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

# FLATHEAD TIMES

Volume 50, Issue 2

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February 2021

## What's Inside



## 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 required to belong the National Early Ford V-8 Club of America also.*

## Club Meeting Schedule

### February Club Meeting-Cancelled

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

### Board Meeting

**Monday-February 8**

Southern Wings Aircraft
6701 N. Rockwell Avenue
6:00 pm for dinner with meeting starting at 6:30

## Upcoming Club Events

| | |
|---|---|
| **March 20** | Drive to "Heartland Museum" in Weatherford followed by lunch at "Lucille's Roadhouse Diner" See page 8 for details |
| **April 22-24** | Pate Swap Meet |
| **June 18-20** | Possible Spring Fling hosted by the Wichita Club |
| **June 19** | National Drive Your V-8 Day |
| **September 16-19** | Texas Tour in Abilene |

## President's Letter by Earl Claybaugh

Hello again everyone!
I am ready for some warm weather! I'll bet that you are too. So, let's talk about some ideas for driving our old cars in WARM weather. It's about time for car shows and drives to start happening. I found a place on Facebook called "Oklahoma Cars Shows and Cruise-ins". There are a lot of car shows and cruise-ins listed that are coming up in the next few months. If you look there and see anything that might be of interest to our club members, let me know and I will send it out to everyone and see who else might be interested. If you know of another place that has this type of info, pass that on too.

We had an informal board meeting on January 4th. It was decided that the club would not charge any dues to current members for 2021. National Club dues are still due at their regular time. We are going to meet again on February 8th at the Plant's office/ hangar. Everyone is welcome to come.

We also are having a drive on March 20th. Those of you who would like to join us we will meet at the Plant's office/hanger and leave there at 10 am. We are going to follow Route 66 to the "Heartland Museum" in Weatherford, Ok. When we finish there, we will go to "Lucille's Roadhouse Diner" for lunch. Even though this is not an official club function, please consider joining us. If you don't want to drive your old car, come anyway. It will be FUN!

The National Club has not sent us any new guidelines on club activities. They do have another meeting in February, so maybe something will change.

The Wichita Club is planning on a possible Spring Fling on June 18-19-20. I will update you as information becomes available. Also, on June 25-26 the "Route 66 Road Fest" will be in OKC at the fairgrounds. This event is just part of a larger event that starts in Chicago and ends at Santa Monica, California. This is a really BIG DEAL! There will be a car show, live music, exhibits, and much more. I will pass along any info as it becomes available. That's all for now. Thanks, Earl Claybaugh

## **Parliamentarian Report** by Randy Plant

Early Ford V8 Club Board Meeting 1-4-2021

President Earl opened meeting at 6:30, at Southern Wings offices. In attendance were Earl and Marguerite Claybaugh, Charlie and George Collis, Roy Strom, Kay Sage and Phil Wolfenbarger, and Beth and Randy Plant.

We discussed about meeting without National's approval, it was decided to go ahead and just consider having unofficial meetings to get people out and about again.

Earl announced that Fred Selensky had ask to be removed as a director, as he is very busy doing other things.

A discussion about how to handle the dues for 2021. The club is in good financial condition, so it was decided to wave any local club dues for 2021 for those who paid in 2020. National dues would be due as normal and responsibility of the individual member. Motion made by Randy, second by Phil.

Discussions about drives for 2021. Several suggestions were made for different destinations. It was decided to have the first drive on March 20th. Destination Heartland Museum in Weatherford, Oklahoma. Depart Southern Wings Hangar at 10:00, drive Route 66 to Weatherford, tour the Museum, lunch at Lucille's, return via I-40 or 66. Other drives in the year will be decided and posted here. Meeting adjourned at 7:30.

Normal monthly meetings are still cancelled until further notice.

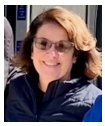

"It's up for adoption. Just pay to have it fixed."

### 48TH PATE SWAP MEET

Texas Motor Speedway has contacted us about a recently-scheduled NASCAR race for the weekend of May 1, 2021. This race would have conflicted with our regular dates of April 29 through May 1, 2021. The speedway asked if we would move our dates forward a week to accommodate the race and we agreed.

