we can continue this trend.

I came across an article about Ford Motor Company's contribution to fighting Covid 19. Well Done Ford!

Ford Motor Company is encouraging Americans to #FinishStrong—to pull together and protect each other to help save lives in the months ahead until COVID-19 vaccines become more widely available.

As the company's philanthropic arm, Ford Fund is leading Ford's effort to donate masks to at-risk communities. Since August 2020, we've distributed more than 98 million medical-grade masks to non-profit organizations, state and local officials, first responders, schools, community groups and Ford dealerships in all 50 states.



The Glovebox / Ladies Section

This poem was sent to me. It was written by a friend of mine and former co-worker. I thought you would enjoy it also.

Lunch with Girlfriends by Kathy O'Malley

*Elaine's vertigo has never been worse
Kay can't recall where she left her purse
Rhonda's about to replace her knees
Linda's breathing is tinged with a wheeze*

*Donna's left boob has a troublesome lump
Diane's on her third trip to take a dump
Lorraine's husband can't remember a thing
Nine years a widow, Marge still wears her ring*

*Marlene is dealing with another UTI
Sally's giving a hearing aid another try
Marie has decided she can't drive at night
Sharon still wears clothes two sizes too tight*

*They're been through divorces and babies and wakes
They do for each other whatever it takes
They've already buried Marcia and Kate
And truthfully Lizzie's not looking so great*

*So whenever they can, they get out to eat
Open bottles of wine and forget their sore feet
There's laughing and crying and letting down guards
And when the bill come, there's ten credit cards*

*So here's to the waiters who keep orders straight
And to the places that let lunches run three hours late
And here's to the girlfriends, you know who you are!!!*

In Touch with Members

Leland Cook had hip replacement surgery last March 12th due to a fall. All went well. He was transferred from the hospital to rehabilitation. I was told he might be in rehabilitation up to 10 days.

Beth Plant RN



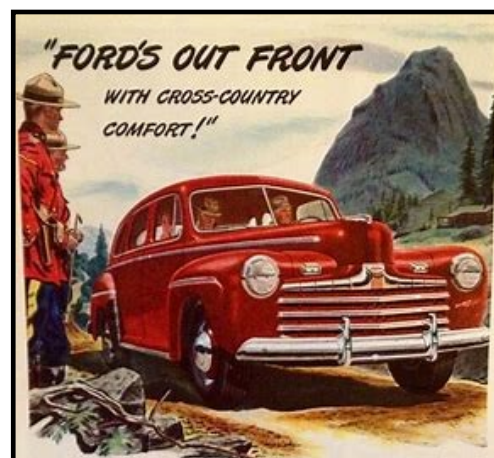
Directory Address Correction!

The address for Leland & Connie Cook is wrong.

Please make the following corrections to your Membership Roster Booklet.

**Leland & Connie
13332 NW 7th Court
Yukon, Ok 73099**

Please let me know if you come across anything else that appears wrong.



Birthdays

April 28 Helen Locke

And



Anniversaries

April 6 Randy & Beth Plant

April 17 Bill & Dedra Prugert

April 27 George & Charlie Collis



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:

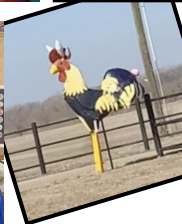
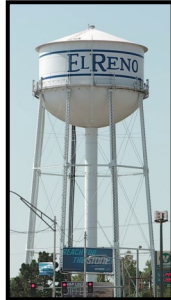
Early Ford V8 Club-Oklahoma City Regional Group #64



Our March 20th drive to Heartland Museum in Weatherford.

We were greeted by Mike Brown, the Mayor of Weatherford, who talked about what goes on in his great town of Weatherford. There were some delicious refreshments that were ready for us when we arrived, prepared by our gracious hostess and very informative tour guides. The museum was wonderful!

After the museum we had lunch at Lucille's Roadhouse Diner.



