

A Message from David Turner



President's Notes

Greetings fellow members,

What an unusual Summer we have had. Somewhat cooler and lots of rain. The rain has caused a lot of car events to be canceled or postponed but we will keep trying. As I write this we are hoping for good weather for the fly-in and car show at Airman Acres near Collinsville. On September 6th and 7th we will be in Eureka Springs for their Antique Auto Fest. The last Saturday of September, we hopefully will all be at our car show at the Heart of the Route 66 Museum in Sapulpa. See the flyer elsewhere in this newsletter for details.

The planning continues for our hosting of the 2020 AACAA Central Division Tour in October of 2020. If you would like to help, we can find you a place! Let me or another board member know of your interest.

Speaking of Board Members, we will have our annual elections at the October general membership meeting. Three positions are to be filled for two-year terms each. Chuck Mahan, Daniel King and I will continue as board members and will be serving the second year of our two-year terms. Please consider being nominated for these positions. Our by-laws require us to have six candidates for the three positions.

I attended the Springfield swap meet last week in the rain and found the replacement heater I was looking for to put in my 1936 Plymouth. I feel lucky!

Happy Motoring!
David Turner
President, Tulsa Region AACAA



Minutes of the AACA General Meeting

August 4, 2019

At Joanna Cooper's Car Emporium

- The August General meeting of the Tulsa Region Antique Automobile club was called to order by David Turner. This was an early meeting at 1:30 pm. We were having a Pot-Luck-Lunch first, followed by the program, and finally the business meeting. 30 people were in attendance.
- David led the club in a prayer and then the Pledge of Allegiance.
- The Pot-Luck-Lunch followed.
- After lunch, David Turner then tested his new microphone, which allowed all in attendance to hear his voice.
- Steven Schnitzer introduced Gilliam Parrish who was to give the month's program on Parrish Packard Agency in Tulsa, OK. His talk also included some information about the Parrish and Clark, Dodge and Chrysler Agency. In addition, Steven Schnitzer brought his 1928 Packard to Joanna Cooper's Car Emporium so that the club could see a Packard of the vintage that Gilliam was speaking about.
- Chuck Mahan read the minutes of the July General Meeting, followed by Joe Smith giving the Treasurer's report with the 50/50 drawing earning \$131.00 year-to-date.
- A guest, Mike Halley, won the 50/50 drawing and gave details of The Trans America Challenge, which is a road race around the whole globe. Anyone interested can see him.
- Guests were introduced: Ken and Anita Knepper, Xzabeon Powell, and Steven Schnitzer's son.
- Only two events for August were discussed – Catoosa Special Olympics Inaugural Car and Bike Show on August 10th, and Wings, Wheels and Wishes Show in Collinsville on August 24 benefiting the Make a Wish Foundation. Those wishing to attend the Collinsville show should meet at the IHOP in Owasso at 8:30 am on the 24th.
- So far four couples are planning to the Eureka Breakout as evidenced by their hotel reservation.
- Our September 28th Car Show is on schedule and Joe Smith announcing the OG&E will be bring a food truck and two other vehicles, plus some sports memorabilia from the Oklahoma City Thunder.
- David then described some of the plans for the 2020 Divisional Tour. Contract for the host Hotel of Stoney Creek has been sent to National.
- Linda Beeson won the Joke of the month with a joke about a scared cab driver.
- David and the whole club gave Joanna Cooper a round of applause for allowing us to use her Car Emporium and everything else she does for the club.
- The meeting was adjourned around 4:00 pm.

Respectfully Submitted,
Chuck Mahan
AACA Tulsa Region Secretary





Sunshine Report

I talked to Betty, and she is feeling really good. She has had no pain & has been released to ride to Tulsa now. She is amazed at how well she has done & we are all so happy to hear that.

If you know of a member that is ill or could use a card - let me know and the club will send them a card.

Laura Judkins pjudkins50@gmail.com or (918) 493-6577

BIRTHDAYS

September

- 11 Betty Turner
- 14 Marjorie Knickerbocker
- 22 Celinda Burton

October

- 2 Mark Randel
- 3 Joanna Cooper
- 10 Bill Ruedy
- 11 Carolanne Mahan
- 16 Jenny King
- 21 Mary Jean Schaeffer
- 22 Laura Judkins
- 26 David Turner
- 31 Karla Randel

ANNIVERSARIES

September

- 2 Gene & Charlsie Griffith

October

none on record



AACA Tulsa Region 2019/20 Calendar

<i>Month</i>	<i>Day</i>	<i>Activity</i>	<i>Place</i>	<i>Director Responsible</i>	<i>comment</i>
September	1	General Meeting • Cooper Home • post-meeting presentation Dan King			
	3	Tulsa Cruisers • 5 PM – 8 PM • 91 st & Memorial			
	7	Eureka Springs Car Show • Eureka Springs, AR			
	14	Keystone Volunteer Fire Department Car Show • Keystone State Park, Lake Keystone			
	28	AACA Tulsa Region Annual Car Show • 10 AM – 2 PM • Heart of Route 66 Antique Auto Museum • 13 Sahoma Lake Road, Sapulpa, OK			
October	1	Board Meeting • Sapulpa HOFRTE66MUSEUM 1:30 PM			
	6	General Meeting • Cooper Home • election of 2020 Board Members • post-meeting presentation Chuck and Carolanne Mahan			
	8	Tulsa Cruisers • 5 PM – 8 PM • 91 st & Memorial			
	29	Board Meeting • Sapulpa HOFRTE66MUSEUM 1:30 PM			
November	3	General Meeting • Cooper Home • post-meeting presentation Joe Smith			
	11	Tulsa Veterans Day Parade			
	26	Board Meeting • Sapulpa HOFRTE66MUSEUM 1:30 PM			
December	1	General Meeting • Cooper Home • post-meeting presentation Joe Smith			
	14	Christmas Dinner • 1 PM at Jerry Shrader's Vintage Car Garage			
2020:					
January	4	Installation Banquet • 1 PM at Jerry Shrader's Vintage Car Garage			
	29	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			
February	2	General Meeting • Cooper Home • post-meeting presentation TBD			
	28	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			
March	3	General Meeting • Cooper Home • post-meeting presentation TBD			
	31	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			
April	5	General Meeting • Cooper Home • post-meeting presentation TBD			
	7	Tulsa Cruisers • 5 PM - 8 PM • 91 st & Memorial			
	28	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			
May	3	Gen'l Meeting • Cooper Home • post-meeting presentation TBD			



