

A Message from David Turner



President's Notes

Greetings fellow members,

It is great to be meeting again and doing car things again. Hope you all are having as much fun with it all as I am!

We had a smaller than expected contingent at the show in Vinita on the 19th but a good one none the less. I have an article with pictures, elsewhere in this newsletter.

The Great Race stop for lunch at the Heart of Route 66 Auto Museum in Sapulpa drew quite a crowd. I saw a lot of our members there and saw Lee DeBoer in the background on the Channel 6 coverage that evening. WE have photos elsewhere in the newsletter.

On Saturday, 10 July we will tour the facilities of Wheels of the Past near Cushing, OK. We are being joined by two other clubs for this event so we will all meet at the McDonalds in Cushing and be ready to depart at 10AM from there. I believe Joe Smith has arranged for us to have lunch together afterwards at the Steer Inn in Cushing. I think you will be glad you went.

The next day, on Sunday 11 July, we will meet again at Joanna's place for our regular membership meeting at 2:00PM. Our program will be on the Jefferson Highway by the current Jefferson Highway Association President, Roger Bell of Muskogee. I personally am really looking forward to this presentation. He will be bringing his wife and teenage son as well.

Fifteen minutes after we conclude the program, we will start a committee meeting on the preparations for the 2021 AACA Central Divisional Tour. All who want to stay and participate are welcome to do so. Those who do not will be free to go on. It has been nearly a year and a half since we last did this and we need to start defining who can fill the support roles during the tour week. We will have quite a few such roles. None are hard!



On Saturday July 24th, we plan to tour the shops where Keith Jones and Grant Aldrich work. Get this date on your calendars as this is a tour you will want to be on. We will meet at the **QuikTrip** at 11th and Utica and travel from there to the shop at 10AM. No picture taking is allowed.

The board has decided to change the format of the upcoming August meeting once again! We will now meet, as we normally do, at **2PM for our annual Ice Cream Social** but not try to do the potluck. That will give us time afterward to go over the details of the upcoming 2021 AACA Central Divisional Tour that we are hosting and make sure we have all the bases covered. More details to come.

Steve Schnitzer is busy planning our annual club car show. He tentatively has it scheduled for 18 September in Owasso. Stay tuned for details as they develop.

It is hard to believe our year of 2021 is nearly **half** over and will be by the time you receive this newsletter. Let's make the second half even more fun!"

Happy Motoring!
David Turner, President



Minutes of the AACA General Meeting June 6th, 2021 At Joanna Cooper's Car Emporium

There were about 20 people present at the meeting.

David Turner called the meeting to order a little past 2:00 pm with the club repeating the Pledge of Allegiance to the flag.

The May meeting minutes were read by Debbie Harding for the absent Secretary. Minutes were approved as read. Debbie also gave the Treasurer's report.

David reported on the news of the Divisional Tour. He said that he was receiving e-mails and phone calls every day of people planning to attend the Tour. Applications for the Tour were open for registration as of June 1, 2021. Price for the Tour is \$250.00 per car and \$200.00 for each passenger. There will be a limit of 100 cars.

The sign-up list for the cookie shoot was distributed.

Three jokes were told: two by Debbie Harding and one by Michael Halley.

The club has the Vinita Route 66 Festival on June 19 as one of its official events. There was a show of hands as to those that plan to attend. Vinita is about an hour drive from Tulsa, and there will be parking for trailers.

Owasso has a car show on Main Street the 2nd Wednesday of each month.

There is a "Cruise-In" each Tuesday night in Tulsa at the new location of 51st and Memorial.

Tour of the "Wheels of the Past" is scheduled for July 10th one day before our General Meeting for July. This will be a joint meeting with the Vintage Chevrolet Club. Everyone is to meet at McDonald's restaurant in Cushing at 10:00 am. Both clubs will go out to lunch after the visit.

The July General Club Meeting has been rescheduled to July 11 so as to not conflict with July 4th. The program will be about the Jefferson Highway.

