



FORD LINES

Tire Kickings past and planned, pics galore and a wedding!

August, 2019 Edition

Enjoy this year's last month of summer!

Notes from our Prez.

Just Southwest of Tulsa

Chief Eaton, president

It doesn't seem possible that we are already going into August. The summer has really flown by.

We had a really good turnout for our July Tire Kicking at Mike Fuller's Museum in Inola. Mike has an interesting collection of antique auto and petroleum items as well as a collection of miscellaneous items from the 1940s.

Mike has a real passion for all types of paraphernalia from the World War II era. We also were treated to train rides around the town of Inola.

Once again we had a real good turnout for our July breakfast meeting. Your attendance is very much appreciated.

We have another Tire Kicking coming up on August 10th with the Southwest Tulsa Historical Society's old train display on Southwest Blvd. Be sure and try to drive your old Ford to this event and be sure and bring your lawn chairs. [Tire Kick committee chairman has all the details and reports on the July event as well in this issue of FordLines; and club photographer Gary Arnett took a slew of pictures].

Stay cool and enjoy this last month of summer.

—Chief

At July General Meeting

Attendees at the July 27, 2019 Breakfast Meeting: Mary Ellen Means, Bill Johnson, Phil Burns, Don and Janell Diehl, guest Ron Pogue, Gary and Charlene Arnett, Chief Eaton, Donovan and Donna Smith, Bob Boren, Jerry Whitt and guest Bryan Wiedeman, Wayne Wilson, Gene and Glenda Neal, Richard and Eunice Stiger, Jerry Baird, Tom Carlin, Stu Youngquist, Joe and Paula Baughn and guests John and Will Ford, Rick and Marisa Claybaugh, Norman Hawk, Cecil and Jane Tucker, Jim McCartney, Joyce Bell and Rick Rogers. \$25 pot winners: Jerry Whitt, Tom Carlin and Eunice Stiger.



Gary Arnett Photo

Club President Chief and First Lady Peggy Eaton at Fuller's Museum in Inola at July Tire Kicking.

Found . . .



some early Fords parked at Union Street Cafe during July breakfast meeting.



August Tire Kick

BY JIM MCCARTNEY

Our August Tire Kicking is hooking up with the Tulsa Southwest Historical Society. We will be on Southwest Boulevard (Route 66) between Union Street and 61st. This is where the old locomotive, caboose, box cars, trollies and special TSU touring car is displayed. A lot of stuff has been put there as well as a building or two.

Bring your lawn chairs and cars. We can take pictures, have coffee, donuts and whatever. This will be a good eventful morning, full of fellowship, fun and whatever we do. The time will be 9 a.m. on August 10th. We thank Roy Heim, Southwest Historical Society for this thought, also Chief Eaton for his help. **Call me at 918-693-1335 for questions.**

July Board Minutes

The June 12th, 2019 meeting of the Early Ford V-8 Club of America was called to order by President Chief Eaton at 7 p.m.

Board members present: Chief Eaton, Gary Arnett, Bob Boren, Ralph Johnson, Janet Spaulding, Stu Youngquist and Donovan Smith. Club members, Committee members present, Jerry Whitt, Gail Sinclair, Jim McCartney, Charlene Arnett, Donna Smith, Gary Strode, Peggy Boren, Mary Ellen Means, Donna and Sam Simpson and Joan Denney.

Secretary report was read and motion by Stu Youngquist and seconded by Gary Arnett to approve motion with a show of hands by members for approval.

Treasurers report read and a motion for approval by Gary Arnett, with a second by Stu Youngquist. The Treasurers report was approved. The swap meeting treasures report was discussed by Joan Denney.

Committee Reports;

New Business:

- Discussed making a permanent checking account for the swap meet expenses.

Janet Spaulding made a motion to buy a brick for Judy McCartney, seconded by Bob Boren.

- The key for the bank safe box is to be checked into by Jerry Whitt.

- If you have not made your reservations for the trip to Talimena you need to do it now.

Tire Kick: Jim McCartney has a tire kick to Inola for July 13th. The car caravan will meet at Admiral and Memorial at 8:30 a.m. and depart at that time.

Benevolence: A thank you card was received for the flowers sent, from the Dale Whitted family.

A card from Wallace Henry was received from the club.