- 5 Tulsa Cruisers ● 5 PM – 8 PM ● 91st & Memorial
- June 2 Board Meeting ● probably Sapulpa HOFRTE66MUSEUM 1:30 PM
- 7 Gen'l Meeting ● Cooper Home ● post-meeting presentation TBD
- 9 Tulsa Cruisers ● 5 PM – 8 PM ● 91st & Memorial
- 30 Board Meeting ● probably Sapulpa HOFRTE66MUSEUM 1:30 PM
- July 5 General Meeting ● Cooper Home ● post-meeting presentation TBD
- 7 Tulsa Cruisers ● 5 PM – 8 PM ● 91st & Memorial
- 28 Board Meeting ● probably Sapulpa HOFRTE66MUSEUM 1:30 PM
- August 2 General Meeting ● Cooper Home ● post-meeting presentation TBD
- 4 Tulsa Cruisers ● 5 PM – 8 PM ● 91st & Memorial
- September 1 Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM

Recurring Events

Every 2nd Saturday ● Silent Movie ● Circle Cinema 12 S Lewis ● Phil Judkins ● <http://circlecinema.com/>

Every 2nd Wednesday ● Ladies Lunch ● 11:30 AM ● Egg It On Café ● 1131 S Aspen Ave, Broken Arrow

Every Wednesday Men's ● Lunch ● 12:30 PM ● Freeway Cafe ● 465 South Sheridan Road, Tulsa ● (call Walter Knickerbocker for details)

1st Tuesday after general meeting ● Tulsa Cruise-In ● 91st & Memorial ● 5 pm – 8 PM ● (Mar – Oct) ● Dan King



Memo: Key Dates for 2019 for the Tulsa Model T Club

March	15 – 16	Chickasha Pre-War Swap Meet
	23	Red Bud Tour
April	13	Muskogee Azalea Parade
	20	Sapulpa Swap Meet
May	4	Pawnee Steam Tractor Show
	12	Local Tour
June	8	Local Tour
August	15	South Tulsa Baptist Church Car Show
	17	Springfield, MO Swap Meet
October	12	Local Tour
November	12	Muskogee Veterans Parade
December	7	Broken Arrow Christmas Parade

AACA National Events Calendar
2019 National Meets and Tours

April 4-7, 2019 • **AACA Southeastern Spring National** • Hornet's Nest Region • Charlotte, NC.

April 29-May 1, 2019 • **AACA Southeastern Divisional Tour** • Cape Fear Chapter • Wilmington, NC

May 30 - June 1, 2019 • **AACA Annual Grand National** • Auburn, IN.

June 2-7, 2019 • **AACA Founders Tour** – Nebraska Region • Seward, NE.

June 26-29 • **AACA Eastern Spring National** • New Jersey Region • Parsippany, NJ

October 9-12, 2019 • **AACA Eastern Fall National** • Hershey Region • Hershey, PA

November 6-9 • **AACA Western Fall National** • Fallbrook, CA



Parrish & Clark Presentation

By Gil Parrish



To set the stage, my father was G.Y. Parrish of the Parrish Packard dealership in Tulsa, and subsequently the Parrish & Clark dealership for Dodge and Plymouth, also in Tulsa. One of his business partners was Guy Clark, whose son Elmer Clark joined the business at some point, and stayed on to eventually run Parrish & Clark until its termination in 1987.

G.Y. Parrish was born in 1889 in Marshall, Missouri. He started a second family later in life—he quipped he was “having his own grandchildren”—and my two older sisters and I were the result. He died in 1956. Because of our young ages at that time, neither my sisters nor I grew up with any direct knowledge of Parrish Packard, and little knowledge of the early days of Parrish & Clark. We were familiar with Parrish & Clark in its later days, but really did not know much more.

Some years ago, I got curious about Parrish Packard, and set about to find at least a photograph of it—how hard could that be?—but found the same a challenging task. I did eventually track



one down; and fortunately, Elmer Clark was still alive at that time (he has since died) and was very helpful about filling in some of the many blanks in my knowledge about the dealership. In 2009 I was able to not only come up with a professional framed photo of Parrish Packard as a gift for each of my sisters, but also to accompany such gift with a letter regarding what I had found out about Parrish Packard and Parrish & Clark along the way. What follows is the contents of that letter as written for my sisters, with some asides I added when I presented this talk to the Tulsa ACAA club in August of 2019.

Dear Joy Lea & Gay Lyn,

The matted-and-framed picture is the legendary Parrish, Inc. Packard dealership, as located on the southwest corner of 12th and Boston in Tulsa, as photographed in 1937. But perhaps I should provide some background.

For some time, I've tried to find a photo of GY's old Packard dealership. Naturally, nothing is easy, and I've had to spend a lot of time nosing around on-line, looking in books, and talking with Elmer Clark, to figure out exactly what happened. I came up with a number of photos in the process, which are included herein. If you want to look at the photos (labeled as indicated in the paragraphs below) as you read along, you'll have a better idea what I'm talking about.

Packard1. Packard dealership, Tulsa, Okla., 1937. This is the same as the framed photo. This is out of the Detroit Public Library's National Automotive History Collection, meaning the hardcopy of the photo had to be ordered from a photographic studio in Michigan. **(AS AN ASIDE, the records of the Packard Motor Company went to the Detroit Public Library when the company went out of business; that why the photos are there.)** The picture is labeled in the Library's collection as:

"8x10 black and white Packard Co. file photograph of a Packard dealership, building sits on corner, Packard cars parked on streets, "Packard" written above each window. Inscribed on photo back: Packard Motor Car Co., branches/dealerships/agencies, newly redecorated and enlarged facility Tulsa, Oklahoma, cars in showroom; (corner) 1937 Packard six, fifteenth series, 6-cylinder, 100-horsepower, 115-inch wheelbase, coupe, on street (left) 1937 Packard one twenty, fifteenth series, model 120-C, 8-cylinder, 120-horsepower, 120-inch wheelbase, 2/4-person convertible coupe (body type #1099), on side street (right) 1937 Packard one-twenty, fifteenth series, model 120-C, 8-cylinder, 120-horsepower, 120-inch wheelbase, 5-person touring sedan (body type #1092) plus two club sedans."

