



*1969 Corvette Convertible owned by Bill and Patricia Kenny
Complete story on page 2*



by Bill Kenny

Cover Story

1969 Corvette Convertible

Of all the cars I've owned, I've had the most fun in my black-on-black 1969 Corvette Convertible. It's not so old and quite a bit faster than most cars in the local AACA club. (no offense intended)

I acquired the car as a complete basket case in 1976. It took 5 years to rebuild the car. Basket case status, without matching numbers, allowed me to build the car as an autocross contender. The 427 engine block was rebuilt with the necessary heads, intake, carburation and hardware to produce meaningful horsepower. A beefed-up Muncie 4-speed and a GM Daytona C3 series suspension put the power and wheels to the ground.

The car competed in the Northwest Corvette Autocross Series for a period of 10 years. The Corvette took first-in-class many times and also took several top-time-of-the-day honors during its autocross campaign. The driver didn't fare quite as well by adding a few did not finish entries to final race results.

Reasonable noise requirements issued by the EPA in the '90s eased the Vette into daily driver retirement. I've always

maintained that the car is "pedestrian safe loud." My neighbors always know when the '69 is fired-up and taken for a cruise.

When not driving this rough idling '69 beast, I enjoy my other Corvette, a 2000 C5 which is quiet, smooth and has air conditioning. Also on hand is a gold 1974 Lincoln MK5 which is a complete survivor.

The garage also contains a 1948 Plymouth which belongs to my grandson. At 14 years old, the deal was this: finish high school with reasonable grades, no cigarette, alcohol or drug use and the car is yours. He did it!!! Graduated with a 4.0 and joined the Marines who paid for college. He is now a Captain and doesn't have a place for the car on base. So, grandpa gets to store, maintain and drive the Plymouth.

Enjoying several cars is fun. Doesn't matter if a person has one car or several, new or old, rough or perfect, they are all enjoyable. They make a perfect vehicle for bringing likeminded people together to enjoy a common interest.





by Joe Smith, President

President's Notes

August Events – See you at the meeting on Sunday, August 7th @ 2:00. Bill Ruedy will provide the program. I have no other events to promote for August.

July Events – All reports of the trip to see the Clifton Hill collection in Shawnee and the Joe Inda collection in Tecumseh have been positive. I was pleasantly surprised how well this event was attended by our AACA membership. I had feared that due to the heat and/or distance we would have no attendance. Unfortunately, I did not make it to our tour to Joe Inda's and I did not go to the Pontiac-Overland National convention display of automobiles due to an in-law family reunion in Caldwell, Kansas. I really wanted to go to the national CHRYSLER event in Elk City but did not really want to do a 6-hour plus roundtrip drive since I would be doing much more than that in driving the next Saturday.

September Meeting – The meeting for September will be at David & Betty's Turner's home in Bartlesville instead of Joanna's on Sunday, September 11th at 5:00. It is a real show place. David will talk about it at the August meeting.

Past Member Memories- C.R. & Elizabeth Thompson. C.R. told us that he used to tow his 1920's Hudson using a tow bar with the family sedan, no trailer-no pick-up, to car events within a 200-mile radius of Tulsa. Many events back in the 1950-1960's would fill your car with free gasoline for bringing a car, both cars, the parade/show vehicle and the towing vehicle. C.R. would try to arrive with both tanks about empty upon arrival. It was not unusual that he would have to unhook the HUDSON and drive into town to get gasoline for the towing vehicle. He had filmed many car events during that era with home movies. We were supposed to go to his home to view them some evening, we never made it. We always had the AACA ice cream social at their home on 51st street in West Tulsa each August. The first club meeting that Joyce and I attended we drove our 1927 CHEVROLET to the meeting at their home. As we pulled in to park, all these AACA members came running toward us to see the car. It was kind of scary. I remember the Thompson's having three cars, the HUDSON, a 1938 CHEVROLET coupe and about a 1959 CHRYSLER sedan.

Steve Schnitzer shared the following links about Detroit demolishing the abandoned Packard plant. He is planning a visit this fall to see it before it is demolished.

<https://apnews.com/bd98645d1f357e20828fcbce265911ba>

<https://www.thetravel.com/abandoned-automotive-plant-yard-detroit/#:~:text=The%20Packard%20Automotive%20Plant%20in,and%20later%20Studebaker%2DPackard%20Corporation>.

