



# FLATHEAD TIMES



Volume 49, Issue 12



December 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

### December 5

Stockyards City Cowboy Christmas Reverse Parade  
We will meet at the vacant lot at Agnew & SW 11th Street around 9:00am to set up and decorate our cars. Parade will start at 10:00am  
See page 7

### April 22-24

Pate Swap Meet at the Texas Motor Speedway  
See page 7



*Happy Holidays*

## President's Letter by Earl Claybaugh

Greetings OKC Early Ford V-8 Club members.



I hope that everyone enjoyed their turkey dinners on Thanksgiving! And the snacks and the pies, weren't they delicious! Just think, Christmas is only 3 weeks away! Maybe Covid will go away soon so that we can get back to normal. There has been no word of any change to the National Clubs stance on club meetings and events. So that means there will be no club Christmas dinner this year. I will get the board members together in January to see if we can come-up with some ideas to have some "unofficial" activities.

This Saturday, December 5th, is the Historic Stockyards City Cowboy Christmas. This year it is having a reverse Christmas parade. We will be displaying our cars along with the Model A club instead of driving them. We will be parked on the grass lot on the west side of Agnew at SW 11th Street. This is next to the Paper Ranch Company and across the street from Delco Tools and Equipment. There also is a "For Sale" sign on the property. The people that attend will be walking by our cars and see them up close and really check them out. I committed to have 5 or 6 cars at this event so I hope you can come! We always in the past have put Christmas decorations on the cars to get in the spirit. The event should start about 10am and go on as long as we want to stay. All of the Stockyard area shops participate, so you might find some Christmas gifts there to buy. Dress warm and hope to see you there!

Marguerite and I plan on eating breakfast at Cattleman's Restaurant about 8am before the event. If you are able, please join us.

Thanks, Earl Claybaugh

## Member's Corner

From Fred and Carolyn:

*I'm doing more restoration work on my '53 Ford. Replacing the little vent window glass and seals and the front windshield and seal. The vent windows were developing bubbles between the glass layers and the windshield was getting cloudy in places. I'm getting the new parts from Classic Auto Parts on S. I-35. "My" mechanic at Mike's Automotive Service does the work on my old cars (on SW 119th St.). I also had to replace the antenna which broke off when I took the car through a car wash. (Don't take your old car through an automatic car wash unless the antenna will retract completely!!)*

*We had a very good Thanksgiving although the pandemic prevented our whole family from being together like we have in the past. Only our youngest daughter (single) and her little dachshund dog came over. We joined the rest of the family on Zoom with the computer. I don't know how that works, but we had pics of everybody on our laptop computer!*

*Hope you folks had a good Thanksgiving!  
Fred and Carolyn*

Randy sent this update about the Pate Swap Meet

## 48<sup>TH</sup> PATE SWAP MEET

### FINAL DATES FOR THE 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 in April 2021 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.



Feel the ease of handling... in city traffic or on the open road... in parking anywhere. Feel the sprightly response of the new Ford engines. Feel the control you get from Finger-Tip Steering. Feel the increased safety you get from the 35% easier-acting "Magic Action" Brakes! There's a feel of solid roadability in the '49 Ford!

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# Part XIII

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April, 1992

Henry was 46 years old in the fall of 1909 when the Model T was introduced. No automobile, before or since, has had a greater impact on the social, moral and industrial aspects of civilization than did this milestone vehicle. As a manufactured article, it was years ahead of its competition. Until its introduction, Ford was just one of many car builders, none of whom dominated the market. In a matter of months after its introduction it had leaped ahead of its competition and for the next 18 years it was the dominant force in the market, not just in this country but throughout the world.

The Model T evolved. It did not burst forth, full grown, as did Athena from the shoulder blade of Zeus in Greek mythology. Its evolution began with Henry's first car, the Quadricycle completed in June of 1896, and continued through two failed companies and two crude but powerful racers. Then came the first Model A of the successful Ford Motor company, then Models B, C, D, and F and the disastrous 6-cylinder Model K. Then, just before the Model T there were Models N, R and S, each looking more and more like the first Model T. Each was an improvement over its predecessor but the Model T was much more than an improvement. It was a totally new automobile.

