

A Message from Steve Schnitzer



President's Notes

Dear Folks,

The month of October played out to best of our hopes. We conducted a “reasonably regular” meeting—well-attended and productive. We elected a slate of officers for 2021, planned a “brown bag tour” for November, discussed entries in the annual Veteran’s Day parade downtown, enjoyed refreshments, and held a ‘mini-concours’ classic auto judging contest. Walt Knickerbocker gave a presentation on “air bag dash lights.”

Thank you everyone who made effort and participated here at the ‘Limepit.’ Congratulations to judging contest co-winners Phil Judkins and Joe Smith. And thanks to all for coming PPE-equipped and spirited! Officers were elected by general membership vote and the Board met post-meeting, (re)elected David Turner for ‘21 as president.

For those few not present (and some who were but haven’t responded) we are wanting to know members who do not reliably receive the monthly newsletter by e/mail. While e/mail version is most cost-efficient for the Club, as a dues-paying members everyone is entitled to receive club communications however they best receive it. Write, call, or e/mail any Board member if you require such consideration.

Gil Parrish sent me link to the Beverly Hills Greystone Concours d’Elegance held in 2017. For a little life-before-pandemic, visit:

<https://www.youtube.com/watch?v=6NcWzLwhEjM>

Welcome to our newest member, Tia Juby! Tia and her brother have four jewels—a 1952 MG TD, 1932 Ford Victoria, 1911 EMF Studebaker Touring, and a 1927 Model T. Good work on this recruitment, Chuck Mahan... and get Tia’s bro into the fold also! ☺

Please stand by for news on the November brown bag tour and Vet’s Day parade. We will e/mail everyone with info as it develops. These will very likely be our final club activities for 2020.

Happy Motoring,
Steve Schnitzer, President



Minutes of the AACA General Meeting October 4th, 2020 At Steven Schnitzer's Car Emporium

The October General meeting of the Tulsa Region Antique Automobile club was called to order by Steve Schnitzer at his home at 2:13 pm. There were 31 people attending.

Steve led the club in the Pledge of Allegiance.

Steve announced that he had a guest, Jim Bush.

Chuck Mahan read the minutes of the March General Meeting and gave the Treasurer's report.

The meeting was then turned over to David Turner to facilitate the election of new Board Directors; David paraphrased the club charter announcing the three Board members needed to be elected. From the current Board all three of the retiring Directors had agreed to run for reelection. David then opened the election for nominations from the floor. Being none, David asked for the close of nominations and that all of the current Directors be elected by voice vote. All three of the Directors were elected.

Steve reminded the club members to renew their National membership with the mailer that was provided with the last month's National magazine. Chuck announced that he was willing to receive \$20 checks from club members for local membership.

Joe Smith gave an update of activity of the Heart of Route 66 Museum. He said that this year because of the virus, most of the visitors were from the U.S. In the past 75% were foreign.

David Turner gave an update on the rescheduling of the Divisional Tour for 2021, announcing that we had lost Gilcrease Museum due to their remodeling, but other events can be rescheduled. The final day would be dedicated to Route 66.

Steve read a letter from the National President thanking the club for its effort in planning the cancelled 2020 Division Tour and encouraged its rescheduling. In the letter the National President also complimented the club's newsletter. Steve also complimented Dan King, editor, on the quality of the newsletter.

Dan announced he would send an e-mail bulletin to everyone informing everyone how to find old copies of our newsletters along with all other regional newsletters.

Following an accident he had, Walt Knickerbocker described how important it was to get airbags repaired.

Phil Judkins said that the annual Veteran's parade is scheduled for November 11th, but that the details probably wouldn't be available until November 1st.

David suggested that the club participate in a Brown Bag Tour which could be held on a workday or a weekend. The Mohawk Park and Tulsa Zoo were suggested as possible sites.

Bob Strattan won the 50/50 drawing.

The meeting was closed at 3:00 pm with viewing of Steve Schnitzer's cars and a challenge to determine which vehicle was modified.