<https://earth.google.com/web/search/packard+plant+detroit/@42.37854838,-83.02570107,189.71580196a,580.73853218d,35y,-135.34089113h,60.00013819t,0r/data=Cigi-JgokCaA9YpL0KkVAEOIzvAkkKkVAGfMIPItbwITAIRT60plawlTA>





Tulsa Region AACA Meeting Minutes

by Chuck Mahan, Secretary/Treasurer

Meeting at Joanna Cooper's Car Emporium July 3, 2022 - 2:00 pm

President Joe Smith called the meeting to order with the pledge of allegiance. There were 20 people in attendance.

Joe announced that the minutes of the June meeting was going to be omitted. The minutes were previously reported in the Running Board Ramblings. Joe gave the treasurer's report.

Joe asked for any jokes, being none, Joe told the story about Amazon notifying him that they had delivered a package to his office. The package was found by his gate...200 yards from his house.

Joe then requested comments about where to get car repairs. Being none, Joe said he took his truck down to the Goodyear store on Admiral to get the tires replaced. This is the same store that Bill Ruedy had used to mount a fire truck tire. They told Joe that they didn't do that kind of work.

There is the Pontiac-Oakland International convention at the Hard Rock Casino in Catoosa July 12-16. The judging will be on Friday, July 15.

The Chrysler National meet is in Elk City July 20-24. The car show will be Saturday, July 23.

The club's Joe Inda tour will be this July 16th. We will leave the QuikTrip near the Sapulpa turnpike gate at 9:00 am. We will then take the turnpike to the Chandler exit and then go north. We will stop at the Clifton Hill collection to meet and tour with OKC car clubs. We will then caravan to Joe Inda's collection in Tecumseh. Joe will not be able to lead the tour, so the tour guide will be Bob Strattan. This will be a modern car tour.

The BA Assemble of God Church has turned down our request to use their parking lot for our Club Car Show in October, so we are now looking at a church in Owasso.

Bill Ruedy will have the program in August. David Turner will have a program on Koi Fish (his gold fish) in September along with the club cook out.

At Route66Fest, Cars and Coffee, Bob Strattan won best of car with his 1946 Chevrolet pickup. Jim Jones showed his 1965 Barracuda and Joe Smith showed his 1966 Caprice.

At the Collinsville Car Show on June 11th Steve Schnitzer won best pre-1931 with his 1928 Packard.

The business meeting was adjourned for Mike Halley to give the program of "Race and Tour Driving".



Calendar of Events 2022

August

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

September

- 10 We Matter Suicide Awareness Car, Truck & Bike Show – 8:00am - First United Methodist Church of Owasso – 13800 E 106th St North - \$20.00 Entry Fee
11 *General Meeting – 5 PM at David and Betty Turner’s Home in Bartlesville – Dinner Provided*
10-16 Sentimental Tour (1928-1958) – Gettysburg, PA – Buzzards Breath Region
18-23 Reliability Tour (1915 and earlier) - Shepherdsville, KY – Kyana Region
24 Oldies and Goodies Car Show – Dewey, OK \$25.00 Entry Fee
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
8 *Car Show – Location TBD*
21-22 *Tour to Big Brutus and Fort Scott – 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*

Tulsa region club events are in red bold italics print.

Recurring Events:

Every 2nd Wednesday - Owasso Cruise-In – at Owasso High School

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.





by Tom McGahan

July Cruise to Joe Inda's

Joe Smith (President, AACA) and Elbert Polk (Sapulpa Dragon Masters) both volunteer at the Heart of Route 66 Museum. In June, the two discussed an AACA cruise planned for July 16th in the Shawnee area. Both had prior family commitments but the word of the cruise spread through each of their organizations. Interest was generated as a schedule was laid out for the 100-mile drive.

A bit of confusion regarding directions and gathering locations started the day off but we all made the drive South. The first stop was outside of Shawnee at the remnants of the Museum of Special Interest Autos. The facility, in its heyday, housed quite a large collection in a unique underground storage facility. Some standouts were: a 1968 Plymouth Fury III Convertible with factory air, a 1962 Lincoln Convertible, a 1928 Falcon Knight and a partial 1930 Chevy Coup that seemed prime for restoration or the makings of a steel bodied street rod. Among the collection were parts scattered throughout the facility which appeared to be a picker's dream.

Moving on, the group headed about 10 miles South to Tecumseh where the Joe Inda collection is located. Joe made special arrangements so he could personally

be our tour guide. In the first of two buildings, Joe gave a tour of his shop and cars. He displayed and operated a Maytag gas powered motor made by the washing machine manufacturer.

