



1997 General Motors EV1. The lead character in the film "Who Killed the Electric Car".



An Electrifying Car Story!

by Bob Stratton

Rather than write about one of my antique cars as assigned, I am going to write about a car that will become an antique this year. I had the privilege of being its caretaker for 5 years. It is in a local museum where you can visit it or learn more about it in books, videos, and the internet.

It is one of the less than a thousand General Motors EV1s that were produced in the late 1990s, distributed on lease to customers in limited areas of California and Arizona as participants in a marketing study into the feasibility of producing and marketing an electric vehicle undertaken by GM's Advanced Technology Vehicles group.

An Electrifying Car Story - Continued

The EV1 received a favorable reception as GM's 1990 Impact electric concept car. It was created in response to the California Air Resources Board (CARB) mandate that made the production and sale of zero-emissions vehicles (ZEV) a requirement for major automakers selling cars in California. The EV1 was leased through Saturn dealers from 1997 through 1999 to test the electric car concept. While customer reaction to the EV1 was positive, GM believed (at that time) that electric cars occupied an unprofitable niche of the automotive market. The EV1 program was discontinued in 2002, and all cars on the road were repossessed with no option to purchase. The majority of the repossessed EV1s were crushed, but about 40 were offered to museums and educational institutions with their powertrains deactivated and agreement that the cars were not to be reactivated or driven. The customer protests were detailed in the 2006 documentary "Who Killed the Electric Car". An alliance of the major automakers litigated the CARB regulation resulting in a slacking of the of the ZEV stipulation in return for the companies agreeing to produce lower-emission, alternate fuel (CNG), and hybrid vehicles in place of pure electrics.

The EV1 is an amazing car for its time with high performance and containing much of the electric DNA found in the EVs coming on the market today. It had an advanced chassis and suspension with the use of light weight alloys and composites. The battery technology was era-limited to lead-acid for the early models with Nickel Metal Hydride available in some during the final year.

The husband of Chelsea Sexton, producer of the "Who Killed the Electric Car" film and video, was a technician at a southern California Saturn dealership. He serviced and delivered to a customer the new Emerald Green 1997 EV1, VIN 4PX2259V02113. It was fortunate to be one of the few that escaped the crusher and found its new home in Oklahoma in July of 2002. Mid-

Del Tech in the Oklahoma City area received the neutered vehicle for educational use in an EV Technician training program it was offering at that time. That program was discontinued in 2007 and the lead instructor called me with an offer to move the EV1. Its new home was the Hurricane Motor Works engineering student-based hybrid-electric vehicle (HEV) design-build-competite program that I was co-advising at the University of Tulsa. I was in Midwest City with a trailer the next day. I was the EV1's caretaker for the next 5 years.

Tulsa Tech's newly completed Broken Arrow campus became the home of their transportation programs. They had a thriving Alternative Energy shop-lab and program emphasizing alternative fueled vehicles. We didn't have a good display area on the TU campus and our HEV program was winding down. The EV1 was moved to Tulsa Tech – Broken Arrow in November of 2012, ending my caretaker role.

Within a few years the Tulsa Tech Alternative Energy program had faded away and the EV1 was just a lobby display item. However, the [Heart of Route 66 Automobile Museum](#) in Sapulpa was now up and running. With the help of the local EVA (Electric Vehicle Association) chapter and encouragement of the museum management we worked out the details of the February 2021 transfer of the EV1 to its present (and hopefully permanent) home in the Sapulpa Museum. The EV1 was shown at the Fully Charged international EV Expo at the Austin, Texas Circuit of the Americas raceway in February 2020. It was the queen of the show and was another EVA organized event in the transfer process. Visit the EV1 in person at the Heart of Route 66 Automobile Museum in Sapulpa. Online information can be found at the ["Oklahoma Electric Vehicle Owners & Enthusiasts"](#) Facebook page and click on Features or Media to find more information, or try You Tube or Google searches for EV1 or [Who Killed the Electric Car](#).





