



# FLATHEAD TIMES



Volume 48, Issue 6



June 2019

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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)

*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 Meeting June 8

9:00 am

We meet the on 2nd Saturday of the month  
**Ingrid's Kitchen**  
3701 N. Youngs Blvd

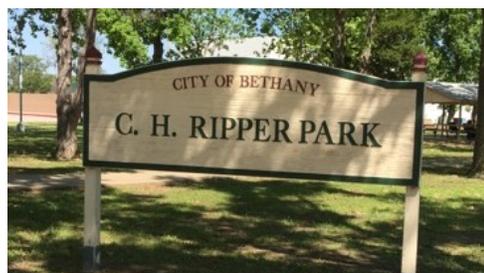
### Board Meeting—June 17

The Board meets the 3rd Monday of each month  
**Southern Wings Hanger**  
6701 N. Rockwell Avenue  
6:00 pm for dinner with meeting starting at 6:30.

## Upcoming Club Events

- |                     |   |
|---------------------|---|
| <b>June 8</b>       | Meeting at Ingrid's Kitchen 9:00am                                  |
| <b>June 15</b>      | Drive your V-8 Ford Day and Picnic with Model A Club at Ripper Park |
| <b>July 13</b>      | Meeting at Ingrid's Kitchen 9:00am                                  |
| <b>August 10</b>    | Meeting at Ingrid's Kitchen 9:00am                                  |
| <b>August 24-27</b> | 2019 Central National Meet  |

## Picnic with the Model A Club at Ripper Park in Bethany June 15 12:30 pm



## News from the Oval Office by Randy Plant

Hello Oklahoma City V8 Club Members. I hope this finds everyone on dry ground and all intact. Oklahoma has sure had more than our share of bad weather.



I know everyone is tired of the rain and tornados, I know I am. Beth and I were very fortunate; we only had high water in the rear room of our house and 4 inches of water on the patio. Beth learned how to use the wet dry vacuum and did a great job. I feel completely useless. I am wearing a splint on my right arm from rotator cuff surgery. I have found out what I can do and can't do with my left arm. I think it will all be well soon.

We had missed the last meeting due to another funeral, plus the board meeting was rained out. Thank You Connie for taking care of the meeting at Ingrid's. I understand the attendance was very good. I am looking forward to the June meeting, as I am sure you are also.

The Spring Fling is now over and I was not able to attend, (first one I have missed in about 10 years), but I hope some of you did. It is always a fun time. Fun is what our club is all about. Our cars are fun and our get togethers are fun, so let's keep them going. We still have a lot of summer remaining so be sure your car is ready for some fun drives.

See you Down The Road Beth & Randy

## Parliamentarian Report by Fred Selensky

No parliamentarian Report this month. The Board Meeting was canceled due to severe weather in the area.



## The Glovebox / Ladies Section

Earl & I went to a sheep farm while in Ireland. Fintan showed us around and told us a little about his sheep farm. He had his dog round up some sheep and get them to go into their pen for us. The dog never barked at them he just slowly walked up to them, keeping eye contact with the sheep at all times. That was very interesting.

Afterwards, his wife Frances showed us how she makes scones. This is her recipe. I have made them since being back, they came out almost as good. I think I cooked them a little too long. You might want to check them after 15 minutes instead of 20.

### Scones

*2 cups of self-rising flour  
1/2 cup of sugar  
1/2 cup butter  
2 eggs  
1 cup of buttermilk  
Any dried fruit (optional)*

*Grease baking sheet and preheat your oven to 400 degrees*

*Put flour and butter into mixing bowl and rub butter into flour using finger tips. Add sugar...mix together. Add dried fruit if desired. Set aside*

*Beat eggs and add to buttermilk and mix together. Do not add to flour yet.*

*Make a well in the center of flour. Add only **half** of the egg/milk mixture. Using a spoon, mix the ingredients together until dough forms. Add more liquid/flour if needed. Lift the dough out & place on a lightly floured surface for kneading. Knead lightly and bring to a circular shape.*

*Turn dough over, smooth side on top, and press to depth of scone cutter....2 inches.*

*Dip cutter in flour before cutting scones to prevent sticking....If you do not have a cutter, a glass will do the job also.*

*Place scones onto baking sheets and place in oven. Check after 20 minutes. (maybe check after 15 minutes)*

*Scones are done when they are a golden brown color. Serve with jam and freshly whipped cream.*

*Best wishes from Fintan & Frances, and Team!*

## Birthdays

June 7—Kaye Sage

June 13—Mike Parr

June 23—Bill Pruegert



And

## Anniversaries

June 8—Maxie and Linda Crouch

June 25—Will and Helen Locke



## Notes from the Editor

While we were in Ireland this last May, we passed by the Ford Plant in Cork. I was able to take a photo of the plant from the bus window as we passed by.



