



1965 Barracuda belonging to Jim Jones.

I admired the Barracuda ever since the first one came out in 1964. Many years later, my brother David and I each got a chance to restore one. He had first choice and bought a 1964 and I chose the 1965.

It was in bad shape, but with the help of my brother, we did all of the body work. I took an auto body class at the Vo-tech in Muskogee in order to use

their paint booth. I painted it the original ruby red, which gets a lot of attention at car shows and tours.

My brother and I enjoyed the car shows and meeting with new people. Sadly, my brother died in a car accident that destroyed his Barracuda. I have fond memories of the two of us working on our cars. We had a lot of laughs and exasperation trying to get to the finish line.

Jim Jones



by Steve Schnitzer, President

President's Notes

Dear Fellow Auto Enthusiasts,

Since car shows seem to be so much in vogue around these parts come spring and summer, allow me a moment to pontificate about them. I have attended car shows dating back to the early '60s, and for a fact actively exhibited in them since Spring, 1967. I whimsically have said for years that 'car shows in Oklahoma are like barbeque stands and churches—there are more of them per-capita here than any other state in the Union.' I challenge anyone to prove me wrong on this observation (-and speaking of churches, it seems they sponsor about as many car shows as any other entity, at that.)

The acid test—where, as they say, 'the rubber meets the road'—is quality of the particular show as contrasted with 'just another fundraiser opportunity' where exhibitors, not observers, are charged a poll tax for entering (-no, I never quite understood that either, although it undoubtedly has something to do with logistics of the undertaking.)

Consider, for instance, the Owasso AACAA/Smitty's Garage car show which we sponsored last month. 40+ true

automobile classics showed up for this event, and it drew rave reviews from our co-sponsor Smitty's, whose region manager has since asked us to consider making this a future annual event at their facility. Neither exhibitors, nor observer-public, was asked for a stipend. We handed out awards in five categories and, to a person, I heard nothing but compliments and expressions of appreciation for our efforts. Enough said about how Tulsa Region handles a car show.

Yes, there are others yet on the horizon but we will consider all those, including the big AAA/Route 66 Road Fest event in June, at each member's option. Check Bill's activity calendar underleaf for dates on it, and other activities occurring the next few months. Especially, keep in mind our July rally and catered event at the Heart of Route 66 Museum in Sapulpa!

Again, thanks to all of you who participated in our very own, very successful May show in Owasso, and see you at Sunday's general meeting!

Steve





**Tulsa Region AACA
General Meeting Minutes
May 7, 2023
Joanna Cooper's Car Emporium**

by Joe Smith, Secretary/Treasurer

President Steve led the Pledge of Allegiance.

New member Perri Voge was introduced.

Minutes from the previous meeting was read by Joe Smith and he also gave a Treasury Report.

Jokes by Carolanne Mahan, Linda Beeson and David Turner.

Problem/Solution – only comment was that 1928 Buick's do not fix themselves.

Ladies Lunch at 11:30 on May 10th at "Egg and On" reported Linda Beeson.

Men's lunch at 12:30 every Wednesday at Mom's located at 116th & Garnett in Owasso reported Walt Knickerbocker.

AACA Car Show Results was reported by President Steve and Joe Smith.

AAA Road fest was promoted by Ron Watkins of the Green Country MUSTANG club, he predicts the one in June will be the last one for Tulsa.

Attending the Will Rogers Memorial Car Show on May 20th was discussed.

President Steve talked about the "Average Joe Tour" beginning at the Cyrus Avery Plaza in Tulsa and ending at the Heart of Route 66 Auto Museum about 4:00 with dinner at the Museum.

President Steve talked about the 1922 CADIALLAC rides on Saturdays at the Heart of Route 66 Auto Museum, various AACA members got it running and the car belongs to member Robert Parker.

Pauls Valley overnighter in September no new news to report – David Turner.

Little Light House car show, nothing new to report according to Bob Strattan.

Joe Smith read an email from Mike Halley on a car show on May 20th in Sand Springs, various members stated it was a conflict with the Claremore event.

President Steve asked about a tour to the Groendyke collection, Joe Smith reported he had no new information.

President Steve stated we have 15 new members.