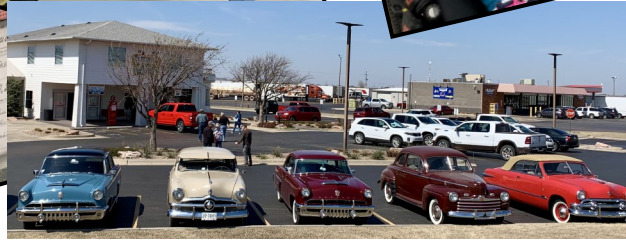
Our wonderful
hostess and
tour guides!



Greetings from Mike
Brown, the Mayor of
Weatherford



Elvis ate at this diner!



Part XVIII

August, 1992

Ask your friends and neighbors who invented the assembly line and the answer you'll get most frequently will be Henry Ford. The truth of the matter is this: no one person invented the assembly line, but Henry and his men were first to refine and apply the process to a major product. The impact this process has had on all our lives is simply incalculable. You might be interested in some of the background on it. Let's go back in history some 200 years, to the late 1700s and a man called Eli Whitney.

Yes, the same Eli Whitney who invented the cotton gin. Eli was a Yankee from Massachusetts and a Yale graduate, who in 1793 at age 28, was working as a tutor for a family in Georgia. He saw the need for a machine that would remove the cotton seed from the cotton fibers, so he invented the cotton gin. It took him only ten days to build his first machine. He obtained a patent but soon there were others making cotton gins (the word "gin" is a short form of the word "engine") and Eli was obliged to go heavily into debt to hire lawyers to defend his patent.

To make money to pay off his lawyers (sound familiar?), in 1898 he contracted with the Federal government to manufacture muskets for the U.S. Army. At that time the so-called Barbary Pirates in the Mediterranean Sea were giving us trouble.

Back then, it was customary to

hand fit all the parts that make a firearm, so no two of them were exactly alike. The delivery of guns was spread over the term of the contract. When Whitney had delivered no muskets at all and the period of his contract was well along, the government people wanted to know why. They threatened to cancel his contract.

The idea for an assembly line might have come from meatpacking plants in Chicago where DIS-assembly lines were in use.

Eli was not making muskets. He was "tooling up" to make them, a term nobody knew at the time. He was making the dies, jigs, fixtures and machines needed to make a product by what he called the "uniformity method." Today his revolutionary idea is called the principle of interchangeable parts. Without interchangeable parts, no assembly line could possibly work. Thus, the inventor of the cotton gin laid the foundation for the assembly line by pioneering the principle of interchangeable parts.

Another milestone in the development of the concept of the assembly line occurred more than 100 years later. Henry M. Leland was already well known for his precision engineering and manu-

facturing techniques. In 1908, he took three Cadillac automobiles to England where his technicians disassembled them in the presence of men from the Royal Automobile Club. The parts of the three cars were then thoroughly mixed. Picking up parts at random, three automobiles were again assembled. Finally, the three cars were started and driven triumphantly around the race track at Brooklands! Our English cousins thought they'd been hoodwinked but it was a legitimate demonstration of precision engineering and manufacturing, something at which Leland excelled and which reached its highest achievements in the V-12 Liberty aircraft engines of WWI and the first Lincolns of 1920.

So, by 1913, when Henry came into the picture the principle of interchangeable parts, pioneered by Eli Whitney and demonstrated convincingly by Henry M. Leland, was well established.

The idea for an assembly line might have come from meat packing plants in Chicago where DIS-assembly lines were in use. As beef carcasses moved non-stop on an overhead rail, each workman removed his assigned item or items until, at the end of the line, the carcass no longer existed. It was vastly more efficient than having one man "disassemble" one carcass at a time.

Henry's first crude assembly line was set up to assemble fly-wheel magnetos, not whole cars.