While indicating the facility was "newly redecorated and enlarged," there's no indication exactly where this building was located, and no Parrish name inscribed anywhere I can find. Given the next photo, and because this first photo came out of Detroit, I wondered for a while whether this was, in fact, a picture of a Tulsa dealership at all, despite being labeled "Tulsa" in the lower right corner. However, the photo is also labeled as being produced by Walter Madson. Going online, I found one other picture listed as being a "Photo by Walter Madson"-- and it turned out to be a



picture of "Bob Wills and his Texas Playboys at the Tulsa State Fair, where they held their noon broadcast at the Play Boy Flour booth, about 1937." So that would be completely consistent with a Walter Madson photo of a Tulsa auto dealership in 1937.

Packard 2. Labeled as "Packard Motor Car Company on South Main Street in 1947." Given the prior photo, this one confused me. While the building is not nearly as spiffy as the Packard 1 structure, this photo came out of the Beryl Ford photo collection of old-time photographs of the Tulsa area, so this dealership was definitely located in Tulsa. The picture had no other information associated with it. Again, I did not see the Parrish name anywhere on the building. As it turns out, GY had already sold the Packard dealership by this time, and never had anything to do with this building; see below. **(AS AN ASIDE, this photo doesn't say where on South Main this was located. But that building at the far right appears to be the well-known Tulsa landmark, the Philtower Building. If you drive north on South Main, you can't see the Philtower until you get past the Ambassador Hotel at 14th Street. So this appears to have been on the west side of the street somewhere between the Ambassador at 14th and Main, and the Radio Inc. building at 10th and Main. Someone at the meeting with familiarity with the business suggested it was on the southwest corner of 11th and Main. The building is gone now.)**

The next clue wasn't a photo, but a lawsuit I ran into on-line, pertaining to Parrish and Clark from 1949 (State Ex Rel v. Parrish, 208 P.2nd 572, 1949 OK 135, June 14, 1949). The lawsuit had to do with payments into a workers' compensation fund or something, but it recited some Company history, saying:

"At the hearing before the commission the facts were stipulated. From the stipulation it appears that prior to January 1, 1944, Parrish, Inc., had been engaged in the automobile business in Tulsa, having been since 1936 and up to January 1, 1941, distributors of Packard automobiles. **[AS AN ASIDE: I indicate later on that the 1936 date was not the actual start date of the Packard dealership; it was just the first date that was relevant to the lawsuit.]** On January 1, 1941, it became distributor for Dodge and Plymouth automobiles and trucks. In 1940 it took over the agency for Chris-Craft boats. **[ANOTHER ASIDE: My dad was very entrepreneurial. When they were building the dam on Grand Lake northeast of Tulsa, he was out there with a surveyor before it was finished, figuring out where the water line was going to be, and so he ended up as the first boat dealer on the lake, selling Chris-Crafts. Even today, if you see one of those grand old cabin cruisers on Grand Lake that has all the great exterior woodwork, check to see if it's a Chris-Craft. If so, my father probably sold it.]** In 1942 it organized and operated a machine and tool business as a division of its business, and this division of its business apparently experienced a rapid growth. **[OK, ANOTHER ASIDE: 1942? World War II? I explain this later in the letter, but the company got a contract regarding machined parts for the military-- that explains the rapid growth.]** On January 1, 1944, a partnership was formed called Parrish & Clark, which took over the automobile distribution business of Parrish, Inc., leaving the corporation with the machine and tool business and the Chris-Craft boat business...."



(If you're wondering, Parrish & Clark won the suit.) So GY was out of the Packard business by the end of 1940 (Elmer thought it was more like 1939). Elmer was the one who first indicated the old Packard dealership was located at 12th & Boston. Armed with that information, I went back to the Beryl Ford collection of Tulsa-area photos, and found the picture of:

Pontiac1. Labeled as "Wat Henry Pontiac on the southwest corner of 12th and Boston in 1941." If you look closely, you'll see that this is the same building (just shot at a slightly different angle) as in the 1937 Packard1 photo. Hence this confirms that the Packard dealership pictured in the 1937 photo was on the southwest corner of 12th & Boston in Tulsa. And, given Elmer's recollection that GY's dealership was at 12th & Boston, that fact establishes the Packard1 photo was indeed GY's Packard dealership. The 1941 date for the Pontiac dealership in this Pontiac1 photo makes complete sense, if GY had vacated the building and was no longer a Packard distributor by the end of 1940. Elmer confirms that the new owners of the Packard dealership operated it only briefly from the 12th & Boston building before moving it somewhere on South Main Street. So we can be confident that while the Packard1 1937 photo, from 12th & Boston, shows the Parrish, Inc. Packard dealership, the Packard2 1947 photo, showing a building somewhere on South Main, is of somebody else's dealership entirely (Elmer didn't remember who). **[ANOTHER ASIDE: Someone at the meeting suggested it was Ben Franklin Packard; I have no other information.]**

Pontiac2. I've thrown in another "Wat Henry Pontiac on the southwest corner of 12th and Boston in 1941" photo, just taken from further down the street and looking back toward the corner, to give you another view of the building.

Pontiac3. This is the same as the Pontiac2 Wat Henry photo above, but with the photo contrast adjusted so you can more clearly see the triangles at the top of the building (which were so distinctive in the Packard1 photo). **[ANOTHER ASIDE: the building is gone now; as nearly as I can tell, the land is now a parking lot for Boston Avenue Methodist Church.]**

P&C1. Labeled "Parrish and Clark Automobile Dealership at 10th and Boston in 1945." Moving past the Packard era, this photo, also from the Beryl Ford collection, shows the building we all remember, and at least in this photo, you can see (most of) the Parrish and Clark name. However, you can't see a sign indicating what kind of cars they were selling at the time. (Elmer was somewhat puzzled by this picture, and wondered if, due to the lack of signage, it was actually taken right after they obtained the location.) **[Another aside—this 10th and Boston building was torn down maybe in the late 1980's, and the land is now owned by Tulsa Community College.]**

P&C2. Also from the Beryl Ford Collection, this photo is officially labeled "Parrish E. Clark". Obviously, someone didn't understand that the "E" was actually a stylized ampersand ("&"). This advertising sign photo makes clear Parrish and Clark was selling Plymouths and Dodges. The photo is not given an exact date; but, if you look at the phone number ("35181") shown for the dealership, a mid-forties time frame seems reasonable. It also turns out the phone number was the same as for the prior Glen Dial automotive agency; more on that below.