I found this article on the internet. I thought this might be of interest to you.

*Henry Ford & Son, Ltd. was established in Cork on April 17, 1917. Ford Motor Company was looking for a location in Europe to build Ford tractors as World War I had created a manpower and food shortage and tractors were needed to relieve labor needs and expedite food production. Henry Ford, having visited his ancestral home in Cork in 1914, also wanted to start Ireland on the road to industry. Construction started on the 330,000 square foot plant in early summer 1917, but it wasn't completed by the time Armistice was signed, in fact the first tractor did not roll off the line until July 3, 1919. Tractor production was soon in full gear, but post-war agricultural depression hit tractor sales hard and in 1921 the factory had to add in production of Model T components for the Manchester assembly plant to stay afloat. Not only was there an agricultural depression but sales were severely limited in Ireland due to the political turmoil surrounding the 1916 Easter Rising, Irish War of Independence 1919-1921,*

*and Irish Civil War 1922-1923. Tractor production ceased altogether in 1922 and was replaced by manufacturing of Model T and TT parts and eventually vehicle assembly with the Model T and Model AF. In 1929, tractor production was resumed again, as the Dearborn tractor plant stopped producing tractors, making Cork the sole manufacturer of Ford tractors for several years. However, with the completion of the massive Dagenham Ford plant in England, tractor production again ceased and moved out of Cork permanently in 1932.*

*The Cork plant resumed vehicle assembly with the Model Y and a period of relative stability for the plant ensued, but production was again disrupted during WWII. Assembly ceased in 1941 as Ireland was unable to get supplies due to limited access to shipping and their neutral status. Many of the Cork workers went to Dagenham to work in the aero-engine plant there during the war. Production resumed again in the spring of 1946 with the Anglia and Prefect. The works unionized in 1949, with 13 different unions representing workers. The plant again entered a period of stability, however much of this stability was due to protective tariffs on the auto industry. The plant always produced in small numbers, mainly for domestic sales, and never became as cost-efficient as some of the other European plants. In 1967, the plant expanded, re-equipped, and modernized the factory and became a two car assembly, producing the Escort and Cortina, in 1972. Ireland joined the European Economic Community (EEC) in 1973, by doing so the country agreed to slowly remove the protections on the auto industry, with all protections being removed by the end of 1984. Most manufactures in Ireland, including Ford, did not have big enough operations to remain complete once these protections were removed, to further their problems, the 1973 Oil Crisis depressed the Irish auto market even more. The plant continued production however, even building a pope mobile for John Paul II's visit to Ireland in 1979. In 1982 Ford invested £10 million into the Cork factory, again expanding, re-equipping, and modernizing the plant, and moved to single car production with the Sierra. Unfortunately, even with the updates the plant couldn't remain viable, and when the government protections were removed, the plant was forced to shut down July 13, 1984.*

*From the Archives & Library Staff @The Henry Ford*

## Introducing the ALL-NEW Early Ford V-8 Museum

On May 10th, a Dedication event was held at the Ford V-8 Museum in Auburn, IN. The Mayor was there to cut the ribbon, and about 100 folks were welcomed for a free tour of the 27,000 Sq Ft museum, triple its original size. Our original Phase 1 section was completely remodeled and repurposed. It now consists of special displays of Industrial Engines, Ford Farming, several Flathead V-8 engines, an Early Ford V-8 Club display, a 600+ 1948-50 Ford toy Truck display, on loan, a Speed Equipment Display which includes a loaned 1935 Miller Ford race car from Indy, a 1926 Model T Roadster with a V-8 60 ready for the track, donated by Alan Egelseer of WI, and a huge variety of speed equipment from Greg Eaton's collection. Finally, a 1940s Ford Garage, sponsored by Dennis Carpenter. It's loaded with KRW tools, Ford Test Sets, accessories, parts, a '40 Mercury chassis and much more. Visitors are allowed to enter the garage for a close up look.

