



*David and Betty Turner's 1936 Plymouth Business Coupe at the Tulsa New Car Show.*



*Sale Day! Bob Burch and David.*



*The Turner Garage*



*by David Turner, Board Member*

# Cover Story

## 1936 Plymouth Business Coupe

Betty and I purchased this 1936 Plymouth P2 Business Coupe from Bob Burch thirteen years ago. I had long coveted the car, but Bob always told me it was to go to one of his sons and hence was not for sale. I had not seen Bob for a quite a long while when I encountered him at the annual AACA car show in Haikey Creek Park. I asked if he still had the Plymouth. He said yes, but he had it listed. When I asked about his son, he had promised it to, he informed me that his son had passed away the previous year. I could not have felt more humiliated that I did not know. However, within twenty-four hours, we had reached agreement on a price and a transfer day.

Bob had originally purchased the car because it reminded him of his honeymoon car. He bought it in Owasso. It had a “late model” six in it at the time but was able to acquire a 1935 engine and transmission from another AACA Tulsa Region member which he retrofitted into the car. He had done a wonderful job of restoring the automobile with all new paint and fabric top insert. I believe the interior to have been largely original except for the burgundy color carpet!

My interest in the automobile stemmed from my childhood memories of my parents 1936 Plymouth P1 two-door sedan that was our sole family vehicle until I was six years old. Having driven it all through WWII to the Boeing plant in Wichita, full of riders, from our home in Wellington, Kansas, the car needed a lot of repairs inside and out. At that point, dad purchased a 1941 Buick to be the family car and decided to make a welder out of the engine and transmission from the Plymouth and to construct a utility trailer from the rear end and rear fenders. Dad pointed to the car and his toolbox and told my eleven-year-old brother and me to “take it apart and save all the pieces”. The body was eventually cut up and sold to the metal recyclers.

My interest in the 1936 Plymouth went beyond my childhood memories. As an engineer, I was attracted to the advanced features of the Plymouth such as

hydraulic brakes, insert bearings rather than babbitt, adjustable valves, and synchromesh transmission. Others were apparently attracted to these features in the day as well for the car outsold Ford to achieve the number two sales position in this country that year.

After I bought the subject coupe from Bob, I discovered a few small items that were missing, such as a special nickel-plated step bolt that secured the steering column bracket to the dashboard. Such items are next to impossible to find anywhere – except – the bolt box I inherited from my father. Low and behold, it produced the exact bolt I needed! Several other items were found as well including a whole host of special “Chrysler bolts” for retrofit where the original “Chrysler bolts” had been replaced with newer standard hardware store bolts. (The Chrysler bolts all have the raised letters DDCP on the heads which of course stands for Dodge, DeSoto, Chrysler, and Plymouth).

Bob gave me a seized 1936 engine with the car as part of the purchase. Along with another 1936 engine I later purchased, I was able to build an essentially new 1936 engine which you can see on the engine test stand prior to installing it in the car. For those of you who believe all Chrysler products of this era contained engines and transmissions painted silver, I will say you are mistaken. According to Plymouth Owners Club, an unknown number of 1936 Plymouths used blocks painted black with silver heads. I was able to determine that both of my 1936 engine blocks were originally painted black. Hence, I chose that color scheme for my new engine. Engines with black blocks also used black on the transmissions.

Right now, I have the speedometer out of the car and in a shop being repaired and to have the entire set of instruments cleaned and made ready for touring again. The odometer has been difficult to read since we purchased the car so we are hoping it will be ready for the touring season of 2023. We are already planning several tours for it including the Air Capital Tour in Kansas as well as the Glidden tour in Georgia.





# President's Notes

by Joe Smith, President

**December Meeting** - Every year we bring some canned goods or something to our December meeting to give to Broken Arrow Neighbors. If you are able, bring something for our annual Tulsa Region AACA donation.

**December Christmas Party** - Annual Christmas Party on December 11<sup>th</sup> at 1:00 at the Jerry Shrader event center located at 8117 E. 46<sup>th</sup> Street. East of the intersection of Memorial and 46<sup>th</sup> Street. Gift exchange, bring a gift of approximately \$10.00 for a "Dirty Santa Gift Exchange".