**The final dates for the Pate Swap Meet will be Thursday, April 22 through Saturday, April 24, 2021.** The Wednesday move-in/set-up day will be April 21 and the Sunday clean-up day will be April 25. Please mark your calendars accordingly.

## Notes from the Editor



I received the following email from Mickey Holton:

*Dear Newsletter Editors...*

*It is my sad task to advise you that Frank Scheidt, a long-time member of the Early Ford V8 Club of America (Western NY #3) and editor of his regional group's newsletter...The Grey-hound Express...passed away January 12th. I do not have all the details but I do know that he had been ill with Covid19 and passed away from its complications. His wife, Milly, has also had Covid19 but was at home recovering.*

*Certainly, this is a great loss to Milly and their family as well as the EFV8CA and all of Frank and Milly's friends in the club. I know Frank will be greatly missed by all of us who knew him and shared his enthusiasm for our hobby.*

*With best regards,*
*Mickey Holton*
*Volunteer V8 Ford Club*
*Nashville, TN*

Francis W Scheidt

1944-2021

Frank will be missed by the Early Ford V-8 Club family. Condolences can be sent to Milly Scheidt, 1031 West Sweden Road, NY 14420-9744

I received the results of the 2020 Newsletter contest from Mickey Holton, the newsletter judge. *Flathead Times* was awarded Honorable Mention.

**1st Place**
*The Crankshaft*
Peach State RG #160
Editor, Bill Wilson

**2nd Place**
*The Greyhound Express*
Western NY RG #3
Editor, Frank Scheidt

**3rd Place**
*Valve Clatter*
Northern Virginia RG #96
Editor, Ken Burns

## The Glovebox / Ladies Section

Valentine's Day is coming up again this year. I hope it will be a happy one. I found some valentine cards from another time and place.


1909


1900


1900 "My Heart's Best Wishes All Are Thine"


1910 printed in Germany

Victorian era girl with birds and forget me not flowers

**Birthdays**
February 11 - Jim Lockett
February 25 - Frances Oney

**And**

**Anniversaries**
February 28 - Gary and JoAnn Clonts

# *Tech Tips*

*The following article is from the Golden Gate RG #1's web page goldengatev8.org Tech Tips*

## 1935 - 1936 Ignition Lock Restoration

By Tom Mason from Holland, MI

Let me pass on some tips I have learned from restoring these things. This also can be used for restoring other early Ford ignition switches.

1. There appears to be two different types of locking assemblies (different suppliers?). They look the same from the outside but the inners are very different and not interchangeable but they do have some similar characteristics regarding disassembly.

2. First remove the switch box and "inners" on the back of the gear assembly. It is held on to the housing by two screws. Next remove the lock tumbler. In some cases it is held in by a pin and in other cases it is retained by a screw on the bottom. Remove the screw holding the toggle lever tension ball and spring.

3. Next you need to remove the end cap. However, the cap doesn't like to come off. It is pressed on which means it has to be pulled off. It is difficult to do without harming the cap. The best approach I have found is to remove the "on-off" switch plate. This will allow you to shift the entire locking shaft and cap to the right, enough that you will have a small gap between the cap and the housing. Using a small screw driver as a wedge you can work the cap off. If you damage the cap a replacement one is available for about $20. I am not a real fan of these replacement caps besides being kind of "pricey" (MHO), they are made out of aluminum which is very soft and easily damaged when installing or removing it. However, all is not lost. Usually, with the use of a Dremel tool you can go a long way in removing pits and scars on the cap. When finished, I just buff and polish. You would be surprised on the results you can have with a little amount of work.

4. A couple of things that you can do to the cap that will make installation much simpler. Thread the cap and the attaching shaft. This will allow you to simply screw on the cap rather than press it on. Another approach is to file down the "ribs" on the locking shaft just enough that it will allow for thumb pressure to push on the end cap. To keep the cap on the shaft I drill a small hole in the cap and then thread the hole to accept a 1/8" set screw. When I install the cap, I just rotate the set screw to the backside of the shaft and everything looks original. Either way this allows for easy assembly and easy future removal of the cap, if needed.

