

A Message from Steve Schnitzer



President's Notes

Hello Fellow Classic Auto Enthusiasts and Happy New Year!

This time of season traditionally brings well-wishes and resolutions how we ought to better live our lives. Good and bad of that is, all of us read statistics that over two-thirds of new years' resolutions are abandoned before the first quarter of the New Year has passed. But we persist.

As our club goes, a good first resolution starts with regular attendance. The Tulsa Chapter /Antique Automobile Association of America has lots of exciting activities on the block for 2020. We all appreciate David Turner's tireless efforts securing and sponsoring the AACA Divisional Tour this coming October. Mark calendars everybody to participate even to assist and observe in this rare and royal event. David, you and Betty deserve our plaudits for magnanimous service as first couple the past year, and your continuing efforts (not only on this event but backing me in my matriculation). Mark your kitchen calendars now for each month's meeting!

My new year's resolution to you will be to do my best serving as president of this fine chapter. Mind you I was drafted by your Board — we did not submit candidacy — and frankly thought I should serve on the board a year or two first to better educate myself to the AACA's functions locally and nationally. No, you asked for it — nominated and voted me in (like sheep led to slaughter?) to this position for 2020. So by advance notice, be advised you are going to get it - right between the eyes.

Resolutions, promises, or personal commitments, my charge for this club at the installation banquet takes form of an initiative: **Join new members.** I have been in this chapter for some three years now. Yet most of you could rightly term me a "newbie." Does that infer something? We, like classic automobile organizations nationally, are losing or more accurately timing-out members faster than we are joining them. I regularly read articles in several national club publications alluding to that fact. People wring their hands the "now generation" is not interested in classic automobiles. *To this, we say Hogwash.*



I spent most of my career in sales and marketing efforts — appealing to prospects who say “no” and to employers and contractors who say, “we will compensate you to overcome those “no’s”. Folks, in 2020 the Tulsa AACA is going to source out, appeal to, invite and join our share of new prospects! If we are to survive, this is not an option — it is a mandate!

We begin accomplishing that at February’s general meeting. Heads up — it affects you — directly. Be there or suffer my subsequent phone call telling how you, personally, figure in this. Meanwhile, I am receptive to your input on the Club’s operations. If you have ideas, suggestions, comments or criticisms, the Board and I are at beckon call.

What was that I said initially? Oh yes, happy New Year, folks!

Sincerely,
Steve Schnitzer
President, Tulsa Region AACA



Antique Automobile Club of America – Tulsa Region
Minutes of Installation of Officers Banquet for 2020
Jerry Shrader’s Event Center - January 4th, 2020, 1:00 pm

The Master of Ceremonies was Chuck Mahan. The invocation was given by David Turner. A BBQ dinner was catered by Stonehouse BBQ of Broken Arrow.

The Awards of Merit or Distinction were as follows:

- Chuck Mahan awarded:
 - The Golden Pen award was given to Dan King for the great job he does being the editor of the Runningboard Ramblings.
 - A box of Ex-Lax was given to Lee DeBoer to correct his rear-end problems on his Auburn.
 - A Spark Certificate was given to Bob Strattan for presenting two monthly programs on electric automobiles.
 - A belated award of a bucket labeled “Super Rainwater Catcher” was given to David Turner for all of rained out activities the club scheduled in 2019.
- Jim Jones awarded David Turner a magnetic key holder for missing keys at the new car show.
- Mel Burton awarded Joanna Cooper an old “Keystone Cops” Jim Beam bottle for providing the club with such great meeting facilities.
- Debbie Harding awarded Dan King with a certificate for the faithful, loyal and on-time job he does on the Runningboard Rambler.
- David Turner awarded:
 - Lee DeBoer a JB Weld kit to fix his rear end.
 - Jim Jones a Lone Ranger Mask for being the sole person to attend the Eureka Springs Car Show.
 - Joe Smith a book containing the carburetor parts list for the Dodge truck that his Grandfather owned.
 - Chuck Mahan a photo of a Silver Arrow, to help him survive the loss of his Pierce Arrow.
- Bob Strattan gave Phil Judkins an award for organizing the Veteran’s Day parade in freezing weather.
- Betty Turner awarded Clyde Harding three giant sun flowers to help him direct parking on the 2020 Divisional Tour. They will go with the yellow vests that he purchased.