**January Installation Banquet** - Note date change - Annual Installation Banquet on January 22nd at 1:00 at the Jerry Shrader event center located at 8117 E. 46<sup>th</sup> Street. East of the intersection of Memorial and 46<sup>th</sup> Street. Bring "Awards of Distinction". They can be silly or serious. We can also celebrate the Lunar New Year / Chinese New Year on this date.

**November Events** - We were packed full of events this month. Beginning with being on KTUL channel 8 to promote the club and Veterans Day Parade. It was great that our members came out on wet roads and misty weather to promote the club, hobby and Veterans Day. Then we participated in the Veterans Day Parade in Tulsa. We had 15% club car participation compared to the Tulsa Vette Set with only 3%. Then we had the race track tour taking laps on both the Warbonnet Raceway in Mannford and on Hallett Raceway. Thanks to Mike Halley pronounced like Alley. He handled all the arrangements for these events and hosted them only 30 days after his hip replacement. He got the club television exposure twice during November.

**Board of Directors** - 2023 Officers are undetermined as of this writing. 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** - Dr. Richard Barbee. We used to meet at a church located at 36<sup>th</sup> & Yale, Little Light House there now. Most members did not know that Dr. Barbee paid for the meeting room out of his own pocket for many years. The church re-located into a smaller facility, that is about when we changed the meeting place to Tom & Joanna Cooper's. Dr. Barbee was primarily a CHRYSLER guy. He did have the 1929 FRANKLIN that we enjoy seeing at Jerry Shrader's. He had two CAMARO's for restoration in the house garage. He also had an early 1930's CHRYSLER project. When I would get a new company car, I could buy the old one far below market value. I sold a 1996 and a 1998 DODGE Intrepid to Dr. Barbee (no mark-up to Dr. Barbee), two of the three CHRYSLER products I had out of 18 company cars, he had no interest in the Ford or GM cars. Both he purchased for a child or grandchild. He drove a 15 passenger DODGE van and Margaret drove a DODGE Caravan. He would often haul a group of AACA members to swap meets in that large van. He was known for his ink pen collection, one room in his house was full of them. Dr. Barbee and Margaret would host our October meetings in their back yard and we would usually have a couple evening events in their home during the year. Joyce and I had the honor of riding in the FRANKLIN on two occasions at the Eureka Springs Antique Car parade.







# Tulsa Region AACA Meeting Minutes

by Chuck Mahan, Secretary/Treasurer

## Meeting at Joanna Cooper’s Car Emporium November 6, 2022 - 2:00 pm

President Joe Smith called the meeting to order with the pledge of allegiance. There were 26 people in attendance.

Joe passed out agendas for the meeting.

Chuck Mahan read the minutes of the past General Meeting and gave the Treasurer’s report.

There were three guests: CJ Jones, Basel McLaren and Ted Gose.

Jokes were told by Mike Halley, Steve Schnitzer, Carolanne Mahan, and Chuck Mahan.

There were no automobile problem fixes.

Ladies Only Luncheon is scheduled for Wednesday the 16<sup>th</sup> at 11:30 am at “Egg it On” in Broken Arrow.

Joe announced that Chuck Mahan had agreed to be Web Master for another year.

Bill Ruedy passed out a sign-up sheet to reserve a spot for “feature automobile” in the Running Board Ramblings.

Mike Halley then announced that there were openings for club automobiles on the Wednesday “Good Day Tulsa”. He asked for volunteers to show up on Lookout Mountain at the KTUL studios at 9:00 am.

Mike Halley then went over the details for the club’s participation in the Veterans Day Parade.

Carolanne Mahan announced and passed out a sign-up sheet for the Christmas Party on December 11<sup>th</sup> and the Installation Banquet on January 15<sup>th</sup>. The meals are anticipated to cost \$30.00 per person.

Joe announced that the dues for 2023 will be the same as 2022 at \$20.00 per family group. Chuck Mahan will be ready to accept cash or check for the dues and parties.

Joe said that we were tentatively planning two club car shows in 2023. The first one will be in the spring, in association with Smitty’s Garage Restaurant in Owasso. They will refund us 10% gross revenue they take in during the car show. The second one will be in the fall with other car clubs.

Debbie Harding passed out a cookie sign-up sheet for 2023.

