



1936 Supercharged Auburn owned by Lee DeBoer

Lee's parents Dod & Isabel DeBoer were flying from Tulsa to Sioux Falls, South Dakota in 1956. Isabel spotted a car in a field near Ramona, Oklahoma and told Dod to land so they could look at it. Dod landed on the county road. The home was occupied by a renter that let them look over the car. Upon returning from South Dakota, they contacted the owner to make an offer, the owner said the car is not for sale. A month later the owner sold it to them for \$100.00. Lee tells me it had a 1956 tag on it. Lee's parents put the car in storage in an airplane hangar. In about

1994 Lee got it out of the hangar. He spent many years getting the cracked engine block repaired and the Supercharger rebuilt. It was about 10 years later for its first drive. In Auburn, Indiana they have a reunion Labor Day Weekend for AUBURN, CORD and DUESENBERG automobiles. Lee has taken it to the reunion in 2017, 2018, 2019 and 2021. During one of those events, he got it certified as the real thing by the ACD club. His parents never registered the car, thus officially, Lee is the second owner.



President's Notes

by Joe Smith, President

Plans for 2022 – Tour Director David Turner has a plan for our Region to visit the Interior of Kansas (Chanute) possibly a Saturday in March to visit Howard's Toys for Big Boys. He has another plan to visit the Interior of Kansas (Pittsburg) to attend a parade celebrating the Jefferson Highway on Saturday, June 4th. David is working with the AACA North Texas Region to have a joint event in Southeastern Oklahoma in the fall. Board member Mike Halley is working on a potential tour of the Warbonnet and Hallett raceways west of Tulsa.

AACA Kansas City – In 1997 the Kansas City Region AACA hosted a Divisional Tour in Carthage, Missouri that was well attended by Tulsa Region members. A bond developed between the two Regions. For a few years after that event, we had joint events with that Region similar to what David now has planned with the North Texas Region. That Kansas City AACA Region ceased and a new Kansas City Region evolved later.

FORD – I have almost nothing related to FORD's on my property, even though I have owned 6 and had 7 as Company cars for a total of 13. I ordered some parts for the 1956 FORD at the Heart of Route 66 Auto Museum. I get a message from FEDEX on a Saturday they could not find my home. On Sunday I get another message they cannot because of weather. On Monday I get a message they delivered it at 12:37 and put it on my porch. No package. About 5:30 pm a neighbor across the street calls me and tells me she has the package on her porch and she observed a FEDEX driver just a few feet from my drive on Sunday looking lost. The moral to the story is there must be some force out there preventing FORD stuff coming on our property. You need to see the 1956 FORD at the Museum in Sapulpa.

Our FORD History – My first car was supposed to be a 1955 FORD Crown Victoria that had been the family car. When I was about 12 it was going to require \$50.00 in parts to get the front-end aligned. My step-dad said he was not going to spend that much money in it.. They bought a 1965 Impala and the FORD was parked in the front yard. They told me when I was old enough the FORD would be my first car. A couple months later a custom harvester crew member offered them \$100.00 and my FORD was gone. At age 15-1/2 I was searching hard for a 1965 Impala Super Sport without success to replace my CORVAIR. I found a 1966 FORD XL500 which was FORD's version of the Super Sport. Our next FORD was a 1962 Ranchero I bought at a gas station in OKC for \$300 to be our secondary vehicle. Our next FORD was a 1979 FORD Courier we bought brand new. Our next FORD was a 1959 THUNDERBIRD we bought at the Leake auction, we kept it 7 years and sold it when we were moving back to Oklahoma from Indiana. In early 2014 we bought a new TAURUS and 4 days later exchanged it for an EDGE, then 11 months later we traded it for a CHRYSLER.

Past Member Memories- Carroll Griffith (1920-1987) was the best member we ever had for making new members feel welcome, especially me. He had a 1946 CADILLAC sedan. It was gray so it did not attract much attention. It had been restored. He told me he always hated that car. He bought it in 1946 when it was hard to find a new car and it was the only thing he could get. A car he hated that he never sold and had invested on having it restored. Today it is hard to find and buy a new car. May have been worse in 1946 for Carroll to buy that gray CADILLAC he never liked.





Tulsa Region AACA Meeting Minutes

by Chuck Mahan, Secretary/Treasurer

The meeting on February 6th was canceled due to the weather.

First National Award For Tulsa Region AACA

Joanna Cooper represented Tulsa Region AACA club at the AACA National Convention in Gettysburg Pennsylvania February 10th thru 12th.

