



*1981 DeLorean Owned by Walter and Marjorie Knickerbocker*

The original DeLorean Motor Company operated in Northern Ireland from 1975 through 1982. Less than 9000 cars were built in 1981 and 1982 before the company went into bankruptcy. The DeLorean automobile was known for its stainless steel body and iconic gull wing doors. The car is the center of

attention wherever it is shown due to the “Back to the Future” movie series. The first “Back to the Future” movie debuted in 1985. The second film of the franchise was released in 1989 and the third in 1990. All three films were produced after the Delorean Motor Company went in to bankruptcy.



by Walter Knickerbocker

# 1981 DeLorean

In the spring of 1982 our daughter and her husband, who lived in Tulsa, Oklahoma, called to say they had seen a DeLorean at a stop light with a For Sale sign and a telephone number in the window. I made a trip from Chester, New Jersey to Tulsa, called the owner to see the car and agreed on a price. The owner agreed to store it until my wife and I could arrange a flight to Tulsa and drive our 1981 DeLorean back to New Jersey. It was quite an experience, as I owned a 1936 Ford, and this handled quite differently. We loved the gullwing doors and the stainless-steel body. We sure had a lot of “Thumbs up” on the highway. We remembered seeing the lot in Bedminster, New Jersey full of DeLorean cars, as it was one of the import lots from Northern Ireland, and now we owned one.

In 1986 we moved to Michigan and joined a local DeLorean club. It was very impressive to see 10-20 DeLorean cars pull into a lot, everyone looking the same, and all the gullwing doors open.

In 1992 the DeLorean’s new home was in Oklahoma, where I joined the National AACA club and the AACA Tulsa region. I now used the DeLorean in parades and local car shows. Children

were excited to see a car like the one used in the “Back to the Future” movie. For a local show I made a mock-up, complete with jet tubes, flux capacitor and out rigger wiring to look like the “Back to the Future” time machine. I used vacuum cleaner hose and old vacuum cleaner accessories, an oil collection pan, aerosol bottles, Christmas tree roping lights and old computer parts for this project. I only removed the air dam and set the removable mock-up on the car, so as not to damage the vehicle. The children were thrilled to sit in the car, and if the parents had a camera, they could have a picture of the kids in the car.



1981 DeLorean



Engine compartment of the DeLorean

In May of 2006, now being 25 years old, the DeLorean won its 1<sup>st</sup> place junior award at the AACA Central Division meet in Waco, Texas. In June 2007 it received a Senior award at Detroit Lakes, Minnesota and on September 18, 2009 it was awarded a First Place Grand National Award in Topeka, Kansas.

The DeLorean has always been driven to and from meets, never trailered, has never been restored, just maintained. Currently with only 26,000 miles on it, my wife and I have many more miles of enjoyment to look forward to in the future.





*by Steve Schnitzer, President*

# President's Notes

Dear Fellow Classic Auto Enthusiasts,

Those in attendance at the February general meeting know we covered a lot of “official business” and current year forward-planning. Now we enter the “fun stage”, living-out those plans made for 2023.

First up is our March 11 tour to Wheels of the Past in Agra. We have made several visits previously to this facility and all have been tremendously engrossing. “Wheels” is a restoration business specializing in our types of passion: Factory-correct restoration of classic automobiles, essentially returning them to their glory at birth. I will again ask David Turner to review those plan details at Joanna’s on Sunday the 5<sup>th</sup>. Be sure to attend this month’s general meeting so you may attune your schedule.

Also addressed in last month’s meeting are our efforts to bolster interest in AACA Tulsa Region by joining ranks with other Tulsa area car clubs for allied events. So far these are forming up to include Tin Lizzies of Claremore, the Owasso Kruze-In, and GCCG – the

Tulsa area Corvair Club. I will ask Joe Smith and Mike Halley to briefly address these clubs, where they meet, and what activities of theirs/ours we might co-join.

We have our first “official” car show scheduled for Smitty’s Garage in Owasso on Saturday May 6<sup>th</sup>, with a weather date of May 13. Please plan to bring your steel baby (or two) for this event, because—as we discussed at February’s meeting—it may be the first time the Club will be compensated for throwing a car show. Such a deal!

Other possible exciting events lie on the horizon, like a return trip to Enid to see the dynamic Groendyke collection. Check under leaf for the activity-by-month calendar which Bill Ruedy assembles/updates monthly, to stay abreast of all. And remember, the Board is always open and receptive to general membership input on suggested events you may be aware of—please let us know!