Mike Halley had the program which was instructions on how to participate in the road rally on November 12<sup>th</sup> which will circle both the Hallett and War Bonnet Raceways.



# Calendar of Events 2022

## December

- 4** *General Meeting – 2 PM at Joanna Cooper’s Car Emporium*  
**11** *Christmas Dinner – 1:00pm - Jerry Shrader’s Event Center 8117 E 46<sup>th</sup> St  
 Tulsa, OK - \$30.00/person – Bring gift for Dirty Santa gift exchange. \$10.00 Limit*

## January

- 22** *Installation Banquet – 1:00pm – Jerry Shrader’s Event Center 8117 E 46<sup>th</sup> St  
 Tulsa, OK - \$30.00/person.*

26-28 Winter Nationals, Miami, Florida – South Florida Region

## February

- 5** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

9-11 Annual Convention, Williamsburg, Virginia

## March

- 5** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

## April

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

13-15 Southeastern Spring Nationals, Charlotte, North Carolina – Hornets Nest Region

30-May 3 Southeastern Divisional Tour (1998 and earlier) Oak Ridge, Tennessee - E. Tennessee Region

## May

- 7** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

18-20 Eastern Spring National, Gettysburg, Pennsylvania – Gettysburg Region

## June

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

25-28 Eastern Divisional Tour, Denver, Pennsylvania – AACA Library hosting

## July

- 2 or 9?** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

16-22 Founders Tour – Ontario, Canada – Ontario Region

26-29 Special Eastern Summer Nationals Norwich, New York – The Rolling Antiquers Region

## August

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

10-12 Grand Nationals, Bettendorf, Iowa – Mississippi Valley Region

## September

- 10** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

## October

- 1** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

3-6 Eastern Fall Nationals, Hershey Pennsylvania – Hershey Region

22-27 Revival AAA Glidden Tour (Pre-1943), Thomasville, Georgia – VMCCA hosted

## November

- 5** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

## December

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

*Tulsa region club events are in red bold italics print.*

### Recurring Events:

Every 3<sup>rd</sup> Wednesday – Ladies Only Luncheon – 11:30am at “Egg It On” in Broken Arrow

Every 2<sup>nd</sup> 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



*Fly over to begin the parade.*



*Thunderbird and Fiat ready for the parade.*



*Strode's 1924 Model T decorated for the parade.*



*Cars lined up ready for the parade.*



*Schnitzer's car and Strattan's 1946 Chevrolet Truck lined up at the beginning of our group.*



*Jones' Plymouth Barracuda and other cars lined up ready for the parade.*

Mike Halley organized a great group of cars from several Tulsa car clubs to participate together at the Tulsa Veteran's Day Parade. Mike arranged to have several cars on KTUL channel 8 "Good Day Tulsa" morning show to promote the club, the hobby and the Veteran's Day Parade.







# Visite Des Pistes de Course Road Rally November 12, 2022

by Mike Halley – AACA Board Member

Seven cars competed in the Visite Des Pistes de Course Road Rally. Starting at the Cyrus Avery Centennial Plaza parking area, each car left 1 minute apart. Following all the road signs, we visited the old War Bonnet Raceway Park and then found our way to the Hallett Motor Racing Circuit where we joined in their Veteran’s Appreciation Day celebration.

First Place (your "Average Joe") is the team that traveled the furthest to compete with us! Mark and Theresa Walton drove their autocross Mazda Miata here from Hutchinson, Kansas to make a weekend of it and only missed matching the average elapsed time by less than thirty seconds! Their final score was a 97. The next day, the Waltons scored second and third places in their autocross class. Congrats to the Kansas team for a thoroughly successful weekend!

Second Place went to the Northeast Oklahoma Region SCCA team of Randy Wagner and Mike Mullen in the 1969 Porsche 911S! Their score was a 159.

Third Place was the Mustang of Eli Rojas and Emily Potter. Scoring a 202 they completed the virtual victory podium.

Fourth Place was claimed by the editors of the Tulsa Region of the Antique Automobile Club of America newsletter, the "Runningboard Ramblings" Bill and

LaVon Ruedy. Scoring a 391 in their Chevy Malibu they were the top AACA finisher!

Finding themselves in Fifth Place was Jim Jones, with last minute navigator Andrew Berryman, in Jim's classic 1966 Plymouth Barracuda. The first-time team scored a 432.