Going back to the lawsuit info on Parrish & Clark, I'm sure World War II war production had a lot to do with that machine and tool business which "apparently experienced a rapid growth" after its 1942 formation. Elmer confirms that they made some kind of parts for the military, but doesn't know what they were. **[ANOTHER ASIDE: I've seen a photo of one of our workers surrounded by what look to me like truck crankshafts, but I don't know enough to be sure if we were making the crankshafts or just polishing them or something.]** The lawsuit also didn't mention the Chrysler parts business, being 4-States Motor Parts. Elmer indicates 4-States was so profitable, Chrysler took it back for a while, then returned it to the dealership when Chrysler couldn't do as well, then took it over again, before returning it again. I guess particularly during the war years when people could not get new cars, folks needed the parts to keep the old vehicles running. **[ANOTHER ASIDE: when WWII started, the story goes that my dad got on the phone and picked up all the new cars he could find and warehoused them around town. Obviously, he guessed that production of new cars was going to stop for the duration of the war. So if you needed a new car, albeit a 1942 model, you had to come to my dad. And if you needed parts to keep your old car running in the four-states area, you had to come to my dad. As I said, he was quite an entrepreneur, and he calculated correctly. I'm told his stash of new cars ran out about the time the War ended.]** Regarding the parts department:

P&C3, also a Beryl Ford picture, labeled as "Parrish and Clark Automobile Dealership parts counter at 10th and Boston in 1945." No one I recognize is visible in the photo, but Elmer says a Jerry Fink was the parts manager.

P&C4 I found this picture later; it's just another view of the 10th & Boston location.

Incidentally, the "1936" date recited in the lawsuit history is not relevant for our purposes (I think it was the earliest time period that had any significance to the commission hearing the case). The distributorship was actually formed in late 1916 as Oklahoma Motor Company, although not incorporated until May of 1917. It was sometimes known as Packard Oklahoma Motor Company. I understand from Elmer that this company was owned by GY and his brother, with C.E. Watson buying the brother's share early on. Further, Elmer indicates the distributorship was not only a Packard dealer, but also sold Mercer (which produced its last vehicles in 1925), Stutz (produced through 1935) and Detroit Electric (produced through 1939). Elmer indicates that, besides Packard, only Stutz was a decent seller. The distributorship later got Plymouth and DeSoto and was known as Oil City Motor Company for those lines. At some point, and certainly by 1940, the Packards were being sold by Parrish, Inc. When the distributorship decided to get out of Packard, they bought out the local Dodge-Plymouth dealership, Glen Dial, Inc., which already had the location at 10th & Boston, and moved there. (That's when they dropped DeSoto, though the brand was produced until 1961.) It appears they continued to use the Parrish, Inc. name in the earliest days of the Dodge-Plymouth dealership, but at least by 1945 were using the Parrish & Clark name. That distributorship also sold SIMCA cars for some period starting in the late 1950s when Chrysler had a large ownership in the French



car maker; and of course, the dealership ended up dropping Plymouth and selling Dodges exclusively in the later days. The business ended in 1987 with the sale to Mike Quinn Dodge. Finally, I ran across at <http://openjurist.org/915/f2d/1463> the appeal of the court case involving that accounts payable clerk who embezzled from Parrish & Clark in the later years, being United States v. Mary A Walker, 915 F2nd 1463 (10th Cir. 1990), upholding her conviction on 6 counts of mail fraud. I've included the case just after the pictures. As the court relates, it wasn't exactly high-tech fraud. [As I recall, she was getting checks written to third parties, whitening out their name, and writing in her own.]

If you don't know anything about Packard, it was the "Cadillac" of its day, originally selling high-end luxury cars. It was selling a Super 8 series (8-cylinder, introduced in 1928, minimum \$2300), and a twelve-cylinder car (introduced in 1932, \$3650 to \$6000) going into the Depression. But high-end cars quit selling well; the Twelve in particular sold just 540 in 1932, and about double that in 1933, before falling back to about 800/year, and being discontinued entirely in 1939. Packard sales fell 40% in 1930 alone, and Packard lost \$15 million between 1930 and 1934. So to get through the Depression, Packard had to introduce cheaper car lines. The Packard 120 was an 8-cylinder car introduced in 1935 starting under \$1000. In September 1936, the Packard Six was introduced (Model 115C, later 110), being a downsized 120 with a 6 cylinder engine starting at about \$795. With that background, you can see in that Packard1 dealership photo that a Packard Six is sitting in the corner of the showroom floor, and two different styles of the Packard 120 are clearly visible parked on the streets outside. Along the same lines, the framed Packard advertisement I have on my wall at home, from April 2, 1938, shows a 1938 Packard Six 4-door touring sedan for \$1070 including a "recent \$100 price reduction." The upshot was that the cheaper Packards got the company through the Depression, but lost Packard the public perception of being a luxury car brand. Unable to compete later against Cadillac and Lincoln at the high end, or against Buick, Dodge and similar cars in the mid-range, the Packard car line was discontinued in the mid-1950's.