5. There are two types of on-off toggle levers. One type requires the removal of the "nail" that moves the ignition brush. The "nail" can be removed in several ways. I often use a the claw end of a small brass hammer. The second type does not have a removal nail. The toggle switch and the shifting pin are an integrated casting. To remove this lever requires the removal of a key which can be seen with the end cap removed. Finally to remove the toggle switch you only need to slide the locking rod toward the steering column opening in the housing.

6. The on-off plate is held on by two rivets. The rivets don't like to come off. Usually you end up shearing them off. To make life simpler, I drill and tap the two holes for the use of a #4 screw. This allows the use of a machine screw which looks very similar to an original rivet except for the slot. You got to be looking hard to spot the difference.

7. Painting - '35-'36 Ford "standard models" are black. The '35 deluxe models are Metallic Taupe. The '36 deluxe are Benton Grey (early models) and Rustic Brown (late models with woodgrain dash).

8. When you finally put things back together spend a few minutes cleaning up the two brass contacts on the plastic plate that attaches to the back of the switch assembly. I use some 280 grit wet and dry paper to clean off the carbon residue. Too often these contacts are over-looked and result in "mysterious" hard starting scenarios.

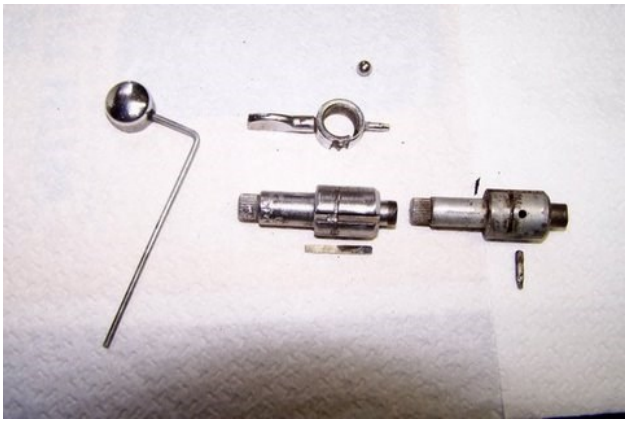
9 Installation of the ignition on the column tube itself can be tricky. Often the steering tube has been damaged with various dents over the years and subsequently these dents were repaired with body filler. This will work for appearance purposes but too often the "repairs" leave slight rises in the surface that will be rapidly discovered when you slide the yoke on. There are a couple of ways to cope with this. First is to spread the yoke slightly to increase the hole opening and then use wax paper under the yoke to slide it into position. (NOTE - don't get carried away with the spreading. If you spread the yoke too much you won't be able to get it to close properly on the column tube) The second way is to do the tube painting in two steps. Paint the top portion of the column the desired color and leave the bottom portion in prime. Slide the yoke on, lock it into place and then mast off the top part and refinish the bottom part. Actually, there is a third way to avoid all the repair surprises, but that's another story.