Sixth Place was the husband-wife team of Chuck and Carolanne Mahan - also of the AACA - who scored a 500 in their Toyota Tundra.

Seventh Place was the Volvo P1800 of Jim and Teresa Strode who got lost enough to miss being scored since the checkpoint had to be closed before they arrived at the Hallett Motor Racing Circuit.

An extra highlight of the day was driving our cars around the racetrack.

I want to thank everyone involved - particularly the volunteers who helped make it happen. That includes Assistant Rally master and Scoring guru Bob Strattan, Pre-check navigator and Sweep driver Joe Smith, plus the last-minute sweep navigator Josh Brown! Thanks also to all the competitors! I trust you all had a good time and took advantage of Hallett's second annual Veterans Appreciation Day!



*Mark and Teresa Walton in their Mazda Miata.*



*Eli Rojas and Emily Potter in a Ford Mustang.*

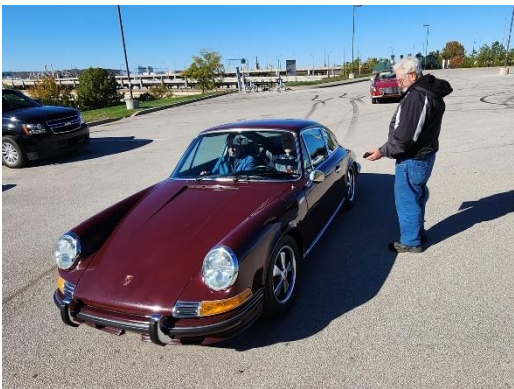




*Chuck and Carolanne Mahan driving their Toyota Tundra.*



*Jim Jones in his 1966 Plymouth Barracuda with navigator Andrew Berryman.*



*Randy Wagner and Mike Mullen in the 1969 Porsche 911S.*



*Jim and Teresa Strode in their Volvo P1800.*



*Bill and LaVon Ruedy driving their Chevrolet Malibu.*



*Driving around the racetrack!*







### December

4<sup>th</sup> Randy Beeson  
7<sup>th</sup> Bob Strattan  
10<sup>th</sup> LaVon Ruedy  
15<sup>th</sup> Jerry Shrader  
15<sup>th</sup> Joyce Smith

### January

2<sup>nd</sup> Debbie Harding  
4<sup>th</sup> Keith Jones  
10<sup>th</sup> Joe Smith  
13<sup>th</sup> Pauletta Clawson  
20<sup>th</sup> Teresa Strode  
27<sup>th</sup> Vada Strattan



### December

12<sup>th</sup> Jeff and Suzy Lytle

### January

24<sup>th</sup> Bob and Vada Strattan

## Sunshine Report

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



## 2022/2023 Tulsa AACA Meeting Cookie Sign Up Sheet

December 2022	Bill Ruedy	918-407-5826	Steve Schnitzer	918-855-4070
February 2023	Debbie Harding	918-706-3536	Linda Beeson	918-455-2541
March 2023	Carolanne Mahan	918-492-0055	LaVon Ruedy	918-810-3956
April 2023	Jim Jones	918-798-1338		
May 2023	Tom McGahan	901-359-8002		
June 2023				
July 2023	Betty Turner	918-527-9561		
August 2023	Lee DeBoer	918-857-3022		
September 2023				
October 2023	Vada Strattan	918-663-9484		
November 2023	Marjorie Knickerbocker	918-272-2517	Penny Downey	918-438-8220
December 2023	Steve Schnitzer	918-855-4070	Bill Ruedy	918-407-5826

Revised 11/26/2022

Thank you to everyone who has signed up to bring cookies to our meetings. **We still have open spots available, so please sign up at our next meeting.** 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



## Hazards of the Hobby

*by Wayne Tuck – 2022 AACA National President*

When we head for the garage to work on one of our old cars, most of our spouses know to have the Band-Aids ready. Most of us that enjoy working on our own cars know exactly what I'm talking about. A slip of the wrench, reaching around a tight angle, cutting or stripping wire or just about anything can result in little cuts and scrapes.