As to the other early cars, Mercer was a high-end brand, particularly associated with sports cars in the decade after 1910. It only constructed about 5000 autos in its history. Stutz was another high-end company and was probably best known for the performance-oriented Stutz Bearcat model that came to symbolize the Roaring Twenties. And yes, Detroit Electrics were all-electric cars introduced more than a century before the current "high-tech" crop of all-electric vehicles. They were advertised as reliably getting 80 miles between charges. But of course, they also had a top speed of about 20 miles per hour.... An independent company recently (this was March of 2009) resurrected the Detroit Electric name, and per the story at http://news.cnet.com/8301-11128_3-10206089-54.html announced plans to offer a four-door electric compact with a range of 110 miles and capable of normal automobile speeds (and a top speed of 112 mph) using lithium-polymer batteries, for about \$25,000. *I've included that in the notebook, after the lawsuit.* **[ANOTHER ASIDE—This new Detroit Electric was started by the ex-CEO of Lotus. They ended up building an SP.01 prototype in England in 2016, somewhat similar to the Tesla Roadster, but I don't know if they ever actually went into production. Certainly there are plenty of other electrics around now.]**



Anyway, that's the history behind the dealership, your photo and your three-ring binder. Let me know if you have any questions.



CAR SHOW

Saturday – SEPTEMBER 28th

Look for most of the information on the flyer included in this newsletter.
Additional Information:

- If you cannot bring a car to display, just mention at the admission counter that you are an AACA member. All AACA members have free admission to the Museum during the car show.
- The Museum is air conditioned, so you can cool-off
- Great large and clean Rest Rooms in the Museum.
- ***FOOD TRUCK*** – yes, we will have food on the show field for you to purchase thanks to OG&E
- ***THUNDER TRUCK*** – OG&E will have a truck of Oklahoma City Thunder basketball memorabilia for your viewing pleasure
- ***OG&E Powerline Truck*** – OG&E is providing a truck that children can feel and touch.

The Tulsa Region AACA needs more support from the membership for this annual club hosted event. Please promote this event to members of the other car clubs you belong to, promote to your family and promote to your friends.





Gene Griffith, R.I.P.

DATE OF BIRTH: February 18th, 1929 - Habberton, Arkansas

DATE OF DEATH: August 10th, 2019 - Tulsa, Oklahoma

SURVIVED BY:

LOVING WIFE OF 68 YEARS: Charlsie Griffith - Of The Home

DAUGHTER: Pamela Lessley & Husband, Mike - Sapulpa, Oklahoma

GRANDCHILDREN: Brittany DeMauro & Husband, Scott - Tulsa, Oklahoma

Kodi Nelson & Husband, George - Dallas, Texas

Amanda Dias & Husband, David - Sand Springs, Oklahoma

Geoffrey Griffith & Wife, Brandi - Tulsa, Oklahoma

Michael Griffith & Wife, Cory - Tulsa, Oklahoma

Kori Fabian & Husband, Niel - Lewisville, Texas

John Mark Griffith - Tulsa, Oklahoma

Laura Griffith - Glenpool, Oklahoma

GREAT GRANDCHILDREN:

Zane, Zach, Zabian, & Zander DeMauro

Enzo & Levi Nelson

Evan Dias

Kevin & Bailee Griffith

Kynzee Griffith

Lorelai Fabian

Sa'Nya Griffith

SISTERS: Kathryn Logue & Husband, Jim - Fayetteville, Arkansas

Doris Self & Husband, Ronnie - Springdale, Arkansas

SISTERS-IN-LAW: Lorene Neal - Springdale, Arkansas

Hannah Lockhart - Springdale, Arkansas

AND NUMEROUS LOVING NIECES & NEPHEWS AND AN ENTIRE COMMUNITY OF DEAR FRIENDS

Gene was preceded in death by his sons, Gary Gene Griffith & Mark Kevin Griffith; his son-in-law, Wayne Samples; his parents, Reverend Harlan & Laura Griffith; his brothers, Allen Griffith &

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Sheridan Griffith; and his grandchildren, Megan DeMauro & Shane Griffith.

Gene was involved in the funeral business for sixty plus years, helping countless families with his generous loving heart and never ending compassion. He was an owner since 1972. His family continues the tradition at Mark Griffith Memorial Funeral Homes with his family serving the community's needs.

Gene proudly served his country in the Navy Reserves. As a young man, he started his career as a traveling Bible salesman. After marrying the love of his life, rodeo queen, Charlsie Lockhart, he moved from Fayetteville, Arkansas to Tulsa. He wore many different hats and worked at Tulsa World for many years before going into the funeral business.

Gene was an ordained Baptist minister. He was the former pastor at Eastside Baptist Church. He ran the bus ministry there for many years, impacting the lives of many young people with his Christian outreach. He was a long time superintendent for their Baptist Association Youth Camp in Tahlequah. He is a member of Red Fork Baptist Church, greeting everyone with a giant smile entering the sanctuary. He was a member of The Gideons International, instrumental in donating many Bibles.

He was the owner of one of the largest privately held antique professional funeral car collections.

Gene loved the Southwest Tulsa community. He devoted his life to this community with his involvement in many civic and charitable organizations, along with the Sand Springs community. He was the Past President of the Red Fork Lions Club, Southwest Sertoma, Sand Springs Sertoma, and the South Central Chapter of the Professional Car Society. He was also a Past President & Board Member Emeritus of Southwest Tulsa Chamber.

He was a perpetual member of Red Fork-Brookside Masonic Lodge #505, a 32nd degree Scottish Rite Mason, He was also Past Worthy Grand Patron of the Oklahoma Eastern Star and Past Worthy Patron of Red Fork Eastern Star, he was also an active Kar Buff in the Akdar Shrine.

Gene was the recipient of a City of Tulsa Proclamation given by the Tulsa City Council and Tulsa Mayor in honor of his 70 years giving back to the community.

Gene was the Patriarch of an adoring family and will be terribly missed.

The family will greet friends and family at Mark Griffith's Westwood Chapel on Friday, August 16th, 2019, from 6:00 p.m. to 8:00 p.m.