The August General Meeting will be a picnic and ice cream social. Everyone will need to bring pot luck food or ice cream. The time of the meeting will be



rescheduled to 5:00 pm to make it dinner meal. Details to be provided in later meetings. Joanna's Car Emporium has been penciled in as the location.

Joanna took one of our Tour bags to the Founder's Tour which she is now attending and received "rave" reviews of the bag. This is very good advertisement for our Tour.

David is planning to attend the dedication of a 1920 Chandler automobile to the Frank Phillips Home in Bartlesville on June 7th. It was owned by Frank early in his life and was later refurbished by Josh and Edna Lee. Edna is giving it to the home.

Keith Jones gave the program about the antique auto projects that he has worked.

Respectfully Submitted,
Chuck Mahan
AACA Tulsa Region Secretary



Sunshine Report

Nothing to report this month.

If you know of a member that is ill or could use a card - let me know and the club will send them a card.

Dan King (dcking1948@yahoo.com) or (918) 630-4903

BIRTHDAYS

July

- 2 Roy Strom
- 4 Lee DeBoer
- 20 Dan King
- 22 Carl Richardson

August

- 7 John Winkle
- 9 Mike Halley
- 18 Kathy Fender
- 19 Pamela Jones
- 20 John Griffith
- 22 Jerry Aldridge
- 24 John Wallis

ANNIVERSARIES

July

- 7 Bill & Lavon Ruedy (? yrs)
- 11 Melvin & Celinda Burton (17 yrs)

August

- 19 Chuck & Carolanne Mahan (49 yrs)
- 29 Mike & Mary Jane Halley (35 yrs)



AACA Tulsa Region 2019/20 Calendar

| <i>Month</i> | <i>Day</i> | <i>Activity</i> | <i>Place</i> | <i>Director Responsible</i> | <i>comment</i> |
|--------------|------------|---|--------------|-----------------------------|----------------|
| 2021: | | | | | |
| July | 11 | General Meeting • Joanna Cooper's Car Emporium • post-meeting presentation | | | |
| | | Roger Bell – Jefferson Highway | | | |
| | 24 | Keith Jones and Grant Aldrich Shop Tour • Depart 10 AM at 11 th and Utica • no photos will be allowed | | | |
| | 27 | Board Meeting • 2 PM • Heart of 66 Auto Museum | | | |
| August | 1 | General Meeting • Joanna Cooper's Car Emporium • post-meeting presentation to be the annual club picnic with potluck entrees and desserts | | | |
| | 31 | Board Meeting • 2 PM • Heart of 66 Auto Museum | | | |
| September | | | | | |
| | 12 | General Meeting • Joanna Cooper's Car Emporium • post-meeting presentation to be by Debbie and Clyde Harding | | | |
| | 19 | Average Joe Rally • Northeast Oklahoma Region Sports Car Club of America • Mike Halley (918) 576-3015 mehalley@yahoo.com | | | |
| | 28 | Board Meeting • 2 PM • Heart of 66 Auto Museum | | | |
| October | 3 | General Meeting • Joanna Cooper's Car Emporium • Election of Officers • post-meeting presentation by Steve Schnitzer | | | |
| | 18–22 | Divisional Tour • sponsored by AACA Tulsa Region | | | |
| | 26 | Board Meeting • 2 PM • Heart of 66 Auto Museum | | | |
| November | | | | | |
| | 1 | General Meeting • Joanna Cooper's Car Emporium • post-meeting presentation to be by Chuck Mahan | | | |
| | 30 | Board Meeting • 2 PM • Heart of 66 Auto Museum | | | |
| December | | | | | |
| | 6 | General Meeting • Joanna Cooper's Car Emporium • post-meeting presentation TBD | | | |
| | 19 | Christmas Banquet • Probably 1 PM at Jerry Shrader's Vintage Car Garage | | | |
| 2022: | | | | | |
| January | | | | | |