A couple of weeks ago I noticed a friend of mine had a nick on his forehead. He credited the corner of the hood on his Packard for the injury. Of course, I had a similar scar from the corner of the hood on my Hudson to share with him. I guess for some of us it is just part of the price we pay for getting out and enjoying our hobby. I'm sure all of us have had bumps,

blisters, bruises and scrapes, maybe even scars in the pursuit of our hobby.

Those are things we grow to expect. We do not expect injuries from more serious activities such as jacking, hoisting, burning, cutting and welding. These activities are to be taken seriously and could result in severe injury or death if all correct procedures are not followed.

Remember, there are no shortcuts on safety. We all know the rules and should never ignore them.

So, let's all get out there and have some fun... but keep the Band-Aids handy.







by Randy Beeson

# One Hundred Years Ago

On December 6<sup>th</sup>, the first constitution of the Irish Free State took effect. The last British Troops left the Free State on the 17<sup>th</sup>.

Fourteen republics formed the U.S.S.R. on December 20<sup>th</sup>. Lenin began dictating his 'Political Testament' on Christmas Day. Finally, the creation of the U.S.S.R. was formally proclaimed from the Bolshoi Theater in Moscow on December 30<sup>th</sup>.

With respect to technology, the first commercial carrier electrical power line went into service in Ithaca, NY on the 6<sup>th</sup>. The Nobel physics prize was awarded to Niels Bohr for his work on the structure of the atom on December 10<sup>th</sup>. The BBC began daily radio broadcasts on the 23<sup>rd</sup> and broadcast the first radio play, "The Truth About Father Christmas" the following day. Development of the radio facsimile machine which combined a rotating drum with a beam of light to transmit photos was also announced this month.

In the sporting world, the Canton Bulldogs won the first NFL championship with a 10-0-2 record on December 10<sup>th</sup>. On the 13<sup>th</sup>, Charles Ebbets proposed putting player numbers on caps or sleeves.

In what must be some sort of a record, 24-year-old Theresa Vaughn confessed in court in Sheffield, England to being married 61 times over five years in 50 cities on three continents. Was she a masochist or did she enjoy the wedding experience?

Centenarians this month include comedian and actor Redd Foxx, born in St. Louis, MO on December 9<sup>th</sup>; DJ Alan Freed who accepted payola and coined the term 'rock and roll' born in Windber, PA on the 15<sup>th</sup>; actress Ava Gardner born in Grabtown, NC on the 24<sup>th</sup>; and comic book artist,

writer and creative leader of the Marvel multimedia corporation, Stan Lee, born in New York City on the 28<sup>th</sup>.

American merchant and Postmaster General John Wanamaker died at age 84 on December 12<sup>th</sup>.

Harper Motor Company of Washington, DC was advertising receipt of its second trainload of 350 Durant automobiles. Prices ranged from \$995 (\$17,312 today) for a four-cylinder roadster to \$2,575 (\$44,801 today) for a six-cylinder sedan. And those prices didn't include automatic transmission, A/C, AM/FM stereo, power brakes and power steering!

The U.S. Army was now experimenting with light, radio-equipped tanks. These army tanks were equipped with transceiver units with a 25-mile range and were participating in mock battles and maneuvers. The United Fruit Company was now providing free medical assistance via radio to ships at sea. This service was directed primarily to ships sailing without medical officers.

Popular Mechanics magazine also reported this month on a 200-car parade that entered Green Bay, WI upon completion of the final leg of Highway 15. Green Bay was now connected to St. Louis, MO by concrete highways.

A new self-acting truck bumper was now available to protect pedestrians. Upon impact, the bumper activated a 'kill switch' that deactivated the engine. At the same time, a latticework grill dropped down from the front of the truck to prevent the downed pedestrian from being run over by the truck.





by Tom McGahan

# At the Museum! Weaver Lo-Way Jack

A few months ago, in the newsletter, Bill Kenny and I rescued a 1956 Ford Truck from a garage where it was stored for 40 years. The owner mentioned that there was an old automobile jack in the house if we wanted it. I didn't think much of the offer until I saw the jack. It's large, extremely heavy duty, bulky and quite frankly - a mechanical marvel.