Services will be held Saturday, August 17th, 2019 at 10:00 a.m. at Red Fork Baptist Church in Tulsa, Oklahoma with interment at Woodland Memorial Park in Sand Springs, Oklahoma, Under the loving direction of Mark Griffith Memorial Funeral Home - Westwood Chapel, 918-446-0010

Online guestbook and condolences are available at www.markgriffithmemorialfuneralhomes.com





The Antique Automobile Club of America Tulsa Region
And
The Heart of Route 66 Auto Museum
13 Sahoma Lake Road, Sapulpa, OK

Saturday, September 28th, 2019 • 10 AM to 2 PM

Antique Automobile Show



All Automobile Clubs and individuals are invited to participate with their Antique and Collectible Automobiles • Free Museum Admission • Motorcycles Welcome • Door Prizes, People's Choice Awards, and Canopies for shade will be provided

No Fees — No Judging
Sponsored by AACAA Tulsa Region



Eureka Springs, AR Car Show September 6th – 7th



2019 ANTIQUE AUTOMOBILE FESTIVAL REGISTRATION FORM

- September 6th & 7th 2019 is the 49th Annual Antique Auto Festival of Eureka Springs
- Registration fee is \$25 per registered vehicle. Please list additional cars on a separate sheet of paper.
- Please print legibly and fill out the form in its entirety. Registration will be **STOPPED** if form is incomplete.

Name _____ Date _____

Address _____

City _____ State _____ Zip _____

Email _____ Phone _____ - _____ - _____

Insurance Carrier _____ Policy # _____

IMPORTANT - Cars will NOT be registered without complete insurance information

License Plate # _____ State of License _____ Year of Vehicle _____

MAKE _____ MODEL _____ Color _____

Briefly list modifications, if any _____

Will your vehicle be judged? YES _____ NO _____ If YES, judging category # _____

Distance traveled, one-way _____ LOCAL Club Name _____

Entering parade? YES _____ NO _____

LIABILITY: Entrants and participants, by signing this form, hold harmless the State of Arkansas, County of Carroll, City of Eureka Springs, Village at Pine Mountain, Great Passion Play, Chamber Board of Directors, staff and volunteers, and/or any of their agents, directors or representatives, vendors and suppliers, from known and unknown acts of harm, damages, injuries, losses and/or claims whatsoever they may suffer by any entrant to his person or property. By my signature I agree and claim I have liability insurance on my registered vehicle.

- | | |
|--|---------------------------------------|
| -No alcoholic beverages or loud stereos will be allowed | -No burnouts or revving engines |
| -Only street legal vehicles will be allowed in the parade | -Only Antique Autos allowed in parade |
| -In order to drive together in the parade, cars must arrive together to the line-up area | -Judges Decisions are final |
| | -All events rain or shine |

Signature _____

Please make checks payable to: Greater Eureka Springs Chamber of Commerce (GESCO) (479) 253-8737

Please return this form with payment to: GESCO Attn: Jem PO Box 551 Eureka Springs, AR 72632

Registration (per car) _____ \$25 x # of cars _____ = \$ _____

T-shirt: M L XL XXL XXXL (circle size) _____ \$15 x # of shirts _____ = \$ _____ (day of show = \$20)

Parade only _____ \$10 x # of cars _____ = \$ _____

Total = \$ _____ (NO Refunds)

Credit Card # _____ Exp Date _____ Security Code _____

Name on Card _____

Billing Address _____

City _____ State _____ Zip _____

Signature _____



Eureka Springs, AR Car Show September 6th – 7th

Returning This Year: Valve Cover Racing

Valve Cover Racing

Remember the Pine Wood Derby? Replace that chunk of wood for a valve cover from your favorite project car and compete for a trophy, door prizes and garage engineering bragging rights at the Ozarks's first *Valve Cover Drag Racing Show Down*. Kids and adults compete on a two-lane gravity track based on the rules provided here. Be creative, feed your inner gear head imagination and get ready to race. Unlike NASCAR, NHRA and Indycar ... the trophy goes to the designer with the better brain, not the bigger wallet.



Eureka Springs, AR Car Show September 6th – 7th

Event Schedule

Friday, Sept. 6th

2:00pm - 5:00pm - Early car registration at Passion Play

Saturday, Sept. 7th

7:30 a.m. - Breakfast available for purchase on-site through the Great Passion Play

8:00 a.m. - Pre-registration for show cars

9:00 a.m. - Gates open to the public & car judging begins

3:00 p.m. - Awards presentation

4:00 p.m. - Car parade through downtown Eureka Springs

Judging Categories

- | | |
|------------------------------------|--|
| 1. Best of Show | 16. 2000-2017 cars |
| 2. Best Engine | 17. Best Vintage Muscle 1964-1972 |
| 3. Best Paint | 18. Best Vintage Muscle 1973 -2000 |
| 4. Best Interior | 19. Best Muscle 2000+ |
| 5. Chamber of Commerce Choice | 20. Foreign All Years |
| 6. Participant Favorite | 21. Trucks Stock |
| 7. Directors Favorite | 22. Low Riders All years (cars and trucks) |
| 8. Ford Galaxie | 23. Trucks Modified |
| 9. Rat Rod | 24. Special Interest???? |
| 10. Street Rods | 25. Work in Progress (Drivable) |
| 11. Pre War Stock Class (pre 1945) | 26. Best 4 Wheel Drive |
| 12. 1945 to 1985 stock | 27. Best Race Car |
| 13. 1945 to 1985 Modified | 28. Best Costume |
| 14. 1986-1999 Stock | 29. Valve cover Race adults |
| 15. 1986-1999 Modified | 30. Valve Cover Race Child |





One Hundred Years Ago Today

by *Randy Beeson*

The month began with the incorporation of the Communist Party of America on September 2nd. President Wilson left on a whistle-stop tour on the 3rd to muster popular support for the Versailles Treaty and U.S. entry into the League of Nations. He suffered a stroke in Colorado on September 25th. Wilson never recovered his health, leaving his wife Edith Galt Wilson to surreptitiously perform many of the President's duties for the remainder of his term.

China became a member of the League on the 10th. On September 12th, Adolf Hitler became the seventh member of the obscure German Workers Party. British troops were withdrawn from the Russian city of Archangelsk on the 27th after fighting the Bolsheviks.

In other domestic news, the Boston police force went on strike on September 9th. The following day, New York City welcomed home General Pershing and 25,000 troops. U.S. Marines were again sent to Honduras on the 11th.

Founded earlier in the year in Paris, the American Legion was incorporated by an act of Congress on the 16th. Hurricane tides 16 feet above normal killed 280 along the Gulf Coast on September 18th. A nationwide steel strike began on the 22nd and would continue through the rest of the year. The Democratic National Committee voted on the 27th to allow female members.