July 1, 2021

page

6



- 4 Board Meeting ● 2 PM ● Heart of 66 Auto Museum
- 8 Installation Banquet (installation of club officers) ● Probably 1 PM at Jerry Shrader's Vintage Car Garage

February

- 2 Board Meeting ● 2 PM ● Heart of 66 Auto Museum
- 7 General Meeting ● Joanna Cooper's Car Emporium ● post-meeting presentation TBD

March

- 1 Board Meeting ● 2 PM ● Heart of 66 Auto Museum
- 6 General Meeting ● Joanna Cooper's Car Emporium ● post-meeting presentation TBD
- 29 Board Meeting ● 2 PM ● Heart of 66 Auto Museum

April

- 3 General Meeting ● Joanna Cooper's Car Emporium ● post-meeting presentation TBD
- 26 Board Meeting ● 2 PM ● Heart of 66 Auto Museum

May

- 1 General Meeting ● Joanna Cooper's Car Emporium ● post-meeting presentation TBD
- 31 Board Meeting ● 2 PM ● Heart of 66 Auto Museum

June

- 5 General Meeting ● Joanna Cooper's Car Emporium ● post-meeting presentation TBD
- 28 Board Meeting ● 2 PM ● Heart of 66 Auto Museum

Recurring Events *(see note below)*

Every 2nd Wednesday ● Owasso Cruise-In ● north side of Main Street

Every Tuesday ● Tulsa Cruise-In ● 51st & Memorial ● 5 pm – 8 PM ● (Mar – Oct) ● Dan King

Note: all events are subject to cancellation due to COVID-19 epidemic quarantines.



AACA National Calendar of Events

May 20-25 - *Founders Tour (1932-1996)* – Davis, WV

June 2-5 – *Easter Divisional Tour* – Eastern Shore of Maryland

June 4-5 – **Annual Convention** – Williamsburg, VA

June 17-19 – *Eastern Spring Nationals* – Saratoga Springs, NY

July 11-16 – *Vintage Tour (1931 & Earlier)* – *AACA National* – Lock Haven/Wellsboro, PA

July 22-24 – *Annual Grand Nationals* – New Ulm, MN

August 13-14 - *Western Spring Nationals* – Loveland Colorado

September 9-11 – *Southeastern Fall Nationals* – Greenville, SC

September 12-17 – *Glidden Tour* – Saratoga Springs, NY

October 6-9 – *Eastern Fall Nationals* – Hershey, PA

October 11-16 *Southeastern Divisional Fall Tour* - Mt. Airy, NC

October 18-22 *Central Divisional Tour* – Broken Arrow, OK

November 11-13 – *Special Western Nationals* – Phoenix, AZ

November 14-17 – *Western Divisional Tour* – Metropolitan Phoenix and Central Arizona



Average Joe Rally

Open to all cars the "Average Joe Rally" will be presented on Sunday, 19 September 2021, by the Northeast Oklahoma Region of the Sports Car Club of America (SCCA). It is a tour event for both the local Miata and Alfa Romeo Clubs and will offer an awesome way to share our classic car passion with folks who love all cars!

The event has been added to the Tulsa AACA calendar because this tour rally will be ideal for classic car owners who would like to get out for a fun Sunday drive and share the experience with a new group of fellow gearheads. Beginning in Avant, Oklahoma and ending at the Cyrus Avery Plaza parking lot on "Crybaby Hill" in Tulsa the rally will cover about 70 miles of the route used for the bicycle third of the recently completed Ironman Tulsa triathlon. The event is no more technically challenging than a poker run, the entry fee is quite affordable (no more than \$20) and will benefit the Avant Volunteer Fire Department.

Please contact Mike Halley to discuss details of the event at our AACA meetings or call him at (918) 576-3015 or email him at mehalley@yahoo.com. Mike and his wife Jane have run an "Average Joe Rally" navigating in one of their classic FIATs and had a great time since there was no calculating or adhering to average speeds, no attempts whatever to get teams lost, plenty of time for potty or other short rest breaks and no other shenanigans that tend to keep people from trying an SCCA road rally.