See you next Sunday,  
Steve





**Tulsa Region AACA  
General Meeting Minutes  
February 5, 2023  
Joanna Cooper's Car Emporium**

*by Joe Smith, Secretary/Treasurer*

Pledge of Allegiance

Introduction of new members; Amy Baker, Steve & Cherry Harding, Jack Lukert and Deborah Massey.

32 members were in attendance.

Steve introduced himself as the new President for 2023.

Joe Smith gave the Treasury Report and read the Minutes of our last meeting.

Jokes – Carolanne Mahan, David Turner, Steve Schnitzer.

Solutions to car problems – none mentioned.

Ladies luncheon – On February 28<sup>th</sup> at “Egg It On” in Broken Arrow

Men's Luncheon – Every Wednesday at Mom's located at 116<sup>th</sup> & Garnett in Owasso 12:30

Cookies – Debbie Harding pleaded for more volunteers to provide cookies.

Steve – He will pay national dues for the first 20 new AACA members in 2023 and the Tulsa Region will provide free Local dues for those first 20 in 2023.

Steve introduced the 2023 Board of Directors – Steve as President, Mike Halley as VP, Joe Smith as Secretary/Treasurer, Bill Ruedy as Editor, Keith Jones whom gets badges for new members and Lee DeBoer.

David Turner – Announced our March 11<sup>th</sup> tour to Wheels of the Past just north of Agra,

Oklahoma. They make steel bodies of 1935 Auburns for the ACD Company in Broken Arrow. Gather at the Heart of Route 66 Auto Museum in Sapulpa and leave there promptly at 9:30 to caravan to Cushing for a pitstop at McDonald's and then caravan to Wheels of the Past. Group Lunch after our visit, at Steer Inn in Cushing.

David Turner – Mentioned a potential overnight tour to Sulphur, Oklahoma with 2 or 3 days of local touring to be Model T friendly. Probably 2 nights with local trips to Turner Falls and other tourist attractions.

Steve – A car show in late April or early May at Smitty's Garage in Owasso. Please invite other car clubs. The club will get some income from the event.

Mike Halley – He will handle the Veterans Day Parade in November.

Other potential Tulsa Region participation

- AAA RoadFest at Expo in June 23-25
- Heart of Route 66 Auto Museum in Sapulpa – July or August
- Little Light House car show - September or October
- Oldies/Goodies Car Show in Dewey – Date?
- Hogs & Hot Rods Car Show in Collinsville – June?
- Keystone Peninsula Garage Tour – Date?
- Route 66 Patriot Fest in May in Redfork – May?



- Wings, Wheels & Wishes – Collinsville Airport – August?
- Robbers Cave Car Show – October 21
- Groendyke Car Collection in Enid – When?

Steve – We need to network with other car clubs and include their hyperlinks in our newsletter and website.

Mike Halley – AACA National is giving one-year free memberships to Military Veterans and Active Military. They just gave one to a 20-year veteran in Sand Springs that Mike is encouraging to visit the Tulsa Region.

Steve – Gave various thank you’s to members for their work in 2022.

David – Presented more awards that were not presented at the Installation banquet.

Joanna Cooper – She will attend the AACA National Convention in Williamsburg, Virginia and accept a Newsletter Award for Editors Bill & LaVon Ruedy

Steve – Re-introduced one of our youngest members Andrew Berryman. Andrew mentioned he is an Automobile Detailer and sells soap.

Joe Smith

## Links to car sites:

[Tulsa Region AACA](#)

[Tulsa Region AACA Facebook](#)

[National AACA](#)

[Model A Club of Tulsa](#)

[Model T Ford Club of Tulsa Facebook](#)

[Early Ford V-8 Club Tulsa](#)

[Corvette Club Tulsa](#)

[Tulsa Classic Thunderbird Club of Tulsa Facebook](#)

[Route 66 Cruisers Car Club Claremore](#)

[Heart of Route 66 Auto Museum](#)

[Oldies 'n Goodies Car Club | Bartlesville OK | Facebook](#)

[Green Country Corvair Group](#)





# Let's Tour!!!

by David Turner, 2023 Tour Director

Hello everyone! I have agreed to again serve as Region Tour Coordinator for the coming year.

The first event planned has been announced several times, but below are the final details as I know them.

***Saturday, March 11 – Day Trip to Wheels of the Past near Cushing, OK.***

Dennis Francis, simply put, is a wizard when it comes to metal working. His shop continues to produce incredible work for now mostly pre-WWII automobiles. If you have never seen his work, you will be amazed! If you have seen his work before, like many of us, you will still be amazed!

We will gather at the Heart of the Route 66 Museum in Sapulpa and will depart promptly at 9:30AM. Joe Smith has indicated that he will have the building open.

