



FLATHEAD TIMES



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November 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

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

Possible Stockyards City Cowboy Christmas Reverse Parade See page 6 for more details

The National Board has stated no club events until further notice, due to Covid 19. This includes club meetings and drives.

November 11th - Veterans Day

This day has been set aside to honor our veterans. We would like to thank them for their service and many sacrifices they gave to our great nation.

President's Letter by Earl Claybaugh

President's Letter



Hello Again Everyone! I hope you made it through last week's rain-sleet-ice storm. What a mess! The news reports that some areas still don't have any electricity. We lost ours for one day and our kids that live on the south side were without power from Monday afternoon until Thursday evening. The trees in our yard are a mess and I am going to start picking up branches and trimming the broken ones after I'm through writing this President's letter. If any of you need any assistance with your trees or need use of a generator, let us know. We will see if we can get a few guys together to help you.

Since our club meetings and drives have been put on hold because of Covid, some of our members are looking for ideas or ways to get together just for fun. Car shows and food are two ideas that seem to come to mind. So, if you would like some company at a car show or at breakfast, lunch, or dinner, or anything else, send me a text or email with a place, date, and time. I will forward your message to everyone else in our club. It will not be club sponsored and therefore will only be friends getting together.

Remember this is 2020! Everything has been different. Nothing is a surprise, good or bad. Today I called about the Stockyards City Christmas Parade. Guess what? It is back on again, Saturday, December 5th. It will be a reverse parade. What is that you may be wondering!?! No, you are not going to back your car around the parade route. They will assign us an area to park our decorated cars. On the street side people drive by and on the sidewalk side people will walk by. They are still waiting on a few approvals from the city. They will then email me the information. I will get everyone more information when it becomes available. So, save Saturday morning, December 5th.

Marguerite and I hope that you all have a Happy and Safe Thanksgiving!

Thanks, Earl Claybaugh



Member's Corner

From the Plants:

In August, Patti (our daughter), Preston (our grandson), Randy & I boarded the motorhome and headed for Kentucky. We stopped in Jefferson City, MO., to tour the oldest prison in the



USA. It was very interesting!! James Earl Ray stayed there at one time. It's not in use as a prison now. Not really a place one would

want to stay in!!! We then went to Churchill Downs and toured the race track. That was in Louisville before the riots took place! Our next stop was The Ark. We can't tell people how impressed we were with it and recommend everyone see it...so clean and interesting...built with the help of the Amish people. Preston wanted to tour the Buffalo Trace Distillery, which we did, and sampled their brew. ☺ Our last stop on the way home was to the Corvette Museum. We were there many years ago on a V-8 car drive, but it is so much more interesting now since they had that sinkhole about 4 years ago. There are videos of the sinking and 3 of the actual cars they were not able to restore are on display. We have a movie that we will show whenever the group gets together again. It is certainly worth seeing! A wonderful trip seeing the sights and being with P & P and we missed the hurricane rains that came about a week later!! Fun times!!! Randy & Beth

From the Claybaughs:

Marguerite and I drove to the Grand Canyon the first of September, making many stops along the way. Just one of our many interesting stops was the Wigwam Motel in Holbrook, AZ. We had just left the Petrified Forest driving on old Route 66 and boom there it was. We didn't stay here but sure would be fun to if we ever come back this way. The Lewis family had it restored and reopened the motel in 1988.



We have also been remodeling the Grand Lake cabin's kitchen. Every weekend we get a little bit more done. We took it down to the studs and starting all over. Earl & Marguerite



Part XII

March, 1992

One day in 1905, when the Ford Motor Company was only two years old, Henry went to a race in Palm Beach, Florida. Something happened that day that was more important than the race itself.

As already noted several times in these writings, Henry had a passion for making things light and strong. He hated heavy, cumbersome things, no matter where he found them. His credo that "a thin man can outrun a fat man" was never far from his thinking when he designed anything. He was aware of the fact that certain parts of European cars were much lighter than those same parts on American cars.

On that particular day in 1905, there had been an accident on the track in which a French car was involved. Pieces of that car were scattered on the track. Henry quietly picked up one of those pieces and took it home.

He had it analyzed. It was made of an alloy of steel and vanadium. Henry now knew why European car parts could be made lighter and stronger. Of course, he wanted to use vanadium steel in his cars. There was only one problem: Nobody in the USA could make vanadium steel because it required a furnace heat that was 3,000 degrees higher than American furnaces achieved. But Henry found a small company in Canton, Ohio that was willing to experiment with the new (to Henry)

alloy.

Henry said later, "I offered to guarantee them against loss if they'd run a heat for us. They agreed. The first heat was a failure. I had them try again, and the second time the steel came through. Until then, we had to be satisfied with steel running 60,000 to 70,000 pounds tensile strength. With vanadium, the strength went up to 170,000 pounds." Folks, that's an increase of more than 100%!

Henry was never able to work closely with another strong-minded man. If you worked for Henry, you called him "Mr. Ford" and you never disagreed with him.

