

A Message from David Turner



President's Notes

Dear Folks,

Greetings to all in the AACAA Tulsa Region! The past year has simply trampled traditions due to the concerns over the pandemic. Hence, I am writing this as the incoming President for 2021 and will assume the role on January 1 as we do not plan an installation banquet this year. We owe a huge thank you to Steve Schnitzer for all his efforts of the past year. I personally want to thank him for his repeated generosity in helping make dues payments for new members and for opening his home to us in October so we could have a real meeting and conduct our election before the pandemic took its turn for the worse.

Our board for 2021 looks the same as last year except for the shift in some roles. We have discussed having one big party when it is safe to do so as this pandemic hopefully begins to abate with the rollout of the vaccines. I am proposing we combine the Christmas exchange, and the Awards of Merit into a single event somewhere and let it be our springboard back to normality! Please share your thoughts with me or any board meeting to help us plan our next event.

We plan to submit the paperwork for final approval for the 2021 AACAA Central Divisional Tour soon after the first of the year. It is already appearing in the on-line AACAA calendar of events for 2021 as well as in the Antique Automobile magazine calendar of events. We will be submitting the copy for the free 1/4th page ads in the Antique Automobile magazine soon after the first of the year as well, so that they will appear in the March-April issue and the May-June issue. We are also planning an article for the email Speedster newsletter for the early summer.

Hope everyone has a safe and happy holiday season!

Sincerely,
David Turner, President



**Minutes of the AACA General Meeting
December 6th, 2020**

**[note: There was no General Meeting in December due to the
quarantine imposed by the COVID-19 epidemic.]**

Respectfully Submitted,
Chuck Mahan
AACA Tulsa Region Secretary

November 1, 2020

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See below link for broadcast of the 2020 Veterans Day Parade

----- Forwarded message -----

From: **Doug Bonebrake** <ddbonebrake@sbgvtv.com>

Date: Wed, Dec 9, 2020 at 12:51 PM

Subject: 2020 Veterans Day Parade download

To: Keith Myers <myers473344@gmail.com>

Keith:

Link below will allow you to view and/or download the broadcast of this year's Veterans Day Parade. Let me know if you have any problems with it. You're welcome to share it with the committee.

http://x-default-stgec.uplynk.com/ausw/slices/82d/34d28c6069b34f1d96307c80809697d7/82d9c201397e4a2b87a347c7c0a6242c/82d9c201397e4a2b87a347c7c0a6242c_g.mp4

Thank you sir!

Doug

DOUG BONEBRAKE

KTUL-TV Production Supervisor

w: 918.445.9336 | m: 918.830.1701



Sunshine Report

Joanna Cooper reports, "I am now at home going to work daily after also having COVID-19. Still going to Cardiac Therapy. God has Blessed me again. Thanks for all the prayers."

Lee DeBoer has been diagnosed with a serious illness. Please keep Lee and Pat in your prayers.

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

January

2 Debbie Harding
4 Keith Jones
5 Judy Winkle
9 Helen Wilson
10 Joe Smith
22 Teresa Strode

February

Mary Jane Halley
Derek Downey

ANNIVERSARIES

January

11 Lee & Pat DeBoer
24 Bob & Vada Stratton

February

(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>
2021:					
January	9	Installation Banquet • Probably 1 PM at Jerry Shrader’s Vintage Car Garage			[CANCELLED DUE TO COVID-19]
February	2	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			[CANCELLED DUE TO COVID-19]
	7	General Meeting • location TBD • post-meeting presentation TBD			[CANCELLED DUE TO COVID-19]
March	2	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			[CANCELLED DUE TO COVID-19]
	7	General Meeting • location TBD • post-meeting presentation TBD			[CANCELLED DUE TO COVID-19]
	30	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			[CANCELLED DUE TO COVID-19]
April	5	General Meeting • location TBD • post-meeting presentation TBD			[PROBABLY CANCELLED DUE TO COVID-19]
	28	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			[PROBABLY CANCELLED DUE TO COVID-19]
May	3	Gen’l Meeting • location TBD • post-meeting presentation TBD			
June	1	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			
	6	General Meeting • location TBD • post-meeting presentation TBD			
	29	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			
July	4	General Meeting • location TBD • post-meeting presentation TBD			
	27	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			
August	1	General Meeting • location TBD • post-meeting presentation TBD			
	31	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			
September	5	General Meeting • location TBD • post-meeting presentation TBD			
	28	Board Meeting • probably Sapulpa HOFRTE66MUSEUM 1:30 PM			