We will caravan to Cushing with a restroom stop at McDonalds before caravanning on to the Wheels of the Past. We should arrive at wheels of the past shortly after 10:30. After we have toured the facilities and asked all our questions, we will return to Cushing to the Steer Inn for lunch. They are expecting us.

The Oklahoma Region of Vintage Chevrolet Club of America and the “Draggin Masters” of Sapulpa will be joining us for this tour and for lunch.

Wheels of the Past is located at 2320 Agra Road, Cushing, OK 74023 according to Google Maps!

Hope to see you all there!

**David Turner – 2023 Tour Director  
918-527-9560**





# Mike's Musing

by Mike Halley – AACA Board Member

Inspired by a photo of a red pickup texted to me from an old friend, I was told, “Got my new Ford Lightning today.” And then asked, “Would you be up for a ride Sunday?” I was tempted to respond with something about my disinterest in Ford trucks, but held off, responding in order to Google “Ford Lightning.” Lo and behold, Ford Lightnings are the blue oval’s fully electric pickup. Now that’s interesting enough to set aside my pickup truck biases and reply, “Certainly! Come on down!”

Sunday came around and a red pickup appeared in our driveway followed by a doorbell ring. Mary Jane and I invited Andy and Carol inside and gave a tour of our new digs. Donning our coats, we all loaded into the pickup so Andy could show off his new toy. Turning right onto 15<sup>th</sup> Street – opposite our normal escape – Andy did an about-face at the dead end, lined the truck up and said, “Check this out” before laying into the accelerator (that can’t be called the ‘Loud Pedal’ any longer). With an electric motor on every corner the acceleration - slightly uphill - was truly eye-opening! I was immediately concerned for the strength of the seatback I inhabited as the abundant torque had me wondering whether I’d be unceremoniously displaced to the rear seat.

Our “ride” in the new pickup took us to the Keystone Ramp where Andy mentioned that there may be pieces of the original State Route 51 still to be found in that area. As someone who has spent most of his 75 years in this part of the state, he was aware of the pre-Keystone Lake alignment of the highway. His comment is what set me to researching maps of Oklahoma roadways from across the decades and inspired this follow up article to last November’s AACA road rally launch.

For those of you who ran the “Visite Des Pistes de Course” road rally/tour last November and wondered about turning west from Avery Drive onto Rte. 51 then turning south to cruise past the



## Mike racing? at Hallett Motor Racing Circuit

Meadow Lake Ranch before turning westbound on 41<sup>st</sup> Street you’ll be interested to know that was how I got you all to the original configuration of Coyote Trail. Take a peek at the affiliated 1955 Tulsa County map excerpt and you’ll notice that, back then, there was no 41<sup>st</sup> Street on which to continue westbound! At the first Coyote Trail stop sign you connected with 41<sup>st</sup> Street again before proceeding to Campbell Creek Road, where there was a lot less hazardous intersection to use for rejoining State Route 51 headed for Mannford (and what’s left of the War Bonnet Raceway Park facility). As it turns out, you didn’t cover half of Coyote Trail but if you had pressed on all the way to the Keystone Ramp, you’d have been very close to the homes of two current AACA officers (under the map’s diamond “51” designator), and likely touched a piece of the original State Route 51 alignment (that is no doubt mostly underwater these days). For your personal research pleasure, that map is available at: <https://dc.library.okstate.edu/digital/collection/OKMaps/id/6634/>

Once you completed a lap and a half of the former War Bonnet race circuit the trip to Hallett Motor Racing Circuit found you negotiating BOTH of Mannford’s traffic signals before turning north on State Rte. 48. A few miles later you should have taken a left onto the twisty & lumpy Terlton Truck Trail to eventually cruise through that road’s namesake (which boasts both a Post Office AND a dispensary - but zero traffic lights). Continuing westbound on a surprisingly well built (near state highway spec) chunk of roadway you turned northbound on State Rte. 99 in Jennings. A few miles and route instructions later you found yourself at the racetrack’s gate shack before signing your life away and being released to traverse Hallett’s newly constructed access tunnel into the Paddock.