Then there's the new 9,000 sq ft Frank Corey Gallery with our car collection. The late Frank Corey donated 11 cars and over \$700,000 from his trust. We named the whole gallery after him. Finally, there's Floyd Motors—an authentic 1936 showroom complete with Joe Floyd's 18 donated 1936 Fords, including the 1936 Stainless Steel Sedan. It sits on a turntable in the Rotunda window and can be seen from outdoors.

We invite you to visit [www.fordv8foundation.org](http://www.fordv8foundation.org) to learn more about the Ford V-8 Museum. Better yet, why not come to Auburn and visit it in person? This museum is now officially a "destination."

If you're not a member of the Ford V-8 Museum, we urge you to join. It's only \$25 a year. You'll get a bi-monthly newsletter and free admission to the museum. You'll be helping to support the only public museum that we know of whose mission is the preservation of 1932-53 Ford history.



## Pawnee Steam Tractor Show

Saturday May 4 we all met at the Information Center about 9 am. It took about an hour and a half to get to Pawnee from there. It had been raining quite a bit that week before, so it was pretty muddy there. We just had to accept the fact our shoes and clothes were going to get mud on them, should had worn boots like most of the others. There were tractors of all kinds there. Steam tractors giving rides, ice cream being churned by steam engine, tractor competitions, and tractors of all makes and models on display. There was a Rock Crusher giving demonstrations for anyone who cared to watch. In another area, there was a saw mill cutting timber from logs. The displays just seem to go on and on. All of It was quite interesting. Thank you Fred for putting this together for us.



### In Touch with Members

Please keep in your thoughts and prayers all those who were effected by the recent storms. I hope all of you were able to ride out the storms safely.

Beth Plant, RN





May 4th Drive  
to the  
Pawnee Steam  
& Gas Engine  
Show



## Local / Regional / National / Events

- Coffee & Cars** **First Saturday of every month**—8:00am North Park Mall, 12100 North May Avenue, Oklahoma City
- Yukon Nights** **Yukon Nights Cruise In the 3rd Saturday of each month** 6:00 pm—9:00 pm  
Plaza at Stone Mill, 2121 S. Yukon Parkway
- Drive In** **Drive In at the Oney's Shop the last Saturday of the month.** The shop is located just south of his house, 10021 North Sooner Road. 8:00 am to 11:00. Come by for the coffee & donuts but stay for the good company.
- June 15** **National Drive Your Ford V-8 Day** A picnic at Ripper Park with the Model A Club at 12:30. This year our club is responsible for the Hot Dogs and condiments. The Model A club will bring side dishes and desserts. Everyone will need to bring their own drinks, lawn chairs, and anything extra you want.  
The park is address 7933-7975 NW 30th Street just a block east of Council
- July 15-19** **2019 National Driving Tour "Drive the Driftless"** Hosted by the Twin City Regional Group #46. This drive will cover Minnesota, Wisconsin, and Iowa. Contact Bill Gillies for more information at [wlgillies@gmail.com](mailto:wlgillies@gmail.com)  
Look for this link and forms on the OKC regional website.
- August 24-27** **2019 Central National Meet** in Auburn, Indiana. See the National Club Website for more information.  
Forms available on the OKC regional website.
- Sept 14-20** **2019 National Park V-8 Tour** Hosted by the Hi-Country Region #28. This Tour will visit the red rock and canyon country of Western Colorado and Eastern Utah. Call Louis Mraz at 303-755-4637 or by email at [lfmj60@aol.com](mailto:lfmj60@aol.com) Forms available on the OKC regional website.

## Swap Meets

- October 9-12** **Hershey Eastern Fall Swap Meet** NOTICE: PLEASE MAKE HOTEL RESERVATIONS ASAP FOR HERSHEY 2019!  
There is a soccer tournament in the area the same weekend, so book early!!  
[www.hershey.aaca.com](http://www.hershey.aaca.com) for more information

*Check out our webpage for more information and links to Early Ford V-8 Tours*  
[www.earlyfordv8okc.com](http://www.earlyfordv8okc.com)



*"When was the last time you started her up?"*



# 2019 National News

Early Ford V-8 Club of America



## Missing V-8 TIMES

With over 150 of the V-8 TIMES on a thumb drives sold, a few keen eyed members soon discovered there was a missing issue – November/December 2008. Somehow this issue was not on the original drives.

