



Steve Schnitzer's trip to Auburn, IN for the annual Worldwide Auctioneers Classic Auto Auction included an extended trip to visit several historic automobile sites in Michigan. Last month we printed pictures from the Ford Piquette Avenue Plant. Another stop on Steve's Detroit visit was to the old giant Packard Plant.

Photos by Steve Schnitzer.

The Ohio Automobile company was founded in 1899 by James Ward and William Doud Packard. It later became the Packard Motor Car Company with its move to Detroit in 1902. The move was facilitated by several interested Detroit investors.

Over a number of decades, its factory on the East Grand Blvd. grew to approximately 3.5 million square feet. Some of the most opulent and exotic automobiles in the world emanated from this plant between 1902 and 1956.

During World War II the Packard plant was repurposed and expanded to build P51 Mustang, Lancaster bomber, and PT boat [Merlin engines](#) for the war effort.

Packard employed many women (“[The Packard Rosies](#)”) during the war to build and inspect the Packard engines. Packard production moved to a downsized plant on Connor Avenue in 1954 due to declining sales and revenues. Production in Detroit was stopped in 1956. In 1958 the plant was sold to [Edward Land](#) who begin leasing out individual buildings.

Since then, although portions of the plant have been converted to other purposes, the preponderance of the buildings have stood abandoned. Efforts at full-scale repurposing by the City of Detroit and several private investors have proven largely unsuccessful.



1910 Construction of 3rd floor for administration building.

Picture courtesy of Library of Congress



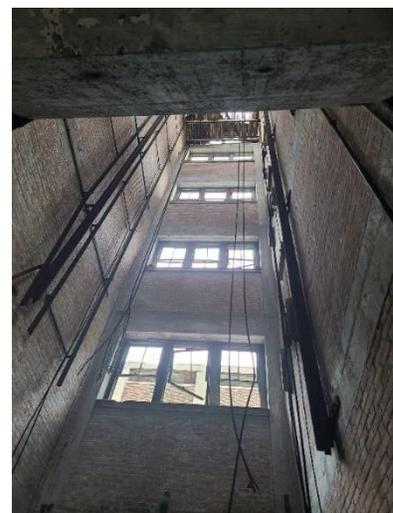
Factory after years of neglect.



"Build to Suit" attempt to attract new businesses to historic Packard Plant site.



Urban decay and razing of east side of factory.



6-story elevator shaft for moving industrial materials and automobiles between floors of Packard plant.



Interior of west end of plant. The narrow building width made it difficult to modernize for new automated assembly line machinery.



"For Lease" attempts to repurpose Packard Plant buildings.



Packard plant along Colcord Avenue.





President's Notes

by Steve Schnitzer, President

Greetings Fellow Enthusiasts, and Happy New Year.

For those of you not attending the Installation Banquet last Sunday the 23rd, a forewarning—your board nominated me to head our organization again this year and no nominations came from general membership.

Reality check: For better or worse folks, you are stuck with me as Tulsa Region president once again, after a three-year hiatus. However, my increasingly-retired lifestyle includes extensive travel, so your new VP Mike Halley and the Board have agreed to a “management by committee” format in my anticipated absences. Hopefully, between Mike, me, and your other capable members serving on this year’s board, we will experience a great year of activities.

My stated initiatives for our Club, for 2023, are

- 1) enlist new members to Tulsa Region, and
- 2) conduct as many activities (shows, tours, garage visits, etc.) as all will tolerate (empowering our first initiative.)

To accomplish #1, I am repeating a 2020 offer to the Board that *I will pay first-year national dues for the first 20 new initiates which you, our current members, bring in or are referred.* I ask the Board to comp local dues for same.

To accomplish initiative #2, Mike and I will work closely with David Turner, who has generously offered to repeat service as tour chairman for Tulsa Region again this year. We have three or four “cat in the hat” events/possibilities which we will announce at our Sunday Feb. 5 general meeting at Joanna’s.

This month’s program includes a slide-show of a member trip to Auburn-Detroit for the annual ACD (Auburn/Cord/Duesenberg) Festival & Auctions, plus tours on up to the old Packard Plant, the Ford River-Rouge complex, Fair Lane (Henry & Clara Ford) mansion, and the Packard Proving Grounds, in process of restoration in Shelby Township, MI.