Vinita Route 66 Festival

On Saturday, 19 June several of us traveled to Vinita to participate in the Route 66 Festival as a special exhibit of antique automobiles. They had seen our club's display at the Tulsa New Car Show a couple of years ago and wished to do something similar as an adjunct to their regular car show. We were joined by the **Corvair Club** and together we had a nice display, all together in a row. Here are two pictures taken by Bob Strattan.



The first picture shows the vehicles of club members, Bob Stratton – 1946 Chevrolet, David Turner – 1968 Chevelle and Clyde and Debbie Harding – 1957 Chevrolet. The three Corvairs are next, followed by the cars in the second picture that belong to member Pauleta Clawson's friend Howard, who hails from Chanute, Kansas. The car in the foreground is a 1937 Chrysler. The following are photos furnished by Debbie Harding.



Debbie says the Mustang below is just like her first car!



The Mitchell Model F-40 Touring

On Monday, June 7th, I attended the ribbon cutting of a new exhibit at Frank Phillips Mansion in Bartlesville featuring a 1920 Mitchell touring car. Apparently, when the car was new, it was filled with water by the dealer and inadvertently left in his garage to freeze. Thus, the engine in this new car was essentially ruined. Eventually, the chauffeur of Mr. Frank Phillips acquired the car and tried to fix it by patching the broken block. The patch did not work well which resulted in the car remaining in the carriage house or other storage facilities for many years. Finally, around 1998, as I understand the story from friends, the car was purchased by long time *Horseless Carriage Club* members, Josh and Edna Lee. With the help of Neil Conover, they located a replacement engine block in Joplin and used it to get the engine running. A new radiator was acquired as well. Josh and his wife Edna reupholstered the car, installed a new top, and gave the entire car the needed attention to reverse many decades of inattention.

July 1, 2021

page

11



After Josh passed away, Edna decided to donate the car back to the Frank Phillips home where it will be on permanent display, once again, in the carriage house.

Below are photos of the car in that new exhibit at the ribbon cutting.



The first photo is of Edna Lee cutting the ribbon while surrounded by her children, along with Merle Lindstrom representing the Frank Phillips Foundation.



Photos From the Great Race



not sure what is supposed to be but it is a modified 1974 Plymouth



July 1, 2021

page

13



1918 American LaFrance Speedster – fun to hear the chain drive!



1937 Ford Tudor



July 1, 2021

page

14



1928 Model A Ford Speedster



1961 Nash Metropolitan in Rookie Class



1933 Ford Model B Pickup – Fredette Racing - Jeff and Eric Fredette
1918 Grand Champions

July 1, 2021

page

15





One Hundred Years Ago Today

by Randy Beeson

The U.S. signed separate treaties with Germany (August 5th) and Austria (August 23rd) formally ending WWI. In Chicago, a jury acquitted eight White Sox players implicated in the Black Sox scandal on the 5th. The following day, baseball commissioner Kennesaw Mountain Landis banned the players from the game for life.

On August 10th, FDR was stricken with polio (possibly Guillain-Barré syndrome) at his summer home on the Canadian island of Campobello. On the 22nd, J. Edgar Hoover became the assistant director of the FBI.

Members of the Dail (Parliament) swore allegiance to the Irish Republic at their first meeting in Dublin House on August 16th. The British declared a truce with the Irish Nationalist Sinn Fein on the 23rd. The following day, the British airship R-38 crashed in the Humber River with the loss of 44 lives.

It was an active sports month as Pittsburg station KDKA broadcast the first major league baseball game on August 5th, with Harold Arlin offering the first play-by-play account. Ty Cobb became the 4th MLB player to get 3,000 hits on August 19th. On the 27th, J.E. Clair of Acme Packing Company in Green Bay, WI was granted an NFL franchise.