As a complete aside, I was the resident caretaker of the Hallett MRC facility the first two race seasons



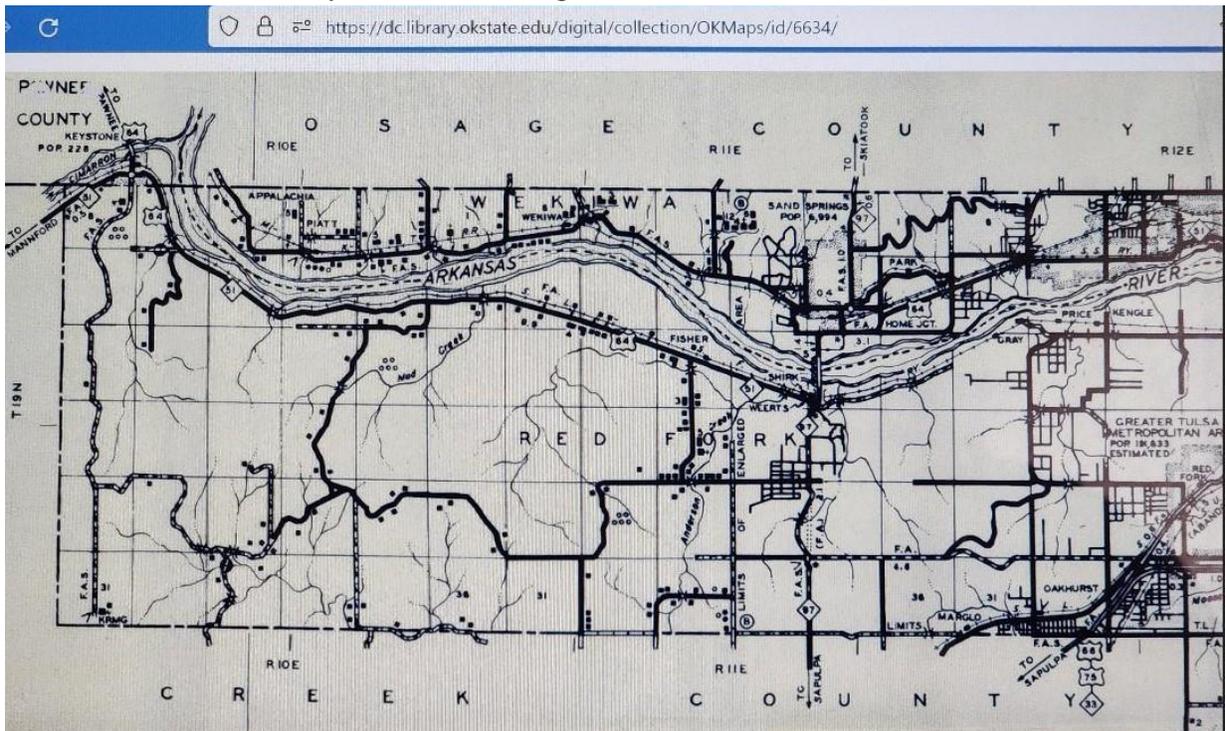
it was open (1977 & 1978). Across the street from the main building is a power pole, a 45-year-old water well (that has since been connected to the main water well west of the main building) and an even older, truly historic, water source. Believe it or not, there's a hand dug, rock-lined, frontier-era well near where my mobile home resided. That explains why Hallett's front straight was named the Frontier Straight.

Care for a little more HMRC trivia? Can do!

At the end of the Frontier Straight is the first turn which is known as Dead Horse because a horse skeleton was found when construction of the track began in 1976. After negotiating Dead Horse you'll be on a straight that parallels the Cimarron Turnpike which, unsurprisingly, is named the Cimarron Straight. The second turn negotiated during that noon-time 'ride around/drive around' parade in November is called "Bus Stop" because it's the tightest, slowest corner of the 10 turns that make up the track. From the second turn you're headed uphill to a 2-turn sequence known as "The Compromise Turns." That moniker is due to the fact that the circuit changes direction at the crest of a hill! Next up is sweeping Turn #6 which is erroneously called "Everybody's Favorite," but it's misnamed because it's not my favorite. The straight

stretch that connects Turn 6 to my favorite part of HMRC is called the "Cannonball Baker Memorial Straight" followed by a sweeping, uphill left which is the first part of a three-piece section of the circuit known by us old timers as "The Bitch." That label is thanks to the fact that you can carry a lot of speed into that sequence of turns the driver gets to tackle another change of direction at a hill crest before plummeting down a small hill into a tight, square right turn that leads uphill. After that it's the Martin House Straight (replete with active Purple Martin houses), and the Richard Calhoun final turn that finds cars back on "The Founder's Straight." The facility's other features with interesting labels include two bodies of water (Veronica Lake and Lenny Pond) along with the sewage lagoon called Loch Mess.

For those of you who missed the "Visite Des Pistes de Course" road rally/tour last November be aware that in a few years Hallett Motor Racing Circuit will celebrate its 50<sup>th</sup> anniversary so that might be a good time for AACAsers to revisit Oklahoma's only active road race facility. If you'd like to learn more even sooner then be sure to visit <http://www.hallettracing.net> to peruse their 2023 schedules and see what events that might interest you.