See you shortly!

Steve





Tulsa Region AACA Meeting Minutes

by Joe Smith, Secretary/Treasurer

No Meeting was held in January

Meeting at Joanna Cooper's Car Emporium December 4, 2022 - 2:00 pm

President Joe Smith called the meeting to order with the pledge of allegiance. There were 30 people in attendance.

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

There were two guests: Jay Behm and Shayne Stevens

Joe welcomed our newest member, Ted Gose.

Jokes were told by Joe Smith, Mike Halley, Carolanne, and Chuck Mahan.

Bob Stratton had a problem with a ring and pinion, but no one had a name to help with a solution.

Ladies Only Luncheon is scheduled for Wednesday the 14th at 11:30 am at "Egg it On" in Broken Arrow.

Joe announced that the part time President for the club would be Steve Schnitzer, with Mike Halley filling in for him when needed. Joe Smith will round out the officers as Secretary/Treasurer.

Joe then requested one more volunteer for the calling committee. Carolanne Mahan volunteered.

Joe Smith then thanked Carolanne and Chuck Mahan for organizing the club's Christmas Party and the Installation banquet. The Christmas Party will be held at Jerry Shrader's event center at 8117 East 46th Street on December 11th at 1:30 pm. There will be a "Dirty Santa" gift exchange with a suggest value of \$15.00. The Installation Banquet will also be at Jerry Shrader's event center on January 22 at 1:30 pm. Chuck Mahan requested that everyone bring Awards of Merit or Distinction.

Bill Ruedy passed out a sign-up sheet to reserve a spot for the four remaining "feature automobile" spots in the Running Board Ramblings.

Chuck Mahan announced that he was ready to accept cash or check for the dues and parties.

Mike Halley passed out QT cash cards to Bill Ruedy and Chuck Mahan for coming in 4th and 6th in the War Bonnet/Hallett Road Rally.

A very interesting program on the direction automobile manufacturing is taking was given by Dave Craig, "Chief of Maps" for General Motors.

The meeting was adjourned to enjoy a birthday cake presented to Laura and Phil Judkins who both celebrated their 90th birthdays, Laura in October and Phil in November.

Chuck Mahan, Secretary 2022



Calendar of Events 2022

February

5 *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

9-11 Annual Convention, Williamsburg, Virginia

March

5 *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

April

2 *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

13-15 Southeastern Spring Nationals, Charlotte, North Carolina – Hornets Nest Region

30-May 3 Southeastern Divisional Tour (Up to 1998) Oak Ridge, Tennessee - E. Tennessee Region

May

7 *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

18-20 Eastern Spring Nationals, Gettysburg, Pennsylvania – Gettysburg Region

June

4 *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

25-28 Eastern Divisional Tour, Denver, Pennsylvania – AACA Library hosting

July

2 or 9? *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

6-8 Central Spring Nationals, Auburn, Indiana – Crossroads of America Region

16-22 Founders Tour (1932-1998) Ontario, Canada – Ontario Region

26-29 Special Eastern Summer Nationals Norwich, New York – The Rolling Antiquers Region

August

6 *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

10-12 Grand Nationals, Bettendorf, Iowa – Mississippi Valley Region

16-19 Vintage Tour (1931 and earlier) – Aroostook County, Maine – Maine Region

September

10 *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

14-16 *Special Central Divisional Tour (Up to 1998) Piqua, Ohio – Southern Ohio Chapter*

25-29 *Western Divisional Tour (Up to 1998) Santa Barbara, California*

October

1 *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

3-6 Eastern Fall Nationals, Hershey, Pennsylvania – Hershey Region

22-27 Revival AAA Glidden Tour (Pre-1943) Thomasville, Georgia – VMCCA hosted

November

5 *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

December

3 *General Meeting – 2PM at Joanna Cooper’s Car Emporium*

Tulsa region club events are in red bold italics print.