Sixteen V-shaped magnets had to be fastened to the heavy flywheel with screws and bolts but they had to be insulated from the iron flywheel with brass and aluminum plates. The heavy flywheels were slid across a rack, under which the various components were stored. Each man on the line took a part or parts from under the rack, installed it/them and pushed the flywheel down the sloping line. The time required to assemble a magneto and flywheel fell immediately from 15 minutes to 13 minutes and ten seconds. With improvements it fell to seven minutes and then to only 5 minutes! This early assembly line reduced time required by 60%!

Henry and his engineers knew they were on to something big. They set up lines to assemble other components - engines, transmissions, etc. and, as you might expect, eventually they tried to put the whole car together on an assembly line.

In 1913, a crude, experimental final assembly line was set up. It was 250 feet long. The various components for a complete car were placed at intervals along the way and six men walked along with the chassis, putting the components on the ever-moving chassis. Some writers say the chassis was moved by a winch; others say a man pulled the chassis with a rope attached to the front axle. In any case, assembly time was reduced from 12 1/2 man hours per chassis to 5 hours and 50 minutes! In time, this was further reduced to 1 hour and 33 minutes. In round figures, production quadrupled while the number of workers employed actually declined. And, of course, Henry's profits went up

proportionally. An additional benefit for both Henry and the car buyer was a dramatic increase in the quality of the Model T.

All of this revolution in manufacturing took place in Ford's Highland Park plant, which in itself was a revolution in factory design and construction.

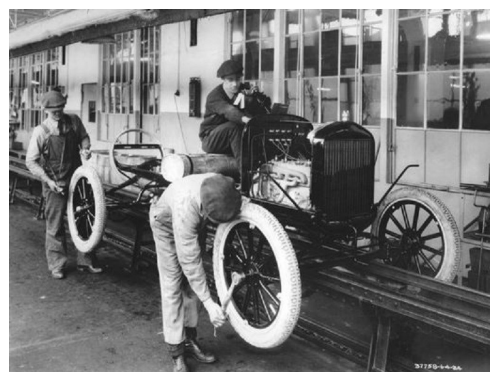
All of this revolution took place in Ford's Highland Park plant, which, in itself, was a revolution in factory design and construction.

Built on 57 acres of land that was once a race track in the Detroit suburb of Highland Park, it was four stories tall and had more than an acre of window glass in it. From the outside, it looked like a greenhouse, so great was the glass area. Inside, it was bright and cheery. All existing manufacturing plants were dark dungeons compared to Henry's modern plant. It was designed by Albert Kahn. The son of a rabbi, Kahn was born and educated in Germany. Henry liked the factory Kahn had designed for Packard in Detroit in 1905. Henry's new factory was made of reinforced concrete, at that time a new and hi-tech building material.

This writer's first position with the Ford organization was in the building that was the office of the Highland Park plant at 15050 Woodward Avenue. At that time (the early '50s) Henry and his staff had long since moved to the even more fantastic River Rouge plant in Dearborn, Henry's home town. Ford tractors were built in the

Highland Park plant in the '50s but today, sadly, the plant is used for dead storage.

Thus, Henry and his engineers built on the foundation made by men like Eli Whitney and Henry M. Leland, but this takes nothing from their fantastic achievement. Crude and inefficient though it was when compared to today's computer-operated, automated assembly lines, Henry's assembly lines were at the time a tremendous step forward in providing the working people of the world with manufactured products at prices they could afford to pay. Predictably, competitors recognized a good thing when they saw it and soon began to copy Henry's system.



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
- April 17** **Club Meeting & Picnic at Ripper Park** - 12:30pm Bring your own food, lawn chairs, and the fun!
7933 NW 30th Street in Bethany
- April 22 - 24** **Pate Swap Meet** at the Texas Motor Speedway
3545 Lone Star Circle, Fort Worth, Texas
Pate Swap Meet Phone 713-649-0922 / Texas Motor Speedway phone 817-215-8500
Event hours 7:00 am to 5:00 pm. Admission is free, parking is \$5.00 (no in/out privileges)
See pateswapmeet.com for more information
- 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
- June 18-20** **Spring Fling The Wichita Club** Postponed, maybe later in the year
- 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 and click on their *Upcoming Events* link
- September 17-18** **Tulsa V-8 Club's Swap Meet - Canceled** They will try again in 2022