Tour Chairman David Turner was presented the A.A.C.A National 2021 Divisional Tour award. Joanna Cooper accepted the award for David. She said "It was an honor to accept the first national award received by the Tulsa Region AACA".

The AACA yearly convention is the cumulation of the 2021-year activities. During the convention the previous year awards are presented to the various AACA Clubs and members. The convention is normally held in Philadelphia, PA. This year Philadelphia municipal ordinances would have required each person to wear a mask, have a Covid-19 vaccination card and id proof that the card was valid to enter a restaurant. The National Board Members moved the convention to Gettysburg, Pennsylvania.

The convention in Gettysburg was Friday 11th and Saturday 12th. All AACA members are

encouraged to attend at least one of the national conventions. If a member is receiving a national award, their nametag will contain a red, white and blue ribbon. The specific award is not identified until the banquets.

The national convention is very informative and provides an excellent opportunity to see the different regional club representatives.

Many seminars are held during each day with programs appealing to Ladies and Men. The Friday night banquet celebrates the new region Presidents and presents outstanding newsletter awards. Saturday provides more seminars and culminates in the evening banquet. Saturday night banquet attendees wear either period clothing or formal attire. The National directors are introduced to the attendees, and national awards are presented to the various clubs and vehicles. National awards for events and vehicles are displayed in the National Office with nameplates containing all yearly (current and past) winners. Individual trophies are provided for the Regional Clubs to display.

The 2021 convention was smaller than the ones held in Philadelphia. The number of vendors was smaller possibly due to the change in location, or smaller venue in Gettysburg. Future conventions may be hosted in cities outside Philadelphia.



AACA Divisional Tour Award



Joanna Cooper & A.A.C.A Divisional Tour Award





Let's Tour!!!

by David Turner, 2022 Tour Director

Hello everyone! We have several tours planned for this year so far with a couple quite well along in details. Get these dates on your calendars and plan to join us!!

Saturday, March 12 – Day Trip to Chanute, Kansas

We will visit two museums in Chanute with lunch in between and return home.

Meet at the Hobby Lobby parking lot north of the Owasso IHOP. Be prepared to depart promptly at 9AM to caravan to Chanute. Our first visit will be to the collections of Howard Alger known as ***Howard's Toys for Big Boys***. Howard is a friend of our own member Pauleta Clawson and some of us met him and saw two of his cars at the Route 66 Festival in Vinita, OK last spring.

We will eat lunch at ***Opies Pizza and Grill*** just a block down the street.

After lunch, we will visit the ***Osa and Martin Johnson Safari Museum*** in the beautiful old brick train station in Chanute. The Johnsons were quite the explorers in the 1920s and were known for their documentary films. [Martin and Osa Johnson Safari Museum – Your destination for romance and adventure!](#)

Friday-Saturday June 3&4 Overnight Trip to Pittsburg, Kansas & 15-mile Jefferson Highway Parade

Friday 3 June – depart Owasso IHOP (Hobby Lobby parking lot) to caravan to Pittsburg.

First Stop – Big Brutus in West Mineral Kansas

Afternoon Stop – Historic Fort Scott, Kansas.

Overnight in Pittsburg

Saturday 4 June –

10 AM - Line up for Historic Jefferson Highway “Parade of Cars”

11 AM – Parade with oldest cars first. Cruise-in at Parade beginning for the afternoon

3 PM – return home

Late October – Joint Tour with Texas Region

This tour is in the early stages of planning but currently is centered on Hugo, Oklahoma We will caravan from Tulsa to Hugo where we will meet the group from the Texas Region and tour together two days and one night and return home on the afternoon of the second day. Stay tuned!!!





March

31st Jim Jones

April

1st Melvin Burton
4th Pat DeBoer
10th Suzy Lytle
13th Jeff Lytle
15th Chuck Mahan
26th Tom McGahan



March

20th Randy and Linda Beeson

April

9th Mark and Carla Randel
12th Richard and Lina Holmes
28th David and Betty Turner
30th Clyde and Debbie Harding

Sunshine Report

Our thoughts and prayers are with Pam Jones.



