



# FLATHEAD TIMES



Volume 49, Issue 10



October 2020

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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](http://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

### Club Meeting-Cancelled

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

### Board Meetings-Cancelled

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

### September 12

*Meeting Canceled*

### October 10

*Meeting Canceled*

### November 14

*Meeting Canceled*

### December 5

*Meeting Canceled*

The National Board sent out a statement that the Early Ford V-8 Club's Insurance will not cover anyone if they were to get Covid 19 from any Early Ford V-8 Club event they attended. The board is saying that we cannot hold any club events until further notice. This includes any club meetings and drives.



Information about some of the Car Shows in the Oklahoma City area can be found on pages 8,9,10.

## President's Letter by Earl Claybaugh

Hello Everyone! I hope everyone is doing well. I see that sports are back on television again, so that should start making things feel a little more normal. Fall has arrived. The grass isn't growing as fast and the leaves are starting to change colors. Maybe you could get your old car out and take it for a drive. Don't forget to check the air in the tires!



There has been no changes in the National Club's stance on club activities, so we are all just going to have to wait it out. I have talked to our regional director about it and his response was that the National board of directors were still working on a solution. He also mentioned that none of the clubs in his region are doing anything. In fact, before the shut down, our club was doing more than most of the other clubs. So, as they say, "It is what it is."

Marguerite will continue to send our newsletter every month but could really use some help with articles and pictures from all of you. She still does the "Ladies Page" and could use some help there also. If you have cleaned out or reorganized your old car parts and want to sell or give away some of them, you can put them in the newsletter want-adds for free. You can reach her thru her email or the club's email. mclaybaugh@yahoo.com or okcearlyfordv8@yahoo.com.

If anything changes or anything late breaking comes along that may be of interest to the club, I will let everyone know.

Thanks, Earl Claybaugh

## Member's Corner

We have started this new column to provide a way for club members to keep in touch. We want to know what each of you have going on in your life. Please share with the club what projects you have going on, how your health is doing, how you are passing the time. We just want to know what you are up to.

From Fred Selensky:

*I'm probably not the only one who misses our Ford club members and meetings. The newsletter helps me to stay in touch though.*

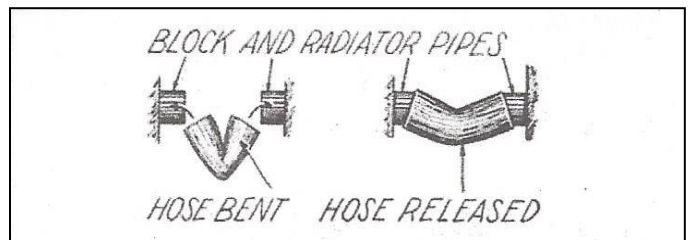
*I had some work done on my '53 Ford last week. Tune up (plugs, all ignition parts, etc.) and gas tank cleaned out. It had been running pretty rough. Now purrs.*

*We're staying in touch with our kids with almost every morning text message exchanges. We usually have Sunday evening dinner at our older daughter's house. They live about a mile north of us. Take care, Fred*

## Tech Tip

### Putting on Hoses

All shop men know that it's pretty hard to put on a fairly short radiator hose. That is unless one pipe is long enough to allow the hose to be slipped over it pretty well and after pushing the other end in line the hose is slipped back and equalized on the ends of the connected pipes. I refer especially to the bottom hose of the V-8's and there are two used and they were hard to put on until I learned how. Clean the pipes free from dirt, grease and old hose rubber — then grease or shellac both the pipes and the inside ends of hose. Next lay the hose on your bench or on the fender, get a good hold on one end with both hands and bend it double over on the other end, like you meant to break it in the middle (a hose that will break is too rotten to use); then hold the two ends doubled up together and put it midway between the pipes, allowing it to slip through the hands slowly and guiding it so the ends head out towards the pipes. It will literally jump on the pipes of its own accord as it straightens itself. — H.F. Stalder, Botkin Imp. & Motor Co., Harper, Kansas



The above article was taken from the Greyhound Express Newsletter of the Western New York Regional Group No. 3



## The Glovebox / Ladies Section

### The Sweet Potato

Striking the balance between vibrant, versatile, and delicious, sweet potatoes have become a pretty common component of the modern diet. From sweet potato fries to casseroles to pies and beyond, there are a myriad of ways to enjoy this tasty tuber. Still, many people have doubts when it comes to the sweet potato nutrition profile.

