



Ford Lines

APRIL, 2020

INSIDE: March Tire Kick in Text & Photos

No April Fools — Coronavirus throws wrench in crankcase!



48th Swap Meet on hold 'til next year

The ads went out, pre-registration boomed, plans and promises were made — “rain or shine.” The 48th Annual Swap Meet hosted and ran by the Tulsa Early Ford V8 Club was set to roll at the Creek County Fairgrounds April 23-25 on Route 66. But that was before the extent of the world-wide Coronavirus was known.

The Swap Meet has been cancelled. Well, actually postponed until next year when the 49th would have been on the calendar. The Fairgrounds already is reserved.

The annual and growing popular event draws enthusiasts from a seven-state area. It is the club's main fundraiser. The Tulsa RG (Regional Group) #39 V8 Club is one of the most active car clubs anywhere. The members (with or without a collection of old Fords) have monthly events — tire kicks, road trips, car shows and a Saturday breakfast meeting. But the Swap Meet is the big event each year with every member participating at some level.

The Creek County Fair Board has had to curtail the gatherings at the fair-

grounds, but the national Early Ford organization also asked chapters to abide by guidelines it recommends in order to get through the pandemic.

The tire kicks, road trips, meetings and even the club's newsletter have been impacted. Meanwhile, everyone is keeping a positive outlook for the “biggest and best swap meet ever” next spring.

Folk are staying in touch on social media, etc., sharing tips and ideas about old car projects, and some even talking to their vehicles with names.

Notes from our Prez . . .

Westside 'Admir'ation

A month unlike any month. Meetings have had to be cancelled. The swap meet had to be moved to next year because of the corona virus. No decision was taken lightly but in the end, we had to live by the situation handed us.

Yesterday I went to the shop to break the news to my 41. After some cleaning and polishing, I broke the news to her that it would be a while before life returned to normal and we could go to car shows and meets.

We talked about removing her fender skirt and how she felt about showing her legs so completely. She was somewhat apprehensive, but I told her she had nice legs and had nothing to be ashamed of and she reluctantly agreed to go without her covering. We are waiting a while to let her get used to the idea before we go public but I think she looks fine. I started her engine and let it warm-up for awhile and I think it relieved her tension. It seemed to help her and it really helped me relieve the boredom of "sheltering in place."

My advice in these trying times is to spend some time with your Ford flat-head V8. — Thanks, Jerry Admire



Tulsa EFV8 Club website takes second

Marisa Claybaugh, webmaster of the club's website, has been notified that it has won second place in national competition.

“It is my distinct pleasure to tell you that the Tulsa RG#39 is the second place winner in the website competition for 2019,” said Dave Collette, chairman of the website committee.

He went on to say the committee was very impressed with the website and your Facebook page. We were sorry to hear that your swap meet has been postponed. Quite a troubling time worldwide; hopefully things will turn around soon.”

Member Forum:

Just Ask Layton



BY LAYTON DOZIER

This month we will tackle a vast topic from Don Diehl. He wants to know about changing your old Ford 6-volt positive ground electrical system to a 12-volt negative ground system with an alternator or possibly a 12-volt generator in step-by-step format. Well Don, I will start out by saying that I'm pretty sure Henry Ford would not approve of this conversion and I have no experience with it either, but we'll see what we can do to help. First, I assume this car will not be judged on concourse at an Early Ford V8 club event because this will cost you some points, if not disqualify your car from being judged (not sure what penalties would apply). That is my disclaimer, but there are good safety reasons to do the conversion such as brighter lights, electric wipers, and addition of some modern accessories. Like I said, I have never done this but I know several members have so please correct me if I get some of the facts wrong. Also, I found many good "Street rod" type articles on the internet that explain this and that is where I got my info.

LET'S GET STARTED

Wiring and switches. Check your cars wiring and switches and if they are old, cracked, and in bad shape they need to be replaced or you are just going to have problems. If your wiring is good, there is no need to change it to go to 12 volts because the existing wiring and switches can handle less amperage of the 12 volt system.

Battery. Make sure the 12-volt battery you select will fit and the cables need to be reversed. The stock cables probably won't work and will need to be replaced or modified, depending on your situation. The length and terminal ends most likely will not work on the battery posts of the 12-volt battery. This is a good opportunity to upgrade to an AGM battery inside a Ford script case if you can afford to spend lots of money to keep that authentic look.