The second building was the proverbial "Dream Garage." Air conditioned, well lit, polished floors, memorabilia, mezzanine and an area to relax and enjoy the provided snacks. The 14 vehicles housed in the facility were attached to an exhaust evacuation system. Serious restorations included a 1938 Packard Super Eight owned by the wife of the founder of Post Cereals. A 1931 Pierce Arrow stood out with other Packard and Pierce Arrow restorations of the era.

Joe had a story about each and was delighted to share and answer questions. Also included were two 1958 Chevrolts, a 1950's vintage Mercury and a '56 Cadillac. Every car in this collection was remarkable and we offer Joe our thanks for allowing us to view this collection. Other groups were in attendance including the Horseless Carriage Club, the Studebaker Club and others. After the tour, some of the participants headed for lunch at the Farmer's Daughter Restaurant in Tecumseh. A great day and a great cruise!





Joe Inda's Collection



Joe Inda's Collection



Joe Inda





August

9th Mike Halley
23rd Roberta Niessen
24th John Wallis

September

11th Betty Turner
14th Marjorie Knickerbocker
22nd Celinda Burton
25th James Hasselbrack



August

19th Chuck and Carolanne Mahan
29th Mike and Jane Halley

Sunshine Report

If you know of anyone we should include here, please let us know so we can share with the membership.



2022 Tulsa AACA Meeting Cookie Sign Up Sheet

February	Meeting Cancelled			
March	Linda Beeson	918-455-2541	LaVon Ruedy	918-810-3956
April	Betty Turner	918-527-9561	Debbie Harding	918-706-3536
May	Jim Jones	918-485-9606	Pauleta Clawson	918-630-3611
June	Linda Beeson	918-455-2541	Joanna Cooper	918-605-1380
July	Lee DeBoer	918-857-3022	Joe Smith	918-346-9877
August	Keith Jones	918-313-5721	Grant Aldrich	918-230-3991
September	Tom McGahan	901-359-8002	Vada Strattan	918-663-9484
October	Carolanne Mahan	918-631-9393	Laura Judkins	918-629-8053
November	Marjorie Knickerbocker	918-272-2517	Penny Downey	918-438-8220
December	Bill Ruedy	918-407-5826	Steve Schnitzer	918-855-4070

Revised 5/1/2022

Thank you to everyone who has signed up to bring cookies to our meetings. If you cannot bring cookies on your month, please contact our Cookie Chairman Debbie Harding at 918-706-3536. Expect a reminder call from Debbie before your month.



We celebrated Lee DeBoer's birthday with cake after the July meeting.



National AACA News

Rummage Box



by Fred Trusty, AACA Executive Vice President

Vapor Lock

Did you know that the gasoline of yesterday had a boiling point of about 180 degrees but our new modern gas boils around 130 degrees?

The fuel line of my 1935 Packard 120 runs right by the exhaust manifold just before it goes into the carburetor. On a warm day it would usually vapor lock. When I first bought the car about 5 years ago, I installed an electric fuel pump and filter at the gas tank which helped but on very hot days it would still vapor lock, especially in stop and go traffic or at long traffic lights.

I decided to install a vapor separation fuel filter as close as possible to the carburetor. You say that you've never heard of a vapor separation fuel filter? It looks just like a small inline fuel filter with one 3/8" inlet but it has 2 outlets. The 3/8" outlet goes to the carburetor and the 1/4" outlet (see picture red arrow) goes back to the gas tank similar to a modern fuel injection system with a return line.

I drilled a 1/4" hole in the fuel tank's fuel filler tube and installed a 1/4" bulkhead hose fitting. I then ran a 1/4" nickel alloy line back to the fitting. The nickel alloy line is very flexible which makes bending it much easier than a steel line. The 1/4" line sends vaporized gas back to the tank instead of into the carburetor.

Another advantage is that since more gas is flowing in the main fuel line it also helps keep it cool. I also wrapped the gas line and filter in the engine bay with aluminized fiberglass insulation to help insulate it from the heat of the engine. I did this about two years ago and have not had a vapor lock issue since then.



Photo by Fred Trusty



by Randy Beeson

One Hundred Years Ago

Radio continued its impact on society. WSB (Atlanta) aired the first broadcast of 'old time musicians' on August 14th. AT&T station WBAY in New York City became station WEAJ the following day. On the 28th, this station aired the first commercial when Queensboro Realty paid \$100 for 10 minutes of air-time. And we've been listening to commercials ever since.