Sweet potatoes are high in many important nutrients. They contain a good amount of fiber as well as vitamin A, vitamin C, manganese and several other vitamins and minerals.

#### Sweet Potato Nutrition: Sweet Potato Benefits

##### 1. Stabilizes Blood Sugar

Sweet potatoes are an excellent dietary addition for those with diabetes as they have been shown to help reduce and regulate blood sugar levels.

Additionally, sweet potatoes are high in fiber, with each medium sweet potato fulfilling up to 15 percent of your fiber needs for the entire day. Fiber slows the absorption of sugar to help prevent spikes and crashes in blood sugar levels.

##### 2. High in Antioxidants

Antioxidants are compounds that help fight off harmful free radicals to reduce the risk of chronic disease and prevent damage to the cells. Antioxidants may protect against diabetes, heart disease and even cancer. Besides being rich in fiber and many important vitamins and minerals, sweet potatoes are also loaded with these beneficial antioxidants. Orange-fleshed sweet potatoes are especially high in beta-carotene, which is the pigment responsible for their characteristic vibrant orange flesh. Beta-carotene is a powerful antioxidant that can help promote healthy vision, improve respiratory health, and even protect your skin.

##### 3. Boosts Brain Function

Some research has found that eating sweet potatoes could help boost brain function and improve memory thanks to their abundance of nutrients and antioxidants.

##### 4. Enhances Immunity

Sweet potato nutrition is jam-packed with vitamin A, with each medium potato cramming in about 438 percent of the daily vitamin A requirement. This vitamin plays a role in many aspects of health, but it is especially important in terms of immunity.

Vitamin A helps stimulate the production of immune cells that fight off disease and infection. It also can help kill off harmful

cells and has been shown to have anti-tumor properties in some animal studies.

##### 5. Promotes Vision Health

In addition to boosting immunity, vitamin A is also integral to maintaining healthy vision. A deficiency of vitamin A can result in symptoms like dry eyes, night blindness, a buildup of keratin on the conjunctiva and even total vision loss in severe cases. One medium sweet potato can meet and exceed your daily vitamin A needs. In fact, if you can squeeze even just one-fourth of a sweet potato into your diet, you're set for the entire day.

Not only that, but sweet potatoes also contain important antioxidants that can contribute to vision health as well. Beta-carotene, for example, has been shown to slow the progression of age related macular degeneration, a condition that can result in vision loss.

*Taken from Dr. Axe*

*Food is Medicine*

*Written by Rachael Link, MS, RD*

*December 17, 2017*



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



"First of all, it didn't malfunction; it broke. Never waste a \$20 word on a \$2 car."



## Raffle to Benefit the Early Ford V-8 Museum



WE HAVE A WINNER! Steve Myers of Cridersville, OH won the raffle. But because we didn't see the required minimum number of tickets, the raffle reverted to a 50/50 drawing. So Steve wins cash instead of the Mercury. Here's Steve with Rosalie after the drawing.

### Birthdays

October 10 - Linda Crouch  
October 31 - JoAnn Clonts



Pictures from the August 29th "Meet for Breakfast" with the Model A at Ripper Park Club.

Pictures are courtesy of George & Charlie Collis.





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# Part XI

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January, 1992

**T**hings were looking good for the infant Ford Motor Company in those early years. Business was good. Profits were great. The company had no debts. It was one of 88 U.S. automobile companies that started up in 1903. Of these, no fewer than 15 were in the state of Michigan. At the time, there was nothing very different about the fledgling Ford Motor Company.

There was plenty of competition. The company that built the curved dash Oldsmobile was organized in 1900, as was the company that built the successful Pierce Arrow. The companies that eventually built Nash and Packard cars and GMC trucks got started in 1902. Buick and Overland began in 1903. There were 8,000 automobiles registered in 1900. By 1907, the number had jumped to 140,000, by which time the respected American Automobile Association (AAA) was five years old.

Henry's first production car, the 1903 Model A, was improved for 1904 by stretching its wheelbase from 72" to 76" and increasing its horsepower from 8 to 10. This added power was achieved by boring out the block 1/4" and lengthening the stroke by the same amount. It was about 100 pounds lighter than the Model A but it cost \$100 more, \$850. It was called the Model C.