12-volt generator or modern alternator. 12-volt generators were used from about 1956 to 1962 when they switched to alternators and may be a good choice along with the 12-volt regulator but most people use modern GM one wire alternator and do away with the regulator too. (I know, GM parts on your Ford). These are small, cheap, and readily available.

12-volt coil. The coil must be replaced with a 12-volt version and now the positive terminal is wired to the ignition, and the negative terminal wires to the distributor.

Ballast resistor. One is now required to be wired inline on the positive wire to the coil. This resistor should be mounted on the

firewall so that it does not interfere with access to the distributor.

Solenoid. Replace the 6-volt solenoid with a new 12-volt solenoid. There is an extra little terminal on top that is to be wired to the positive side of the coil. This bypasses the resistor and gives full voltage to the points for starting only.

Starter motor. The starter should be okay without changing it or you can replace with a 12-volt starter if you want.

Horns. Replace them with 12-volt horns. Any 12-volt horn you can find that will fit your mounting brackets should be okay. I think the 6-volt horn will still work but will not sound right and may not be loud enough.

Horn relay. -12 volt horn relay is required.

Light bulbs. There are headlights, parking lights, taillights, backup lights, license plate light, dome light, instrument panel lights, heater control light, radio light, clock light; did I forget any? There are 12-volt versions of every light and there will be many types, shapes, and some really hard to get to ones too.

Flasher. This will need to be changed too.

Gauges. These are 6-volt and will not last on 12 volts. There are two choices here; add resistors at each gauge to reduce the voltage or install an instrument voltage drop regulator. The latter is the best choice and is what Ford did for many years after cars were made with 12-volt systems. They still used 6-volt gauges with this regulator.

Heater motor. Replace with a 12-volt motor.

Instrument dimmer switch. This may require changing the light switch.

Lighter. I would just not wire it myself.

Radio. It needs to be converted to 12 volt, probably by a professional.

Clock. I've never seen a clock that worked anyway.

Wipers. This is optional since you have vacuum wipers already, but it would be one of the main reasons I would do the conversion.

So there it is in a nutshell. I highly recommend that you do your own research before this conversion and good luck.

Next up is a question on the value of a set of Accel Universal fit spark plug wires #3009 for \$29. I can actually comment on this topic from personal experience. Way back when I was young, I purchased a set of these wires for my '71 Cutlass (thought the yellow wire looked cool). What you get is 8 really long wires that are only terminated on one end. You have to cut to fit each wire and crimp on the terminal end and put the boot on the distributor end. I did not have the correct crimping tool, which you also have to buy or as I did, use pliers to smash them on. They worked fine and looked really cool until I tried to pull them out of the distributor, and the crimped end pulled off and stuck down in the distributor cap hole, not one, but most of them! Very frustrating to say the least, and the yellow wires get dirty very fast. I would recommend getting a correct fitted set designed for your car with factory crimped ends and avoid these problems.



Well, I hope this information helps and as always, If you have any comments or new questions let me know. Layton Dozier (407) 314-0498 or lcdoz@hotmail.com



Joanna Cooper, right, and long-time friend JoAnn Stacy (photo above); St. Pat's theme and Chev-rolets; and great fellowship. That's Tire Kick organizer in red hat shown in picture at right. More pictures follow in center spread (pages 4-5) as monthly tire kicks go on hold until coronavirus pandemic passes.



Great March Tire Kicking

We had a really good Tire Kicking Saturday morning, March 14th at Joanna Cooper's home near Broken Arrow. She is a wonderful host. Her building has a Fifties Diner Cafe with booths, jukeboxes on the tables, counter with stools and more.

There is an oil change repair shop in the back with a 1950s Chrysler convertible on the rack being worked on. I do not know how many cars she has, but they range from a Model T to the late 1970s. They are all original type cars, except for one, it's a 1938 Ford Deluxe Coupe, that has a souped up flathead engine, a different interior and a little body work. It would be a neat street rod.

There are many toys, pictures and trophies she has won on display. It is a beautiful place. She made the coffee, we brought the donuts, so we had good eats and lots of hot coffee to enjoy

with her and each other.