Recurring Events:

Every 3rd Wednesday – Ladies Only Luncheon – 11:30am at “Egg It On” in Broken Arrow

Every 2nd Wednesday - Owasso Cruise-In – at Owasso High School

Every Tuesday - Tulsa Tuesday Cruise - 4pm – 7:30pm - (Mar 14 – Oct) McAlister’s Deli – 91st & Memorial





by Tom McGahan

Garage Tour to Chief Eaton's January 21, 2023

Our AACA club was invited to join the Dragin Masters for a garage tour. The January cruise took place on Saturday the 21st. The Dragin Masters met at Braum's in Sapulpa at 10:15. Several members of the AACA Club met with us as did members of the Classic Chevrolet Club. The gathering proceeded to a location near the Liberty Glass Plant in Sapulpa and were welcomed by Chief Eaton.

Mr. Eaton had a wonderful facility that contained several Ford automobiles from an early Mustang to early dirt track racers and even a vintage tow truck. There was an astounding collection of historical photos, license plates, gas station memorabilia and neon signage.

A separate room was dedicated to model car and gas station memorabilia that was contained in numerous display cabinets. Really a great collection to view and discuss. Everyone had a good time.

The group walked a few yards to Sam's Southern Eatery for lunch. We were treated to a free sample of fantastic gumbo and we were able to choose from a fantastic menu. The owner and staff were especially polite and the service was great considering 40 to 45 people arrived at the same instant. This cruise was a great way to bring in the new year. All attendees owe Elbert Polk a huge THANK YOU for making the arrangements for the tour and lunch reservations.



Chief Eaton auto collection in his father's old wrecker buildings.



Chief Eaton's auto collection.



Chief Eaton's antique toy car collection.



Tulsa Region Installation Banquet

January 22, 2023



Joann Cooper, Lee DeBoer and Steve Schnitzer

Our Tulsa Region AACA had a wonderful meal at our installation banquet and awards ceremony. Many awards were presented and our board members and officers for the next year were installed.



Betty and David Turner and Jim Jones



Carolanne and Chuck Mahan



Clyde and Debbie Harding



Joe and Joyce Smith



Jane and Mike Halley



Bob and Vada Strattan



Bill and LaVon Ruedy



Chuck Mahan presenting Joanna Cooper a plaque for always extending her hospitality to the club.



Debbie Harding receiving a Big Cookie for being our Cookie person.



Bob Strattan is presented with a clock to help him keep time at the next rally so the "right" people win.



Tulsa Region Installation Banquet

January 22, 2023



David Turner received a "Plymouth rock" that still needs to have the date finished on it, in keeping with the amount of time it is taking to complete his car.



Mike Halley is presented with a sign for an easy rally course straight up Highway 169.



"Unsung Hero" award for LaVon Ruedy's help with the newsletter.



Debbie Harding presented a certificate to Joanna Cooper for everything she does for our club.



Carolanne and Chuck Mahan received certificates from Debbie Harding for bringing smiles to the club.



Bill and LaVon Ruedy were presented a certificate for "Consistent Dedication and Excellent Work on the Newsletter" from Debbie Harding.



David Turner gave Bill Ruedy an award for "World's Best Newsletter"



Joe Smith presented Jane Halley a plaque for giving the board a place to meet this last year.



Joe Smith received an award for wiping out Steve's yard lights when he helped pick up a car for the museum.



2023 Board Members installed Bill Ruedy, Mike Halley, Joe Smith, Steve Schnitzer and Lee DeBoer.



Plaque is presented to Joe Smith for being our president in 2022.



Joe Smith passes the gavel to incoming president Steve Schnitzer.



February

15th David Craig
25th Janice Jones
Derek Downey

March

31st Jim Jones



March

20th Randy and Linda Beeson

Sunshine Report

If you know of anyone we should include here, please let us know so we can share with the membership.



2023 Tulsa AACA Meeting Cookie Sign Up Sheet

February 2023	Debbie Harding	918-706-3536	Linda Beeson	918-455-2541
March 2023	Carolanne Mahan	918-492-0055	LaVon Ruedy	918-810-3956
April 2023	Jim Jones	918-798-1338		
May 2023	Tom McGahan	901-359-8002		
June 2023				
July 2023	Betty Turner	918-527-9561		
August 2023	Lee DeBoer	918-857-3022		
September 2023				
October 2023	Vada Strattan	918-663-9484		
November 2023	Marjorie Knickerbocker	918-272-2517	Penny Downey	918-438-8220
December 2023	Steve Schnitzer	918-855-4070	Bill Ruedy	918-407-5826

Revised 11/26/2022

Thank you to everyone who has signed up to bring cookies to our meetings. **We still have open spots available, so please sign up at our next meeting.** If you cannot bring cookies on your month, please contact our Cookie Chairman Debbie Harding at 918-706-3536. Expect a reminder call from Debbie before your month.