# 2023 Calendar of Events

## Recurring Events:

- Every 3<sup>rd</sup> Wednesday – Ladies Only Luncheon – 11:30am at “Egg It On” in Broken Arrow
- Every Wednesday – Men’s Luncheon – 12:30pm at Mom’s Diner – 11691 N Garnett in Collinsville
- Every 3<sup>rd</sup> Saturday of each Month April 15<sup>th</sup> – October 1-3pm – [Tin Lizzies and Classics Car Show](#) at Will Rogers Memorial Museum in Claremore – Free Admission, People’s Choice Awards.
- Every 2<sup>nd</sup> Wednesday - Owasso Cruise-In – at Owasso High School
- Every Tuesday - [Tulsa Tuesday Cruise](#) - 4pm – 7:30pm - (Mar 14 – Oct) McAlister’s Deli – 91<sup>st</sup> & Memorial

*Tulsa region club events are in red bold italics print.*

## March

- 5** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- 11** *Tour to “Wheels of the Past” in Agra, OK – Details in newsletter*
- 17-18 [33<sup>rd</sup> Annual National Pre-War Swap Meet](#) – Chickasha, OK
- 24-26 Corinthian Vintage Auto Racing group at [Hallett Motor Racing Circuit](#) (pre-1979 race cars)

## April

- 2** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- 8 [The Harper’s Hut Classic Car Show](#) Pogue Airport, Sand Springs, OK
- 13-15 Southeastern Spring Nationals, Charlotte, North Carolina – Hornet’s Nest Region
- 21-22 [Tulsa Swap Meet](#) – Kellyville, OK
- 30-May 3 Southeastern Divisional Tour (Up to 1998) Oak Ridge, Tennessee - E. Tennessee Region

## May

- 6** *Tulsa Region AACA Sponsored Car show At Smitty’s Garage in Owasso*  
*Rain Date – May 13*
- 7** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- 18-20 Eastern Spring Nationals, Gettysburg, Pennsylvania – Gettysburg Region
- 27? [Route 66 PatriotFest](#)- 3770 Southwest Blvd, West Tulsa, Ok.
- TBA Bruce Ricks Tour with Sapulpa Draggin Masters

## June

- 4** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- 10 The 2023 Euro Motor Extravaganza – Charles Page Triangle Park, Sand Springs
- 10 The Hogs ‘N’ Hot Rods Car Show Collinsville, OK
- 23-25 [AAA Route 66 Road Fest](#) – Tulsa Expo Center
- 25-28 Eastern Divisional Tour, Denver, Pennsylvania – AACA Library hosting



## July

- 2** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- 8 [All-Mercury Invitational Car Show](#) – Tulsa Expo Center
- 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 Spring Nationals Norwich, New York – The Rolling Antiquers Region
- TBA** *ACA Tulsa Region Membership event at Heart of Route 66 Auto Museum in Sapulpa OK.*

## 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
- TBA [Wings Wheels & Wishes](#) – Collinsville Airport
- TBA Owasso VFW Car Show

## September

- 9 [Sapulpa Route 66 Blow-out](#)
- 10** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- 14-16 Special Central Divisional Tour (Up to 1998) Piqua, Ohio – Southern Ohio Chapter
- 16 [Oldies ‘n Goodies Car Show](#) in Dewey OK
- 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
- 21 Robbers Cave Car Show
- 22-27 Revival AAA Glidden Tour (Pre-1943) Thomasville, Georgia – VMCCA hosted
- TBA [Little Lighthouse](#) Car show

## November

- 5** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- TBA** *Veterans Day Parade – Organized by Mike Halley*
- TBA** *Veteran’s Day Tour to Hallett Motor Racing Circuit – Organized by Mike Halley*

## December

- 3** *General Meeting – 2PM at Joanna Cooper’s Car Emporium*
- TBA** *ACA Tulsa Region Christmas Party*





**March**

31<sup>st</sup> Jim Jones

**April**

- 1 Melvin Burton
- 10 Suzy Lytle
- 13 Jeff Lytle
- 15 Chuck Mahan
- 20 Jack Lukert
- 26 Tom McGahan



**March**

20<sup>th</sup> Randy and Linda Beeson

**April**

- 9 Mark and Carla Randel
- 12 Richard and Lina Holmes
- 28 David and Betty Turner
- 30 Clyde and Debbie Harding
- 28 James and Amy Baker