President's Notes

by Joe Smith, President

November Events – Veterans Day parade on Friday, November 11th. Mike Halley & Bob Strattan coordinating our participation. Race Track Tour, the next day, Saturday, November 12th. We will drive a lap or more around the Warbonnet race track north of Mannford which today is a subdivision. Then we will go to the Hallett race track. Mike Halley also hosting this event.

Car Show Report – Ten member vehicles were present – Keith Jones & Grant Aldrich with a 1941 PACKARD limousine and a modern GMC. Bob Strattan with a 1946 CHEVROLET pickup, Walt & Marge Knickerbocker with a 1981 DELOREAN, Lee DeBoer with a 1936 AUBURN, Mark Randel with a 1955 BUICK ROADMASTER, David & Betty Turner with a 1936 PLYMOUTH & modern ACURA, Joe Smith with a 1966 CHEVROLET CAPRICE and Bill Ruedy in a modern MALIBU. New member for 2023 John Beeson provided the church parking lot, church restrooms and a first-class set-up of beverages for the car show. Thank you, John. The membership voted to have a car show. If I remember correctly 18 voted yes and 3 voted no. Only 3 members were present at the car show that actually voted and I do not know if they were yes or no votes. Where were the other 15 or 18 members that voted yes?

Board of Directors – Our 2023-2024 directors are Steve Schnitzer, Mike Halley and Lee DeBoer. The 2023 directors are Joe Smith, Bill Ruedy and Keith Jones.

Past Member Memories- Alex (1919-2016) and Helen (1925-2022) Wilson. Helen passed in October. They joined this Region when it was still part of Horseless Carriage Club of America.

Alex was the only AACA member that would talk to me about the change of the Region from HCCA to AACA in 1975. He told me a new guy came into the club and promoted the change, then after the change was completed, they never saw him again. Was the guy sent from Hershey? Their main older car was a 1955 STUDEBAKER Speedster. He spotted it sitting outside of Glenn Pray's shop (pickle factory) and purchased it from Doug Pray. He also had an older bullet nose STUDEBAKER. He or Helen were getting their hair cut at a beautician's home and he spotted a 1953 PACKARD sitting in the backyard. She gave it to Alex. There was a period of time that the Region met for breakfast every Saturday at Ollie's in west Tulsa. The guys sit at one table and the gal's sit at the other. Alex talked about when he was in high school in the 1930's they would go into the coal pit on Yale between 21st & 15th and race their cars in the pit (Lowe's there now) usually about midnight. He talked about two of his fellow 1938 seniors that became famous. Tony Randall that became a very well know actor. He said everyone in high school knew Tony would become a star. The other was Paul Harvey the great radio star. His classmates did not predict that. Alex was on the Board of Directors of this AACA Region probably more years than any other member. He was the guy that made sure we were in compliance with all the rules and by-laws. A role that David Turner has assumed in recent years. Alex & Helen were our passengers in our 1927 CHEVROLET during the AACA Divisional Tour in 1997 that was hosted by the AACA Kansas City Region in Carthage, Missouri. Alex and Helen would often talk about the thrill of riding in that CHEVROLET when we would see them.





Tulsa Region AACA Meeting Minutes

by Chuck Mahan, Secretary/Treasurer

Meeting at Joanna Cooper’s Car Emporium October 2, 2022 - 2:00 pm

Meeting opened with the Pledge of Allegiance.

Guest introduced by Mike Halley – Guest David Simmons.

No new members to introduce.

Last month minutes accepted as they were printed in the newsletter.

Treasury reported, no change in several months.

Jokes presented by Joe Smith, Mike Halley, Bob Strattan and again Mike Halley.

Car Problem Solutions – none shared.

Ladies Luncheon – Egg It On – October 12

Car Show – October 8 – Information shared by Joe Smith.