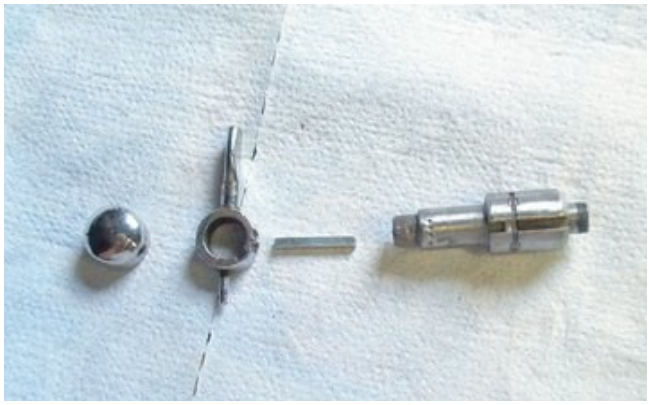
Hope this helps, Tom

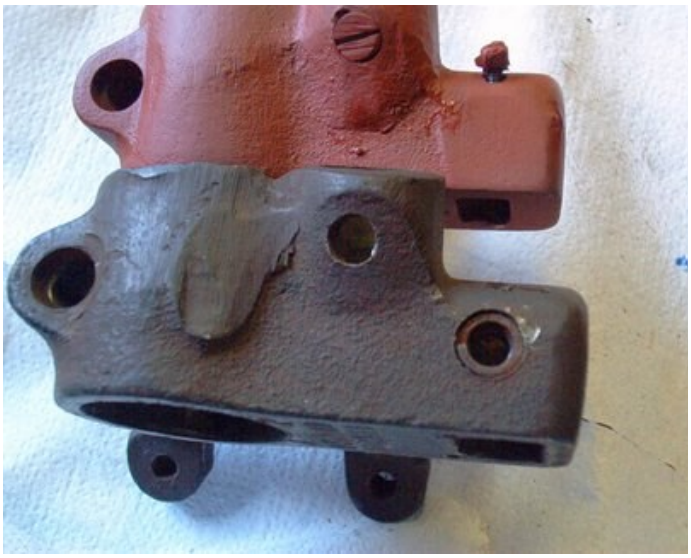
See next page for helpful pictures

1935 - 1936 Ignition Lock Restoration continuation

Helpful Pictures



The following article was taken from *About Henry Ford Essays* written by our own past member, Joe Freeh.

# Part XV

*May, 1992*

About a year after Henry introduced the Model T, a man named William Crapo Durant was having fun putting together the General Motors Corporation. He had already rounded up Buick, Oldsmobile, Oakland and Cadillac. He wanted to add Ford to his stable. He approached Henry, probably offering some kind of stock-swapping scheme. Henry said he'd sell but he didn't want stock in the new company. He wanted $8,000,000 in cash. He knew, of course, that no banker in his right mind would lend that much money to buy one of the many small companies making automobiles. Benjamin Briscoe approached Henry too, and got the same answer. The Briscoe marque has long since disappeared but General Motors survives.

Henry had his fun, setting a ridiculously high price for his company and getting a laugh out of it. He was president of Ford Motor Company but he was also de facto its chief engineer. In that capacity, he was kept busy enough making changes in the Model T to correct deficiencies and to improve the product. In time, he would make a fetish of making changes to reduce manufacturing costs, too.

At this time in his life, Henry was not too proud to accept suggestions from other people. A man named Bill Smith from Keim Mills in Buffalo, New York suggested the use of drawn steel stampings for parts in the new Model T. Henry was always looking for ways to make his cars lighter and these stampings could do that. As often happens when enthusiasm for an idea runs ahead of practicality, Henry went too far in using stampings.

The one-piece steel stamping for the pan that carried the engine block and transmission was a great advancement. It worked just fine. But using stampings for the rear axle housings was a failure. Henry's instincts for design failed him in this case.

***The rear wheels fell off early Model T's. This was a real problem.***

For about five years, Henry tried to make a stamped rear axle housing work. He started with a "no rivet" design and babbit bearings. This was followed by the "six-rivet" and "twelve rivet" designs using roller bearings. But it just didn't work. The drawn steel was strong enough but it was not sufficiently rigid to keep things in alignment. Some time in 1914 or 1915, Henry gave up on using stamped steel and reverted to cast iron to house the differential. By the way, Henry bought the Keim company and when a strike threatened he promptly closed down the plant in Buffalo, New York, and had the critical presses shipped to Highland Park, Michigan. They were back in operation in only three days time. Yes, Henry was learning how to be tough and decisive.

The rear wheels fell off early Model Ts. This was a real problem. The rear axle shafts were straight (not tapered) at their outer ends. The wheel hubs were keyed to the shaft and a pin went through both the hub and the axle shaft to hold the wheel onto the axle. The pin was held in place when the hub cap was screwed on. Of course, the hub caps had a way of falling off. When a hub cap came off, the pin fell out and the wheel came off the axle. Henry solved this problem by using a tapered axle with the hub still keyed to the axle shaft but now held on by a castellated nut and cotter pin. Losing a hub cap didn't matter anymore and the wheels stayed on.

The engine, however, was never redesigned. True, it was changed significantly as features were added and reliability was improved but it was the same basic engine from '09 to '27 and for more than 15,000,000 cars.

The first 2500 Model T engines had factory-installed water pumps, as did the Models N, R and S before it. But Henry found that he could get along most of the time without this expensive accessory so it was eliminated in subsequent production. Water in any cooling system circulates naturally by what is called the thermo-siphon principle: hot water in the engine rises; cold water in the block descends. However, under severe conditions

the water did not circulate fast enough, causing the engine to overheat. Hundreds of thousands of accessory water pumps were sold to give a more positive cooling action. You readers with an engineering turn of mind will be interested in knowing that the very early engines had no water jacket at all on the front of #1 cylinder.