## 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	Amy W Baker	918-638-8229
May 2023	Tom McGahan	901-359-8002	Carolanne Mahan	918-492-0055
June 2023				
July 2023	Betty Turner	918-527-9561	Grant Aldrich	918-230-3991
August 2023	Lee DeBoer	918-857-3022	Clyde Harding	918-693-7450
September 2023	Cherry Hardie	918-809-8814		
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 2/5/2023

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 - Winter 2023

### Generations

*by Fred Trusty, 2023 AACA President*

According to most car clubs, the old car hobby has been on the decline for several years. The reason, they say, is older members are aging out and younger people aren't interested in cars. The silent generation (1925 – 1945) is now between 78 and 98 years old and the baby boomer generation (1946 – 1964) is now between 59 and 77 years old so it makes sense that we are losing a lot of members over the age of 59. Let's take a look at some of the other generations. The years can vary depending on the source.

Generation Z (1997 – 2012) 11 – 26 years old. Gen Z has a completely different view of the world than other generations. They grew up with cell phones, social media, same sex marriage, global terrorism, and tend to have an entrepreneurial spirit. They freely admit that they are digital device addicts, value financial security, but yet they have very little loyalty toward their employers. They look up to their role models based on career and financial success and tend to have the least disposable income.

Millennials (1981 – 1996) 27 – 42 years old. Millennials grew up with computers, the internet, cell phones, the environmental movement, and are tech dependent. A smartphone is more than an electronic device, it's a part of who they are. Most were starting their careers after the 2008 recession which reduced their earning potential, and they also have more debt due to increased college tuition costs but more of them are college educated compared to other generations. They are also likely to have less disposable income due to the higher debt. They seem to be more idealistic, too. It's not just working for a paycheck; it's working for a purpose or a cause.

Generation X (1965 – 1980) 43 – 58 years old. Gen Xers have been described as independent and try to balance their work and personal lives. Typical Xers have a do-it-yourself attitude, are tech savvy but not tech dependent, and lean toward casual in their style of dress. Oil leaking around the valve cover your 2004 Honda Civic? Watch a YouTube video, order the part online, and do it yourself. Their kids are in high school, college, or

working full time. They're starting to think about grandkids and taking care of their aging parents. Some are starting to have some disposable income due to kids moving out and the passing of their parents. "I remember riding in dad's antique car as a kid and you know, I think I can get it running again. Dad would have loved to see me driving it."

By now you're probably thinking, what do generational differences have to do with car clubs? In order to market a product, you have to know your market window. Everyone talks about getting younger people involved in the hobby and that's great. Plant the old car seed in a youngster and hopefully when they grow up, they will embrace the hobby. But let's face it, most people under the age of 25 have very little disposable income and very little free time. School, sports, and a part time job take most of their time. So, what about the 26 – 45 age group? This demographic is in the middle of their careers and have families, so their money and time are also limited. I'm not saying that no one under 45 likes old cars. All I'm saying is that their lives are so busy they don't have the time. I look back to when I was that age. A man that I knew tried to get me to join AACA. I told him I didn't have time for a club. I have a full-time job, a small business, a farm, and three kids playing soccer. I barely have time to sleep. Fortunately, he was persistent, and I finally joined the KYANA Region a few years later after our son graduated from high school. Our oldest daughter was in high school and driving so we were no longer a taxi service for her. That left our youngest daughter who was still in middle school but being a taxi for one kid takes a lot less time. It wasn't until she graduated that we began to have some free time.

The point that I'm trying to make is to be mindful of younger people's hectic lives when trying to recruit them. Us baby boomers were once as busy as they are so be patient. When they reach the 45 – 65 age group is when they start to have some disposable income, free time, and start thinking about their youth. That is when they are most likely to join a club.





*by Randy Beeson*

# One Hundred Years Ago

On March 3<sup>rd</sup>, the U.S. Senate rejected membership in the International Court of Justice. The following day, Lenin's final article was published in Pravda. On the 15<sup>th</sup>, he suffered his third and final stroke.

On March 14<sup>th</sup>, the Allies accepted Lithuania taking East Galicia in Poland. On the same day, the German Supreme Court banned the Nazi Party. However, the Bavarian Interior Minister refused to ban the Nazi SA (Brown Shirts).

U.S. Secretary of State Charles Evans Hughes refused to recognize the Soviet Union on March 21<sup>st</sup>. On the 25<sup>th</sup>, Britain granted autonomy to Trans-Jordan. On March 31<sup>st</sup>, French troops fired on workers at the German Krupp factory, killing 13.