Entirely new for 1904 was Henry's Model B. True, it still had a 2-speed planetary transmission

and gravity feed lubrication, but the Model B was of a very different design.

This Ford had the engine under the hood not under the seat, so you cranked it from the front rather than the side. The chain drive was replaced with a shaft. Another radical improvement: it had a 4-cylinder (not a 2) engine and the cylinders were mounted vertically rather than laid flat. It measured 4 1/4" X 5" and displaced 318 cubic inches. It produced a whopping 24 horsepower and sold for \$2,000. Henry didn't like that high price, but it was a very good automobile.

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This car established the layout of all of Henry's subsequent cars. They all had the engine forward, the transmission behind it, and a shaft drive to the differential in the rear axle.

It was to help publicize this model that Henry raced against the clock on the ice on Lake St. Clair. As we've seen, he broke the existing land speed record. The engine in the Model B was substantially the same as in the "999" racer. Well, in dimensions anyway. In passing, perhaps we should note that Henry held this record, 91.87

mph, for only seven days. A week later, one of the wealthy back-east Vanderbilts drove a Mercedes with 90 horsepower on the sands of a Florida beach at 92.307, thus stripping Henry of his world title before he had a chance to capitalize on it.

The first three cars were Models A, B and C but there were no cars called Models D or E, tho there was a commercial vehicle called the Model E that never got off the ground. One or both of these letters might have been assigned to jobs that were never produced. It is known that Henry and his people experimented with 3-cylinder and 5-cylinder rotary, aircraft-type, air-cooled engines, so these letters might have been used to identify these experiments. Lightness always appealed to Henry and these engines certainly had that characteristic.

In 1904 the model C was improved somewhat and called the Model F. It was more or less midway in specs and price between the Models C and B. The Model F still had a 2-cylinder horizontal opposed engine under the seat, but it was slightly larger. Like the Model C, the Model F had a hood, but the hood was used to house the fuel tank not the engine. So now the company had a "line" of cars priced at \$800, \$1,000 and \$2,000. These were all good cars, but they weren't significantly better or worse than others on the market at the time.



At the insistence of stockholder Malcomson, Henry designed and built the Model K in 1905. It was a large car with a 6-cylinder engine and weighed 2,400 pounds. It sold for \$2,500 at first but still lost money when the price was raised to \$2,700. It's two-speed planetary transmission was too light for the big six engine, and there were lots of other service problems. In short, the luxury-class Model K was a disaster. Henry disliked 6-cylinder cars ever after.

New Models N, R and S were to appear before Henry scooped the industry with his never-to-be-forgotten Model T in the autumn of 1908. In these models, the shape of the car was gradually changed from looking like a buggy with an engine under its seat, into the shape of the automobile we all recognize today. The working parts of these cars represented a gradual change from the original design of 1903 to the integrated design of the Model T.

Henry became president of the Ford Motor Company in the fall of '06. The first president, lawyer John Gray, died in July of that year. Since Henry had 58.5% of the stock, he could and did elect himself president. In 1919, Edsel Ford was "elected" president, and when Edsel died in 1943, Henry again became president at the age of 80, but that's getting ahead of the story.

An episode in Henry's life that began in 1903 and didn't end until 1911 should command our attention because it reveals something of the character of the man. That episode is the well known battle Henry had with the holders of the

so called "Selden Patent".

The original holder of the patent, George Selden, was a lawyer, not an engineer. In 1879 (24 years before this ruckus started) he obtained a patent on a "road carriage." He did nothing with the patent; he didn't even build a prototype model to see if it would actually run. Ten years after receiving the patent, he transferred his patent rights to an outfit called the Electric Vehicle Company.

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When it became evident that gasoline, not electricity, would be the dominant power source, the Electric Vehicle Company recognized that it couldn't prosper by building electric cars, so they dusted off their Selden patent and demanded royalties from all automobile manufacturers. By the time Henry started to build his Model A in '03, most other car makers (not "road carriage" makers) were intimidated into acknowledging the validity of the patent. An organization called the Association of Licensed Automobile Manufacturers (ALAM) was formed and it collected a percentage of sales from all its members. The ALAM soon became fat and sassy, and maybe a bit snobbish. It was just the kind of outfit for which Henry had absolutely no use.