Famous births this month included author Alex Haley (*Roots*) born in Ithaca, NY on August 11th and TV game show host

Monty Hall born in Winnipeg, Canada on the 25th. Famous deaths included the last member of the Confederate Congress, John Martin, on August 10th and Italian operatic tenor Enrico Caruso at age 48 the following day.

This month's issue of Popular Mechanics contained an article previewing the future. The battleship U.S.S. Iowa had been equipped with a feature allowing the vessel to operate without a crew. After her boilers had been fired, they were automatically provided with fuel and water. An officer on a nearby ship equipped with a special radio transmitter could then radio commands to the Iowa via a separate antenna mounted on the battleship. A receiver mounted below decks then acknowledged these commands and opened an electrically operated pneumatic throttle control valve. The ship's rudder and gyro compass were also controlled via radio. Kind of dwarfs controlling your garage door with your cell phone, doesn't it?

The magazine also documented a new French all-metal 'Leviathan' passenger aircraft under design. The power plant consisted of two linked Bugatti engines, each fitted with two banks of straight eight cylinders. The engines were mounted fore and aft in the nose of the aircraft to reduce drag.

In a novel application of radio technology, a receiver was now available for



installation in physicians' vehicles. The unit was mounted on the top of the rear seatback

One Hundred Years Ago (continued)

with a four-strand long wire antenna mounted on the vehicle's roof, in appearance like a roof rack. Purpose of the unit was to allow the physician to maintain contact with his home or office.

A center-mounted front axle was now available for commercial trucks, representing a three-point suspension for the vehicles.