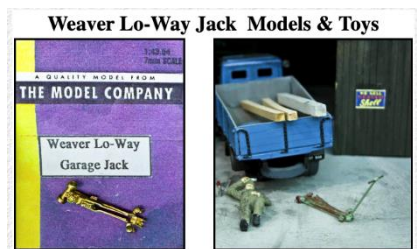
I did some research and learned the jack was manufactured by the Weaver Company in the mid-1920's. The lifting device was dubbed the Weaver Lo-Way Jack. The jack is extremely low profile and is operated by raising and lowering the handle. The handle actuates a curved ratchet that lifts the adjustable saddle. The handle, when rotated, steers the front wheels which provides good mobility for such a heavy unit. A foot pedal allows the user to lower the vehicle using the same up and down motion of the handle.

Further research revealed a patent application from 1925 that described the actuating mechanism and the ability to lower the jack using the foot pedal. The patent was issued in 1927. It is interesting to note that Weaver Mfg. Co. produced their first hydraulic jack the following year in 1928. Weaver continued to manufacture the Lo-Way Jack into the 1930's. The jack was so popular that scale models of it were made for model railroad layouts.

The jack was media blasted at ACD in Broken Arrow to remove nearly 100 years of embedded rust and grime. Volunteers at the Heart of Route 66 Museum are helping with the restoration which should complete by years end. The Lo-Way will be a perfect complement to the pre-war vehicles in the museum.



Lo-Way Jack Catalog Page



Restored Lo-Way Jack at the Museum







by David Turner, Board Member

# Unusual Old Automobiles 1936 Ford in Stainless Steel

I spotted this car at Hershey some years ago. It is one of six such 1936 Fords built for Allegheny Ludlum Steel of Dunkirk, NY for the use of their sales force to highlight their latest product line – stainless steel. Apparently, according to the sources I’ve read, the cars all amassed in excess of 200,000 miles before they were retired from service after World War II. Later, the company would build 1960 Ford Thunderbirds and 1967 Lincoln Continentals of 302 stainless steel.



1936 Ford in Stainless Steel

1936 Ford in Stainless Steel



1936 Ford in Stainless Steel!

1936 Ford in Stainless Steel

The automobile in the photograph, according to information I have gathered, endured approximately 1000 hours of polishing to achieve the mirror finish seen here. Can you imagine meeting that on a sunny day driving down the road?! I understand this particular car has since been donated to the Early Ford V8 Foundation Collection in Auburn, Indiana and is on display there.







# Automobile Accessory? What is a Tire Anyway? Part 3

by Bill Ruedy, Editor

This month discussion is on tire treads and hydroplaning. Once again, this subject is way too complex to do more than than a summary coverage. Lets get started!



Tire tread patterns- [Courtesy Discount Tire web site](#)

Tire tread patterns are very important to the performance of your vehicle. There are 4 broad categories of tread types:

**Symmetric** – This is the most common with the pattern the same on both halves of the tire. Tires can be mounted with either side out and can be easily rotated in many different patterns.

**Asymmetric** – It is designed for both dry grip and wet (water and snow) uses. This tire has an “outside” and “inside” designation. It must be mounted properly on the wheel. Usually the outside of the tire is designed for greater contact area to increase cornering performance and the inside of the tire is designed for wet conditions.

**Directional** - This tire is designed to roll in only one direction. It may have V shaped tread blocks that enhance its hydroplaning resistance at high speed. Once mounted they are rotated front to back on the same side of the vehicle. The tires need to be re-mounted to be used on the other side of the vehicle. These tires may have an arrow on the side of the tire indicating the direction of travel for the tire.

**Asymmetric and Directional** – This tread is a combination of the two tread patterns. It is

uncommon and typically found in the ultra-high performance category. These tires can be mounted only one way (either right or left side). They typically have shorter tread life.

Each tire company has its own tread designs. The treads have Ribs (raised section of tread pattern), Grooves (deep channels which run around the tire or laterally across the width of the tire) and tread blocks (raised rubber segments that make road contact. The arranged patterns create tires with different characteristics for dry and wet surfaces.