Motion to adjourn at 7:45 p.m. by Chief Eaton seconded by Ralph Johnson.

— DONOVAN L. SMITH, SECRETARY

Card of Thanks

Thanking all the members for acknowledging my recent illness that required a 10 day hospital stay. The plant in the Ford pickup pot is great and I will enjoy it and the caring thoughts it represents from the club members.

Thank you, Jeff Gibson

Member Forum:

Just Ask Layton



BY LAYTON DOZIER

Last month we had questions about door seal locations, flathead engine block mystery casting numbers, and adjusting flathead lifters/valve lash. I did not get any responses but hopefully someone helped these members out with their problems.

This month I have a question from Ralph Johnson about the importance of coils (they are not really "springs" as they are sometimes called) being installed in lower radiator hoses and what may happen if they are not there.

Well Ralph, I did a little research and found out a few interesting things. I do not know for certain if it applies to flathead Fords or not, but I have found that during production these coils were installed at the factory to keep the lower radiator hoses from collapsing when coolant is put in the system and vacuum was applied to fill the block and purge all the air. Most, but not all, replacement lower hoses are not even supplied with the coils and as long as your hoses are in good condition and firm, the lower hoses should not collapse under normal driving conditions. In fact rusted and deteriorated coils can cause damage to water pumps if they break into pieces. That being said, in some extreme or racing applications, more vacuum may be created on the lower hoses and they could collapse and cause overheating and from what I have heard about Ralph's driving style this may very well be a possibility. So if you have good un-rusted coils put them in, but if not, don't worry about it unless the hoses are old and soft. Hope this helps and if anyone has anything to add or corrections, please let us know.

As most of you know, I am working on a 41 pickup project and have rounded up a full set of fenders but as is usually the case on old trucks, the fenders are in pretty rough shape and are going to need a fair amount of metal work. Specifically working on the rolled edges around the wheel openings and bottoms. Wondering what kind of dollies or backing tools have you used or made for straightening this difficult spot? Any advice would be appreciated.

If you have answers to any of these questions or a new question of your own, send me an email at lcdoz@hotmail.com or call me at 407-314-0498.



V-8 JUICE . . . from the editor

Henry has a birthday

The car is named for the man that made it. Henry Ford was born on July 30, 1863. He built his first automobile, which he called a quadricycle, at his home in Detroit in 1896.

And of the Ford flathead V8?

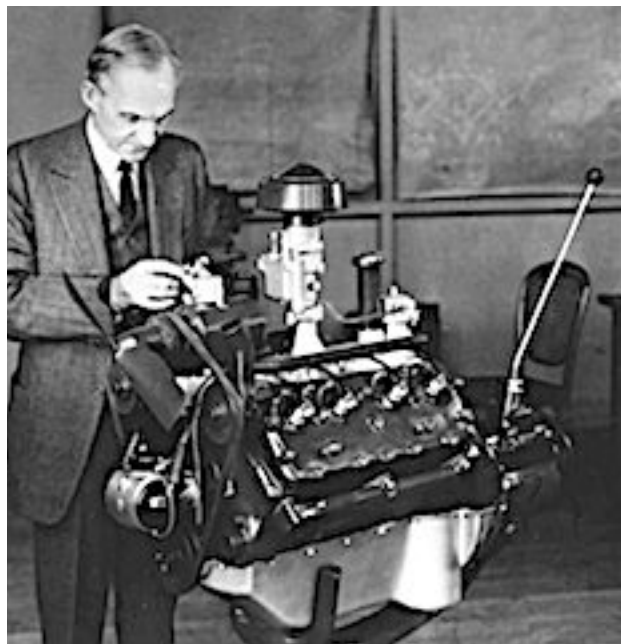
The French engineer Leon Levassieur is often credited with the invention of the first V8 engine, patented in 1902. He called his lightweight V-shaped, eight-cylinder engine the Antoinette, named for his benefactor's daughter. While it may have used more fuel than its smaller predecessors, it compensated with raw power. The engine first found a home in boats and eventually airplanes. Eventually, engineers transferred the eight-cylinder engine into cars. The V8, as it came to be called, was pricier than other engines on the market, but it was also more reliable. By 1915, it was humming along only in higher-end models from automakers like Cadillac, inaccessible to all but the wealthy.