While he was working on his racers, Henry met an immigrant from Denmark named Charles E. Sorensen. Later known as "Cast

Iron Charley", he rose from patternmaker to become Henry's righthand man in production. He would have been titled Vice-President of manufacturing if Henry had believed in titles and tables of organization. Henry never liked blueprints. He much preferred to see the actual part, or a pattern of that part, that showed all three dimensions rather than the flat, two-dimensions of a blueprint. Sorensen could make those patterns, quickly and accurately.

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*One day in the winter of '06-'07, Henry called Charley away from his work in the pattern shop and said, "Come with me, I want to show you something."*

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One day in the winter of '06-'07, Henry called Charley away from his work in the pattern shop and said, "Come with me, I want to show you something."

They went to the top floor of the Piquette plant where there was an area that wasn't being used. Henry said, "I'd like to have a room finished off right here in this space. Put up a wall with a door big enough to run a car in and out. Get a good lock for the door. We're going to start a completely new job." That job was the Model T.

In this secret room there was a rocking chair that had belonged to

Henry's mother. (Henry had a sentimental streak.) There was also a blackboard. Henry would sit in that chair for hours, thinking, talking and listening to his key people. He would get up and sketch a design on the blackboard. They'd discuss it, then Henry would leave and they'd work the part up, either in pattern or the actual part, for Henry to see and handle. In this fashion Henry and his team built the first Model T.

In addition to Sorensen, this team included a gifted young Hungarian engineer named Joseph Galamb. He had worked in auto plants in Germany and brought with him the ways of European car design. C.H. Wills and Jimmy Smith are also mentioned as major contributors to the design of the Model T. Of course, there were others but Henry had a hand in the design of every part, every nut, every bolt, every element of the car. His philosophy permeated the atmosphere and the car itself.

Henry and his people worked as a team, each contributing his ideas and skills. And how they worked! There was no timeclock for them, or for Henry either. They worked early and late, nights and Sundays. Henry would show up at seven in the morning and the first thing he did was to go to the locked room. Before going home, he would stop by again, and, in between, he'd spend as much time there as he could.

In this environment, Henry was



no dictator. He didn't say, "I want..." or, "Do this...". Instead he'd say, "I wonder if we could..." or "Why don't we try...?" In his later years Henry gave orders; he didn't suggest. He became a dictator. But in his favorite milieu - mechanical design - he was affable, downright friendly, easy-to-work-with.

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*Then came the great day on which the "new job" was brought down from the top floor for its first road test.*

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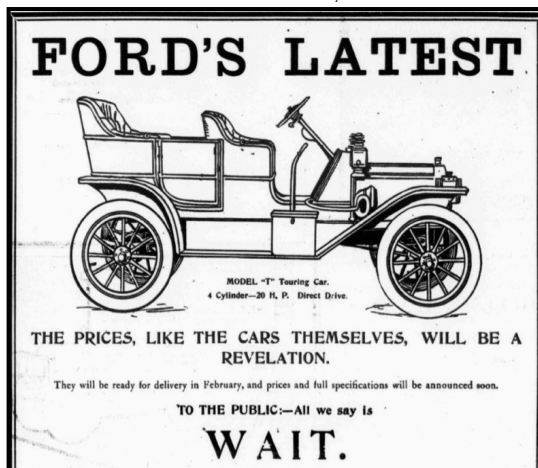
Then came the great day on which the "new job" was brought down from the top floor for its first road test. Evidently Henry didn't trust himself to drive it because he had an employee, George Holley, drive him around the city of Detroit. They drove past the office of Alexander Malcomson, Henry's erstwhile partner, but there is no indication that they stopped in. When they came back to the plant, Henry was in high good humor. We went around, giving his men a playful kick in the pants or a punch on the shoulder. He joked about "wondering if we'll ever get up to Number 10." Actually, more than 15 million of them were produced. Only the VW "Bug" was ever produced in greater quantity than Henry's Model T.

There was no one, single feature that set the Model T apart from the rest and gave it such a lead over its competition. There was, however, one element of Henry's thinking that was found in nearly every part. This was Henry's passion for

making things simple, light and strong. Others could, and did, make strong cars but they were heavy, cumbersome, expensive and inefficient. If there was any sales resistance to the car, it was the fact that it looked too light and spindly when seen beside the juggernauts of the time. Actually, it was stronger, tho lighter and more flëxible, than its competitors thanks largely to Henry's liberal use of light, tough and expensive vanadium steel. And there was nothing about it that was not as simple as Henry could make it.