We all had a good morning and we thank Joanna for having us.

The only old cars that were there were Joannas'. The rest of us had fear of weather storms, but we showed up in whatever we had to drive.

Our members there were Joanna Cooper, Gary and Charlene Arnett, Stu Youngquist, John Neas with guest Mike Renfro, Sam and Donna Simpson, Tom Carlin, Don and Janell Diehl, Wayne Wilson, Mike Denney, Jim and Gail Sinclair, Layton Dozier, Donovan Smith, Rusty, Jimmy and Johnny Snell, Burl Breedlove, Chief and Peggy Eaton and you know who Jim McCartney and Joyce Bell.

The April Tire Kicking has been cancelled until a later date because of the COVID-19 Coronavirus!

— Jim McCartney



Spring Tire Kick in BA at Coopers'

*Photos by
Gary Arnett*





Charlene Arnett, Joyce Bell, Gary Arnett, Don and Janel Diehl, Peggy Eaton.



Sam and Donna Simpson and the Snell twins.



V-8 JUICE ...

to and from the editor

This is where the cowboy rides away. Coronavirus has caused us to circle our wagons for the evening and see what the tomorrow holds.

Because of the crisis and because of the curtailments, even our club newsletter, FordLines, is impacted. The activities and accompanying photos are what makes up most of our content. I also understand from board member and club treasurer Gail Sinclair with no Swap Meet this year the budget tightens. There are printing and mailing costs so we too become part of the curtailment.

At this juncture Janell and I are not planning on a May effort. We have some conflicting plans in late summer and fall, so with this edition, we are 'riding away' at least from the editing position. We appreciate each of the graces bestowed on us by our members and pray for the best as we all get beyond this "bump" in the road. Meanwhile, I am taking Prez. Admire's advice and spending some quality time with an old Ford.

I predict smoother pavement ahead with more great tire kicks, breakfast meetings, road trips and a huge and successful Swap Meet in 2021!

Closer, the Great Race is still scheduled to come through Sapulpa in June and the big Route 66 Car Show in our historic downtown is still planned. — The Editor.

TO THE EDITOR:

Consider your car's interior.

Did you know that "clean," "sanitize," and "disinfect" are of distinctly different intensity, each designed to satisfy a different standard?

Cleaning a surface physically removes dirt and germs, but doesn't chemically kill any of those germs. When you sanitize your hands (for instance), you aren't killing all of the germs, you're simply knocking down their numbers to a safe, lower level as determined by public health standards.

There's a reason we disinfect things with bleach but don't wash our hands with it nor discolor out car's interior!

A realistic approach for your car's interior, then, is to clean and then sanitize.

Focus on the "hotspots" for germs: your steering wheel, interior door handles, cupholders, gear shifter, seat buckles, and radio/climate control buttons.

— Jerry Whitt

BENEVOLENT:

Gail Sinclair asks grace for Susie Mays on the passing of her son in Omaha, Nebraska. Also, let's stay in touch and check up on each other via phone, text and social media during these times.

OBITUARY:

George A. Tumleson, 87, passed Wednesday, March 11, 2020. George is survived by his loving wife Judy of the home. George suggested months back, due to his special needs, he should be taken to a nursing home. Judy wouldn't have it and George died at home. Judy is the daughter of retired Captain Clyde Fry (deceased). For many years George and Clyde had a trenching business in Owasso. George was a Veteran and served on the Tulsa Fire Department for 22 years (1956-1978). He was #17 on the TRF A Seniority List.

George was a good man and will be missed.

Mowery Funeral Home of Owasso handled the arrangements. Viewing was 4-8 p.m., March 16, 2020, Mowery Funeral Home, 9110 N. Garnett Rd., Owasso.

Funeral - 10 a.m. Tuesday, March 17, 2020, First Baptist Church of Owasso, 13307 E. 94th St. N.

Judy requested the TFD Honor Guards assistance at the service.

TO THE EDITOR:

Club asked to help lower curve of exposure to virus

As the concern of COVID-19 (coronavirus) is growing and more information is being sent out, the National President, Bruce Nelson, requested that we communicate our concern and what we can do as a club to help lower the curve in exposure to this pandemic.