National AACA News

Rummage Box - Fall 2022



Recruitment is not a Seasonal Job

by Paula Ruby, Vice President - Membership

As we approach the conclusion of the 2022 year of Meets, Tours and Conventions we need to keep in mind that the job of getting new members never stops. Obtaining new members for AACA is a 365-day effort that falls on every-one's shoulders.

With the temperatures being so HOT this summer we will all be looking forward to the cooler Fall weather. There are still opportunities for regions and chapters to have many fun activities. Let's think about doing a driving tour to a pumpkin patch or apple festival. Usually at these festivals there will be other vendors set up so check and see if it would be possible for your region to set up a table. Be prepared to have with you some regular applications as well as Military Sponsorship Program applications.

If you have some past issues of *Antique Automobile* magazine that you can part with, have them available as well. Also look into participating in local Halloween and Christmas parades. We have discovered that the Cars and Coffee events on the weekends have been very well received. It gets people together in the morning for a couple of hours and they still have the rest of their day for family and friends.

Keeping our organization's name in the limelight will give us the opportunity to answer questions all about WHO we are and WHAT we have to offer.

If you have any ideas that have worked for your regions, please share them with me so that we can help other regions that are struggling to keep their membership growing.





by Randy Beeson

One Hundred Years Ago

The world continued struggling for peace in a turbulent postwar world. On February 1st, Mussolini formed a Fascist Voluntary Militia in Italy. Four days later he ordered the mass arrest of socialists and communists. The U.S. signed a friendship treaty with several South American countries on the 2nd.

On February 8th, the Nazi newspaper, the Volkischer Beobachter, became a daily, reflecting the growing popularity of the Party. Germany's Social Democrat Party spoke out against the continued Allied occupation of Germany's Ruhr region on the 10th. The Allies accepted Lithuania's occupation of Memel on February 16th. Unfortunately, the majority of Memel's citizens were German, and the reincorporation of Memel into the German Reich would be one of the minor causes of WWII. On the 23rd, Britain lowered the import duty on German goods from 26% to 5%.

Germany began to experience the ravage of hyperinflation as bread in Berlin rose in price to 2,000 marks/loaf on February 25th. In Italy, the Italian nationalists (blue shirts) and the Fascists (black shirts) merged on the 26th.

In other news, ethyl (leaded) gasoline was first marketed in Dayton, OH on February 2nd. Soviet Russia formed its Aeroflot airline on the 9th. Transcontinental air service began in the U.S. on February 22nd.

A general mine strike against wage cuts began in the Saar region of France on the 5th, while Belgian Borinage mine workers struck for higher wages on February 18th. Here in the U.S., a coal mine explosion near Dawson, NM killed 120 miners on the 8th.

Archeologist Howard Carter discovered Pharaoh Tutankhamun's burial chamber on February 16th. Here in the U.S., a mass arrest of mafiosi was conducted on the 24th.

In France, the work of finding and identifying the remains of U.S. doughboys buried on the battlefield continued. Families were given the choice of having their loved one's remains buried in a national cemetery in France or shipped home at government expense for burial. For those buried in France, the U.S. government would provide one-time ship passage for a soldier's mother to visit his grave.

Birthdays this month included test pilot Chuck Yeager, born in Myra, WV on February 13th, and actor Charles Durning, born in Highland Falls, NY on the 18th. On the other side of life, Wilhelm Röntgen, the German physicist who discovered x-rays died of cancer at age 77.

The U.S. Navy had just accepted its first all-metal monoplane for service. This was a scout plane that could be catapulted from a battleship. The crew consisted of a pilot and a gunner.

In a preview of coming events, an enterprising Seattle real estate agent was operating from a sedan converted as a real estate office. File cabinets were located on the vehicle's running boards. The 'office' was equipped with a desk and office equipment. A telephone extension was run to a nearby store.