That changed in 1932 when Henry Ford used his world-famous assembly line to mass-produce V8 engines. The trick? Casting them in a single engine block, instead of shaping them piece by piece. "What Ford was credited with was democratizing horsepower," says Matt Anderson, curator of transportation at the Henry Ford, Dearborn, Michigan museum.

Once confined to luxury vehicles, the engine was now relatively commonplace, built into the Ford-branded vehicles that seemed to dot every driveway in the United States.

In democratizing horsepower, Ford believed he delivered another good to the masses, according to Anderson. "I think the key word is freedom," he says. The company and others advertised cars as a way to save time and see the world. It also promoted the automobile as a way to liberate women who felt stuck in their home, and connect rural Americans who might otherwise feel isolated on faroff farms.

PHOTOS: Henry Ford "hands on;" and 1949 assembly line inspection.



Following submitted by, for or about Ralph Johnson . . .



Used without permission!



July Tire Kicking

By JIM MCCARTNEY, TIRE KICK CHAIRMAN

Our July Tire Kicking was a beautiful morning at Mike Fullers Auto and Gas Museum. He was a real good host for us having a place for our coffee and donuts. He had cold bottled water since it was so hot and chairs out front in the shade. There was a breeze to me there. He also took two groups of our club members and guests through town on his old train — good ride.

The Museum is full of all kinds of cars from the early 1920s to the early 1950s; gas pump globes and neon signs lit up everywhere. There were big car cookie jars, model cars in the wall between rooms, and a hot wheels collection. Fuller was into country music and had stacks of 33 1/3 albums and old record players.

You cannot believe what all is there. The ones of you that didn't go missed a good trip.

Thank you Mike for having us.

TAKING THE TOUR!

That's photog Gary Arnett and Tom Carlin at top right "sort of kicked back"; and Janet Spaulding checking out an old Ford, immediate right; and below: doughnut feast and more displays.



And at the Saturday morning breakfast . . .



I will let you identify most of these, but that is the crazy-looking editor and his wife Janell in the above photowith our guest Ron Pogue on the right.



Photos by Gary Arnett

Kat Conrad and Terry Sanford lock bumpers

(That means, in our language, they got hitched, tied the knot, eh . . . married)

BY DON DIEHL, ET AL

One of the functions of Tulsa's Early Ford V-8 Club is to get people connected. And that sometimes ends up (as it did for Kat Conrad and Terry Sanford on Saturday, July 20) in a wedding.

I asked club member Joan Denney who assists in getting FordLines out each month if she could give me some background.

"Kat joined the club many years ago when her mom and dad were both in it," (Gary Strode and his late wife, Lynda), she reports.

Kat and Terry were a couple and may have known each other back in high school. They became engaged in 2016, a few months before Lynda passed in May from cancer.

Kat had already stepped in to be the registrar of the swap meet (following in Lynda's footsteps, who had done it for years). Terry has helped every year as well.

And do they have an Early Ford V8? Why, no! Kat drives a Fiat. Joan did not know about Terry. Perhaps an old classic (early Ford) would make a great wedding present?

Joan said she knows Terry and Kat "loves to travel," and Joan



"sees a boat in their future!"

Besides the great picture of the newly weds, herein also is a picture of one of their (hairless) pet cats [photo at right] dressed in Hawaiian keeping with the theme of the wedding celebration.

Also a reception photo with family members[in photo at left] — brother and his wife, and dad on right. Jim Strode married Teresa Wilkinson a few years ago. They also met through the club.



NEWS BREAK!

There is going to be a Halloween Party on 10/26/2019. Mark your calendars!!! Check the T.V. show "Let's Make A Deal" (KOTV channel 6 from 2 to 3 p.m.) for some neat costumes. — Gail Sinclair



2020 WESTERN NATIONAL MEET Alamosa, Colorado, Sept. 20-24

The 2020 Western National Mee in Alamosa, Colorado (located in the very scenic San Luis Valley)— Sunday, Sept. 20th (early arrival and registration), thru Thursday, Sept. 24th. Early arrival recommended . . . a great deal to see, do, and experience in the Valley. Bernie Arellano (Meet Chairman) 303-980-8938 — tweetiebirdcenter@comcast.net Tom Webb (Meet Co-chair) 303-789-3956 — webbv860@gmail.com