2021 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	randy@southernwingsaircraft.com
Directors	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
Website	Marguerite Claybaugh	405-834-1628	mclaybaugh@yahoo.com
Newsletter Editor	Marguerite Claybaugh	405-834-1628	mclaybaugh@yahoo.com

Hello Everyone,

I understand things have been tough not getting to meet on a regular basis, however I hope that your club has been able to stay strong and united during the past year of uncertainties. There is good news on the horizon! The National Board has said the resumption of club meetings and activities are welcome if everyone follows CDC guidelines for their respective states and areas. Please keep in mind the National Club still has no insurance to cover anything related to this pandemic, so I hope that each club pays special attention to the guidelines/rules for their respective locations. I trust that everyone is more than ready to get their flathead Fords out of storage and go cruising and to shows to gain a sense of normalcy in our crazy lives.

I have information attached about the National Membership Drive. This event was scheduled to start last year, yet that did not happen. So, we are excited to get it going this year. Maybe your group will be one of the winners of the Prize Money! I see that Texas has "opened up" to be able to get out and hold events with minimal restrictions. That is great for the Texas Tour and Pate Swap meet. I am looking forward to going to both.

Congratulations to Marguerite Claybaugh, webmaster for the Oklahoma City Group #64, for First place in the worldwide website competition! In addition, congratulations to Marisa Claybaugh, webmaster for Tulsa Group #39, for Second place in the competition! Great work ladies, thank you for all that you do for your respective groups and your representation of the clubs online. Thank you to Dave and Nancy Collett for working diligently to look at websites of all the National Groups to pick the top three websites. The Sweden Group came in Third place.

John Caldwell, our National President, will be sending information to all RG Presidents about the possibility of hosting a zoom meeting to see what we, the National Board, can do to help grow your group and assist in anything else you need. We are working on ways to get National Meets and National Driving Tours started again in the safest manor possible. To me, this is a very essential part of the National Club. Please contact me if you are interested in entertaining the idea of hosting a meet, driving tour, or both. If anyone has any ideas for improving our club, or if you believe we can better assist you, do not hesitate to call or email me with your concerns.

Congratulations to Dallas Regional Group # 115 on their 40-year anniversary this year and to Tulsa Regional Group #39 on their 50- year anniversary.

The National Board is trying something else new this summer, a Virtual Car Show. There is information regarding this event in the latest V8 Times. I believe this is a cool thing to try out, it will be interesting and exciting to see everyone's cars in the V8 Times. Drive your V-8 Day is fast approaching. Do not forget to plan something for it on June 19, 2021. I am excited to get my cars out this summer, they have sat in the shop too long. I hope everyone feels the same. I hope to see everyone at one of the events this summer.

Thanks for your time!

Rick Claybaugh
Early Ford V8 Club
South Central Director

ATTENTION!!

OKC Early Ford V-8 Club

PICNIC/MEETING

**SATURDAY APRIL 17th
12:30 PM**

RIPPER PARK

**7933-7975 NW 30TH STREET
BETHANY**

EVERYONE DRIVE

YOUR OLD FORD

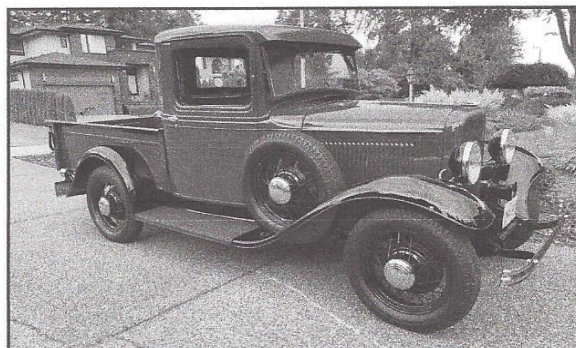
**BRING YOUR OWN FOOD,
DRINKS AND CHAIRS**

Early Ford V-8 Club Virtual Car Show

'V-8 Fun In 2021'



1940 Mercury Convertible
Restored • Mercury
Wendell Downing



1932 Ford Pickup
Restored • Commercial
Harry Lubyk

With no National Meet in 2021, the Board Directors has decided to hold a Virtual Car Show in the July/August V-8 TIMES. Members are invited to participate by submitting a picture of their V-8 by E-Mail or "snail mail" (USPS).