Calendar of Events 2022

March

- 2 Board Meeting – 11 AM Heart of Route 66 Auto Museum
- 5 Arnold's Annual Car Show 2022 10:30-2pm 4253 Southwest Boulevard Tulsa,OK
- 6 General Meeting – 2 PM at Joanna Cooper's Car Emporium
- 10-12 Western Spring Nationals – Las Vegas, NV
- 12 Day Tour to Chanute, Kansas – David Turner
- 18-19 32nd Annual National Pre-War Swap Meet – Grady County Fairgrounds - Chickasha, OK
- 20-26 Founders Tour – Mobile, AL/Biloxi MS – Deep South Region

April

- 3 General Meeting – 2 PM at Joanna Cooper's Car Emporium
- 7-9 Southeastern Spring Nationals – Charlotte, NC – Hornets Nest Region
- 21-23 Special Winter Nationals & Special Grand Nationals – San Juan, PR

May

- 1 General Meeting – 2 PM at Joanna Cooper's Car Emporium
- 19-21 Grand Nationals – Virginia Beach, VA – Tidewater Region
- 22-25 Eastern Divisional Tour (1997 and earlier) – Johnstown, PA – Flood City Region

June

- 3-4 Overnight Tour to Pittsburg, Kansas & Jefferson Highway Parade – David Turner
- 5 General Meeting – 2 PM at Joanna Cooper's Car Emporium
- 16-18 Eastern Spring Nationals – Beckley, WV – West Virginia Whitewater Region

July

- 3 General Meeting – 2 PM at Joanna Cooper's Car Emporium

August

- 7 General Meeting – 2 PM at Joanna Cooper's Car Emporium
- 11-13 Central Fall Nationals – East Moline, IL – Mississippi Valley Region

September

- 4 General Meeting – 2 PM at Joanna Cooper's Car Emporium
- 10-16 Sentimental Tour (1928-1958) – Gettysburg, PA – Buzzards Breath Region
- 18-23 Reliability Tour (1915 and earlier) - Shepherdsville, KY – Kyana Region
- 25-30 Revival AAA Glidden Tour[®] (1942 and earlier) - Central New Jersey – NJ Region

October

- 2 General Meeting – 2 PM at Joanna Cooper's Car Emporium
- 4-7 Eastern Fall Nationals - Hershey, PA – Hershey Region
- TBD Joint tour with Texas Region – David Turner



November

6 General Meeting – 2 PM at Joanna Cooper’s Car Emporium

December

4 General Meeting – 2 PM at Joanna Cooper’s Car Emporium

Recurring Events:

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

Every Tuesday - Tulsa Cruise-In – Jason’s Deli - 61st & Memorial - 5 pm – 8 PM - (Mar – Oct)

Note: All events are subject to cancellation due to COVID-19.

National AACA News

Rummage Box



My First Car

by Jim Elliott, AACA President

It is always interesting to ask others about their first car. My Dad’s first car was a 1946 Ford that he purchased upon his return from France at the conclusion of World War II. He had hoped to purchase a Chevrolet, but the waiting list was just too long.

My Dad was frugal and often told me that if I could afford my own car, I could afford my own college tuition. Needless to say, that stymied my purchase.

However, after I finished my sophomore year, my Dad partially relented. I would be allowed to purchase a car in May as long as I sold it in August before I returned to campus for my junior year. So the search began.

I wanted a station wagon as I mowed lawns and did odd jobs in the summer. My Dad vetoed the first car I found. A 1959 Edsel with seats that

“crunched” as the seat foam was disintegrating. The second car received a similar veto. It was a 1958 Chevrolet with rust holes and a generator light that was blinking.

The third candidate became mine. It was a 1963 Rambler 770 which I purchased for \$235.00 and drove it home. In addition to being a station wagon, it had reclining front bucket seats.

It served me well over the summer even though it got better gas mileage than oil mileage. While gas was 23 cents a gallon, I could buy “reclaimed” (used) oil for 19 cents a gallon. It changed its own oil as it used a quart every fifty miles.

As with every year, summer ended too soon. I sold the Rambler for \$250.00 and took my cash back to college, being the only car, I ever sold at a profit.





by Randy Beeson

One Hundred Years Ago

Technology was the major focus in the news this month. A total of 19 new radio stations began operations in major markets this month including:

WBAP – Ft. Worth, TX, March 2nd.
 WLW – Cincinnati, OH, March 2nd.
 WWJ – Detroit, MI, March 3rd.
 KJR – Seattle, WA, March 9th.
 KLZ – Denver, CO, March 10th.
 WRR – Dallas, TX, March 13th.
 KGU – Honolulu, HI, March 14th.
 KSD – St. Louis, MO, March 14th.
 WGR – Buffalo, NY, March 14th.
 WKY – Oklahoma City, OK, March 14th.
 WSB – Atlanta, GA, March 15th.
 WBT – Charlotte, NC, March 18th.
 WIP – Philadelphia, PA, March 20th.
 KGW – Portland, OR, March 22nd.
 KMJ – Fresno, CA, March 23rd.
 WEW – St. Louis, MO, March 23rd.
 KGY – Olympia, WA, March 30th.
 WWL – New Orleans, LA, March 30th.
 KFI – Los Angeles, CA, March 31st.