Just the same, Henry had approached ALAM for membership on two occasions but was turned down both times by the association's president, Frederick L. Smith. This august gentleman turned Henry down because, said Smith, Henry was just an "assembler" not a manufacturer. At the second of these meetings, Smith was down-right nasty to Henry, and James Couzens told Smith exactly what he could do with his patent. (The indelicacy of Mr. Couzen's remark forbids my making a direct quote.)

Mr. Smith and his ALAM ran an ad in a Detroit Paper. This ad listed the names of the 26 members of the ALAM who were dutifully paying their royalties and it warned of the dire consequences of facing patent infringement if a person bought a car from an unlicensed manufacturer. The Ford Motor Company's name was conspicuous by its absence from the list. Henry accepted the challenge. He responded with his own ad in which there were statements about achievements which were clearly not factual. For example, the ad said "Our Mr. Ford built the first car in Detroit and the third in the United States". Pure fancy. The ad promised legal protection to everyone who bought Ford cars.

Now the fat was in the fire. The Association of Licensed Automobile Manufacturers knew it would fall apart if just one manufacturer rebelled successfully. Henry knew it too. The ALAM promptly filed suit against the Ford Motor Company for patent infringement.

As already noted, for 24 years the holders of the Selden Patent did



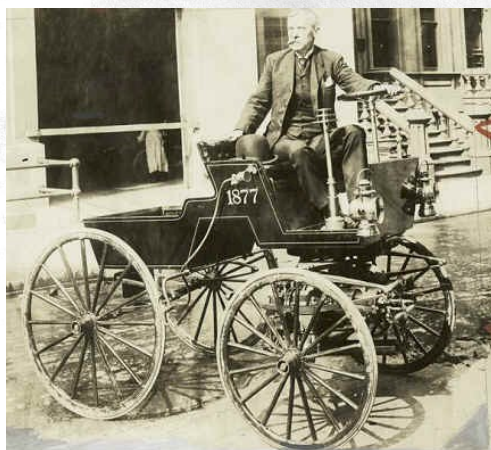
nothing whatever with their patent. With the filing of the suit, they at last built a working model of the "Selden Patent" vehicle. This vehicle was demonstrated in the presence of attorneys, judges and others. After being started by compressed air, it moved only five yards and died. Henry publicly stated that this working model would start only when facing downhill and that its engine was like one patented by an Englishman way back in '69, nearly 50 years earlier. And, on top of all this, Henry offered to race the Selden prototype over a 50 mile course - and he'd give the other vehicle a 45 mile head start! Ah, Henry knew intuitively the value of ridicule and satire.

*There was a groundswell of support for him as a "fighter" who stood up for the rights of the "little man" against the ogres of big business. Henry clearly had won the battle for men's minds.*

Henry lost the first round in the patent battle. In '09, the Federal District Court in New York ruled in favor of the ALAM. (George Selden was from Rochester, New York. Henry was from Michigan) Henry didn't quit. He promptly appealed, and he declared the patent "was a freak among alleged inventions" and he offered a bond to all purchasers of Ford cars that was backed by the 12 million dollar assets of the Ford Motor Company. People everywhere sided with Henry. There was a groundswell of

support for him as a "fighter" who stood up for the rights of the "little man" against the ogres of big business. Henry clearly had won the battle for men's minds.

And in the end he won the battle in the courts, too. But that didn't happen until two years later, in 1911. Henry said, "No one factor publicized the company and its products as effectively as the company's role in liberating an industry." But one suspects that when he said "the company" he really meant "I". As expected, the ALAM fell apart overnight and Henry was a big hero both within the industry and in the eyes of the public. And he enjoyed every minute of it.



George Selden in his 1907 Selden Wagon.

HARPER'S MAGAZINE ADVERTISING.

To Users, Agents, Importers, Dealers and Manufacturers of

## Gasolene Automobiles

United States Letters Patent No. 549,160, granted to George H. Selden, November 5, 1895, controls broadly commercial forms of gasolene automobiles. Licenses under this patent have been secured from the owners by the following-named

**Manufacturers**

Electric Vehicle Co.	J. Stevens Arms & Tool Co.
The Winton Motor Carriage Co.	H. H. Franklin Mfg. Co.
Packard Motor Car Co.	Charron, Girardot & Voigt Co. of
Olds Motor Works	America (Smith & Mabley)
Kearfott Automobile Co.	The Commercial Motor Co.
The Haynes-Apperson Co.	Borg Automobile Co.
The Autocar Co.	Cadillac Automobile Co.
The George N. Pierce Co.	Northern Mfg. Co.
Apperson Bros. Automobile Co.	Pope-Whitman Co.
Seachon Automobile Co.	The Kirk Mfg. Co.
Locomobile Co. of America	Elmore Mfg. Co.
The Peerless Motor Car Co.	E. R. Thomas Motor Co.
U. S. Long Distance Automobile Co.	Buffalo Gasolene Motor Co.
Waltham Manufacturing Co.	The P. B. Stearns Co.
Pope Motor Car Co.	