GREAT RACE – Lunch Stop – June 21

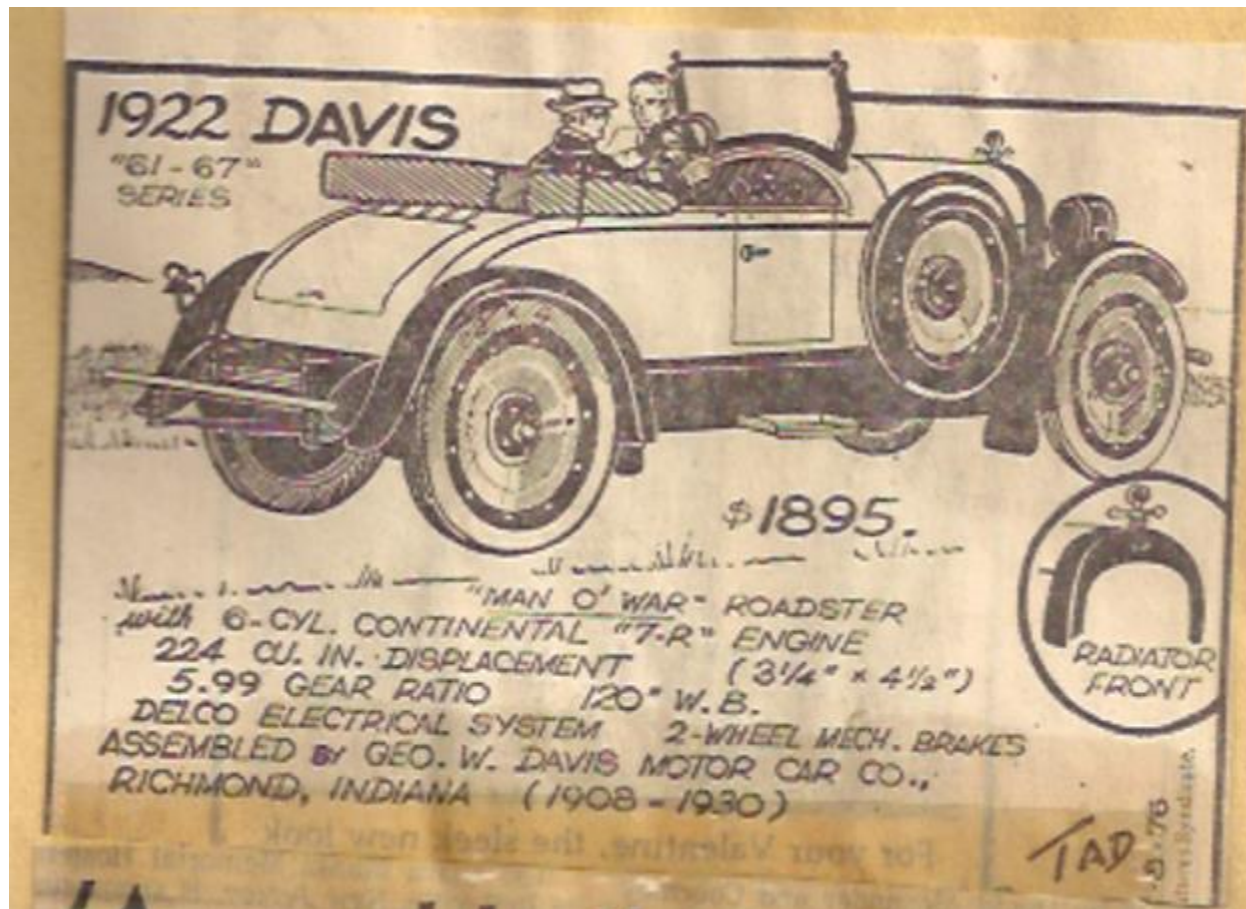
On June 21 (Monday) the Great Race automobiles will be leaving Nocona, Texas in the morning and arrive in Joplin, Missouri for the evening. Their lunch stop will be at the “Heart of Route 66 Auto Museum” in Sapulpa, Oklahoma. Cars should arrive at about noon and all be gone about 2:00 PM. The Museum will not be open to spectators – race participants only. Lunch is provided to Great Race participants only, not spectators. Food trucks might be near for spectators, but it is not confirmed. The Club House at the golf course on the south side of highway 66 is famous for their hamburgers. Parking – Three options, the lot to the north of the museum or the building complex east of the museum. The third spot which will be the easiest parking spot to get in and out of, it will be east of the museum on the south side of highway 66 at a former BBQ restaurant. Look for Sapulpa school buses. Sapulpa school buses will be available to bring you from that parking spot to the Museum. For those who have never been to the Museum the address is 13 Sahoma Lake Road in Sapulpa. Just look for the Museum landmark the 66-foot-tall gas pump.



Gasoline Alley

By Dan King, Editor

“Assembled” 1922 Davis Touted by Its Makers



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by *Tad Burness*

“Built of the Best” was the sales slogan for this 1922 Davis car, built at Richmond, Ind. It was an “assembled” car, meaning many parts for the Davis did not come from its own factory but were supplied by specialized manufacturers.

Thus, the Davis used a Continental engine, Timken axles, Borg and Beck clutch, Delco electrical system, etc. The opposite extreme from an “assembled” car would be one such as the Model T Ford, which used, mostly, its own Ford-built parts.



One advantage of the so-called “assembled” car was that replacement parts were usually easy to come by as they were made by major suppliers and frequently found on other makers of cars as well.

1921-1922 was a recession period in the auto industry. Several manufacturers failed. But according to a January 1922 Davis advertisement, “The Davis Company owes no man an overdue dollar. It has large cash reserves in the bank. It has borrowing capacity that has never been used – and its entire financing is conducted with its own surplus and reserves.”

“Its overhead is remarkably low. It did not over-expand during the days of temptation” ... (the boom period immediately following World War I).

President of the company was George W. Davis, and there were 250 employees – plus 110 Davis distributors and authorized service stations.

About 3,000 Davis cars were built in 1922, the most striking being the illustrated “Man O’ War” roadster. The disc-wheeled sport touring car was the “Fleetaway.” There was also a standard wooden-wheeled touring car, plus a sedan and a 4-passenger coupe, but 72 per cent of Davis’ 1922 output was open cars.