Here at home, Montana and Nevada became the first states to enact old age pension laws on March 5<sup>th</sup>. American inventor Lee de Forest demonstrated his sound-on-film moving pictures in New York City on the 13<sup>th</sup>. Meanwhile, President Harding became the first U.S. President to pay taxes the following day.

Having married Russian poet Serge Essenine on April 1, 1922, prior to passage of the Cable Woman's Separate Citizenship Law passed by Congress on September 22, 1922, the U.S. Government revoked dancer Isadora Duncan's U.S. citizenship on March 9<sup>th</sup>. Miss Duncan hadn't helped her cause by her denunciation of America and American institutions.

On March 17<sup>th</sup>, President Harding approved Secretary Hughes's rejection of the Allies' plea

for a reduction of the \$256M bill for maintenance of the American Army of Occupation in Germany. The Allied reparations commission had requested a \$30M reduction based on the U.S. sale of German ships that had been impounded here. However, the U.S. did agree to a 20-payment plan given European financial conditions.

On March 6<sup>th</sup>, the St. Louis Cardinals announced their players would begin wearing numbers on their uniforms. Finally, the first dance marathon was held in New York City on the 31<sup>st</sup>. Alice Cummings set a record of 27 hours with six partners.

Birthdays this month included TV sidekick Ed McMahon, born in Detroit MI on March 6<sup>th</sup>; U.S. Navy captain and astronaut Walter (Wally) Schirra, born in Hackensack, NJ on the 12<sup>th</sup>; American motor sports entrepreneur Andy Granatelli, born in Dallas, TX on the 18<sup>th</sup>; and French mime and actor, Marcel Marceau, born in Strasbourg, France on March 22<sup>nd</sup>.

The Washington Times was reporting that brass was out of style for automotive trim, with REO among the first manufacturers to eliminate brass with black paint or nickel plating. Hupmobile introduced a new two-passenger coupe at the Washington automobile show. The new model reportedly generated significant interest among those interested in a second automobile.

Essex announced another \$100 price reduction on its sedan model. The price was now \$1,145 FOB the factory. This was \$350 less than the 1922 introductory price for this model.





by David Turner

# Unusual Old Automobiles

## 1904 Sandusky Courier

I attended my first AACA Meet in Topeka, Kansas in the mid-1990's to photograph the automobiles. This automobile immediately caught my eye as the owner was preparing it for the show. Vicky Anderson, the owner with her husband Les, had all the time in the world to visit with me about the vehicle as she was busy polishing everything about it.



*Les Anderson driving onto the show field*

Vicky and Les would become good friends of Betty and me and we regularly exchange Christmas cards with one another. We are hoping to see them again at Chickasha next month as they scout parts for their restoration business as well as for themselves.

Les and Vicky have the market cornered on this brand of automobile. As far as I know today, they own the two known examples of a Sandusky.

The Sandusky was one of many early attempts to produce a low-cost automobile. Produced for only three years by the Sandusky Automobile

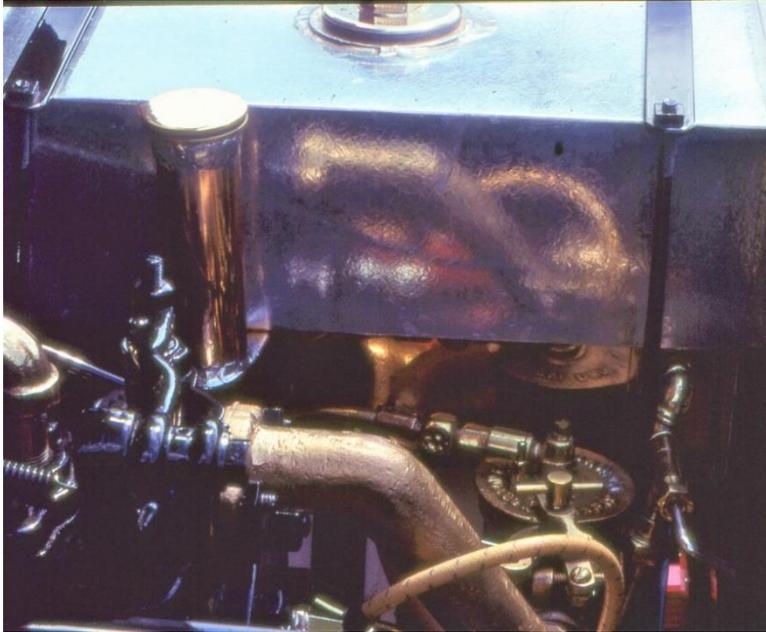


*Name Plate*



*Single Chain Drive*





*Engine Compartment*

Manufacturing Company by a seemingly unstable ownership, the number produced seems to have been quite low.