- Joe Smith then gave the oath of office to the new Board Members (Steve Schnitzer, President, David Turner, Vice-President, Chuck Mahan, Secretary/Treasurer, Dan King newsletter Editor, Clyde and Debbie Harding Board Members).
- David Turner gave a speech about the problems with raining out of planned tours for 2019 and thanked all the members that volunteer during the year.
- Steve Schnitzer gave a speech saying that his prime initiative for 2020 was to find new members to the club.
- The Banquet was adjourned at 2:24 pm.

Respectfully Submitted,
 Chuck Mahan
 AACA Tulsa Region Secretary





Sunshine Report

No problems to report for January.

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

February

5 Mary Jane Halley
24 Derek Downey
25 Janice Jones

March

5 Sandy Berenson
12 Joe Landers
31 Jim Jones

ANNIVERSARIES

February

none on record

March

20 Randy & Linda Beeson (49 yrs)



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>
2020:					
February	2	General Meeting ● Cooper Home ● post-meeting presentation TBD			
	15	“Wheels in the Past” tour ● Agra, OK			
	25	Board Meeting ● probably Sapulpa HOFRTE66MUSEUM 1:30 PM			
March	1	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 ● 91 st & 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 ● 91 st & 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 ● 91 st & 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 ● 91 st & Memorial			
September	1	Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM			
	6	General Meeting ● Cooper Home ● post-meeting presentation TBD			
	8	Tulsa Cruisers ● 5 PM – 8 PM ● 91 st & Memorial			
	29	Board Meeting ● probably Sapulpa HOFRTE66MUSEUM 1:30 PM			
October	4	General Meeting ● Cooper Home ● post-meeting presentation TBD			
	6	Tulsa Cruisers ● 5 PM – 8 PM ● 91 st & Memorial			
	19–24	Divisional Tour			
	27	Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM			



November 1 General Meeting • Cooper Home • post-meeting presentation TBD

December 1 Board Meeting • Sapulpa HOFRTE66MUSEUM 1:30 PM

6 General Meeting • Cooper Home • post-meeting presentation TBD

19 Christmas Party • Probably 1 PM at Jerry Shrader's Vintage Car Garage

2021:

January 9 Installation Banquet • 1 PM at Jerry Shrader's Vintage Car Garage

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 Chuck Mahan for details)

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



DODGE 1941

By Joe Smith

I was kind of raised by my grandparents. Their main vehicle was usually a fairly new STUDEBAKER. My grandfather shot 8mm home movies from 1938 to 1964. I have home movie images of the vehicles in this story, my family never used still cameras. My grandfather's work vehicle in the early 1950's was a very nice looking 1948 WILLYS pick-up. From these films I can see he had purchased an older 1941 DODGE panel truck in about 1958.

It was very shiny and black with no signage. Later films show he had painted a sign on it "PAINTING – BRUSH or SPRAY" with no name and no phone number. He was a painter. The WILLYS and the panel truck were in the same film footage, so they had both and a 1957 STUDEBAKER. He gave or sold the WILLYS to my parents and it became their secondary vehicle.

The DODGE I remember very well. It was my favorite. It squeaked and rattled like nothing else I've ever ridden in. When we would go somewhere, I would say let's take the DODGE instead of the STUDEBAKER. One-time Grandma and I were at the house when a guy drove in and said there has been a wreck ¾ mile south at the intersection. She and I took the STUDEBAKER to the incident. The DODGE was lying on its side and farmers with farm tractors were already on the scene up righting the DODGE. A 1953-54 FORD was there with a caved in front. Grandpa drove the DODGE home with me as his passenger.

At home we pried out the fenders from the incident. Soon after that he acquired a second generation 1955 CHEVROLET pick-up which was his work vehicle until his death in 1967. The DODGE became the vehicle we put the trash in and then be unloaded routinely in a specific spot in the pasture. We moved to town in about 1964 and left the DODGE to rot on the farm. I asked Grandma to let me bring it to town and work on it to be my first car. She said you cannot have a vehicle with mechanical brakes. It has hydraulic brakes. A friend of mine and I rode our bicycles out once to check on it and when we opened the doors there must have been a hundred baby mice scampering in it and I quit asking Grandma to bring it home.

When I was about 18, I went out to check on it and the rear top had been caved in and it had been moved a couple hundred more yards into the pasture, it did not look restorable. Labor Day weekend this year I visited the farm and it had been moved even deeper into the pasture and it had sunk into the sand. These are the sand hills of Oklahoma.