The Davis was an early user of a simple one-piece windshield on its open models. Many competing makes did not offer this until 1926 or even later.

During 1922, Davis cut prices, and introduced a new companion series “71” touring car with 114-inch wheelbase and smaller cylinders. The “71” touring model was priced at only \$1,195.

Editor’s Note: Charles Schaeffer’s scrapbook of almost 200 articles clipped from the Tulsa World were the creation of Tad Burness, whose biography can easily be found on the internet. The scrapbook was given to me by Mary Jean Schaeffer, Charles’ widow and fellow AACA Tulsa Region club member..

Share Your Story!

Our club newsletter, **Runningboard Ramblings**, is only as good as you make it. We want to hear from you! We are always looking to feature articles from Tulsa Region members about your personal accounts of tours and shows you have attended, restoration projects, unique vehicle stories and history, and any other stories you think other AACA members would enjoy hearing about. And, of course, include plenty of photos to make your story come alive! Please send in your photos and stories to Dan King, dcking1948@yahoo.com.

Later alligator ...





Bring an Extra Pair of Pants

By Fred Trusty

Vice President – Membership

I want to tell you about an adventure I had while on the 2019 AACA Founders Tour in Seward, Nebraska. The Founders Tour is for vehicles from 1932 all the way up to vehicles 25 years old. This was a hub tour which means each day you travel from the motel to different attractions and back to the same motel each night. The tour would be covering about 150 miles per day so I decided to drive my 1966 Chevy Bel Air since it has air conditioning.

A couple of weeks before I left, I checked the mechanicals on the Bel Air and found the a/c compressor that was replaced 7 years ago was leaking and all the bushings in the front suspension were just plain worn out. Normally, I would have done the suspension work myself but I found myself really pressed for time so I took it to the auto repair shop that I have done business with for many years. They replaced the a/c compressor, inner and outer tie rod ends, idler arm, and center link.

The tour started on a Monday but the AACA National at Auburn, Indiana was the Saturday before the tour. Pretty tight schedule but doable. My plan was to leave Auburn right after the awards dinner and drive part of the way to Seward. I already

had a motel room reserved about 5 hours from Auburn so I would have a leisurely drive to Seward on Sunday with plenty of time to unload the car from the trailer and relax on Sunday evening.

I slipped out of the awards dinner early and walked to my truck and trailer and what a shock. Someone had hit the trailer fender on the driver side and I had a flat on the other side of the trailer. On top of that the right side of the trailer was in very soft grass so the small floor jack I had would just sink into the ground. Fortunately, a man parked around the corner from me asked if I needed help. He had one of those little portable air compressors so we put air in the tire and I was able to pull it onto the asphalt where I changed the tire. Now I had no trailer spare for my long trip to Seward. Worse though was the fender would rub the tire if you hit a hole or uneven pavement. What to do? Fortunately, my trailer has removable fenders so I took it off and armed with a hammer and a piece of 2 x 4, I performed some metal bumping on the tailgate of my truck. It looked pretty good so off I went. I made it to my motel about 2:00 AM that night and had no problem falling asleep.



The tour was great. One day I rode with Dave Kontor in his 1967 Camaro and another day Dave and I rode with Marty Roth in his 1954 Cadillac convertible. We're lucky that we didn't end up in jail that day. One morning it was raining so Marty rode with me in the front seat and John and Paulette LaBarr rode in the back seat of the Bel Air. In Nebraska, the roads are mostly laid out in large grids and it's always windy. I had been complaining that morning that the wind was so strong it was causing the car to drift side to side. Right after lunch we were driving down a two lane road and came to a T intersection with a four lane highway. Not long after we turned right we heard a loud pop. Keep in mind that we're travelling about 60 mph down a flat perfectly straight four lane undivided highway. The car seemed to be drifting to the right so I turned the steering wheel to the left but nothing happened. I kept turning until it stopped. Then I turned it all the way to the right and nothing happened. I looked over at Marty and said, "We have no steering." Talk about that deer in the headlight look from my 3 passengers! A 1966 Bel Air has drum brakes front and rear and my car has no power brakes. If not adjusted correctly, drum brakes can pull to one side or the other so I decided to let the car coast as far as it could before I applied the brakes. Did I mention that there had been flooding in Nebraska and the drainage ditch on the right side of the road was full? We had semi-trucks whizzing by on the left which left us in the proverbial "stuck between a rock and a hard place" scenario.