An after-meeting meeting of the Board of Directors elected the 2021 Officers:

David Turner – President

Debbie Harding – Vice President

Chuck Mahan – Secretary/Treasurer

Respectfully Submitted,

Chuck Mahan

AACA Tulsa Region Secretary

November 1, 2020

page

2



Photos from the October 4th General Club Meeting at Steve Schnitzer's Garage





2020 VETERANS DAY PARADE

The annual Veterans' Day event will be held Wednesday, November 11. Phil Judkins advises that, per usual, we will need to have participating club autos to the staging area by 9:30am that day.

Their finalization meeting is scheduled November 4, too late for other details in this newsletter, so stand-by for an informational e/mail, to follow.



Sunshine Report

Joanna Cooper is recovering in her Broken Arrow Nursing Home from successful heart by-pass surgery.

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

November

2 Penny Downey
11 Brandi Griffith
17 Lina Holmes
19 Phil Judkins

December

4 Randy Beeson
7 Bob Strattan
10 LaVon Ruedy
14 Ann Marie Cornell
15 Joyce Smith
15 Carol Parker
15 Jerry Shrader

ANNIVERSARIES

November

(none on record)

December

12 Jeff & Suzy Lytle



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:					
November	1	General Meeting ● location TBD ● post-meeting presentation TBD			
December	1	Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM			
	6	General Meeting ● location TBD ● post-meeting presentation TBD			
	19	Christmas Party ● Probably 1 PM at Jerry Shrader’s Vintage Car Garage			
2021:					
January	9	Installation Banquet ● Probably 1 PM at Jerry Shrader’s Vintage Car Garage			
February	7	General Meeting ● location TBD ● post-meeting presentation TBD			
March	2	Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM			
	7	General Meeting ● location TBD ● post-meeting presentation TBD			
	30	Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM			
April	5	General Meeting ● location TBD ● post-meeting presentation TBD			
	7	Tulsa Cruisers ● 5 PM - 8 PM ● 71 st & 193 rd East Avenue Broken Arrow			
	28	Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM			
May	3	Gen’l Meeting ● location TBD ● post-meeting presentation TBD			
	5	Tulsa Cruisers ● 5 PM – 8 PM ● 71 st & 193 rd East Avenue Broken Arrow			
June	1	Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM			
	6	General Meeting ● location TBD ● post-meeting presentation TBD			
	8	Tulsa Cruisers ● 5 PM - 8 PM ● 71 st & 193 rd East Avenue Broken Arrow			
	29	Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM			
July	4	General Meeting ● location TBD ● post-meeting presentation TBD			
	6	Tulsa Cruisers ● 5 PM – 8 PM ● 71 st & 193 rd East Avenue Broken Arrow			
	27	Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM			
August	1	General Meeting ● location TBD ● post-meeting presentation TBD			
	3	Tulsa Cruisers ● 5 PM – 8 PM ● 71 st & 193 rd East Avenue Broken Arrow			
	31	Board Meeting ● Sapulpa HOFRTE66MUSEUM 1:30 PM			



- September 5 General Meeting ● location TBD ● post-meeting presentation TBD
 7 Tulsa Cruisers ● 5 PM – 8 PM ● 71st & 193rd East Avenue Broken Arrow
 28 Board Meeting ● probably Sapulpa HOFRTE66MUSEUM 1:30 PM
- October 3 General Meeting ● location TBD ● post-meeting presentation TBD
 5 Tulsa Cruisers ● 5 PM – 8 PM ● 71st & 193rd East Avenue Broken Arrow
 17–23 Divisional Tour ● sponsored by AACA Tulsa Region
 26 Board Meeting ● probably 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 Chuck Mahan for details)
 1st Tuesday after general meeting ● Tulsa Cruise-In ● 71st & 193rd East Avenue Broken Arrow ● 5 pm – 8 PM ● (Mar – Oct) ● Dan King





by Randy Beeson

One Hundred Years Ago Today

It was an interesting month. In politics, Ohio Senator Warren G. Harding was elected U.S. President on November 2nd, defeating Ohio Governor James M. Cox. The Free City of Danzig was formed under League of Nations protection on the 15th, as the League held its first meeting in Geneva, Switzerland.