October Kansas Break-Out Tour – October 21-22- Details shared by David Turner.

Veterans Day Parade – November 11 - Details shared by Mike Halley. Sign-up sheet passed through the room.

Racetrack Tour – November 12 – Details shared by Mike Halley.

Van Rental – Two months ago Joe Smith told the members present to express interest in renting a van to go to events and pointed out the board members that they should express that opinion to. The board members were asked at a Board of Directors Meeting for results, all said no member talked to them. Therefore, the idea of renting a van is now dead.

Election of Board Members – Joe Smith nominated Steve Schnitzer and Mike Halley. Derek Downey nominated Lee DeBoer. Since there were no other nominations these three fine gentlemen were elected by acclamation.

Entertainment – David Turner told us about the first car show he attended at Joyland in Wichita, Kansas in 1960 that sparked his interest in collectable cars.

Submitted by Joe Smith



Calendar of Events 2022

November

- 6 General Meeting – 2 PM at Joanna Cooper’s Car Emporium*
- 11 Tulsa Veteran’s Day Parade*
- 12 Visite Des Pistes de Course Road Rally - Club tour to Cyrus Avery Plaza, War Bonnet Park, Hallett Raceway*

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)





Tulsa Veteran’s Day Parade November 11, 2022

by Mike Halley – AACA Board Member

As the Tulsa Region AACA Board Member who represents the club on the 2022 Tulsa Veterans Day Parade committee I'll be at the downtown VFW Post Wednesday, November 2, 2022 for the organizational meeting. The packets containing event details will be finally handed out. I need that information to fully coordinate the festivities. I am collecting car, owner and contact information from everyone who wishes to be involved.

The Tulsa Region of the Antique Automobile Club of America has extended an invitation to other Northeast Oklahoma classic car clubs and/or car owners to join us and be a part of the best Veterans Day parade in the nation. At this time, I expect we'll get to show off cars from Alfa Romeo, Auburn, Austin-Healey, Chevrolet, DeLorean, Dodge, FIAT, Ford, Lincoln, MG, Volkswagen, Volvo, and maybe a surprise or two. This group will be – without a doubt – the most eclectic assembly of autos in the entire parade!

If you have previously committed to entering your machine in the parade and haven't changed your mind (or had your plans changed for you) I need your name, the car you'll be driving, your email address and, your mobile phone number. I also need your status if you are either in the military or a veteran, and if you are willing to have a veteran passenger ride with you through the parade. Keep in mind, you do NOT need to be a veteran to be part of the parade.

If you care to believe in the long-range weather forecasts online, you'll be glad to know that weather should be excellent for mid-November. Chances are that things will be precipitation free with temps likely in the lower to mid-60s F (18-ish Centigrade). While I won't know our exact placement in the parade queue for another week, I've been assured that the AACA's slot will be near the front! That means we should be seen on KTUL Channel-8's live TV coverage on parade day!

Visite Des Pistes de Course Road Rally November 12, 2022

The Visite Des Pistes de Course Road Rally will visit the only two permanent road race facilities ever in Oklahoma. The old War Bonnet Raceway Park has not been active for over half a century. We will finish our rally at the Hallett Motor Racing Circuit where we can participate in their “Veteran’s Appreciation Day”.

If you're interested in the tour/rally, be sure to attend the November AACA meeting at Joanna Cooper's Automotive Emporium. I'll present a primer to cover the November 12th event that will become part of the [Hallett Motor Racing Circuit's “Veteran’s Appreciation Day.”](#)





Let's Tour!!!

by David Turner, 2022 Tour Director



*Andrew Hartley Payne
1928 Great Transcontinental
Footrace
Memorial in Foyil, OK*

We enjoyed a great 2-day tour on October 21-22nd to Kansas. Tour participants were: David & Betty Turner, Clyde & Debbie Harding, Bob & Vada Stratton, Roy Strom, Bill & LaVon Ruedy, Jim & Teresa Strode.