The National Board joins him in suggesting that everyone follow the precautions that other organizations are taking and seriously think about canceling or postponing events scheduled in the next two months (and maybe longer) that include groups of people getting together.

Since this is the time when spring vacations either start or end, more people will be traveling outside of their immediate areas and have the potential to come into contact with the COVID-19 virus. While we can only make a suggestion, we must error on the side of caution and play it safe.

At this time the National Board is conversing on the matter of whether it will be safe enough for us to host any events in the summer (i.e. National Meets, Driving Tours, etc.). We will keep you posted and let you know if there will be any changes to the summer events planned.

Please follow the recommendations of the CDC and your local Health Department.

Rick Claybaugh, Southcentral Director

On behalf of the National Board of Directors

April Recipe:**MOM'S Meringue Cradle Cake***A favorite created of Don Diehl*

A recipe from my Mom — Viola B. Diehl

**"Lazy Man's" Pie
Peach Cobbler**

1 stick butter or margarine
 1 C. milk
 1 C. sugar
 1 C. flour
 1 tsp. baking powder
 Dash of salt
 1 qt. fruit, sweetened (peaches, cherries, blackberries, etc)



Melt butter in baking pan. Mix flour, sugar, baking powder, salt and milk. Pour batter in pan on top of butter; cover with fruit. Do not stir; batter will rise to top as it bakes and absorbs the flavor of the fruit. Bake at 350 degrees for 1 hour. Serve warm with whipped cream or ice cream.

April Dates:

4-25 - Kim Claybaugh/Benny
 Taylor - Wedding

4-08 - Shirley Conley - BD

4-07 - Wes & Shirley

Conlay - Anniv

4-12 - Don Diehl - BD

4-06 - Don & Janell Diehl - Anniv

4-03 - Helen Freeman - BD

4-20 - Jeannie Johnson - BD

4-05 - Eddie Michels - BD

4-30 - Donovan Smith - BD

4-18 - Pat Snow - BD

4-07 - Richard & Eunice

Stiger - Anniv

4-26 - Jayne Trimble - BD

4-12 - Claudia Underwood - BD

MARKET PLACE

FOR SALE EXTRA NICE — 1951 Ford Victoria, restored. Automatic, V8 Flathead with continental kit. Seafoam green. JoAnn Stacy, 918-639-1797. \$25,000. See five miles west of Cowetta. Fred (who passed last year) bought it more than a dozen years ago. They drove it regularly. Donovan Smith knows the car well.

FOR SALE — 1942 Ford Tudor Deluxe Sedan, v-8, engine overhauled with less than 100 miles, poly gas tank, new exhaust system, rebuilt radiator, original interior, new wiring, only two owners, 35,xxx miles, Jenks, OK, call Ed Canady (918) 758-7972

FOR SALE — 1950 Ford Tudor Sedan, all original, \$10,000. Contact Linn Houck in Noel, Mo. at 417-456-8887.

FOR SALE — Somebody surly needs this Classic (below photo) or keep it like a rat rod. It is a 1950 Ford 4-door Custom Sedan. It looks pretty bad, but you would be surprised at the condition up close, and it has a sweet running V-8 Flathead. Contact the editor Don Diehl, Sapulpa at dondiehl@sbcglobal.net or Ph/ 918-227-3057.



More shots from Coopers' at the March Tire Kick

by Gary Arnett



Anybody want to play chicken with us?



Easy to reach radio control almost on steering wheel.

FORD LINES

P.O. Box 4109

Tulsa, OK 74159

PRESIDENT, **JERRY ADMIRE**

VICE PRESIDENT, **GARY ARNETT**

TREASURER, **GAIL SINCLAIR**

SECRETARY, **DONOVAN SMITH**

PARLIAMENTARIAN, **JIM SINCLAIR**

PHOTOGRAPHER, **GARY ARNETT**

V8 TIMES NATIONAL REPORTER:

JERRY WHITT

COMMITTEES:

Benevolence - **GAIL SINCLAIR**

Membership - **RICK ROGERS**

Swap Meet - **PHIL**

BURNS, RALPH JOHNSON

Tire Kick - **JIM**

MCCARTNEY



**Service in your car
We are back to that again.**

EDITOR: **DON DIEHL** 918/227-3057

dondiehl@sbcglobal.net

www.tulsaearyfordv8.com