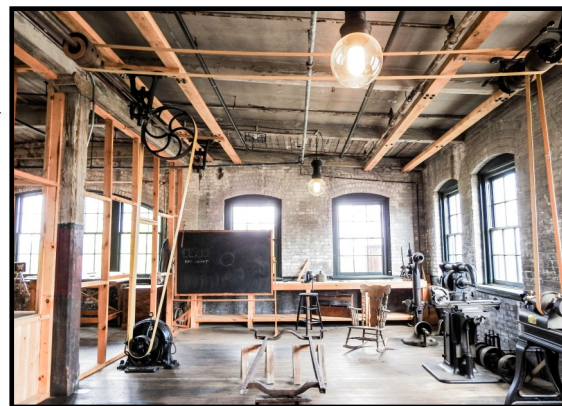
James Couzens managed a masterful introduction for the Model T. Once introduced, it sold like hotcakes. Orders flooded in, with hard cash, and by the end of the winter Henry had to announce that he could take no more orders. By the end of September of '09, more than 10,000 Model Ts had been sold. They brought in over 9 million dollars, a 60% increase over the previous year's production. Henry's Model T was off and running.

Charles E. Sorensen



An early ad for the Model T

Joseph Galamb

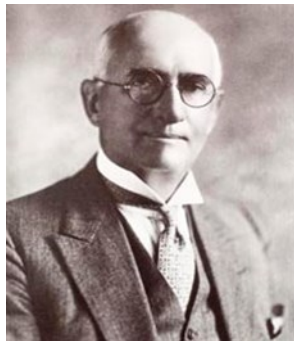


Piquette Plant's secret room interior and exterior views



# Who Was Edward N. Hines?

Taken from bikedearborn.com



Edward N. Hines (January 13, 1870 – June 4, 1938) was a member of the Wayne County Road Commission from 1906 to 1938. As a cyclist in 1890, Hines formed a Good Roads organization in Michigan which advocated for the development of county roads. This led to the passage of the County Road Law in 1893, and a change to Michigan's Constitution in 1894. When the

Wayne County Board of Roads was created in 1906, Hines was appointed to the board along with Henry Ford and Cassius R. Benton. In 1909, Hines was responsible for the construction of the first full mile of concrete road pavement in the world, the stretch of Woodward Avenue between Six Mile Road and Seven Mile Road in Detroit.

In 1911 Hines came up with possibly one of the greatest innovations in road development with the idea of a line down the middle of the road to separate two-way traffic. It is said he got this idea while watching a horse-drawn milk wagon leaking a line of milk down the street. Painted center lines on a city road were first used in 1911 on River Road in Trenton, in Wayne County. One of Hines's other innovations was snow removal from public roads.

Hines was a national leader in the concept of landscaping highway rights-of-way. He was instrumental in movements to beautify highways by eliminating power lines and billboards. In the 1920s, Hines was a leader in the movement to acquire land along the Huron River and the Rouge River for the purpose of converting them into parks. In 1937, the Middle Rouge Parkway was renamed the Edward N. Hines Parkway, in his honor.

## Editor's note:

Edward Hines is credited for being the first person to have a centerline painted on a street. Recognition for painting centerlines also needs to be given to **Ingalls Sawyer** of Michigan, **Deputy Peter Rexford** of Oregon, and **Dr. June McCarroll** of California.

The first *highway* centerline in the nation was painted the early part of 1917 by **Kenneth Ingalls Sawyer**, long-time superintendent of the county road commission. The centerline was painted along a section of the road known as "Dead Man's Curve". Traffic along the road was heavy for the era. Along the curves, drivers would follow the innermost side instead of keeping to their own lane. Sawyer also added arrows to indicate travel direction and found that motorists used the appropriate travel lanes.

April 2017, **Deputy Peter Rexford**, the sheriff of Multnomah County in Oregon spearheaded a project to paint a yellow centerline across the Columbia River Highway. They decided to use yellow paint after seeing that white paint was not as visible during dark and stormy nights.

**June McCarroll** communicated her idea of painting a white centerline on roads to the local chamber of commerce and the Riverside County Board of Supervisors, with no success. Not taking no for an answer, she took it upon herself to do something. In the fall of 1917, on her hands and knees, she painted a 2 mile - 4 inch white stripe down the middle of the road in front of her house.

For seven years, McCarroll wrote letters and petitioned the county and state to adopt the white lines. Finally, in 1924, the California State Legislature authorized the Highway Commission to paint centerlines on the roads in California.