The directors "borrowed" this idea for a Virtual Meet from the Buick Club that held a Virtual Meet in their magazine, the BUICK BUGLE. The Early Ford V-8 Club Directors expanded on their idea for our own Virtual Meet.

Here's the Details:

Select a good photo of your V-8. + (3/4 view suggested) Photo may be a color print (Enclose a SASE if you want your picture returned.) or digital - the bigger, the better. You can mail them or send by E-Mail.

V-8 TIMES
P.O. Box 16630
San Diego, CA

v8times@cox.net

Along with your photo, submit the following information.

- Name of Owner
- RG # (If Available)
- Year, Make and Model
- Category:
Original • Restored • Modified
- Class
Pre-War Ford 1932/42
Post-War Ford 1946/53

Lincoln 1932/53
Mercury 1932/53
Commercial
Pre-War 1932/45
Post War 1946/53

• Mailing Address

**One entry per member.
Deadline for entries is May 1.**

Judging

A team of three judges each from the Eastern, Central and Western United States and four from International members for a total of 13 judges.

They will determine First, Second and Third place winners in each Class and Category.

Awards

Every entrant will receive a dash plaque. Winners will receive a license tab for the Car Show.

The Virtual Car Show will appear in the July/August 2021 V-8 TIMES.

Don't delay. Get your V-8 out of the garage, take a good picture of it and send it in.

Who knows, you could be a winner!

Deadline for Entries: May 1

Send To:

Virtual Car Show
%V-8 TIMES
P.O. Box 16630
San Diego, CA 92176

OR

Virtual Car Show
v8times@cox.net
(With all the info above included.)
One entry per person.

Southern Wings Aircraft Sales, Ltd.



RANDY PLANT

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Wiley Post Airport
Bethany, OK 73008

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www.southernwingsaircraft.com
E-mail: randy@southernwingsaircraft.com

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Info@classicautoparts.com

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carmon.dillard@icloud.com

1941 Mercury Convertible:

Body and hoods bead blasted. , no rust in excellent condition
Doors, fenders and Mercury hub caps NOS
Chassis bead blasted and powder coated
Original steel springs
Rear end bed blasted and powder coated
41 Mercury flathead with Offenhauser head and 4" crankshaft,
rebuilt
Transmission rebuilt with NOS parts
Top bows NOS and motors (NOS) for top
Hood ornaments, taillights, headlights, steering wheel,
instruments, radiator, grill and body trim NOS
Original horn, radio and heater
Wheels sand blasted
Seats original in good condition

1941 Ford Convertible

Body and hood bead blasted, no rust in excellent condition
Chassis bead blasted and powder coated, plus extra chassis
Doors original (bead blasted), hubcaps (NOS) with wheel rings
Original steel springs
Steering column original and NOS
1941 Ford flathead engines rebuilt
Transmission rebuilt with NOS parts
Top bows (NOS) and motors (NOS) for top
Hood ornament, taillights, headlights, steering wheel, instruments,

radiator, grill and body trim (NOS)
Original horn, Radio and heater NOS
Seats original in good condition

Additions Parts

Many extra parts for both cars- Original and NOS
A 1953 Mercury flathead engine that has been rebuilt and painted
Radio and heater NOS
Seats original in good condition
Original 1941 jacks for both
Too many extra parts to mention

More pictures can be found www.earlyfordv8.org in classifieds



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