An extension handle for the automobile hand brake lever was now available. This extension reduced the driver's reach for the lever while driving.





by David Turner

Unusual Old Automobiles Jones Six

According to the Sedgwick County, Kansas Museum, John Jones was a Wichita, Kansas Ford dealer who thought he could build a better car than Henry Ford. He produced approximately 3000 cars before the factory burned in 1920.



Jones Six entering the show field



Hayes Wire Wheel

Production began in 1914 with the car being successful and attracting financing from eastern bankers. I understand both trucks and passenger cars were produced though I have never seen an



Jones Six on the rainy show field at Metropolis.



image of the truck or know how many were produced. I have seen it reported, that initially at least, it used a Continental Red Seal Engine. I have seen other reports that it may have used a Lycoming engine as well.

I have been told that only seven of the cars survive including the one in the museum in Wichita. All the rest were owned by a single individual. The images here are of two of his cars that I photographed at the AACA Central Divisional Meet in Metropolis, Illinois in 2002.



Note the small hood louvers.

Interestingly, the owners name was Robert Anderson “Bob” Jones of Mount Juliet, Tennessee who passed away about a year ago on February 7th, 2022. I do not know the fate of the collection.

As a sidebar comment, I understand Clyde Cessna built his first airplane in a corner of the factory!

The Sedgwick County Museum in downtown Wichita displays a 1918 Jones Six in a Smithsonian worthy exhibit. It is worth a trip to the museum!



Clean and simple Jones Six dash.



by Bill Ruedy, Editor

Automotive Headlights Part I

In driving our antique automobiles, one must be always aware of the surroundings. First priority is safety. Safety for ourselves, passengers, and others. The ability to see the surroundings as we drive is paramount to the ability to react to changing conditions. Automobiles operate in all types of conditions, clear weather, inclement (rain, snow, fog etc.), daylight and nighttime. Automobile headlights enable the driver to see their surroundings. Headlight technology has benefited as illumination technologies have improved.

This series of articles will explore how headlights evolved from oil; acetylene gas powered and finally electric powered. Electric headlights have evolved to use incandescent, halogen, xenon, LED and laser technologies. Headlight history begins before the advent of electric lightbulbs.

Why did automobiles use oil burning or acetylene (Carbide) lighting instead of electric lights? Kerosene lamps were used in horse drawn carriages and worked well at slow speeds. Kerosene lamps continued to be used as side lamps in automobiles up into the 1910 decade. Automobile electrical systems consisted of magneto driven or battery driven ignitions that did not have enough electrical power to operate the light bulbs of the late 1800's and early 1900's. Early light bulbs were not suited to the high vibration automobile environment. Carbide (acetylene) powered gas light provided an alternative that could withstand wind, rain and higher driving speeds.

Carbide headlights use acetylene gas as the fuel source. [Carbide lamps](#) are powered by the reaction of calcium carbide (CaC_2) with water (H_2O). The reaction creates acetylene gas (C_2H_2). Acetylene gas burns with a clean white



[1913 Ford Model T carbide headlamps and kerosene side lamps](#)

flame, produces no carbon monoxide and uses less oxygen than other lamps. Acetylene gas was first discovered by Edmund Davy in 1836. A practical means to produce calcium carbide was discovered by Thomas Wilson in 1894. Carbide lamps were used about the same time for mining applications.

All Carbide headlights and miner lamps work on the same principle. The "generator" is a two-part container that holds water in the top



Carbide Generator lower half with carbide crystals.

compartment, and calcium carbide crystals (think small pea sized rocks) in the lower chamber. A valve allows water to drip into the



lower chamber on the calcium carbide crystals. Water interacts with the calcium carbide crystals to produce acetylene gas. The amount of gas produced depends upon how much calcium carbide is in the lower chamber and how fast the water is introduced. A Ford Model T generator used about 65 drops per minute (one drop per second) for its gas generation to two headlights.

The gas is allowed to escape through a hose (often a type of rubber hose) to be routed to the headlights. Most automobiles have brass feed tubes (not copper) that are connected to the generator and headlight by rubber hoses. Note: Copper reacts with acetylene to form an explosive mixture.

The carbide generators for Ford Model T are separated into two parts. The top part contains the water and drip valve controls. The bottom contains a wire basket and handle that is designed to distribute the water drops evenly upon the carbide crystals. The carbide crystals must be stored in a sealed container as any moisture in the air or surroundings will cause them to react and release acetylene gas.