Jim and Teresa Strode driving on a section of the original one-lane Route 66 in their Lincoln.



Route 66 Historic marker.



Roy Strom's Thunderbird and Jim & Teresa Strode's Lincoln.



Lunch stop at Otter Cove in Miami, OK



BIG BRUTUS INC
MUSEUM
AND
VISITOR CENTER



"Big Brutus" 1850-B Electric Shovel with a 90 Cubic Yards Shovel



Tour group standing inside of "Big Brutus" shovel



Tour group listening to our tour guide



Trolley tour of Fort Scott community



Fort Scott National Cemetery



Fort Scott Visitor Center



Fort Scott living quarters



Dinner in Fort Scott, Kansas



Lunch in Pittsburg, Kansas

Tulsa Region AACA Sponsored Car Show October 8, 2022 – Owasso



Our host John Beeson



1936 Plymouth owned by David and Betty Turner



1946 Chevrolet Pickup owned by Bob and Vada Stratton



1955 Buick Roadmaster owned by Mark and Carla Randel



1936 Supercharged Auburn owned by Lee DeBoer



1941 Packard Limousine driven by Keith Jones and Grant Aldrich



1966 Chevrolet Caprice owned by Joe and Joyce Smith



1981 DeLorean owned by Walt and Marge Knickerbocker



November

2nd Penny Downey
17th Lina Holmes
19th Phil Judkins
28th Liga McGahan

December

4th Randy Beeson
7th Bob Stratton
10th LaVon Ruedy
15th Jerry Shrader
15th Joyce Smith



November

December

12th Jeff and Suzy Lytle

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.



National AACA News

Rummage Box



Everyone Has a Friend (Or a Friend of a Friend)

by Phillip Cole - Vice President – Publications

There was an outreach model in the latter days of the 20th century, which was used by many volunteer organizations to promote growth. It was (and still is) called the FRAN Model. FRAN stands for friends, relatives, acquaintances and neighbors. The basic premise of FRAN is virtually everyone can look around and find someone who might be interested in their volunteer organization and its purpose. Obviously, AACA membership brings us into contact with many people who are interested in old cars. Let's use the FRAN Model to think about how you and I can promote AACA.

Friends. Car shows, tours, cruise-ins, swap meets, monthly meetings, etc. are all ways we enjoy our hobby. Take a moment to think about your friends who might enjoy all these activities, as well. Consider inviting them to any and all of them. I do realize what some of you are thinking right now, "All my friends are already members of our chapter or region!" Okay, but when I came home from my first AACA Board meeting, I had four free membership applications in my hand. I sat down with my wife and within three minutes we were calling four families that we had known for years. They happily joined AACA.

Relatives. Yes, a decade ago, I would have said no one in my family is interested. In the last several years, however, two of my cousins have bought beautiful classic cars, both of my daughters currently drive AACA eligible cars, and my

granddaughter is a student member of AACA. Who knew!?!?

Acquaintances. Think about people at work, people you see at social events or people who are friends of your close friends. Two of those four families that have joined AACA, which I mentioned above, were actually acquaintances at first. I got to know both families because they owned storage facilities, where I have stored our cars. As we became friends, I came to realize that both families owned AACA eligible cars. Next month one of those families is planning on showing their car at our regional event and the other plans to attend. It was only a matter of time and encouragement.

Neighbors. Earlier this year a lady from another region told me about a neighbor's little girl who ran up to look at her pre-war car. This lady took the time to talk with the girl about cars and let her sit in the driver's seat. A few minutes later both of the girl's parents came over to see what was going on. After a brief conversation the whole family was taking a ride around the neighborhood and wanted to know if they could go to her chapter's next cruise-in.