Within two years of his picking up the broken piece of a French racer, Henry was putting vanadium steel into his cars. The Model N, introduced in January, 1906, was the first car to incorporate it. Because they contained steel with more than twice the strength of ordinary steel, it's no wonder that Henry's cars looked skinny, unsubstantial and spider-like when compared to other cars of the period. Incidentally, the Model N represented the achievement of a goal Henry had set years earlier, making a \$500 car. He surpassed his goal. The Model N sold for \$450! Henry confidently announced that he planned to build 10,000 of these cars each year.

This was double the output of Ransom E. Olds' Merry Oldsmobile which was produced at a rate of 5,000 per year.

Another quirk of Henry's personality might be mentioned here. As noted in a previous installment, Henry had little use for college-trained men. A sure way of turning Henry off, if you were looking for a job, was to brag about your degrees and academic honors. Having left school before he was 15 years old, he was probably a bit sensitive about his lack of formal education.

Henry liked metallurgy. He and C.H. Wills talked about setting up their own metallurgical laboratory. Wills suggested hiring a qualified scientist but Henry scoffed at the idea. He believed in "growing your own" experts rather than hiring them from outside. Accordingly, he picked a man who was originally hired to sweep the floor and had been promoted to a mechanic's job.

His name was John Wandersee. John was sent away for three months training. When he came back he set up and then operated Henry's metallurgical research facility which became the foremost laboratory of its kind in the country and remained in the forefront of that science for years. Henry was right again.

Henry was never able to work closely with another strong-minded man. If you worked for Henry, you

called him “Mr. Ford” and you never disagreed with him. C.H. Wills didn’t argue with Henry and stayed on at Ford. James Couzens did argue and he left. Here’s how it came about.

As mentioned several times, Henry directly controlled engineering and manufacturing while Couzens handled everything else. Included in that “everything else” was supervision of the in-house publication, **Ford Times**. It began publication in 1908 and the name “Times” has been used by many Ford-related publications ever since. The **Flathead Times** you’re reading right now is a continuation of that 84-year-old tradition.

In the early months of World War I, Henry was an outspoken pacifist. Couzens was equally vociferous about intervention to help the Allies. Couzens was Canadian-born. Canada, a loyal member of the British Commonwealth, was already sending men and material to France to halt the Kaiser’s advance. In September of 1915 (when the war was a year old) Henry insisted on a strongly worded article which promoted his pacifist views. Couzens bit his tongue and published it.

Then in October, Henry wanted to publish a second and even more vitriolic article. At that time, England’s Lord Balfour was bringing a delegation to the US to negotiate a loan. Henry’s article suggested Lord Balfour and his whole delegation “be kicked off the dock.” This was too much for Couzens. He told Henry, “The article can’t go.”

“I own 59% of the stock in this company,” said Henry, “and I

guess it can go if I say so.”

Couzens agreed that what Henry said was true but he said, “I resign.” Henry made no effort to keep him, even though he was the second largest stockholder in the company (with 11%) and had contributed nearly as much to the success of the company as Henry. Couzens resigned as an employee but kept his stock and his seat on the Board of Directors of the Ford Motor Company.

This was no spur-of-the-moment decision on the part of either man. We don’t know what Henry’s plans were to fill the great void created by Couzens’ departure, but we do know what Couzens was up to.

Henry was now in his early 50’s. He sat alone on top of the huge and fantastically profitable Ford Motor Company.

Having told Henry he was resigning, he sat down immediately and wrote out his resignation. Then he jumped into his car and headed to downtown Detroit to get his story into the papers before Henry could tell his version of events.

Jimmy Couzens then entered politics. He had chosen the issue over which he resigned very carefully and he capitalized on America’s pro-Allied sentiments. He was elected mayor of Detroit and later became US senator from Michigan. His money and name recognition played a large part in his being elected, but he lacked the affability

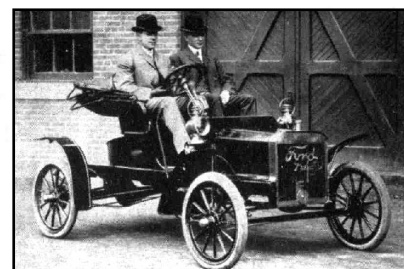
and charisma that are so vital to a politician. He was a dour and humorless man, but he had intelligence and good sense which are also valuable assets to a politician.

Henry was now in his early 50’s. He sat alone on top of the huge and fantastically profitable Ford Motor Company. Gone was the steadying hand and practical brain of James Couzens. Henry enjoyed the publicity his **Ford Times** publication gave him, and he was always happy about seeing his name in print. He was so pleased with his in-house publication that he bought a local newspaper, **The Dearborn Independent** and he used it to promote his favorite ideas among which were temperance, prohibition, anti-Semitism, women’s rights and a running feud with “Wall Street.” Having succeeded in manufacturing, he wanted to succeed in promoting his own ideas on the issues of the day.