What was even more amazing, though, was the fact that all these stations were only operating on two frequencies. Stations broadcasting weather or marketing reports broadcast on 1281 kc, while stations broadcasting music, concerts and lectures broadcast on 951 kc. Stations broadcasting both types of formats could operate on both frequencies. The situation was chaotic, and the Commerce Department would soon step in to regulate operations.

The lead article in this coming December's issue of 'Radio Broadcast' magazine would be "This Is a Radio Christmas".

On March 20th, the U.S. Navy commissioned its first aircraft carrier, the U.S.S Langley. The first microfilm device was introduced on the 28th.

In sports news, Babe Ruth signed a three-year contract on March 6th with the Yankees earning him \$52,000/year (\$794,720/year today).

Great Britain was also in the news this month. She recognized the Egyptian government on the 15th after Sultan Faud was crowned King of Egypt. The following day Britain granted Egypt her independence, although British troops would remain in the country. On March 18th, British magistrates in India sentenced Mahatma Gandhi to six years imprisonment for disobedience.

In other news, Italian fascists occupied Fiume and Ryika on the 3rd. France, which up to now had insisted on annual cash reparation payments from Germany, agreed to accept raw materials in payment on March 15th. And in South Africa, the Rand Rebellion which had begun as an armed rebellion by white mineworkers and became an armed rebellion against the State was brought to a brutal end by police.

Future Israeli Prime Minister Yitzhak Rabin was born in Jerusalem on March 1st. Other notable births this month included: American actress, dancer and socialite Martha O'Driscoll, born in Tulsa, OK on the 4th; Dancer and actress Cyd Charisse, born in Amarillo, TX on the 8th; Author Jack Kerouac, born in Lowell, MA on the 12th, Orchestra leader and composer Les Baxter, born in Mexia, TX; Actor and director Carl Reiner and band leader Les Elgart, born in the Bronx, NY and New London, CT respectively on the 20th; and Actor Patrick McGee, born in Armagh, Northern Ireland on the 31st.

In the automotive world, a new aftermarket parking lamp was now available. Equipped with a two candlepower, 6-8-volt bulb, the lamp, a white lens in front and a red lens at the rear, allowed a vehicle to be parked in a potentially dangerous area at night with some measure of safety. The Akers Company in Philadelphia was now marketing an aftermarket oil gauge, since thinner oil moves faster, to monitor engine oil viscosity.





Unusual Old Automobiles Auto Red Bug/Briggs & Stratton Flyer

by David Turner, Board Member

When I was a boy, my father often spoke about the “motor wheels of his youth that were sold to be attached to bicycles to convert them to motorbikes.

The motor and wheel were integrated into a single unit that could simply be clamped to the frame of the bicycle to provide the motive power. I have never been able to photograph one on a bicycle but have seen them in museums.

the U.S. manufacturing rights to the Wall Auto Wheel. Since A.O. Smith was experienced in manufacturing bicycles, it doesn't come as too big of a surprise. Soon after acquiring the rights to manufacture the Auto Wheel, A.O. Smith attached it to a small buckboard as its motive power and the



Bicycle with Wall Auto-Wheel



1920 Auto Red Bug



Wall Auto-Wheel



1920 Auto Red Bug/Briggs & Stratton Flyer



Rear View of 1920 Auto Red Bug

The wheel had its beginnings in England where it was first produced as the Wall Auto-wheel or [Wall Autowheel](#). (Google it!).

As I understand the story, A.O. Smith of Milwaukee, Wisconsin (I know them for making water heaters, among many other things), acquired



Smith Flyer was born. The Smith Flyer was marketed until 1919 when the whole operation was



Briggs & Stratton Scooter ID Plate

sold to Briggs & Stratton of modern-day small engine fame. I have photographed several different such vehicles. As you can see, they had absolutely no suspension, hence the name buckboard. The “clutch” was the lever between the seats, which lifted the motor wheel off the pavement when you no longer needed its motive power.