Strangely, the compression ratio of the engine was lowered rather than raised as one would expect. It started at (to us) a puny 4 1/2 to 1. It was reduced three times and stayed at 3.98 to 1 from 1917 on. The bore and stroke of all 15,000,000+ Model Ts was the same 3 3/4" x 4" which gave it a 176.7 CID.

The main bearing caps were babbitted from the beginning but very early engines had no babbitt at all in the block. The crankshaft ran against the cast iron block on the upper side.

The oil pan on early Model Ts was made in one piece, consequently, the engine had to be lifted out of the car to remove shims to adjust main or rod bearings. Later an inspection plate was added to give access to the crankshaft which made bearing service much easier. Until 1911 the valve chamber was not covered and the owner had to periodically oil the tappets and guides. After that date, a cover was placed over the valve chamber and oiling was automatic.

The working parts of the transmission were largely carry-overs from previous models and were virtually unchanged throughout the Model T production. The transmission covers, however, and the controls were a different story. The first cars had a pressed steel cover which was no more successful than the pressed steel rear axle housing. It was replaced by a cast aluminum cover early in production, and then there were two more changes in the aluminum covers in the first three years. Adding a third pedal and eliminating the hand lever to control reverse gear were mentioned in the previous installment.

***Early Model T's were available in black, red, green or gray, but from 1914 until 1926, all Model T's were painted black.***

Henry gradually replaced expensive brass and bronze with cheaper iron or steel. This lowered costs but didn't materially affect performance or durability. The last brass trim item to go was the radiator. By 1917, all that beautiful and hard-to-maintain brass was gone and nickel plating began to appear, first on the hubcaps and radiator cap and finally, in 1926, on a nickel-plated radiator shell.

Early Model Ts were available in black, red, green or gray, but from 1914 until 1926 all Model Ts were painted black, giving rise to the famous quote alleged to Henry, "You can have any color you want, so long as it's black."

Until 1915, the sixteen magnets mounted on the flywheel were 9/16" square. Beginning that year, electric headlights replaced acetylene headlamps and the magnets were increased to 5/8".

Henry designed the Model T to be a strictly functional vehicle. It was meant to haul people and things. He gave short shrift to such considerations as styling and creature comforts. In time, competitors made cars that were functional too, and theirs had styling and creature comforts. But Henry refused to accept the fact that his beloved Model T was obsolete. He fired executives who criticized it and only grudgingly allowed changes.

There are many, including this writer, who feel the Model T was Henry's greatest achievement. The Model A would have been a comparable achievement if it had been developed ten years earlier, as it might have been if Henry had set his mind to doing it. He didn't step ahead of his competitors again until he brought out his V8 in 1932. But the Model T had far greater impact on the industry and on the world than any car before or since.

# 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 **Note new location**

**Yukon** — **Yukon Coffee and Cars** the 3rd Saturday evening of each month 6:00 pm to 9:00 pm
Plaza at Stone Mill, 2121 S. Yukon Parkway

**March 20** — **Optional Drive to the Heartland Museum** in Weatherford. We will meet at Southern Wings Aircraft at 10:00 am 6701 N. Rockwell Avenue. We will follow Route 66 to the museum; afterwards we will stop for lunch at Lucille's Roadhouse Diner. This is not meant to be a club function, but if you wish to get out for a drive you are welcome to join us.

**April 22 - 24** — **Pate Swap Meet** at the Texas Motor Speedway
Address is 3545 Lone Star Circle, Fort Worth, Texas
Pate Swap Meet Phone 713-649-0922 / Texas Motor Speedway phone 817-215-8500
They are host to everything automobile, motorcycle, and transportation related.
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*

**June 13-17** — **2021 Western National Meet** at Lake Tahoe has been cancelled.

**June 18-20** — **Spring Fling** The Wichita Club is considering possibly hosting the Spring Fling.
I will send out more information when it becomes available

**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** at the Creek County Fairgrounds
17808 W U.S. Route 66, Kellyville

**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 |
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## CLASSIFIED ADS



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

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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**