In the totalitarian world, the Russian Bolshevik army occupied Sevastopol on November 14th, ending anti-communist attempts to regain power in Russia. In Italy, Mussolini's fascist squads began the use of terror resulting in the deaths of 11 in Bologna on the 21st.

Radio continued to make inroads in American culture. For the first time, the national election results were broadcast by radio (Station KDKA in Pittsburg, PA). Station WTAW in College Station, TX broadcast the first football play-by-play on November 25th.

On November 11th, Great Britain unveiled the monument to her war dead (the Cenotaph) in Whitehall. At the same time, unknown war dead were interred in Westminster Abbey, London and at the Arc de Triomphe in Paris.

In other news, Judge Kennesaw Mountain Landis was elected first baseball

commissioner on November 12th. Australia's Qantas Airlines was founded in Winton, Queensland as the Queensland and Northwest Territory Aerial Services, Ltd. on the 16th. The first Thanksgiving Day Parade was held in Philadelphia on November 25th, while the first American superhero film, "The Mask of Zorro", premiered in New York City on the 27th.

Famous births this month included journalist and columnist James J. Kilpatrick, born in Oklahoma City, OK on November 1st. Famous film personalities born this month included: actor Jack Elam, born in Miami, AZ on the 13th; actress Gene Tierney, born in Brooklyn, NY on the 19th; Mexican actor Ricardo Montalban, born in Mexico City on the 25th and actress Virginia Mayo, born in St. Louis, MO on the 30th. Finally, baseball slugger Stan Musial was born in Donora, PA on November 21st.

In the automotive world, French-born race driver and automotive pioneer Gaston Chevrolet died when his Frontenac race car collided with driver Eddie O'Donnell's car on the 146th lap of a 200-lap race at the Beverley Hills, CA board track. O'Donnell and his mechanic also died in the crash.

Popular Science magazine for this month included an article on Gaston Chevrolet's



Indianapolis 500 win in May. At the end of the six-hour race, Chevrolet stumbled out of

One Hundred Years Ago (continued)

his car and was led to the pits by his crew. He was suffering from what was termed 'fatigue poisoning', caused by the buildup of carbon dioxide and lactic acid in his muscles over the race period.