**Importers**

Having license for the importation of all makes of foreign cars:

Charron, Girardot & Voigt Co. of	Standard Automobile Co.
America (Smith & Mabley)	E. B. Gallaher
Central Automobile Co.	

**THESE manufacturers are pioneers in this industry and have commercialized the gasolene vehicle by many years of development and at great cost. They are the owners of upwards of four hundred United States Patents, covering many of the most important improvements and details of manufacture. Both the basic Selden patent and all other patents owned as aforesaid will be enforced against all infringers.**

Association of Licensed Automobile Manufacturers  
7 East 42d Street, New York City

# NOTICE

To Dealers, Importers, Agents, and Users of our Gasoline Automobiles

**WE** will protect you against any prosecution for alleged infringement of patents. Regarding alleged infringement of the Selden patent, we beg to quote the well-known Patent Attorneys, Messrs. Parker & Burton: "The Selden patent is not a broad one, and if it was, it is anticipated. It does not cover a practicable machine, no practicable machine can be made from it, and never was, so far as we can ascertain. It relates to that form of carriage called a FORE CARRIAGE. None of that type have ever been in use; all have been failures." "No court in the United States has ever decided in favor of the patent on the merits of the case; all it has ever done was to record a prior agreement between the parties."

**We are the pioneers of the GASOLINE AUTOMOBILE.** Our Mr. Ford made the first Gasoline Automobile in Detroit, and the third in the United States. His machine, built in 1893, two years prior to the issue of the Selden patents Nov. 5, 1895, is still in use. Our Mr. Ford also built the famous "999" Gasoline Automobile, which was driven by Barney Oldfield in New York on July 25th, 1903, a mile in 55 4-5 seconds, on a circular track, which is the world's record.

Mr. Ford, driving his own machine, beat Mr. Winton at Grosse Pointe track in 1901. We have always been winners.

## Ford Motor Company

688-692 Mack Ave., Detroit, Mich.

Write for Catalogue





Model A 1903



Model B



Model C



Model F

Model K



Model N



Model R



Model S



Model T



## Local / Regional / National / Events

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

**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 @ Oney's** **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.

### 2020 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	
<b>Newsletter Editor</b>	Earl & Marguerite Claybaugh	405-834-1628	mclaybaugh@yahoo.com
<b>Website</b>	Marguerite Claybaugh	405-834-1628	mclaybaugh@yahoo.com
<b>Directors</b>	George Collis	405-567-9543	
	Fred Selensky	405-550-6503	
	Roy Strom	405-447-7927	
	Denver Woolsey	405-627-2449	

Just information about some of the car meets in our area on this page and the following pages.

Note this is not a club event.

**HEADTURNERS CAR MEET!!!**  
**WHEN - OCTOBER 17th 2020**  
**WHERE - Church of the Nazarene ( in mustang on 152 by the police station)**  
**TIME - 12pm-9pm**

**ENTRY FEE IS \$20**  
**ENTRY LINK -**  
<https://docs.google.com/forms/d/e/1FAIpQLScrgtS7Cuch9GfZBITpBliYXD-GKUw2mGw5B3U0xMMSAHrQbA/viewform?vc=0&c=0&w=1&fl=0&qkids=7757>

**FREE TO THE PUBLIC** (only charging to enter a car in the show)  
**ALL PROCEEDS GO TO LOCAL FOOD BANKS AND HOMELESS SHELTERS**  
**FOOD TRUCKS AND BOUNCE HOUSES WILL BE AVAILABLE!**

**CAR SHOW CLASSES** (all years)  
 MUSCLE CARS  
 CLASSIC CARS  
 STANCE CARS  
 LIFTED TRUCKS  
 JEEPS  
 LOWERED TRUCKS  
 BIKES