Not to fear, it is now on the Club website where you can download the .pdf file of that issue and copy it to your thumb drive OR if you don't have the thumb drive, you can just take a preview look at it and see what's available on the thumb drive along with 247 other issues covering 50 years – 1965-2014.

Go to the Club website ([www.efv8.org](http://www.efv8.org)), on the home page, click on "V8 TIMES". At the bottom of that page you can click and download the file.

The missing file has been added to the remaining drives in inventory. If you don't have one, they're only \$19.95 (US\$) plus shipping and handling. You can order on the website or see page 12 in the V-8 TIMES for ordering information.

[www.efv8.org](http://www.efv8.org)

### 2019 National Activities

**Driftless Tour**  
July 15-19  
Minnesota/Wisconsin/Iowa

**Central National Meet**  
August 24-27  
Auburn, Indiana

**Three National Parks Tour**  
September 15-20  
Colorado/Utah

Details V-8 TIMES  
[www.efv8.org](http://www.efv8.org)

## What Would You Do?



Say you spent time and money restoring your 1932 Model B Pickup and then while enjoying it, you caused a tragic event that destroyed a key part of the restoration.

Would you restore it again or simply write it off to fate and forget about it?

That was the decision facing Steve Jordan.

After some deliberation, he made his decision and he's glad he did.

Spoiler Alert - You'll have to read about Steve's final decision in the July/August V-8 TIMES.

## Looking For Sponsors

The National Club is looking for Regional Groups to sponsor both National Meets and National Driving Tours.

Contact any of the following Board members for information on how we can help:

Bruce Nelson, Reuben Doggett, Gene Napolliello, Mark Strohecker, Rick Claybaugh and Connie Hall

Contact information for Board members can be found on page 5 of the 2019 Membership Roster.

## FORD FACT

Fords best selling automobiles for 1939 were the Tudor and Fordor Sedans. 124,866 Standard and 144,333 DeLuxe Sedans were built by Ford ranging in price from \$680 to \$745. Sedan options included bumper guards, radio, heater, clock, side view mirrors, DeLuxe hub caps and 16-inch White side wall tires.

Presented by the Early Ford V-8 Foundation

## Did You Drive Your V-8?



Last year, Bill Smith, a life-long resident of Millville, NJ, took his 1936 Ford Coupe out for a drive to the former Millville Army Air Field

Did you drive your V-8 on Drive Your V-8 Day ?

I want photographic evidence!

Send me photographs of your adventures on this day and submit the best ones (not more than four, please!) along with a short description of what you did or what the photo(s) depict to the V-8 TIMES. E-mail your pictures (put "Drive Your V-8 Day" in the subject line) by July 15 to [v8times@cox.net](mailto:v8times@cox.net) or mail them to P.O. Box 16630, San Diego, CA 92116.

Your photos and captions may appear in the V-8 TIMES. It could be your chance to be on the cover!!

Jerry Windle  
V-8 TIMES Editor

## "Expanded" V-8 Museum Now Open



On May 10th, the "expanded" Early Ford V-8 Museum was dedicated and is now open seven days a week.

New attractions include a 1936 Ford dealership, a V-8 dealer service department and a display of V-8 speed equipment and much more.

See for yourself in the July/August V-8 TIMES.

**Southern Wings  
Aircraft Sales, Ltd.**



**RANDY PLANT**

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Bethany, OK 73008

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Support the OKC Early Ford V8 Club and  
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Please contact Kaye Sage (405) 684-1564.

## CLASSIFIED ADS

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## Contact Us

### Mailing Address:

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

### Phone:

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Like us on

### Email:

mclaybaugh@yahoo.com



### Webpage:

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

## 2019 Club Officers & Board Members

President	Randy Plant	405-826-1477	randy@southernwingsaircraft.com
Vice-President	Connie Cook	405-833-7172	cj.cook@sbcglobal.net
Treasurer	Kaye Sage	405-684-1564	philwolfenbarger@cox.com
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Newsletter Editor	Earl & Marguerite Claybaugh	405-834-1628	mclaybaugh@yahoo.com

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: \_\_\_\_\_

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**