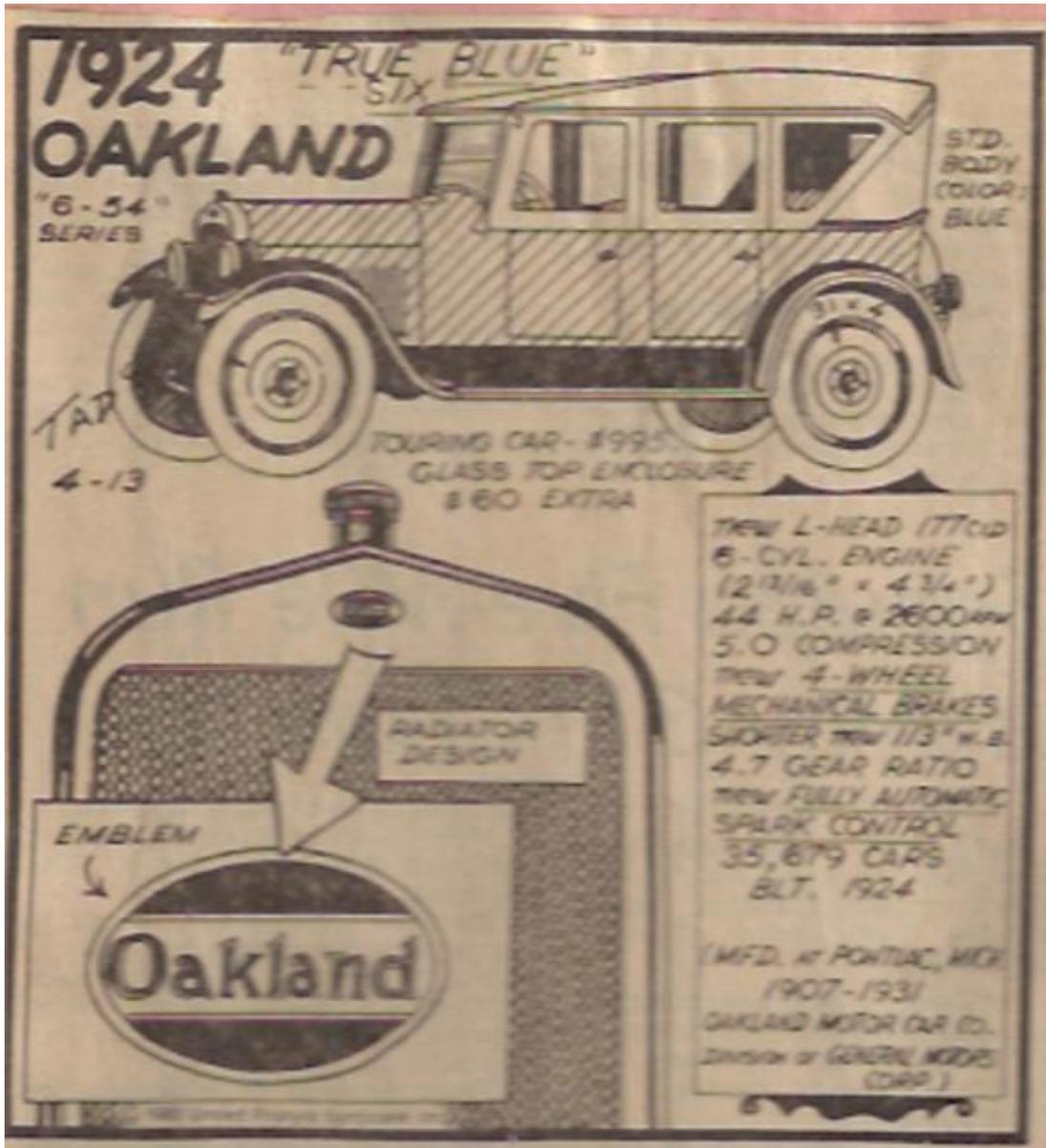
A separate article recommended the use of a 'squirt-gun' type of fire extinguisher filled with carbon tetrachloride to extinguish gasoline fires in one's garage. While this extinguisher would likely work quite well, the user would be apt to die from the deadly phosgene gas generated as a by-product.



Gasoline Alley

By Dan King, Editor

1924 Oaklands Lived Up To "True Blue" Tag



Copyright 1983 United Feature Syndicate

by Tad Burness

8/21/83

November 1, 2020

page

10



With the phrase “True Blue” Oakland’s advertising man hit upon a clever gimmick for advertising the Oakland cars for 1924.

“True Blue” was then, as it is now, an expression meaning “good” or “genuine”, so why not sell a new, improved line of cars, with blue-painted bodies, and call them the “True Blue” 1924 Oaklands?

Guaranteed for 1,000 miles, the True Blue 1924s were introduced during the autumn of 1923. They offered such improvements as four-wheel brakes, redesigned engine with L-head valve arrangement (instead of overhead valves, as Oakland previously had featured), larger bodies painted in satin-finish Duco (a DuPont brand product), steel disc wheels, and a new dark-faced rectangular instrument panel with all the gauges behind a single pane of glass.

For easy reach, throttle, choke, horn, ignition switch, and light switch controls were all located at the center of the steering wheel.

On September 8, 1923, six new 1924 Oakland “True Blue Traveler” touring cars were sent across the country, in a good-will test run, through all kinds of weather and road conditions.

All six cars began their run at the Oakland factory in Pontiac, Michigan. Car No. 1 went to San Francisco, Car No. 2 to Los Angeles, Car No. 3 to Dallas, Car No. 4 to Atlanta, Car No. 5 to Washington, and Car No. 6 to Boston.

Each car made numerous publicity stops in cities along their routes. In the 1920s, when even roads between major cities were little more than dirt stretches, this travel was an effective method of demonstrating a car’s durability and putting it before the public.