New club owned projector, Bill Ruedy showed it and demonstrated it before the meeting. All thanked Bill Ruedy for his hard work making the purchase.

President Steve stated we will absolutely need a new Treasurer, Secretary and President in 2024, the election is only 5 months away.

President Steve presented Jim Jones a copy of a 1966 ad in the Tulsa World with a 1966 Barracuda and GULF oil.

Cookies – Joe Smith volunteered for June.

Newsletter – Editor Bill Ruedy said please keep newsletter articles coming.

President Steve asked the ladies if they knew the real reason Henry Ford said BLACK only on Model Ts beginning in 1914, none of the ladies knew the correct answer. The answer - BLACK paint dried faster.

Sunshine Report – Carolanne Mahan reported on the health issues of Laura and Phil Judkins. Joanna Cooper reported on Lee DeBoer.



2023 Calendar of Events

Recurring Events:

- Every 2nd Wednesday – Ladies Only Luncheon – 11:30am at “Egg It On” in Broken Arrow
- Every Wednesday – Men’s Luncheon – 12:30pm at Mom’s Diner – 11691 N Garnett in Collinsville
- Every 2nd Wednesday - Owasso Cruise-In – at Owasso High School
- Every Tuesday - [Tulsa Tuesday Cruise](#) - 4pm – 7:30pm - (Mar 14 – Oct) McAlister’s Deli – 91st & Memorial

Tulsa region club events are in red bold italics print.

June

- 4** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- 10 The 2023 Euro Motor Extravaganza – Case Park, Sand Springs
- 10 The Hogs ‘N’ Hot Rods Car Show Collinsville, OK
- 17 [Fellowship Bible Church Dad Fest Car Show](#) – 9AM-2PM – 5434 E 91st
- 23-25 [AAA Route 66 Road Fest](#) – Tulsa Expo Center
- 25-28 Eastern Divisional Tour, Denver, Pennsylvania – AACA Library hosting

July

- 2** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- 8 [All-Mercury Invitational Car Show](#) – Tulsa Expo Center
- 8 Postponed until Fall - [Route 66 PatriotFest](#) - 3770 Southwest Blvd, West Tulsa, OK, 9:00am
- 6-8 Central Spring Nationals, Auburn, Indiana – Crossroads of America Region
- 16-22 Founders Tour (1932-1998) Ontario, Canada – Ontario Region
- 26-29 Special Eastern Spring Nationals Norwich, New York – The Rolling Antiquers Region
- TBA** *AACA Tulsa Region Rally and Event at Heart of Route 66 Auto Museum in Sapulpa OK. Rally will begin at the Cyrus Avery Plaza parking area at 2:00pm and will end at the museum about 4:00pm.*

August

- 6** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- 10-12 Grand Nationals, Bettendorf, Iowa – Mississippi Valley Region
- 16-19 Vintage Tour (1931 and earlier) – Aroostook County, Maine – Maine Region
- TBA [Wings Wheels & Wishes](#) – Collinsville Airport
- TBA Owasso VFW Car Show



September

- 9 [Sapulpa Route 66 Blow-out](#)
- 10 ***General Meeting – 2PM at Joanna Cooper’s Car Emporium***
- 14-16 Special Central Divisional Tour (Up to 1998) Piqua, Ohio – Southern Ohio Chapter
- 16 [Oldies ‘n Goodies Car Show](#) in Dewey OK
- 21-23 ***Club (Model T friendly) tour headquartered in Pauls Valley***
- 25-29 Western Divisional Tour (Up to 1998) Santa Barbara, California
- 30-Oct 1 Great Plains Corvair Roundup – Territorial Inn, 2323 Territorial Trail, Guthrie, OK

October

- 1 ***General Meeting – 2PM at Joanna Cooper’s Car Emporium***
- 3-6 Eastern Fall Nationals, Hershey, Pennsylvania – Hershey Region
- 21 Robbers Cave Car Show
- 22-27 Revival AAA Glidden Tour (Pre-1943) Thomasville, Georgia – VMCCA hosted
- TBA [Little Lighthouse](#) Car show