In world news, Italy's socialist 'Allianza del Lavoro' declared a national strike which immediately collapsed. On August 1st, Fascist forces responded by destroying the alliance and its headquarters. The following day China was hit by a typhoon resulting in some 60,000 dead. On August 12th, abolitionist Frederick Douglass's home in Washington, DC was dedicated as a national shrine. The Japanese navy lost the cruiser Niitaka on the 26th when it was driven onto rocks on the Kamchatka Peninsula in a storm, resulting in 284 dead.

In the sports world, the first Women's World Games (Track & Field) were held in Paris, France on August 20th. The Cubs beat the Phillies 26-23 in the highest scoring major league game on August 25th. Babe Ruth was thrown out of a game for the fifth time that year on the 30th.

Births this month included actor Rory Calhoun (Francis McCown), born in Los Angeles, CA on August 8th. 'Our Gang' child actress Jean Darling was born in Santa Monica, CA on the 23rd.

On the other side of life, telephone inventor Alexander Graham Bell died of diabetes complications at age 75 on August 2nd. Sinn Féin

founder and Irish president Arthur Griffith died of a cerebral hemorrhage at age 51 on the 12th while Irish revolutionary Michael Collins was killed in an ambush by anti-treaty forces 10 days later.

In other personal news, actress Gloria Swanson divorced businessman Herbert Somborn after nearly three years of marriage on August 9th.

In local news, Tulsa was sweltering as the temperature hit 105° on August 20th. The Tulsa Daily World carried announcements on the 23rd of the construction of a meat packing plant in Bristow and the planned construction of a creamery in Claremore.

This month's Popular Mechanics magazine reported what must have been a first. A console that incorporated both a radio and a phonograph and capable of operating on either battery or AC power was now available. The radio included a loop antenna, needed no ground, and was controlled by a single knob.

An aftermarket indicator for noiseless auto gear changes was now available. The needle equipped dial was a visible gauge for the driver, indicating when the engine had reached suitable engine revolutions for each gear change. Remember that the gears in period transmissions were likely straight-cut gears that wouldn't normally mesh silently. An early fuel saving device was also now available consisting of a box bolted to the vehicle exhaust and connected via two vent holes. The box contained a heat-expansive copper bar connected to the carb gasoline control.





Unusual Old Automobiles

1923 Rickenbacker

by David Turner, Board Member

This 1923 Rickenbacker may not be as unusual as some of the other automobiles I have featured, it none-the-less is a rarely seen brand of automobile. Eddie Rickenbacker lent only his name to the venture but otherwise was not involved as I understand it. Of course, with that famous name, the car would have drawn curiosity seekers.



1923 Rickenbacker Roadster

This hood ornament certainly speaks to the legacy of the name!

The car was a repeat attempt by a rather famous trio of auto makers by the names of Everitt, Metzger and Flanders who previously had produced the EMF until they sold it to

Studebaker who very quickly changed the name. I almost became an owner of an EMF a number of years ago but there were issues. I subsequently bought the 1926 Plymouth and filled the garage!



1923 Rickenbacker hood ornament

Rickenbaker was produced for about five years but didn't sell well and hence went into receivership in late 1926 and finally closed in 1927. Production totaled about 27,500.





Car Race History Part II

European Racing

by Bill Ruedy, Editor

Last month the first automobile races in Europe and the United States were featured. This month will briefly explore more automobile racing history. A complete racing history would require multiple books, instead this article will focus on selected notable European events.

Automobile racing began as a way to promote reliability and differences between automobiles. However, racing quickly evolved into the contest for the fastest vehicle (with reliability implied for the winner).

[European races](#) were first conducted from town to town, or France to other countries until 1903.

One race in 1901 was [Paris to Berlin](#). The race had 110 vehicles start the race in [four classes](#). The course dangerous points were marked by blue flags. Places for full stops were marked by yellow flags. Hundreds of placards marked the course to prevent racers from getting lost. About fifty towns required all competitors to traverse the town with the same fixed elapsed time. The competitors were escorted through the towns at slow speed and allowed to race again at the exit of the town. The racers stopped for the night, and required three days to complete the course. Henri Fournier won the 744-mile race in 16 hours 6 minutes or about 47 mph average speed. The highest speed on straight roads was estimated to be 79 mph. Only 30 cars completed the race. The French government vowed not to allow any future races on public roads due to the accidents, injuries and at least one death.

The [Paris-to-Madrid](#) race in 1901 required special permission to run. King Alphonse XIII of Spain strongly supported it and eventually the French Prime Minister allowed it to proceed.

The race started with 224 cars in a random order spaced one minute apart. Different automobile classes (60 – 90 hp engines) provided speeds as high as 140km/h (86 mph). Over half the cars that started the race crashed or were retired. Eight people (five racers and three spectators) died during the race. The French Parliament shut down the race at Bordeaux. The Spanish government refused to allow the race to restart in its territory. The cars were impounded and transported to Paris by train.