## Thursday Night Cruisers

9th Annual Car Show

October 10, 2020

Open Car, Truck, & Motorcycle Show

### Categories

A-Classic Car Pre-54	I-Camaro 70-91	Q-Original Truck Restored	Y-Street Rod Sedan
B-Classic Car 55-79	J-Camaro 92-Present	R-Truck Pre-59	Z-Street Rod Coupe
C-Classic Car 80-Present	K-Corvette 53-62	S-Truck 60-72	AA-Motorcycles
D-Tri Five	L-Corvette 63-67	T-Truck 73-88	AB-Air Cooled All
E-Mustang 64-78	M-Corvette 68-96	U-Truck 89-Present	AC-T-Buckets
F-Mustang 79-2004	N-Corvette 97-Present	V-Rat Rods All	AD-Imports All
G-Mustang 2005-Present	O-Original Car Restored	W-Mopar 57-73	AE-Special Interest
H-Camaro 67-69	P-Work In Progress	X-Mopar 74-Present	AF-Orphans
	AG-Factory Muscle 64-72		AH-Low Rider/Donks

**NEW LOCATION: BRIDGE CHURCH 1116 W. HWY 152, MUSTANG, OK**

Door Prizes, 50/50 pot Sponsor Picks Club Participation Best of Show 1<sup>st</sup> & 2<sup>nd</sup> place in each class

\$20.00 Pre-Register per class, \$25.00 day of show. First 100 receive dash plaque and goody bag.

Registration from 8:30am to 11am: Judging from 11:00am - 12:30pm: Awards at 2:30pm

Name: \_\_\_\_\_ Category: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Color: \_\_\_\_\_

Make Checks/Donations Payable to: Thursday Night Cruisers

Mail to: 1319 W. Rose Hill Drive, Mustang, OK 73064

Contact: Jeff Kelley 213-3184

Due to Covid-19 uncertainties, check our facebook page for updates or call 405-213-3184, 405-640-8866

I agree to abide by all show rules and understand that I am solely responsible for my automobile and property. I agree to release all liability of the Thursday Night Cruisers and all sponsors from any and all damages, injuries, or lost or stolen property from this event.

Signature \_\_\_\_\_ Date \_\_\_\_\_

FOR OFFICIAL USE ONLY

PAID BY CH/CK/CC# \_\_\_\_\_

ENTRY# \_\_\_\_\_ FEE \_\_\_\_\_

# CAFFEINE AND CARS

2ND SATURDAY

MONTHLY

8AM-10AM

ALL MAKES AND MODELS WELCOME

**CHOCTAW PLAZA - 14359 NE 23RD ST, 73020**







Get your Cars, motorcycles, and trucks ready! The 16th Annual FireLake Casino car show is pushed back to Oct. 17, starting at 1pm. This year the best of show will win \$2000!!

You can pre-register at the Players Club starting Sept 1 until Oct. 16 for \$15 and day of show for \$20.

Best of Show will win \$2000 and First place wins \$100, Second place wins \$50 and Third place wins \$25 for each class.

Spectator admission is Free

The classes for registration are:

Original Cars Pre 1949, Custom Cars Pre 1949, Original Cars '49-'59, Custom Cars '49-'59, Original Cars '60-'69, Custom Cars '60-'69, Original Cars '70-'89, Custom Cars '70-'89, Original Cars '90-Present, Custom Cars, '90-Present, Trucks Pre 1949, Trucks '49-'69, Trucks '70-'89, Trucks '90-Present, Best of show, Custom Motorcycles, Original Motorcycles, Street Rod, Muscle, Imports, Special Interest, and Unfinished



**Southern Wings  
Aircraft Sales, Ltd.**



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and advertise  
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in our  
Newsletter.



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**Serving You Since 1974**

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73141

**Ad Space Available**

**Place your ad here!**

**CLASSIFIED ADS**

Geleeta York called and said she had car parts for Mercury and other car manufacturers in Bill's shop behind their house. Please give her a call if you are interested in seeing what she has.

Landline 405-848-5521 Cell 405-205-6170

5525 NW 16th Street

**Contact Us**

**Mailing Address:**

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

**Phone:**

405-834-1628

**Email:**

[okcearlyfordv8@yahoo.com](mailto:okcearlyfordv8@yahoo.com)

**Webpage:**

[www.earlyfordv8okc.com](http://www.earlyfordv8okc.com)

**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