Once the crystals are exposed to water, they will become depleted and must be removed. It requires about 4 oz. of carbide crystals for a three-hour use of a [miner lamp](#). The Model T headlights would run for about 45 minutes to an hour with 4 ounces of carbide crystals. There is no way to “turn off” the reaction once it starts. It may take a few minutes for the carbide lights to reach their maximum brightness. Once the automobile is at its destination the water drip must be stopped. Once the drip is stopped it may take 10, or 20 minutes or more for the acetylene gas generation to stop. Examples of use can be found on [YouTube](#) and are very interesting to watch

Cleanup of the carbide generators means one must remove the used carbide crystals (often a

wet gray mass in the bottom of the carbide generator), and cleaning of the headlight burners. The carbide crystals may have some impurities in them and research indicates lime deposits were common in the headlight burner assemblies. Cleaning the headlight burners typically involved in running a very small gauge wire through the gas outlet hose in the generator. After some use the gas feed lines were cleaned using compressed air.

Three businessmen (Carl Fisher, James Allison and P.C. Avery) formed the “Concentrated Acetylene Company” in 1904 to provide acetylene compressed gas cylinders for automobiles. The cylinders could be refilled and or swapped much like our backyard propane containers today.

In 1906 the company was renamed Prest-O-Lite company Inc. PREST-O-LITE cylinders were more expensive, but could be purchased as an option for most automobiles. The



Prest-O-Lite Cylinder

advantage of the PREST-O-LITE cylinders is that they could be turned off after use. The gas flow would cease immediately.

PREST-O-LITE began marking a starter assist by sending acetylene gas into the cylinders of automobiles about 1910. The starter was an attempt to keep the market share for Prest-O-LITE after automobiles began to change to electric lights.

Share Your Story!

Our club newsletter, **Runningboard Ramblings**, is only as good as you make it. We want to hear from you! We are always looking to feature articles from Tulsa Region members about your personal accounts of tours and shows you have attended, restoration projects, unique vehicle stories and history, and any other stories you think other AACA members would enjoy hearing about. And, of course, include plenty of photos to make your story come alive! Please send in your photos and stories to Bill Ruedy at: ruedy@valornet.com

Car Show Windshield Cards

By David Turner

As announced at the meeting a few months ago, I am willing to make laminated windshield cards for any member who wishes one for their car(s). All I ask is \$3.00 to cover the cost of materials and laminating. The lamination is 10 mils thick and quite rigid. As a result, they should be less likely to blow off the windshield in a heavy wind. They will all be 8.5" x 11" on white card stock. If you wish to order one, contact me or any of the club board members. An example shown below.



David Turner can be contacted by e-mail at drenrut61@gmail.com or phone 918-527-9560.

AACA Tulsa Region Magnetic Signs

You, too, can look as cool as Phil by ordering your very own AACA Tulsa Region magnetic signs. The folks who see your car on display or on parade will know that you are a member of the best car club of all. Let's put our best foot forward for all our public events.



The cost is \$65.00 plus \$5.53 tax equals \$70.53. The supplier is A&B Identity and to keep it simple they would prefer that all the orders come through Keith Jones. Please contact Keith Jones with your order. Lead time is about two weeks.



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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 2023 Board of Directors and Officers

<i>President</i>	Steve Schnitzer	918-855-4070	smsnitzer@wmconnect.com
<i>Vice President</i>	Mike Halley	918-576-3015	mehalley@yahoo.com
<i>Secretary/Treasurer</i>	Joe Smith	918-346-9877	cordman37@gmail.com
<i>Editor</i>	Bill Ruedy	918-407-5826	ruedy@valornet.com
<i>Member</i>	Keith Jones	918-313-5721	modeltservice@cox.net
<i>Member</i>	Lee DeBoer	918-857-3022	

AACA Runningboard Ramblings

Editor: Bill Ruedy

Editor e-mail: ruedy@valornet.com

Web Site: <https://tulsa.aaca.com/>

Webmaster: Chuck Mahan

Webmaster e-mail: chuckles_mahan@yahoo.com

Facebook: Antique Automobile Club of America Tulsa Region