The random start order meant faster cars were started behind slower cars. Spectators were allowed to stand in the middle of roads, and cross roads in front of racers. Dust from dry road conditions impeded driver's vision, and animals (dogs) sometimes were in the roadway during the race. This race began discussions for regulations to protect drivers and spectators.

The Italian city of Sicily hosted the [Targa Florio](#) open road endurance race starting in 1906. This race is known as the oldest sports car racing event and was part of the World Sportscar Championship between 1955 and 1973. The 1906 race consisted of three laps over a 92.473-



Alessandro Cagno winner of 1906 Targa Florio race

mile course. The total race was 277.42 miles. The winner (Alessandro Cagno) drove an Italia automobile with a 35/40 hp engine. The winning time was 9 hours 32 minutes and 22 seconds for an average speed of 29.59 mph. The Targa Florio race used different courses over the years, but all courses were over public roads. The race closed the roads to the public during the final event, but practice was often done before the event on roads that included public traffic. The race course had enough curves and so many corners that the lap speeds never when higher than 80 mph (128 km/h). Leo Kinnunen posted the fastest lap speed in 1970 driving a Porsche 908/3 at 79.890 mph (128.571 km/h). The lap time was 33 min 36 seconds flat.

The Targa Florio's downfall included concern that the organizers could not properly maintain the race on such a large circuit. There were not enough marshals, spectators sat too close to the roads, and FIA mandated safety walls could not be created on the public roads.

One example of the problems was when Briton Brian Redman crashed his Porsche 908/03 during the 1971 event. His steering broke 20 miles into the first lap causing him to hit a stone wall. The car caught fire and Brian received second-degree burns all over his body. It took 45 minutes for any medical help to arrive. The Porsche team did not know his whereabouts for 12 hours until his teammates found him at a local clinic.

One of the most recognized races in modern racing is the [24 hours of Le Mans](#) endurance race. The race is the world's oldest endurance racing event.

The race was first run [May 26th and 27th 1923](#). The winner was declared by being the car



Chenard-Walckers automobile winner of 1923 LeMans race

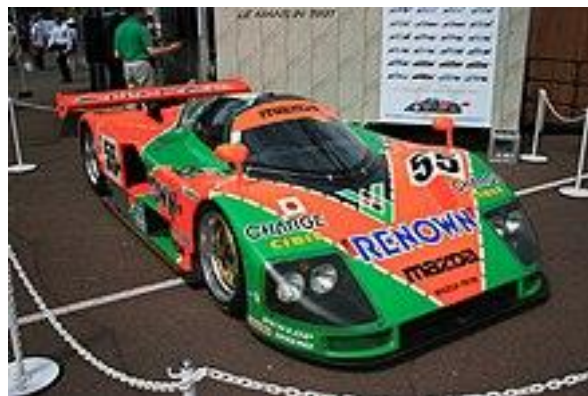
that went the furthest distance in 24 hours.

The first winner was René Léonard/André Lagache driving a Chenard-Walckers automobile. According to [race statistics](#), the “Greatest Average Speed on Distance was 92.06 km/h (57.20 mph)”.

The current race is run on a circuit that is part permanent track and part public roads. The circuit is now 13.626 km (8.467 mi) in length. The circuit has been modified to conform with [FIA](#) (Fédération Internationale de l'Automobile) rules to limit the longest straight to less than 2 km (1.2 miles). This change was influenced by French driver Roger Dorchy who was timed at 405 kmh (252 mph) during the 1988 race. Top speeds now are around 330 km/h (205 mph).

The race was famous for its Le Mans start. The drivers lined up across the track from their cars. When the starting flag fell the drivers would cross the track, enter their cars and start the engines. The drivers often did not secure their safety harnesses in their desire to be the first to leave the starting line. In 1969 British driver John Woolf was killed when he was thrown from his Porsche 917 on the opening lap after an accident. He did not fasten his safety belts properly. In 1970 the race began using a rolling start similar to the Indy 500 race. This allowed the drivers to be properly seated in their cars.

The 1991 Mazda 787b was the only non-piston (wankel) engine equipped car to win the race.



Mazda 787b with rotary wankel engine Winner of 1991 Le Mans 24 hour race

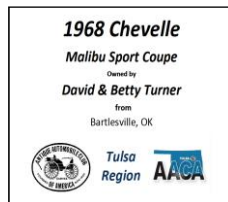
Share Your Story!

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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