The purpose of the AACA is to promote the old car hobby. According to the FRAN Model you just need to look around!





by Randy Beeson

One Hundred Years Ago

Turkey occupied the world's attention this month. On November 1st, Mustafa Kemal Ataturk took Constantinople, proclaiming the nation a republic and ending the Ottoman Empire. The deposed Caliph Mehmed VI asked the British army for help on the 16th and the following day was expelled to Malta on a British warship.

On November 25th, Japanese Crown Prince Hirohito became Regent of Japan in his ailing father Taisho's stead. The Imperial Japanese Navy began sea trials with the nation's first aircraft carrier, Hosho, on the 30th.

Turmoil continued in Germany as Wilhelm Cuno formed a new government on November 22nd. In the nation's south, Hitler addressed 50,000 Nazis in Munich on the 30th.

On November 15th, Britain's Conservative Party won a majority under Andrew Bonar Law. On the 22nd, the Labor Party selected Ramsey MacDonald as its leader. The British public kept abreast of these changes as BBC had begun broadcasting from Marconi House on the 14th.

In southern Europe, the Italian parliament gave Mussolini dictatorial powers for one year on November 24th. Greece executed six of her ex-ministers on the 28th.

The most riveting news this month was archeologist Howard Carter's discovery of Pharaoh Tutankhamen's undisturbed tomb in Egypt on November 4th. Carter's patron was British Lord Caernarvon whose home was the setting for the recent Downton Abbey series.

Here at home, Rebecca L. Fulton of Georgia was sworn in as the first female U.S. senator on

November 21st. The first successful Technicolor movie, *The Toll of the Sea*, premiered at New York City's Rialto Theater on the 26th.

Birthdays this month included: jazz trumpeter Al Hirt, born in New Orleans, LA on November 7th; cardiac surgeon Christiaan Barnard, born in Beaufort West, Union of South Africa on the 8th; author Kurt Vonnegut, born in Indianapolis, IN on the 11th; actress Kim Hunter, born in Detroit, MI on the 12th; actress (and later waitress) Veronica Lake, born in Brooklyn, NY on the 14th; and cartoonist Charles Schultz (Peanuts), born in Minneapolis, MN on the 26th.

American Water Heater Corp. of Chicago was marketing a new automotive innovation this month – hot water, floor-mounted heaters. The heaters were of two types and operated by an intake valve located on the dashboard. Hot water could be pumped to either a hollow foot warmer in the rear compartment or to floor-mounted vented compartments mounted in the floor. Water capacity of the radiator had to be increased by 1.5 gallons to service these units. This was an early version of the hot-water heater.

A similar idea also being marketed this month was a rear seat robe that rolled up into a cylindrical footrest when not in use. The footrest could even be locked to prevent theft of the robe.

Royal High Flyer Tire Company of Chicago was marketing an improved tire this month. Instead of cotton cord, Bahama hemp was used to produce a stronger tire. Also featured was a rubber interlocking device where the tire met the rim, eliminating the need for a tube and resulting in a stronger tubeless tire.





by David Turner, Board Member

Unusual Old Automobiles

1914 American Underslung

I have often talked about the American Underslung built by American Motor Car Company. I observed it at my very first car show as a teenager. Seeing it caused a dramatic shift in my interest in automobiles from my worn-out Mercury “hot rod” to wanting to learn all I could about the history of the automobile and its many creative attempts of the early years. The American Underslung presented a dramatic contrast to the Model Ts I have previously observed in my limited interactions with antique automobiles to that time. The car I am presenting here is a 1914 model which can be easily discerned from the presence of electric lights.

Whenever I see one of these automobiles these days, they still tend to take my breath away by their low profile. Notice how the fender line is above the hood line!



1914 American Underslung

Notice the extra structure necessary to support the lights and the fenders from the frame which is beneath the axle.

These were not cheap cars, which contributed to their demise. The cars were advertised as “A Car for the Discriminating Few” with a price tag in excess of \$4000. However, by 1914, Henry Ford was selling Model Ts for as low as \$440. American Motor Car Company was bankrupt by the spring of 1914 after eight years of production.