The Omaha Race Riot occurred on September 28th and 29th when thousands of white rioters burned the Douglas County,

NE courthouse, lynched and burned the body of Will Brown, a black worker and alleged rapist, then attempted to hang reform Mayor Edward Smith. Two rioters were also killed, and numerous police and civilians injured. It had been preceded by more than 20 race riots in industrial cities during the Red Summer of 1919. The Omaha riot resulted from white stockyard worker anger with black strikebreakers who had been hired by the meat packing plants in 1917.

In baseball news, the Indians' Ray Caldwell no hit the Yankees 3-1 on September 10th. The Giants clinched their first National League pennant with a 4-3 win over Cincinnati on the 16th. Finally, on September 27th, Babe Ruth hit his 29th home run of the season setting a record to that date. This was also the first time that a single batter hit a home run in each of the league's parks in the same season.

Actress and wife of Steve Allen (The Tonight Show), Jane Meadows, was born in Wuchang, Hubei, China on the 27th.

The September 6th issue of the Washington Times carried Huntington Motor Company's ad for the Apperson 8. The vehicle's eight-cylinder engine reportedly contained 80 fewer parts than contemporary eight-cylinder engines. Zeitler Gas Car & Locomotive Company was advertising stock at \$10/share for a new venture to build a new transmission with no clutch, gears, chains or friction devices.



September 1, 2019

page

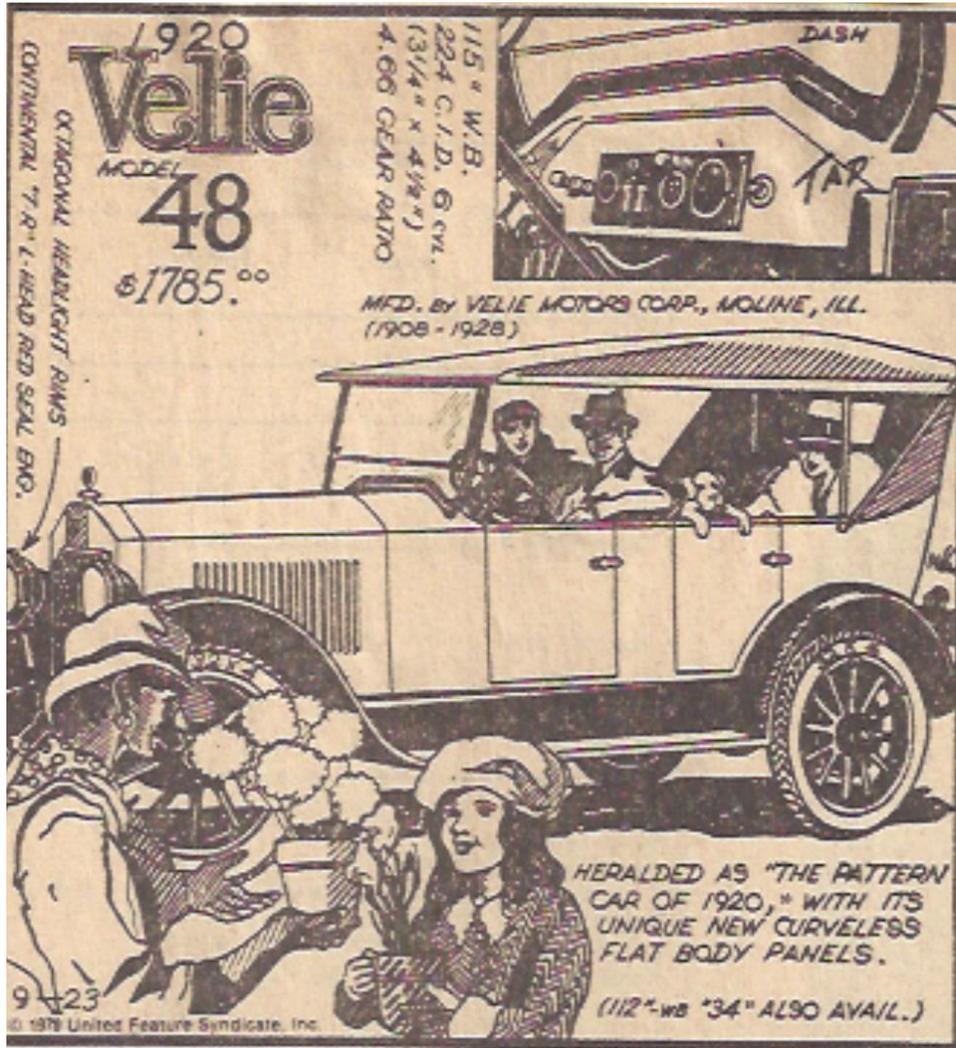
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Gasoline Alley

By Dan King, Editor

1920 Velie 48 Called "Out of the Ordinary"



9/23/79 by Tad Burness, Copyright 1979 United Feature Syndicate

by Tad Burness

During the late summer of 1919, Velie introduced its new 1920 Model 48, designed to create a new styling sensation.



The touring car (illustrated above) and other 48's had a straight-line, high cowl body with squared-off corners replacing the usual compound curves. Velie called this "The first authoritative example of the new style," with "a subtle combination of mirror-like planes that seem to flow into each other."

In a day when so many touring cars looked virtually alike, the new Velie was a bold adventure in styling: a deliberate look of boxiness when curves were more in fashion. Even the shape of the windshield was unique, following the angular cowl.

In addition to five- and seven-passenger touring cars and other body types, there was also a four-passenger "Tourster" with jauntily sloping rear deck and a spare tire mounted at an angle parallel to it.

The Model 48 (available in 1920 and 1921) was capable of speeds up to 60. The improved six-cylinder engine of 1920 had larger valves, and an internally heated vaporizer capable of burning low-grade fuel and giving greater gas mileage.

As 1920 began, Velie also introduced a lower-priced, smaller 34, that was more conventional in appearance. But it was this distinctive "48" that got most of the stares along the highway. It was almost an expression of "art nouveau" on wheels.

(Editor's note: Velie was a brass era American automobile produced by the Velie Motors Corporation in Moline, Illinois from 1908 to 1928. The company was founded by and named for Willard Velie, a maternal grandson of John Deere.)