Vanadinite, a dense, brittle mineral, that is usually found in the form of red



Ford Times
September 1915



Ford driving the Model N

Henry Ford enters into the Business of Coal Mining

Of course, we all know that coal fueled Industrial Age furnaces, boilers and electrical plants. Nuttallburg, West Virginia was the second mining camp in the New River Gorge area to ship the area's unique grade of "smokeless" coal.

The big idea in manufacturing in that day was the practice of "vertical integration," a fancy term that basically means - controlling the supply chain. To build Fords he had to have steel, lots of steel, and to make steel you had to have coal. Ford had already purchased steel mills to control his supply of metal to fabricate into cars. So getting into the coal business was his next logical step - to control the raw materials used in the steel making process for his product.

In 1922, a coal shortage briefly brought facilities to a stop, so Ford set about buying more than a dozen coal mines, plus iron mines and a limestone quarry in several states. He had already revolutionized the automotive industry and was now out to apply his ideals to the bigger picture.

Ford's approach was to improve the quality of life in the camps. He did this by improving sanitation and adding amenities like a movie theater. Ford also improved working conditions and wages, of which he boasted in his marketing materials. These improvements along with the steadiness of occupation render outside interference, labor trouble, and the proverbial ills of coal mining communities relatively unknown.

According to his book, *Today And Tomorrow*, Ford thought integration was critical to his success. He once told the U.S. Labor Secretary *"We bought the mines not because we wanted to go into coal mining, but because we had to be assured of an uninterrupted supply at a fair price. That assurance we could not have without ownership."*

Ford's purchase of the Nuttallburg coalfield in was really an experiment that lasted for eight years and failed. A large amount of money was sunk into the mines to bring them up to "modern standards of the day". As well the cost of the construction of the "button and rope" conveyor system and the tippie. According to company archives, Ford spent more on his mines than they ever delivered in ore. The failure was because of a force that could not be controlled by Ford, the railroad. He could not control it nor could he afford to buy it, so it became a variable out of his control. Rail car shortages

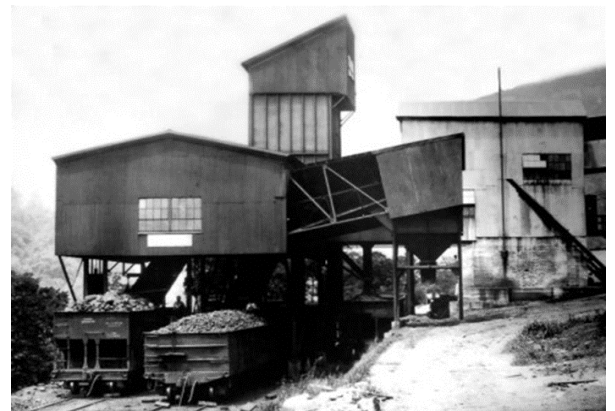
were rampant in the gorge with so many mines putting out coal - there just wasn't enough to go around. This frequently caused mine shutdowns. There also was an oppressive amount of interchange regulations that made shipping coal long distance to Dearborn a nightmare. After eight years Ford gave up the experiment and sold off the Nuttallburg mines to the New River Mining Company. But Ford left the facilities in much better shape than they found them.

Ford's business decisions were partly ideological. A rich man indulging his vision for a new America, in which workers were paid well, turning them into consumers. Ford said "Man is happiest and most prosperous with one foot on the land and one in industry."

A group of West Virginia coal miners



A piece of scrip from the Fordson Coal Company. Used in place of cash in the company store.



Nuttallburg tippie where coal is loaded onto rail cars



Above is a section of the "button and rope" conveyer system. It carried the coal from top to bottom. It was designed for a gentler transport of coal.

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.

December 5 **Stockyards City's Cowboy Christmas Parade** They are working on doing a "reverse parade". We would park our cars on one side of the road and the people will drive by on the other side. This should be a safe for both the participates and the viewers.



In Touch with Members

I would like to wish all of you the very best Thanksgiving possible. Please stay safe as we enter the holiday season.

Beth Plant RN



Birthdays

November 4 - Earl Claybaugh
November 5 - Leland Cook
November 23 - Maxie Crouch



And

Anniversaries

November 25 - Fred & Carolyn Selensky



2020 Club Officers & Board Members

President	Earl Claybaugh	405-820-5896	earlclaybaugh@yahoo.com
Vice President	Phil Wolfenbarger	405-210-5198	philwolfenbarger@cox.net
Treasurer	Kaye Sage	405-684-1564	
Parliamentarian	Randy Plant	405-826-1477	
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Directors	George Collis	405-567-9543	
	Fred Selensky	405-550-6503	
	Roy Strom	405-447-7927	
	Denver Woolsey	405-627-2449	

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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.

405-848-5521 Landline

405-205-6170 Cell

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

Webpage:

www.earlyfordv8okc.com

Facebook:

Early Ford V8 Club-Oklahoma City Regional Group #64

Like us on Facebook!



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