This particular car really appeals to me with its red leather diamond tufted upholstery and all its pin striping – two features which were carry-overs from the carriage trade and soon disappeared from the automobile industry.



1914 American Underslung

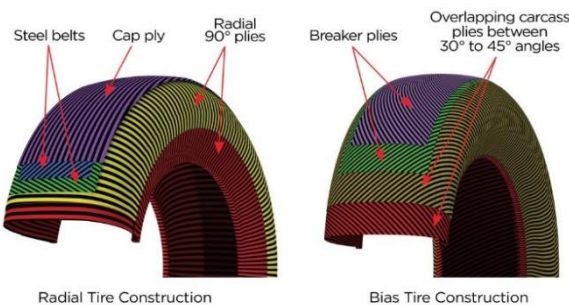


Automobile Accessory?

What is a Tire Anyway? Part 2

by Bill Ruedy, Editor

This month tire types and ratings will be the focus. Automobiles from today's factories use radial tire construction. A complete discussion would take way too much room so this is just a summary of tire construction differences. If your vehicle was produced before the early 1970's it would have had bias ply tires from the factory. The first [radial tire](#) designs were patented in 1914 by G.H. Hamilton in London. The first American made factory produced car with [radial tires](#), was the 1970 Ford Lincoln Continental Mark III. In 1974 Pirelli developed a "wide" radial for Lancia rally racing team.



Bias ply tires are crafted with overlapping ply layers at angles of 30 to 45 degrees. A radial tire has plies at 90 degrees from the tire, typically with steel belts running around the circumference of the tire.

The bias ply tire has much stiffer sidewalls as the plies wrap from sidewall to sidewall at angles. They will carry higher loads, but may have narrower tread contact zones across the width of the tire.

The radial tire has steel belts riding on top of the 90 degree plies which provides strength but more independence from the sidewalls. Radial tires have more flexible side walls allowing better traction where the tread meets the road with a wider contact surface. Radial tires provide a smoother ride since the sidewalls are flexible. The radial's higher gripping force will put [higher stress](#) on an automobile wheel and suspension system when cornering at high speed. A bias tire may just skid where a radial will grip the road under higher stress.

Which is better for your automobile? Purests, would say bias ply tires are needed for pre 1970 vehicles, but you may be able to find a radial constructed tire that matches the original look for your [vehicle](#).

Next is tire type (winter, summer, all season, performance). The tire [rubber compound](#) determines which category a tire is designed for. If you are wondering about tread patterns, that will be covered separately in part 3.

All modern tires are made from different formations of rubber. Tires are [formed](#) from natural rubber, synthetic rubber, carbon black, silica and other chemical compounds to help with traction.

Each type of tire uses a different formula to achieve the best results. For example, winter tires are expected to be used in environments with temperatures below 45 deg.

Winter tires need the rubber to remain flexible at the lower temperatures and typically have higher content of natural rubber. Natural rubber is softer and will wear faster at summer temperatures.

Summer tires contain a harder rubber compound and different tread pattern that works well in warmer conditions. Summer tires would become too hard and brittle in winter conditions and the tread pattern would not be capable of handling snow and ice.

All season tires are a compromise. These tires have a rubber compound that would work well for different temperatures and a tread pattern that handles dry pavement and some light snow conditions. However, they are a compromise and the tread will wear faster than a "summer" tire.

Performance tires have a different and softer rubber compound that is designed to take harsher driving conditions with good traction. They may create more road noise, have a bumpier ride, and wear faster than tires for pleasure driving.

Next time more on tread types and hydroplaning.



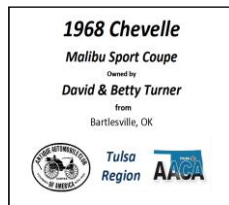
Share Your Story!

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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