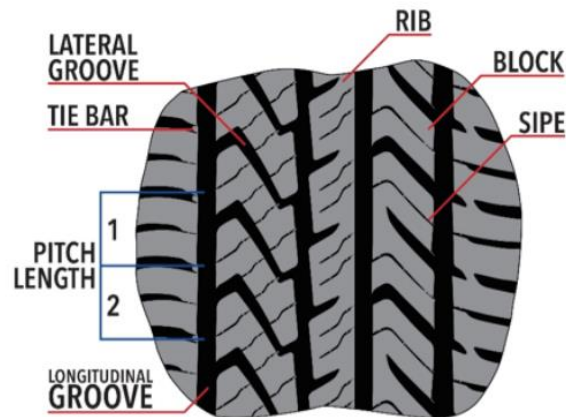


Figure 1: Tread pattern components (Source: Yokohama Tire Corp.)

Classic tires for vintage vehicles may only have longitudinal grooves which are not as optimum for hydroplaning issues discussed below. Newer tire designs have features (like “V” shaped grooves or angles in the tread to help improve the tire performance in wet conditions. Some tires have criss-cross patterns or curved grooves specifically designed to eradicate water buildup under the tires.

So what is hydroplaning? Hydroplaning occurs when the traveling speed of a vehicle on wet pavement becomes so high that the hydrodynamic pressure of the water between its tires and the pavement rises to match the air



pressure of the vehicle tires. When this happens the driver loses braking and steering control of the vehicle. For us mortals, it is when the vehicle speed causes the tires to lose contact with the pavement and “ride” upon a layer of water. Since the tires are no longer in direct contact with the pavement there is a loss of control.

Hydroplaning is dependent upon many factors, but the most relevant are: Water depth on the surface of the road, vehicle speed, vehicle weight, surface type (concrete, asphalt, sealed or textured surface), tire tread depth, and pattern of the tire tread. Hydroplaning will occur at slower speeds as the depth of the water on the road increases. Lighter vehicles will hydroplane at lower speeds than heavier vehicles.

What is the minimum speed for hydroplaning? Of course it depends upon the factors above, but it can occur at speeds as low as [35 MPH](#). No, that isn't a misprint. Hydroplaning can occur at low speeds.

How does tire tread design affect hydroplaning?

The goal is to remove as much water as possible from the contact area of the tire during its normal operation. Ideally, tires only move forward, but there are lateral loads (think sideways) loads on tires. The lateral loads are worse during cornering or skidding of the tire. During a hydroplane condition the car may be skidding as well as traveling forward so both kinds of loads are present.

Longitudinal grooves are better if the tire is skidding sideways, Lateral grooves work well if the tire is moving straight ahead. Grooves that are “V” shaped or diagonal are a compromise. So which is best? All season tires typically have a symmetric tread design and have a pattern that attempts to combine the best pattern for wet and dry conditions. Thread patterns for passenger vehicles are also designed to reduce the road noise, and increase the life of the tire.

How do you protect against hydroplaning?

1. Pay attention to road conditions. Deep puddles, or hard rain will increase the depth of water on the roadway. Old two lane roads may have dished “track” areas which collect more water. Newer highways are typically sloped to help water exit the roadway.
2. Slow down. Drive slower than the posted speed limit. Remember to drive at a safe speed for other traffic around you.
3. Make sure your tires are properly inflated. Low tire pressure will result in hydroplaning at lower speeds.
4. Make sure your tires have “good” tread depth. Deeper tread allows tires to move the water away and keep contact with the pavement.
5. Check your tires to be sure they have the appropriate tread design and rating for the area you drive (all season, winter, summer).

Unfortunately, there is not a singular way to ensure your vehicle is safe on all road surfaces.

Vintage automobiles with period correct tire tread may be more susceptible to hydroplaning.

References:

[AUTOMOBILE TIRE HYDROPLANING - A STUDY OF WHEEL SPIN-DOWN AND OTHER VARIABLES.](#)

By A. J. Stocker Associate Research Engineer  
J. T. Dotson Research Associate and D. L. Ivey  
Research Engineer Research Report Number  
147-3F

[Effectiveness of Tire-Tread Patterns in Reducing the Risk of Hydroplaning](#)

By T. F. Fwa, Santosh S. Kumar, Kumar Anupam, and G. P. Ong



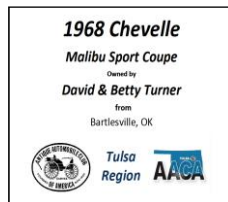
## Share Your Story!

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](mailto: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](mailto: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.





# 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.**

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