The car was slowing down but then it started to drift to the right. The right wheels were already at the edge of the emergency lane and the grass. Since I already had a shower that morning, there was no need for a bath. Time to gently apply the brakes. By this time the right side tires were already in the grass so when I hit the brakes they locked up and slid straight until we were stopped. And then came that big sigh of relief from everyone, ah.....ah.

Crawling under the car revealed that the nut on the pitman arm was gone and the pop we heard was the stud coming out of the socket. Obviously, the cotter pin was never installed, the nut was not tight, so it backed off. Several other drivers on the tour stopped to lend a hand with a jack and some tools. John Nikodym went to the next little town and bought a nut and cotter pin assortment at Napa Auto Parts. Less than an hour later the roadside repair was finished and I was on the way again. I can't understand why my passengers rode back with someone else. Rumor has it that Marty had to get back to the motel to change his pants. We laugh about it now but this was an adventure that we will never forget. Part of the fun of the old car hobby are the friends and the memories you make.

And yes, two mechanics lost their jobs because of this negligence. In the next issue we will cover what not to do and say if you're driving a 1954 Cadillac convertible and get pulled over by the sheriff in a small Nebraska town.



Car Show Windshield Cards

By David Turner

As announced at the meeting a few months ago, I am willing to make laminated windshield cards for any member who wishes one for their car(s). All I ask is \$3.00 to cover the cost of materials and laminating. The lamination is 10 mils thick and quite rigid. As a result, they should be less likely to blow off the windshield in a heavy wind. They will all be 8.5" x 11" on white card stock. If you wish to order one, contact me or any of the club board members. An example shown below.



David Turner can be contacted by e-mail at drenrut61@gmail.com or phone 918-527-9560.

AACA Tulsa Region Magnetic Signs

You, too, can look as cool as Phil by ordering your very own AACA Tulsa Region magnetic signs. The folks who see your car on display or on parade will know that you are a member of



the best car club of all. The cost is \$65.00 plus \$5.53 equals \$70.53. The supplier is A&B Identity and to keep it simple they would prefer that all the orders come through Dan King, so give him your order and make your reimbursement check payable to Dan. Lead time is about two weeks. Let's put our best foot forward for all our public events.



Antique Automobile Club of America – Tulsa Region Membership Application/Renewal Form

You must be a member of the National Organization to belong to the Region due to insurance requirements.

You can apply to both at the same time. Region dues are \$20.00/calendar year for member and spouse. National dues are \$45.00/calendar year for member and spouse/partner

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Preferred Phone: _____ Alternate Phone: _____

Email _____

Your Birth Month and Day: _____ Spouses Birth Month and Day: _____

Your Anniversary Month and Day: _____

Your National AACA membership number: _____

Your Cars

Year: _____ Make: _____ Model: _____ Body Style: _____

Year: _____ Make: _____ Model: _____ Body Style: _____

If you have more cars, please list them on the back of this form.

Make checks payable to: Antique Automobile

Send this completed form and membership dues to:

Chuck Mahan

6902 E 64th Pl

Tulsa, OK 74133



AACA Runningboard Ramblings

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IMPORTANT DEADLINE INFORMATION: Deadline for submissions for the following month's publication is the 15th of the previous month.

AACA Tulsa Region 2021 Board of Directors and Officers

| | | |
|-----------------------------------|-----------------|--------------|
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