The next time you're out driving, notice the painted lines on the center of the street. Think of Hines, **Sawyer**, Rexford, McCarroll and how the simplest of ideas can make all the difference.

## NEW 23rd PSALM

The Ford is my auto, I shall not want. It maketh me lie down in muddy roads; it leadeth me into trouble; it draweth on my purse; I go into the paths of debt for its sake. Yea, though I understand my Ford perfectly, I fear much evil least the radius rods or the axle might break. It hath a blowout in the presence of mine enemies I anoint the tire with a patch, the radiator boileth over. Surely this will not follow me all the days of my life, or I shall dwell in the house of poverty forever.

MORAL—Equip your Ford with the new Improved Cuckoo Clocks; when the car reaches a speed of 25 miles an hour the bird will come out and sing "Nearer My God To Thee" and at 40 miles an hour- "Lord I am Coming Home".

## Birthdays

December 6 Denver Woosey  
December 7 Ted Oney  
December 23 Connie Cook



And

## Anniversaries

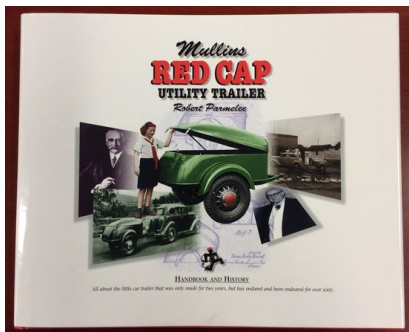
December 18 Charley & Tammie Finsel



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the new Ford  
"Feel"?



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Due to the generosity of its author, Robert Parmelee, the Early Ford V-8 Museum is able to offer this rare book for sale. We have ALL the remaining copies, in their original plastic wrap; when they are gone, there will be no more. Order yours now at just \$25.00 plus \$5.00 domestic shipping.

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If you like to read about interesting tools like the K-D Fan Belt Flipper or KR Wilson and many other brands of tools, how about joining the National Ford Tool Collectors Club? For just \$15, you'll get quarterly Ford Tool Times newsletters packed with lots of interesting tools and stories.

This is the cover of the Winter 2020 issue that just went out. It has a great story on babbitting written by our very own Mark Moriarty!

The editor is some guy by the name of Frank Scheidt. But don't let that stop you from joining!

Membership costs just \$15/yr. To join, send a check payable to NAFTCO, to Steve Thompson, 6620 East Outer Rd., Norwood, MO 65717.

If you'd like to get an issue emailed to you to check out first, send a request to:

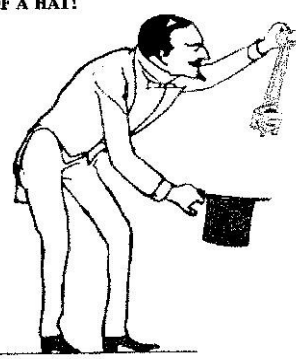
[franks40ford@outlook.com](mailto:franks40ford@outlook.com)

# Ford TOOL TIMES

Volume 21 No. 4 [www.fordtoolcollector.org](http://www.fordtoolcollector.org) Winter 2020

**National Ford Tool Collectors**

**PULLING A BABBITT OUT OF A HAT!**



**Recent New Members:**

- Robin Maroney, WA
- Tom Godish, OR
- Alan Christensen, NY
- Steve DePaoli, CA
- Roger Halvorsen, IA
- Larry Dickinson, IN
- Tom Brecheisen, IL
- Jerry Van Alstine, NY
- Joe Faggelli, WV
- Charles Wilson, AR

Dues are Due in January. If you haven't renewed for 2021, please do so by January.

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OK! I can hear the groans! It's a cheesy graphic. But when someone was nice enough to send me material for the newsletter, like Dan Manola did on Babbitting equipment, I suddenly thought about the Magical skill of Babbitting. OK, maybe not.

Anyway, see pages 3-6 for some interesting stuff on Babbitting as it pertains to old Fords.

## 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** The Stockyards PR people are planning on doing a "reverse parade". We are to park our cars at the vacant lot on the north-west corner of Agnew & SW 11th Street. We will be grouped with the Model A Club. People are going to be able to walk by and view our cars up close. We will meet at the Agnew & 11th St. lot around 9:00am to get settled in and decorate our cars. The parade will start at 10:00am.

**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](http://pateswapmeet.com) for more information*

### 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	





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**Webpage:**

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