- October 3 General Meeting ● location TBD ● post-meeting presentation TBD
 17–23 Divisional Tour ● sponsored by AACA Tulsa Region
 26 Board Meeting ● probably Sapulpa HOFRTE66MUSEUM 1:30 PM
- November 1 General Meeting ● location TBD ● post-meeting presentation TBD
- December 1 Board Meeting ● probably Sapulpa HOFRTE66MUSEUM 1:30 PM ● post-meeting presentation TBD
 6 General Meeting ● location TBD ● post-meeting presentation TBD
 19 Christmas Party ● Probably 1 PM at Jerry Shrader’s Vintage Car Garage

Recurring Events *(see note below)*

- 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

Note: all events are subject to cancellation due to COVID-19 epidemic quarantines.



-----Original Message-----

From: Jill Turner <jillturnerpr@gmail.com>

To: Jill Turner <jillturnerpr@gmail.com>

Cc: Stephen Turner <sturner@turnerauctionsonline.com>

Sent: Thu, Dec 17, 2020 4:47 pm

Subject: On Sunday, January 17, The Tarzian Vehicle Collection Goes Up for Bid at Turner Auctions + Appraisals

Greetings --

I am taking the liberty of contacting AACA region and chapter presidents regarding The Vehicle Collection of Francis E. Tarzian, Sr., which goes up for bid online at [Turner Auctions + Appraisals](https://www.turnerauctionsonline.com) on Sunday, January 17, 2021, at 10:30 am PST.

The online auction features four vehicles: a high-wheel 1907 Schacht; 1912 Ford Model T Torpedo; a 1919 White Model 15, 3/4-ton stake side truck; and a 1921 Ford Model T Center Door Sedan. Three were impeccably restored by the late Mr. Tarzian, a passionate collector and restorer of antique automobiles, whose machinist skills garnered numerous restoration awards. Joining AACA in 1953, he became the founding member and first president of the Foothills (CA) Region.

Because of your enjoyment of antique vehicles, we are hoping you find this special event to be of interest and might share it with your chapter members or other enthusiasts. A press release with further information and photos is attached. If you or others have any questions, please contact Stephen Turner, President of Turner Auctions + Appraisals, at sturner@turnerauctionsonline.com (also copied above) and he will get back to you.

Meanwhile, thank you for your consideration and best wishes for the holidays!

Best regards,
Jill Turner
707-944-2433

Francis Tarzian in the 1907 Schacht he restored, with his son Nathan, circa 1987)



1912 Model T Torpedo



1919 White Model 15 ¾ ton Stake Side Truck



1921 Ford Model T Center Door Sedan





by Randy Beeson

One Hundred Years Ago Today

The novel new technology of radio continued to gain traction. On January 2nd, station KDKA in Pittsburg celebrated the new year by broadcasting the first religious service over the airwaves.

In the sports world, Judge Kennesaw Mountain Landis became the first U.S. baseball commissioner on the 12th. If nothing else, Landis was both famous and controversial, having levied a \$29M fine from his federal bench against Standard Oil for price-fixing. His appointment was a result of the 1919 White Sox World Series scandal. One of his first acts was to issue a lifetime ban against the eight White Sox players, despite them having been found innocent. Landis also refused to allow blacks to play in the league as long as he was commissioner.

In the political world, the Republic of Turkey was created from the remnants of the pre-WWI Ottoman Empire on January 20th. The following day the Italian Communist Party was founded at Livorno by Antonio Gramsci and Amedeo Bordiga.

Also, on the 20th, the British steam turbine equipped submarine, HMS K5 sank with a crew of 57 during exercises in the Bay of Biscay. Launched in 1917 and under the command of an experienced officer, Lieutenant Commander J.M. Gaimes, her crew was new and inexperienced. After

radioing that she was diving, the boat was never heard from again.

British crime author Agatha Christie published her first novel, *The Mysterious Affair at Styles*, introducing French detective Hercule Poirot to the fiction world on January 21st. Her books have only been outsold by the Bible and Shakespeare.

Famous births this month included actress Donna Reed, born in Denison, IA on the 27th and actress Carol Channing, born in Seattle, WA on January 31st. Reed lived in Tulsa for several years when her husband was employed at Williams Brothers Engineering Company. Actor and singer Mario Lanza was born in Philadelphia, PA on the same date.