November

- 5 ***General Meeting – 2PM at Joanna Cooper’s Car Emporium***
- 11 ***Veterans Day Parade – 11:00am – Organized by Mike Halley***
- TBA ***Veteran’s Day Tour to Hallett Motor Racing Circuit – Organized by Mike Halley***

December

- 3 ***General Meeting – 2PM at Joanna Cooper’s Car Emporium***
- TBA ***ACA Tulsa Region Christmas Party***

Links to car sites:

[Tulsa Region AACA](#)

[Tulsa Region AACA Facebook](#)

[National AACA](#)

[Model A Club of Tulsa](#)

[Model T Ford Club of Tulsa Facebook](#)

[Early Ford V-8 Club Tulsa](#)

[Corvette Club Tulsa](#)

[Tulsa Classic Thunderbird Club of Tulsa Facebook](#)

[Route 66 Cruisers Car Club Claremore](#)

[Heart of Route 66 Auto Museum](#)

[Oldies 'n Goodies Car Club | Bartlesville OK | Facebook](#)

[Green Country Corvair Group](#)





Tulsa Region AACA Hosted Car Show May 6, 2023

by Joe Smith, Secretary/Treasurer

Smitty's Garage in Owasso was a great place to have our Car Show. They had empty cups given to us to pass out to participants to use inside to get free drinks. They passed out free popsicles. Waiters came to us sitting outside and offered to take our order and then bring it to where we were sitting. They were awesome.

We had the participants and spectators vote for their favorite car. Then we awarded a \$20.00 gift certificate to the favorite GM product, favorite FORD product, favorite CHRYSLER product and favorite foreign product and we had the manager pick his favorite after the winner of the True Orphan – 1928 Packard-stated he could not accept an award as our sitting President.

The GM winner was a 1966 CORVETTE owned by Roger Meyer. The favorite FORD product was a 1956 Thunderbird owned by Don Armstrong; he joined our club that evening. The favorite CHRYSLER product was a 1947 PLYMOUTH owned by Matt Moore; he took an application to join our club. The favorite foreign product was our member Randy & Linda Beeson's 1968 VOLKSWAGEN. The manager Tyler's favorite was Bill & LaVon's 1913 Ford Model T, brass era.

TRUE ORPHANS - 2

1928 Packard – Steve Schnitzer
1930 Packard – Steve Schnitzer

CHRYSLER PRODUCTS - 4

1934 Plymouth – Larry Cain
1936 Plymouth – David Turner
1947 Plymouth – Matt Moore
1965 Barracuda – Melvin Merley

FORD PRODUCTS - 17

1912 Model T – Steve Schnitzer
1913 Model T – Bill Ruedy
1931 Model A – Chuck Mahan
1934 Ford – Jamie Alderson
1934 Ford – Steve Schnitzer
1936 Ford - Steve Schnitzer
1936 Lincoln – Steve Schnitzer
1937 Ford – Jody Alderson
1941 Ford P/U – Wayne Davis
1956 Ford P/U – Martin Brown
1956 Thunderbird – Don Armstrong
1957 Thunderbird – Ken Thomas
1958 Edsel – Walt knickerbocker
1959 Ford – Tom McCartney
1966 Thunderbird – Michael Meydag
1967 Mercury Cougar – Floyd Brown
1968 Mercury Cougar – Floyd Brown

FOREIGN PRODUCTS - 4

1968 Volkswagen – Randy Beeson
1972 Triumph – Paula Brown
1974 Fiat – Mike Halley
1981 Fiat – Audrey Lafrance

GM PRODUCTS - 14

1940 Oldsmobile – Mike Teter
1946 Chevy P/U – Bob Strattan
1957 BelAir – Clyde Harding
1957 Chevy P/U – Jim Siegfried
1961 Corvair Rampside – Mary Baxter
1961 Corvair Rampside – Gary Baxter
1964 Oldsmobile – Larry Daniels
1965 Corvair – Christina Hawk
1966 Corvair – Richard Hawk
1966 Caprice – Joe Smith
1966 Corvette – Roger Meyer
1966 GTO – Lawrence Kiker
1971 Camaro – Steve Miller
1973 Nova – Ray Buecht



Tulsa Region ACCA Hosted Car Show May 6, 2023





Green Tree Assisted Living Center's Car Show May 20, 2023



Clyde and Debbie Harding's 1957 Chevy BelAir.