Briggs and Stratton not only made the Flyer, but they also produced a scooter with the same motor wheel used as the rear wheel. I do not know what they used for a clutch on this application!

When I was six years old, my father built a vehicle for my brother and me that was somewhat similar to the buckboard. I drove that around the block in our neighborhood until I was in Junior High School!

It first had a Maytag washing machine engine on it but as I grew larger, it required upgrades to a Briggs and Stratton ¾ hp engine and later a 2hp engine.

I still have that Maytag engine and it is for sale if anyone is interested!



David Turner at 6 years old with his Home-Built car and Maytag Engine

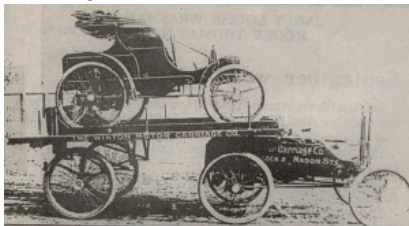


Eisenhauer Freighter

by Bill Ruedy, Editor

As I was traveling down a highway sandwiched between semi-tractor trucks, I began wondering when the massive trucks were originally conceived. The trucks I'm most familiar with have a Cab/trailer combination with some Cab's pulling two trailers in tandem.

The first "semi-tractor" truck is credited to Alexander Winton in 1898. Alexander needed an automobile carrier to transport cars to their new owner. He connected a two wheeled cart with a flatbed onto the top of one of his motor carriages creating a cab/trailer combination. He then placed a car on the cart and drove it to the new owner.



1898 Winton "Semi-tractor truck"

From the simple beginnings of a cart attached to a motor vehicle sprang many different combinations of semi-tractor trucks. Like many automotive advances the modern semi-tractor truck had many variations. One variation was a unique vehicle by the Ohio based [Eisenhauer Manufacturing company](#).

The Eisenhauer Twin Engine Freighter's first prototype was completed in 1946. The Freighter was created from two Chevrolet trucks. The freighter measured 35 feet long, with 25 feet of cargo space. The payload capacity was rated at 40,000 pounds.

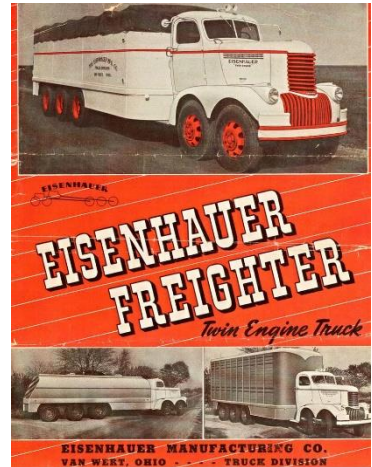
The twin vacuum-synchronized 235 cubic-inch Chevy in line-six engines each created 83.5 horsepower and 182 pound-feet of torque. There were two separate drive trains (linked only by clutch, and throttle pedals), allowing the Freighter to operate on either engine or both simultaneously. Operating on a single engine provided extra economy similar to today's engines that use less cylinders to improve fuel efficiency.

The freighter was steered via two axels in the front, and one steerable axel in the rear. The rear steering allowed better performance when backing up the truck.

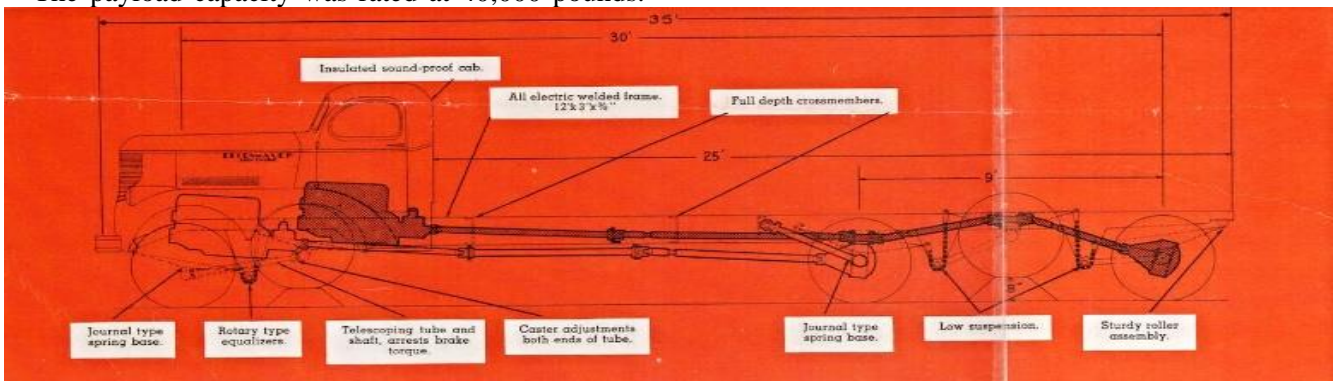
The truck never gained customers and was never produced. Ten years later (1957) Eisenhauer tried again, building six X-2 prototypes including a tanker version for the military. The prototypes provided to the military had some initial problems and were time consuming to maintain. The X-2 again was not able to achieve any success. The [Eisenhauer company](#) gave up on truck vehicles and is still in business today.