This month's issue of "Popular Mechanics" announced the German development of an aluminum, four-engine passenger monoplane. The craft could carry 18 passengers and a crew of three (pilot, co-pilot and mechanic). Each engine developed 260 HP and the craft had a cruising speed of 130 MPH. Range with a full passenger load was 300 miles and the fully loaded weight was just under 10 tons. One wonders what passengers thought about riding in a commercial airliner that carried an onboard mechanic.

The same publication touted the development of a 'vacuum squeegee



One Hundred Years Ago Today (continued)

cleaner' mounted to the top of the windshield for shedding rain from an automobile windshield. Thanks to the march of technology, modern automobiles are equipped with variable speed electrical squeegee cleaners (windshield wipers). A

separate idea that apparently proved less successful was the development by an Oklahoma inventor of a fabric, fur or leather steering wheel muff to keep a driver's hands warm during winter operation. A covered wire cage into which the driver inserted his/her hands enclosed the steering wheel.



36 Plymouth Engine Swap

By David Turner

With Covid-19 eliminating most opportunities beyond the home front, I hope everyone is making use of this stay-at-home time to clear out a few projects in their workshops. That has been my ambition since March and progress now is somewhat evident. Without boring you with details of the rest, my replacement engine for the 1936 Plymouth business coupe is nearing readiness for installation in the car.

I obtained this engine from Bob Burch when I purchased the car from him in 2009. However, it was frozen and in need of a complete rebuild. As the engine in the car is a 1935 engine and not 1936, I really wanted to do the swap when I could. I eventually had to remove the head and rod caps and literally drive the pistons out of the block with a large hammer and long brass rod. I eventually got the block stripped and took it to a machine shop for cleaning and inspection. We found no cracks, so the rebuild began.

I had the block bored .030 and replaced the pistons with new ones from EGGE. The rod wrist pin bushings were replaced as well as all the rod and main bearings after turning the crankshaft .020". The camshaft looked fine, but I did replace the bearings in it. I had new valve guides pressed in and installed all new valves. The head and top of the block were both milled enough to get them flat. I have installed a new oil pump, a new fuel pump and a year correct Carter Ball & Ball Carburetor that I rebuilt. I regard it as a new engine!

It is now all repainted, reassembled and leak tested for oil and water leaks (there were several of each!). As soon as the

weather permits and my other commitments allow, I

plan to roll the engine on its stand outside on the driveway and start it to adjust the valves before installing it in the car. This engine is designed to have the valves adjusted hot, and not cold, which means adjusting them in the car can likely result in a burn or two!



I will keep you posted on my progress.



Former Region Member Donates Car to Museum

Charlie Kukral joined the Tulsa Region AACA in 1994. He served as a board member for about 6 years. If my memory serves me correctly, he was President in 1998 or 1999. We used to enjoy seeing Charlie drive his 1968 CHRYSLER 300 convertible to local AACA meetings and events. He ordered and bought the car new in 1968 while living in the Kansas City area. He lived in Tulsa during the 1990's. Charlie moved to Quartzsite, Arizona in late 2001 taking the CHRYSLER with him. Some of our Region members have been to Quartzsite, Arizona to visit Charlie. A few years ago, Charlie said he would like to donate the CHRYSLER to the "Heart of Route 66 Auto Museum" in Sapulpa but did not know how to get it there. I told him when he was ready, I would haul it to the Museum for him. In November he contacted Richard Holmes and said he was ready. I fulfilled my commitment; Joyce and I went to Quartzsite in December and brought the car to Sapulpa. A 2,627-mile roundtrip. Photos below.



Gasoline Alley

By Dan King, Editor

Dynaflow Borrowed for '53 Oldsmobile

1953 OLDSMOBILE "SUPER 88" \$2395 and up, \$2395, F.O.B.

O.H.V.
303.73 CID V8
(3 1/4" x 3 7/16"
BORE x STROKE)

165 H.P. @ 3600 R.P.M.
THRU B.J. COMPR.
3.23-3.64 GEAR RATIO

204" 160"
120" W.B.

TRAIL 12-VOLT ELECTRICAL SYSTEM AIR CONDITIONING OPTIONAL

OTHER EXTRAS:
POWER STEERING
POWER BRAKES
"Autronic Eye"
(AUTOMATIC HEADLIGHT DIMMER)

SOME LATE MODELS EQUIPPED WITH BUICK TWIN-TURBINE Dyna-Flow AUTOMATIC TRANSMISSION. A FIRE ON AUG. 12 TO AUG. 13, 1953, AT GM'S HYDRA-MATIC TRANSMISSION FACTORY (LIVONIA, MICH.) MADE SUBSTITUTIONS NECESSARY FOR 2 MONTHS. Dyna-Flow OLDSMOBILES were FIRST DELIVERED STARTING 9-4-53; Dyna-Flow CADILLACS and Powerglide PONTIACS STARTING 9-4-53.