The car show had about 30 cars & pickups. Even number between original configuration and custom/street rods. Oldest car was a Model A, newest car from the 70s. All nice vehicles, wide range. Well organized affair, good spacing in nice parking lot and good weather. Residents & families enjoyed viewing. Bob Strattan



Bob and Vada Strattan's 1946 Chevy Pickup.



Mike and Mary Jane Halley's 1953 Willy Aero.



Mike and Mary Jane Halley's 1974 Fiat Spyder.





June

- 4 Eva Marie Campbell
- 4 Ted Gose
- 12 Linda Beeson
- 22 Ron Scott

July

- 2 Roy Strom
- 2 Jim Niessen
- 4 Lee DeBoer
- 4 Jim Strode
- 5 Jackie Fogle
- 20 Steven Schnitzer



June

- 2 Ted and Jan Gose
- 2 Jim and Janice Jones
- 15 Ed and Jackie Fogle
- 21 Phil and Laura Judkins

July

- 7 Bill and LaVon Ruedy
- 11 Melvin and Celinda Burton

Sunshine Report

Our thoughts and prayers are with Laura and Phil Judkins and Lee DeBoer.



2023 Tulsa AACA Meeting Cookie Sign Up Sheet

June 2023	Ted Gose	901-267-2572	Vada Stratton	918-663-9484
July 2023	Betty Turner	918-527-9561	Grant Aldrich	918-230-3991
August 2023	Lee DeBoer	918-857-3022	Clyde Harding	918-693-7450
September 2023	Cherry Hardie	918-809-8814		
October 2023	Vada Strattan	918-663-9484	Joe Smith	918-346-9877
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 5/7/2023



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.



Steve Schnitzer presented Jim Jones with a framed copy of a 1966 ad in the Tulsa World of a 1966 Barracuda and Gulf Oil.





National AACA News

Rummage Box - Winter 2023

Consider Strategic Planning

by Mel Carson – Vice President - Legislation

Why is strategic Planning important? Regions and Chapters need direction and organization goals to work toward. Strategic Planning offers that type of guidance. Essentially, a Strategic Plan is a roadmap to goals. Without such guidance, it is difficult to know if your Region or Chapter is on the right road to reach its goals.

In general, Planning can be considered as three phases:

1-Strategic Planning is the long-term planning for the achievement and survival of the organization.

2-Tactical Planning is short-term planning that helps understand and break down Strategic Planning in parts to move forward.

3-Operational Planning is used to implement Strategic Planning more often in short steps, such as office procedures.

The Strategic Planning process includes: Analyze Requirements; Develop Objectives; Plan the Process with a Budget; Execute with an Approved Budget; Monitor Progress

Strategic Planning is not a “one and done” process. Any plan must be continually reworked and updated with a regular process. “Sometimes more time is spent discussing and planning than in doing” – to quote one expert. Google ‘Strategic Planning’ to find more information.





by Randy Beeson

One Hundred Years Ago

June was a relatively quiet news month. On the 6th, Mafioso, and future hit man Albert Anastasia (AKA The Mad Hatter) was convicted of illegal possession of a firearm and sentenced to two years in prison. Anastasia would become a cofounder of Murder, Inc., as well as head of the Gambino crime family and would be assassinated in a New York City barbershop on October 25, 1957, on the orders of Vito Genovese and Carlos Gambino.

Black nationalist Marcus Garvey was sentenced to five years in prison on June 21st for using the mail to defraud.

On the international scene, Bulgarian premier Stamboeliski and King Boris III were overthrown on June 9th. Sun Yat Sen established the Chinese military academy on the 16th. Pope Pius XI spoke out against the continuing Allied occupation of the German Ruhrgebiet on June 24th.

In the world of technology, Brinks unveiled the first armored security van on June 9th. On the 27th, Captain Lowell Smith and Lieutenant John Richter conducted the first ever aerial refueling in a DH-4B biplane.