[The History of Car Shipping](#)

[What's the History of Semi-Trailer Trucks?](#)



1946 Eisenhauer Freighter



Eisenhauer Freighter drive train



1939 Chevrolet Truck Heart of Route 66 Museum by Tom McGahan

At The Museum.....

New AACA members Bill Kenny and Tom McGahan are volunteers at the Heart of Route 66 Auto Museum in Sapulpa.

The museum has a 1939 Chevrolet Truck that was donated some time ago. It was reported that the clutch was frozen and a rear wheel was locked. Although running when donated, the wiring was suspicious. The brakes on the '39 were also in question.

The truck was trailered to Bill's shop and work began with the goal "let's get this guy running." Other volunteers chipped-in and the brake



Unloading the 1939 Chevrolet truck

system was the first order of business.

Several days were spent diagnosing, de-rusting, cleaning, forming lines and pressure bleeding. The emergency brake cables were in disarray. New cables were ordered installed and adjusted. A missing shock mount was noticed and a replacement was located, shipped and installed. The battery box was completely rusted through. Several solid rivets were chiseled-off in order to

make room for the new replacement. The starter was non-functional and as luck would have it, a



1939 Chevrolet Truck

rebuilder was located a mile from the shop. After oiling and gently prodding, the engine was able to turn over.

Generator issues followed next and the same gentleman down the road provided rebuild services. The engine compartment was rewired, points adjusted, lugs cleaned and wires installed. Fluids were drained and replaced.

Six weeks after being pushed into the shop, the truck was coaxed along, sputtered and finally the old straight 6 sprang to life. A quick shake down run released the clutch (Bill had the secret) and the truck runs surprisingly smooth.

For its age, the vehicle is in very solid condition. Joe Smith gave it the once over during one of his Tuesdays as a museum volunteer. Although there are a few rust spots. No bondo or fillers could be detected which leads us to believe the truck is a survivor.

Please stop by the museum and check out our latest running addition.

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 Bill Ruedy at: ruedy@valornet.com

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. Let's put our best foot forward for all our public events.



The cost is \$65.00 plus \$5.53 tax equals \$70.53. The supplier is A&B Identity and to keep it simple they would prefer that all the orders come through Keith Jones. Please contact Keith Jones with your order. Lead time is about two weeks.



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

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32nd Annual National PRE-WAR SWAP MEET

where the east meets the west

**March 18th & 19th, 2022
Friday & Saturday**

**30 miles SW of OKC on I-44
Exit HWY 62 (Exit 83)**

**West to the Grady County
Fairgrounds**

1895-1945



**Celebrating the first
50 years of the automobile!**

**Pre-War transportation
related items only**

**Vendors unwilling
to comply need
not apply**

**CONTACT US:
Michael & Susie Ersland
(405) 224-9090 // www.pwsm.com**

**Make check payable to PRE-WAR SWAP MEET
P.O. Box 562, Chickasha, OK 73023**

**Deadline: Pre-Registration (for same space) Nov. 1, 2021
All spaces \$50 in advance* // \$60 at gate**

Name:

Address:

City / State / Zip:

Home: Cell :

Email:

By checking this box, you are agreeing to receive all correspondence via email.

*All sales final. No refunds will be issued.

**Number of spaces requested
outside:**

..... Gravel / Grass (approx. 10'x30')

..... Paved Lot (approx. 9'x25' / max height 9')

inside:

..... South Building (approx. 10'x10')

..... North Building (approx. 10'x10')

..... Tables (North Building only / \$10 each)
*tables limited // rental based on availability

If more than one space, request layout

..... End to End Side by Side