Editor's Note: Charles Schaeffer's scrapbook of almost 200 articles clipped from the Tulsa World were the creation of Tad Burness, whose biography can easily be found on the internet. The scrapbook was given to me by Mary Jean Schaeffer, Charles' widow and fellow AACA Tulsa Region club member..

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 Dan King, dcking1948@yahoo.com.

Later alligator ...



Pontiac Fog Machine

Randy Beeson

Somewhere in the late 1950s, my folks bought a 1952 (as advertised) white over blue Pontiac four-door sedan from the local Buick dealer's used lot. Dad needed a 'new' vehicle to drive to work and this Pontiac was in decent shape. Things went south a couple of weeks later, however, when the mailman delivered the title—for a 1951 Pontiac. Mom went through the roof and headed for the dealer's office. His excuse was that the car was a late 1951 or early 1952 model and the price stood. Needless to say, that was the last vehicle my folks ever bought from him.

A year or two later Dad was driving home from work one night when a wrist pin worked loose, and the car coasted to a stop. Dad got a ride home, got Mom, her car and a chain and they towed the Pontiac home. We pushed it into the barn and Dad dropped the engine pan. Unfortunately, the wrist pin had scored a ¾-inch deep gash in that cylinder wall. Dad was considering junking the car when my grandparents showed up for a visit.

My grandfather looked at the engine and told Dad that, since he was only driving the car for work, to find a similar Pontiac engine in a local junk yard, pull a piston and wrist pin and install them in his engine. That piston and wrist pin cost Dad \$1.00. He reassembled the engine and it fired right up. But now, not only did he have a work car, he also had a Grade A mosquito fogger. Of course, Mom refused to drive the car, let alone be seen riding in it, because you could follow the Pontiac by the trailing blue cloud even after the car was out of sight. If my siblings and I were up to no good, the Pontiac also advertised Dad's approach so we could halt, cease and desist before he pulled into the driveway.

Dad became the local Sunoco service station's best customer. He carried a two-gallon can of the cheapest Sunoco motor oil and a funnel in the car's trunk and bought another can about every two weeks. Topping off the oil was an every other day ritual. That Pontiac is still good for a laugh at family reunions.





Locations of Future AACA Nationals and Tours

*By Mark McAlpine
Vice President – National Activities*

After being appointed as this year's Vice President for National Activities, I posted a question online in the AACA Forum asking where members would like to see the club hold future AACA Nationals and Tours. I also had an article in the Winter 2019 issue of the AACA Rummage Box asking the same question. I'm happy to report that I received a number of great suggestions from members and thank each of them for their input.

I also asked regions/chapters to step forward to host future AACA national shows and tours, and I'm equally happy to report that a number of them contacted me for more information about hosting a national activity and several submitted applications to host a show or tour in 2021, 2022, 2023, and 2024. Two other regions said they are going to submit applications to host (one to host a Nationals in 2021 and the other a Nationals in 2022). I thank each of these regions—we can't hold shows

or tours without regions stepping forward to host them.

While the 2020 National Activities Calendar is complete (although we may be adding another tour), the 2021 calendar is only half full and the 2022-2025 calendars each only have 1-2 activities on them now besides the cornerstones of our national calendar: the Southeastern Spring Nationals in Charlotte, NC; the Central Spring Nationals in Auburn, IN; and the Eastern Fall Nationals in Hershey, PA. In particular we need hosts for the 2023 and 2025 Grand Nationals (in either the Central or Western Divisions); the Glidden Tour in 2021, 2023, and 2025; and the Reliability Tour in 2022 and 2024. (Everyone loves Brass Era vehicles, and I keep being told how passionate our Brass Era enthusiasts are—and that I will be pilloried if there isn't a Reliability Tour on the calendar—yet finding a region to host a Reliability Tour is like searching for gold at those roadside “pan for gold” tourist traps.)



We also need regions in the Western Division to step forward to host an AACA Nationals or Tour. Based on the comments I received online, via e-mail, and in person, our members want to visit and participate in AACA national activities in the west, southwest, Pacific northwest, and Rocky Mountains areas. (When I was in the Air Force, I was assigned in these areas. I know how beautiful they are and understand why members want to visit them.) AACA members enjoy participating in our club's national activities wherever they're held, but I've received many comments about the dearth of national activities in the Western Division. This year we're holding the Western Fall Nationals in Fallbrook, CA (November 6-9), and next year the 2020 Western Spring Nationals (April 23-25, 2020) and the Founders Tour in Show Low, AZ (April 26 – May 1,

2020), but we have nothing scheduled yet in the Western Division for 2021-2025. Calling all Western Division regions and chapters: we need you! To paraphrase the movie Field of Dreams, "If you hold it, members will come."

So, again, thank you to every member who provided me a suggestion of where they'd like to see our club hold a future show or tour. (And keep those suggestions coming!)

A special thanks to those regions/chapters who have stepped forward to host a show or tour. And for those regions/chapters considering it— please contact me. AACA National will help you hold a successful event and will not let you fail. C'mon—what are you waiting for?



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 drenrut@cableone.net 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. The cost is \$65.00 plus \$5.53 equals \$70.53. The supplier is A&B Identity and to keep it simple they would prefer that all the orders come through Dan King, so give him your order and make your reimbursement check payable to Dan. Lead time is about two weeks. Let's put our best foot forward for all our public events.





Antique Automobile Club of America – Tulsa Region Membership Application/Renewal Form

You must be a member of the National Organization to belong to the Region due to insurance requirements.

You can apply to both at the same time. Region dues are \$20.00/calendar year for member and spouse. National dues are \$40.00/calendar year for member and spouse/partner

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Preferred Phone: _____ Alternate Phone: _____

Email _____

Your Birth Month and Day: _____ Spouses Birth Month and Day: _____

Your Anniversary Month and Day: _____

Your National AACAA membership number: _____

Your Cars

Year: _____ Make: _____ Model: _____ Body Style: _____

Year: _____ Make: _____ Model: _____ Body Style: _____

If you have more cars, please list them on the back of this form.

Make checks payable to: Antique Automobile

Send this completed form and membership dues to:

Joe Smith

26673 W. 15th Street S.

Sand Springs, OK 74063-5100



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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