On June 12th, magician Harry Houdini freed himself from a straight jacket while suspended upside down, 40 feet above the ground in New York City. The first country music hit (Little Old Log Cabin in the Lane) was recorded on the 14th. Finally, the comic strip 'Moon Mullins' debuted on the 19th.

Famous births this month included jazz pianist Erroll Garner ('Misty'), born in Pittsburg, PA on June 15th. Chemist and peace activist Linus Pauling wed Ava Miller on June 17th.

Another innovative device for automobile turn signaling, particularly at night, was available this month. The device consisted of a small light mounted on a ring that the driver wore on a finger of the left hand. The cord plugged into the dashboard or under the driver's seat. Extending the fingers activated the signal light.

The automobile owner now had a choice of two recently developed aftermarket fuel measuring devices. The first consisting of a gasoline gauge that incorporated a one-gallon reserve was also now available. In the event of a low gasoline level in the tank, the one-gallon reserve feature was activated by the driver turning a key located on the side of the device. The second device consisted of a dash-mounted gauge that measured both the fuel and engine oil levels.

It must have been an interesting project for a U.S. Bureau of Public Roads crew building a highway between Yakima and Ellensburg, WA as they found themselves daily killing hundreds of rattlesnakes. One dynamite blast killed 123 of the critters, 41 of which were more than four feet in length.

Speaking of highways, Keene, NH now laid claim to the widest concrete surfaced street in the world. The street measured 140 feet in width. The aggregate used in construction was crushed granite and the pavement consisted of a seven-inch slab with reinforced steel mesh.

A truck-mounted pavement melting machine was now available. The heat source was a brick-lined, oil-heated furnace located on top of the truck with heat conducted via a hood.





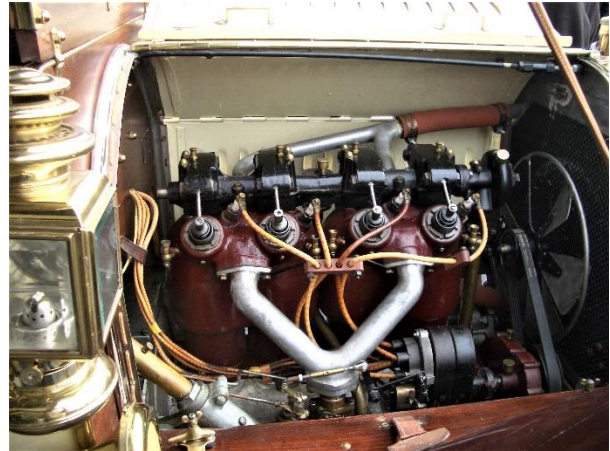
by David Turner

Unusual Old Automobiles

1911 Jackson

This 1911 Jackson Model 41 5-passenger touring peered at me from a tent on the swap meet field at Hershey in 2013. I was drawn to the attractive color scheme and the beautiful woodwork of the firewall.

Produced from 1903 to 1923 in Jackson, Michigan, the Jackson advertised “*No Hill Too Steep, No Sand Too Deep!*” This 1911 model sported quite the engine which may have helped support the bold claim in the advertisement.



Hemi engine with ovhd valves.



1911 Jackson Touring

The card taped to the windshield claimed it had a hemi engine, overhead valves, five main bearings and 2-inch valves. I have not been able to find such details in any of my literature, but the claims seem valid by looking at the images.

While not in the car corral where automobiles are normally offered for sale, the owner of this touring car had a price tag of \$99,000 on it.



1911 Jackson Rear View



by Bill Ruedy, Editor

Automotive Air Conditioning History

The Spring weather was great for tooling around in my Model T. A Model-T's comfort level changes from season to season. Winter is just plain cold, spring mornings are cool and afternoons are fantastic. Summer mornings are tolerable, but the afternoons are often hot. Fall weather is like spring, cool mornings and great afternoons. Then back to winter cold.

One way we can continue enjoying our vintage automobiles is by improving the comfort level of drivers and passengers in all weather. My model T has an open floor plan (no side windows). "Back in the day" side curtains were created to help keep the cold air out. The original side curtains were black with a very small side window on the driver and passenger side. While the "Curtains" kept out the cold air, it made visibility a lot worse. The side curtains make it almost impossible to use hand signals to convey turns and stopping situations (Most drivers today don't know what hand signals are and think you are waving at them, or worse). LaVon has updated our "T" with clear side curtains that provide wind protection and allow good visibility. The closed body concept of later vehicles meant occupants were hot in the summer, especially at the lower speeds of the turn of the century automobiles.