I contacted the property owner and asked if I could have it. They said yes and they helped me recover it on December 20th. I knew these brothers but had not seen them in 47 years. The top of the front bumper with no air in the tires is 18 inches off the ground. This thing had sunk into the sand with the bumper under the sand. I dug a hole in front of the bumper, placed a hi-boy jack in the hole and raised the front end so I could then dig to the front axle and hook on a



strap. We dug around the four wheels then winched it onto the trailer. Removed about 10 gallons of sand from the interior with many tin cans that were left from its trash hauling. The driver's seat, generator and taillights are gone. All the glass is broken out. Now it is in our equipment shed. I thought it may be hard to find DODGE parts, but I found they are readily available. Looking forward to reliving riding in this DODGE with all the squeaks and rattles.





by Randy Beeson

One Hundred Years Ago Today

One Hundred Years Ago

Upheaval continued in Russia as Admiral Kolchak, commander of White Russian forces in Siberia, was captured by the Czechoslovak Legion and turned over to the Bolsheviks who executed him on February 7th. The Bolsheviks captured Odessa on the 9th, ending foreign involvement in the resistance to Bolshevik rule.

In other political events, Russia recognized Estonia's independence on February 2nd. The Saarland (a coal-rich district between France and Germany) came under the administration of the League of Nations on the 6th. On February 10th, Jozef de Haller de Hollenberg preformed a symbolic wedding of Poland to the sea, celebrating Polish access to the Baltic Sea via the Port of Danzig and the Polish Corridor. The Netherlands joined the League of Nations on the 19th and Czechoslovakia adopted a national constitution on the 29th. Swiss men voted against women's suffrage on February 8th.

Several new organizations came into existence this month. In Canada, the Royal Northwest Mounted Police was merged with the Dominion Police to form the Royal Canadian Mounted Police on February 1st. The League of Women Voters was founded in Chicago on the 12th. In Germany, the National Socialist German Workers' Party (NSDAP, or Nazi Party) was founded in a Munich hofbrauhaus on the 24th.

Famous births this month included American actors Jack Palance, born in Lattimer

Mines, PA on February 18th and Tony Randall, born in Tulsa, OK on the 26th.

American polar explorer and retired Admiral Robert Peary died in Washington, D.C. on February 20th. Peary was buried in Arlington National Cemetery.

This month's issue of Popular Science magazine included an article on a new method of transporting fluid milk from farm to dairy. Instead of shipping the milk in cans, milk could be shipped in a tank truck equipped with a glass-lined tank. The glass liner provided sanitary protection and shipping by tanker reduced transportation cost.

The Altemus Motor Company of Columbia, MD was advertising (February 7th and 28th) its Clydesdale truck in the Washington Times. The most noteworthy aspect of this truck was its Clydesdale controller, or "The Driver Under the Hood" feature which appears to have been some type of early cruise control. The driver could reportedly set the throttle at a given speed and hold that speed in any type of road condition. If the load was increased, the device automatically fed more gasoline to the engine to maintain the set speed. But even more interesting, when starting out the driver didn't need to touch the accelerator or throttle as the engine reportedly took the load automatically. The truck was manufactured in Clyde, OH, a community that the Company claimed lacked "discontented labor". Having grown up in Ohio where vehicles were manufactured, I find that claim hard to swallow.



Gasoline Alley

By Dan King, Editor

Shreveport-built Car Had Six Cylinder Engine



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by Tad Burness



Here's a rare and interesting southern car for your "Auto Album" collection. It came about because Linda Farrar, Sunday Magazine editor of the Shreveport Times, recently wrote me for information on the Bour-Davis, a car that was once built in Shreveport. I sent her details and then decided the Bour-Davis would be a good subject for the "Auto Album," too.

Like many limited-production "assembled" makes of the early '20s, the Bour-Davis used a 6-cylinder Continental engine. The Model 20 had a 224-c.i.d. Continental, but the new "21" which jointed it early in 1920 (and which apparently superseded the "20") had a larger Continental powerplant plus a longer wheelbase, 7-foot deeper frame, 13-disc clutch, and other equipment.

A 1920 ad stated: "No other line on the market offers a more attractive selling proposition, especially to southern and western dealers, than Bour-Davis.

"Short shipping distance is a big advantage. Shipping expense is small.

"And in the Bour-Davis you will find a car specially designed to meet the particularly difficult conditions to be encountered in the South and West." Springs were especially designed for heavy-duty use on rough rural roads.