August Recipe

No Churn Blueberry Cheesecake Ice Cream

FROM DONNA SMITH

- 1 C Blueberries or other fruit (fresh)
- 1 T Water
- 1 C Sugar, divided
- 1 8 oz. pkg. Cream Cheese, cubed, softened
- 1/2 C Whipping Cream - 1/2 C Sour Cream
- 1 T Vanilla
- 4 Graham Crackers, broken in small pieces

Bring fruit of choice, water, 2/3 C sugar to a boil in small pan. Simmer on low heat 8 minutes or thickened. Refrigerate 30 minutes or until completely cooled. Process remaining ingredients (except graham crackers) in food processor until well blended. Spoon 1 1/2 quart freezer proof container, gently stir in crackers. Top with spoonfuls of fruit mixture, swirl with spatula. Freeze 5 hours or until firm, also good with fresh strawberries. Remove from freezer at least 30 minutes before serving. 10 servings. ENJOY!!

ANNOUNCEMENTS:

CENTRAL NATIONAL MEET

The Early Ford V-8 Central National Meet will be held August 23-27, 2019 at the newly expanded Early Ford Foundation Museum in Auburn, Indiana. Ohio Regional Group 141, Indiana Regional Group 56 and Indiana Regional Group 169 are hosting the meet. One goal in taking on the monumental task of hosting a meet is to raise much needed funds for the museum. We are hoping to do that by making money with several raffles that we are offering at the meet. We need your help! We are asking for donations or contributions to the People's Choice Raffle. Checks should be made out to EFV8 Ohio Regional Group 141 and mailed to the Bill Randolph, 40 Aston CT, Powell, OH 40365.

COMING UP IN FORDLINES:

Club President Chief Eaton has a calendar with old pictures and information of beautiful old movie theaters in downtown Tulsa which were demolished about 50 years ago. Using the calendar as a catalyst, and Janet Spaulding to help coordinate, we are planning a story about these theaters and about Phil Judkins, one of our members, and a movie theater organ expert. He helped restore the organ at the Circle Cinema and he plays it sometimes for special programs. He also was involved in the restoration of the theater organ at the Coleman Theater in Miami. Ralph Johnson is suggesting we take a trip to the Coleman. Stay tuned.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
AUGUST <small>THE EARLY FORD V-8 CLUB OF AMERICA TULSA REGIONAL GROUP</small>				1 Anniversary: John & Nannette Lofton	2 Happy Birthday: Kim Claybaugh	3
4	5	6	7 <small>PURPLE HEART DAY</small>	8	9	10 
11 Happy Birthday: Peggy Boren	12	13  <small>BOARD MEETING 7PM</small>	14	15	16 Anniversary: Gene & Glenda Neal	17 Happy Birthday: Gail Sinclair
18 Anniversary: Monty & Anne Buechline	19 <small>NATIONAL AVIATION DAY</small>	20 Happy Birthday: Wes Conley Jane Gibson	21 <small>SENIOR CITIZENS' DAY</small>	22	23	24  <small>GENERAL MEETING CENTRAL NAT'L MEET-AUBURN, IN</small>
25 <small>CENTRAL NAT'L MEET AUBURN, IN</small>	26 Happy Birthday: Pat Snow	27	28 Happy Birthday: Brenda Michels	29	30	31

They made the paper!



Dave Jensen holds copy of the Inola Independent that printed a picture of his 1940 Ford after visiting the local museum.



PHOTOS BY GARY ARNETT

The whole club got some ink during its July Tire Kick and road trip to Inola to see Fuller's Museum and tour the town. Above, Richard and Eunice Stiger show their front page picture of 1952 Ford; And, at left, Bob Boren with his 1939 Ford Sedan. [See Jim McCartney's column.]

FORD LINES

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PARLIAMENTARIAN, **GARY ARNETT**

DIRECTORS, **DONOVAN SMITH**

STU YOUNGQUIST

PHOTOGRAPHER, **GARY ARNETT**

V8 TIMES NATIONAL REPORTER:

JERRY WHITT

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Membership - **RICK ROGERS**

Swap Meet - **RALPH JOHNSON**

Tire Kick - **JIM MCCARTNEY**

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Feature:

Club congratulates newlyweds Kat and Terry Sandford.

[See page 6]