Fortunately, modern vehicles have air-conditioning that keeps us cool and warm as we motor down the highways.

The first air conditioning systems were developed to aid in the health issues of city residents. Dr John Gorrie from the state of Florida believed "the evils of high temperatures" contributed to diseases like malaria. He believed that cooling hospital rooms would make patients more comfortable. His rudimentary system required ice to be



1913 Ford Model T with clear side curtains

shipped to Florida from frozen lakes and streams in the northern United States. He later designed a machine that created ice using a compressor powered by a horse, water, wind-driven sails or steam. He was granted a patent for the machine in 1851. He was unable to market the device due to the death of his investor.

The first modern air conditioning unit was created by engineer [Willis Carrier](#) in 1902. He was trying to solve a humidity problem that caused magazine pages to wrinkle at Sackett-Wilhelms Lithographing and Publishing Company in Brooklyn. Carrier's system controlled humidity using cooling coils. The device could humidify (by heating water) or dehumidify (by cooling water) air. He also devised and patented an automatic control system for regulating temperature and humidity of the air in textile mills. These early systems were for large buildings and theaters.

The first automobile [air conditioners](#) were created in the 1930's in New York City. The compressors were mounted under the floor boards of the car and the air was piped up into the interior through vents in the rear passenger



seat. These systems were outfitted typically in luxury cars and limousines.

Packard company was the first to add [air conditioning](#) as a factory-installed option for the 1940 model year cars. The option added \$274 to the vehicle cost with the air conditioning unit mounted in the trunk. The price was high, it had high maintenance cost, and the unit took up about half of the trunk space. Packard discontinued the air conditioner option in 1941.

There were several different “add on” [swamp cooler](#) style air conditioners. These were evaporative water-cooled systems. They



[Thermador water cooled “evaporative” air conditioner](#) typically had a gallon and a half water reservoir to saturate a sponge based cooler element. The air passed over the cooler element and cooled via water evaporation. This type of unit worked in the drier southwest regions, but was not effective in more humid environments.

The 1953 Chrysler Imperial was the next production car to offer air conditioning. The “AirTemp” was operated by a single dash mounted switch (high, medium, low). Cadillac, Buick and Oldsmobile also had air conditioning as an option on some 1953 models. The Frigidaire systems were mounted in the engine and trunk compartments.

In 1954 The Nash Ambassador was the first American car to have a front end mounted fully integrated heating, air conditioner and vent system. The “All-Weather Eye” was the first system with a single control for heat and air.



1953 Chrysler Imperial with trunk mounted AirTemp

This innovation became the standard with dash mounted air vents. By 1960 eighty percent of the cars sold in the south U.S. had air conditioning.

Cadillac introduced the first automatic comfort climate control heating and cooling system set by a dial thermostat for the 1964 model year.

Modern vehicles have separate climate controls for the driver, passenger and rear seat occupants. Separate front, side, and back air vents are controlled by their respective climate controls.

The refrigerant gas used in automobile air conditioners was R12 freon. This refrigerant was inexpensive and safe for humans. Unfortunately, it was not a good environmental choice. It was determined to contribute to the depletion of the Earth’s ozone layer. R12 refrigerant was banned in all new cars sold in the US starting in 1995. There are two types of refrigerants used today. R134a was used until 2021. It is friendlier to the ozone layer, but not the environment. R134a contains greenhouse gas that doesn’t break down quickly. The newer refrigerant is R1234yf. There was a federal mandate to switch to R1234yf by the 2021 model year. R1234yf works well as a refrigerant and breaks down in 11 minutes into harmless components, causing almost no environmental impact. It is flammable, but in use, there have been no major issues with its flammability.

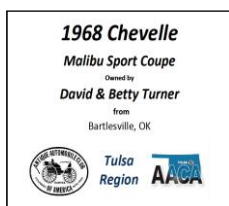
Share Your Story!

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.



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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