Upholstery was of genuine leather, in a choice of four types. There were three choices of body colors. The top was lined, and there were tonneau and inspection lamps, a locking compartment for a vacuum bottle, and side curtains that opened and closed with the doors.

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 ...





The Studebaker National Museum

*By John McCarthy
Vice President – Endowments*

Since 2013, AACA has held a National Show in Auburn, Indiana each May, including the Grand National in 2019. Auburn is an excellent location for a National Show as they are held in conjunction with an RM Sotheby's Auction, an automotive flea market and a numerous nearby attractions. These attractions include the Auburn-Cord-Duesenberg Museum, Early Ford V-8 Museum (recently expanded), National Automobile and Truck Museum, National Military History Center, Hoosier Air Museum and the Garrett Historical Railroad Museum.

What makes Auburn even more of an event is just getting there. Traveling from the East on Route 80/90 there are numerous automotive and transportation related museums not much more than an hour's detour and I have visited one or more each year on the Auburn trip. In Warren, Ohio the Packard Museum, in Kalamazoo, Michigan the Gilmore Museum, in Dayton, Ohio the Air Force Museum and America's Packard Museum, in Cleveland, Ohio the Crawford Museum, in Canton, Ohio the Canton Classic Car Museum, in Worthington, Ohio the Ohio Railroad Museum, and in 2020 I plan to visit the Age of Steam Roundhouse in Sugarcreek, Ohio.

In 2019, I traveled about seventy miles west of Auburn and visited the Studebaker National Museum. We had visited the

Studebaker Museum in 1990 when it was housed in a Studebaker factory building and in 2005 after it moved to its new building. After fourteen years I thought it was time to visit again. The Museum is housed in a modern two-story building, and a basement which contains Studebaker built military vehicles, a nine-cylinder Studebaker built Curtiss-Wright radial aircraft engine, and Studebaker prototypes.

Studebaker began building wagons, sleighs and carriages in South Bend in 1852, electric cars in 1902 and gasoline powered cars in 1904. They were a major player in the automotive industry always trying to keep pace with the big three and were the largest independent producer of cars with peak production in 1950 of 320,000 vehicles. In 1963 production ended in South Bend and moved to their plant in Canada where Studebaker production ended in 1966. With such a large number of Studebakers produced they have really made it around the world---a visit to a car museum in Ushuaia, Argentina (tip of South America) that had all of four cars but they did have a South Bend built wagon c. 1890 and a military museum in Moscow had a 1940 Studebaker pickup truck converted to a rocket launcher.

The Museum is excellent. Not just Studebakers but other significant vehicles such as a 1933 Pierce Silver Arrow, a 1937



Delage on loan from the Peterson Museum, a 1948 TATRA, a 1937 Stout Scarab, 1934 DeSoto Airflow, and several Packard's including the prototype 1956 Predictor and a 1957 Packard Hawk. Studebaker made other cars—the EMF, Erskine, and Avanti and during the 1930's made many extremely nice vehicles some of which are full Classics. The 1965 and 1966 Studebaker Larks were nice looking cars that you rarely see at an AACA show, and the prototype 1967 and 1968 were even nicer. The last Studebaker built, a 1966 green and white Lark is on display—a sad ending to fine

marque. The vehicles are nicely spaced with descriptive placards. Many of the Studebakers are models you rarely see—the cars are in extremely nice condition and well cared for.

The Studebaker National Museum is well worth a visit.



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.

AAACA Tulsa Region Magnetic Signs

You, too, can look as cool as Phil by ordering your very own AAACA 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:

Chuck Mahan

6902 E 64th Pl

Tulsa, OK 74133



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.

AACA Tulsa Region 2020 Board of Directors and Officers

<i>President</i>	Steve Schnitzer	918 855-4070
<i>Vice President</i>	David Turner	918 527-9560
<i>Secretary/Treasurer</i>	Chuck Mahan	918 361-9081
<i>Members at Large:</i>	Dan King	918 865-4399
	Debbie Harding	918 706-3536
	Clyde Harding	918 693-7450

Editor: Dan King, dcking1948@yahoo.com

Web Site: www.tulsa.AACA.com

Webmaster e-mail: chuckles_mahan@yahoo.com



AACA Runningboard Ramblings

Editor: Dan King
872 North Basin Road
Mannford, OK 74044