Information about these trips appeared for the dealers and public in Oakland’s magazine advertising.

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 ...



What Were They Thinking?
By David Turner

I read Myron Smith's article, with a similar name as this one, in the "Runningboard Ramblings" last week and thought of a similar oddity with my 1968 Chevelle Malibu Sport Coupe.

About twenty years ago, I felt it was time to replace the original brake lines out of caution as the car had been in storage for a few years. I ordered a pre-bent set from On-Line Tube. When they arrived, I matched them to the factory originals. The lines for the rear of the car were a perfect match. However, the front ones bore little resemblance to the factory originals other than the starting and ending points. I called In-Line and explained my concern. They offered to custom bend me a set to match my originals. I shipped the originals off and waited. I soon got a call from In-Line explaining that the lines I sent were not off a Chevelle at all, but rather from a Pontiac! I assured them that the lines on the car were the originals from the factory, of which I was certain, as my Mother had purchased the car new and I had purchased it from her.

We neither one had an explanation for the switch except to observe, it was probably just a way to keep from stopping the line!





Car Stories That We Are Losing

Myron Smith
VP Regions – Western Division

As our car hobbyists age we're losing a lot of good car stories. Here are a couple of my favorite stories.

Carl Louis Samuelson was a distant relative of my father. He was born in 1910. I always knew him as "Sam" or "Sammy." His father had a barber shop in Wausa, Nebraska. I believe the shop was next to the Ford Garage. We used to call dealerships "garages" not "car stores." As a kid, he hung around the dealership and eventually it became his job to sweep out the service area every day. He was paid for every wrench he found on the floor while sweeping. (I don't recall how much.) He said he thought mechanics sometimes intentionally dropped wrenches on the floor and left them just so he could get paid more. He grew to an adult height of 6'-1" at an early age.

Periodically, the dealer would round up a group of guys and they would go to Omaha to the assembly plant to pick up new cars and drive them back to Wausa. At a young age of between 10 and 14, Sammy was allowed to go with this group to pick up new cars. I'm not sure how they got to Omaha, but I suspect it was by train. When they picked up the new Fords, they were instructed to drive them full throttle, wide open until the engine seized. At the first stop, they would go to a restaurant for rolls and coffee while the cars cooled down. Then they would repeat the process, and each time the 'new' cars would go a little farther before stopping. He said that by the time they got to Wausa, 150 miles from Omaha, the cars were pretty well broken in for the customers. Sam eventually became an

electrical engineer in Minnesota. He lived to be in his 90s.

My second story involves my Dad's cousin's purchase of a new 1959 Mercedes 190SL. Jerry was a blue-collar worker for Northwestern Bell Telephone company in the late 1950s in Omaha. He was transferred to Alaska where he worked for a period of time making really good money and having nothing there to spend it on.

He returned to Omaha and one day after work, in his work clothes, he walked into the Mercedes dealership. The salesmen, accustomed to dealing with affluent members of society, ignored him completely. Finally, the owner of the dealership came out of his office and asked Jerry if he could help him. He said "Yes, I want that one," pointing to the red roadster on the showroom floor. The owner then said "OK, it'll take us a few minutes to get it out of the showroom." As he drove away, the dealership owner is reported to have said to the salesmen, "let that be a lesson to you boys." The insinuation being, you couldn't tell who had the money for a Mercedes by what they were wearing and since the owner sold the car he would not have to pay a commission to a salesman.



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 \$45.00/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 AACA 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

*is published by the Tulsa Region of the Antique Automobile Club of America (AACA).
The Tulsa Region is a non-profit organization chartered by AACA, Hershey,
Pennsylvania. Tulsa Region dues are \$20 due by March 1st annually. To comply*

November 1, 2020

page 15



with legal and insurance requirements, membership in National AACA is mandatory. Opinions expressed in this newsletter may not reflect those of AACA or the Tulsa Region. Runningboard Ramblings shall receive proper credit for material printed in other publications.

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

AACA Tulsa Region 2021 Board of Directors and Officers

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