HELPFUL PICTURES THANKS TO JIMMIE R.H. EVANS, SIOUX CITY, IOWA

14 TO 20 M.P.G. 18 GAL. FUEL TANK

110 M.P.H. 0-60 MPH IN 12 SECONDS!

Dear Friends — TELL US ABOUT YOUR FAVORITE OLD CARS. YES! ... WE'D LIKE TO HEAR FROM YOU! PLEASE WRITE TO "AUTO ALBUM," 1/6 THIS NEWSPAPER. 1A9 8-14

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*by Tad Burness
8/14/77*

Oldsmobile introduced its “Hydra-matic” automatic transmission way back in the late ‘30s; eventually, some other GM-built cars – and even cars of competing manufacturers – used the Hydra-Matic.

Yet for a brief time in later 1953 Oldsmobile and Cadillac were forced to “borrow” the Dynaflow transmission from Buick.

Why? Because of a devastating industrial fire which cost three lives and demolished GM’s \$35 million, 1,500,000 square feet factory at Livonia, Michigan, where Hydra-matic transmissions and Ternstedt body hardware were produced.

The fire lasted 12 hours. It began when a spark from a welding torch accidentally ignited a trough of rustproofing solvent oil.

Unfortunately, the flooring of the factory was surfaced in wood blocks, and when this flooring eventually ignited, the heat buckled the steel-supported roof structure.

After the fire, the mammoth factory resembled a heap of war ruins, but the bulldozers got to work quickly and cleared the wreckage. Production operations were moved elsewhere while the rebuilding went on.

Fortunately, Buick Dynaflow and Chevrolet Powerglide automatic transmissions could be substituted in other GM makes.

Oldsmobile’s Rocket v-8 engine, with overhead valves, had replaced the Oldsmobile straight-8 in 1949, and was an instant success.

Through the 1950s, Oldsmobile V-8s were known for their high performance.

Remember, in the early ‘50s, many other manufacturers were concentrating on L-head sixes or straight-eights – there was little else to rival the speed and snap of an Olds.

During 1953, 305,593 new Oldsmobiles were registered.

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 ...





It's Not the Cars, It's the Memories

*By Fred Trusty
Vice President - Membership*

At age 14, I got a copy of the Kentucky Drivers Manual. I read it front to back several times and memorized all the stopping distances and other important facts. If only I had that much enthusiasm for my schoolwork. On Sunday mornings I would get up and be ready for church long before it was time to leave. My mother would let me back her 1967 Oldsmobile Delmont 88 out of the garage about 10 – 15 minutes before it was time to leave. I would drive it the 200 feet or so down the driveway but I wasn't allowed to go into the street (or at least I didn't get caught) so I would go in reverse all the way back to the garage. Everyone told me that parallel parking was the hardest part of the driving test so I put chalk markings on the asphalt in front of the garage to simulate parking spaces so I could practice parallel parking. A couple of days after my 16th birthday I took the written test and easily passed. Then a couple of months later I took the driving test and after 2 years of parallel parking practice, I could parallel park that Olds blindfolded.

I now had a license to drive but no money for insurance, and gas. Having a car meant no more walking to and from school uphill both ways in the snow, or at least that's what my kids say about me. I could be one of the cool kids at school. I could be somebody. Oh, and let's not forget the biggest

motivating factor: girls. But getting a part time job after school meant quitting football. Hmm?

I started work at the Beechmont Key Market making \$1.60/hour. With some money I had saved from cutting grass and a loan from my father, I paid \$500 for a 1965 Ford Custom. The Custom was basically a Galaxy without all the options and trim but for some reason this one was equipped with factory air, automatic, power steering, power brakes, 352 CI engine, and a 4-barrel carburetor.

Cars invoke memories of our younger days. Have you ever noticed that when some people talk about their cars they have a gleam in their eyes? "I had one just like this in high school" or "The first date with my wife was in a car like this?" What are your memories?

I might not have a '65 Ford Custom anymore but I still have the memories. Now think of young people today. 20 years from now when they see a car on the show field, are they going to say, "Wow, my first car was a '95 Toyota Corolla. I drove it in high school during the 2020 Covid-19 pandemic." If you see a 90's car on the show field, don't think of it as just a used car. To someone younger, someday it might bring back fond memories.



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

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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 2021 Board of Directors and Officers

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

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