Power came from a 5hp single cylinder engine. A two-speed transmission powered the vehicle with a single chain drive.

Les told me that he had to fabricate the fenders for this car from an image in an advertisement, as no original fenders were available. I think he did a fine job!

I always enjoy seeing this car run as it is driven onto the show field with its' socks on its white rubber tires. I understand that Les and Vicky have run it in the New London to New Brighton run in Minnesota. I do not know if it wore its socks then!



*Cyclops Headlight*



*On the Show Field in Rochester, Minnesota*



by Bill Ruedy, Editor

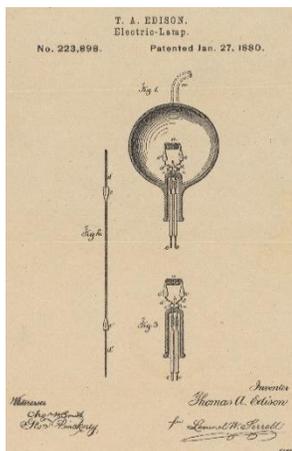
# Automotive Headlights Part II

The second part in the headlight series will explore early electric headlights. A short history of how light bulbs evolved will help understand how headlights evolved. Lights using electric arcs were known in the early 1800's. In 1800 Sir Humphry Davy discovered a short-pulse electrical arc that used carbon rods with a small space between them. The electric carbon arc light was born. Arc welders today use a similar technique with different metal rods to join materials. The first incandescent light was created by Humphry Davy in 1802 by passing current through a thin strip of platinum. The light was dim and not long lasting enough to be useful. Davy then created a practical electric carbon arc lamp in 1806. The carbon-arc lamp was used in streetlights in London, but required high daily maintenance. They also emitted a continuous humming sound and required a lot of electrical current to operate. The light was too bright to be used in homes.



[yablochkov Candle Carbon Arc Lamp](#)

[Thomas Edison](#) set out to create a high resistance lower light output bulb for use in a home environment. The light bulb Edison created in 1879 was the result of testing many different materials for the filament. The carbonized cotton thread element in a



[Thomas Edison Light Bulb](#)

vacuum sealed glass bulb proved to provide a high resistance and soft orange glow. The bulb burned for about 15 hours which was much longer than previous attempts.

The first [electric headlamps](#) were introduced in 1898 as an option on the Columbia Electric Car made by the Electric Vehicle Company of Hartford, Connecticut. They were not in widespread use in other automobiles. The filaments had a short life in the harsh automotive environment. It was difficult to produce dynamos (generators) small enough and powerful enough to provide current for the lights.



*Magneto driven replacement headlight bulb circa 1915 courtesy of [Lang's Old Car Parts](#)*

Some [research](#) says Peerless made electric headlamps starting in 1904. They became standard by 1908. The picture of a [1909 Peerless Model 25 raceabout](#) appears to have carbide brass headlamps. Sometimes history gets a little bit murky. [Pockley Automobile Electric Lighting Syndicate](#) marketed the world's first electric car-light as a complete set in 1908. The set contained headlamps, sidelamps and tail lights that were powered by an eight-volt battery.

In 1909 Charles Kettering and Edward A. Deeds founded the "[Dayton Engineering Laboratories Co](#)" (Delco), and created a high-energy spark ignition system. Henry Leland ordered 5000 ignitions sets for Cadillac in 1909. This ignition system was introduced on the 1910 Cadillac. In 1912, Cadillac integrated the electric headlights with this ignition system forming the [modern vehicle electrical system](#).



The Guide Lamp company introduced “dipping” (low-beam) headlamps in 1915. These headlights have a light bulb angled downward. In 1917 Cadillac was still using a lever inside the car to “dip” the headlight. The 1948 Tucker automobile had a third directional headlight called the “Cyclops Eye”. This light rotated with the front wheels to light the cars path around corners.



1948 Tucker Model 48 with Cyclops Eye steerable headlight  
[Courtesy of Audrain Automobile Museum](#)

In 1924 the Bilux bulb contained both a low and high beam light from the same light bulb. The Guide Lamp Company introduced a similar bulb in 1925. The foot operated dimmer switch was introduced in 1927 and became the standard for vehicles until about 1991.

The 1933-1934 Packard vehicles featured tri-beam filaments. The beams were called “country passing”, “country driving”, and “city driving”. In 1934 Nash provided a three-beam system using two two-filament bulbs. The beams were called “country passing” (high beam), “country driving” (low beam driver side, and high beam passenger side), and “city driving” (both low beam). By selectively using the high low filaments the light was directed to the side instead of toward an oncoming vehicle.

In late 1920’s and the 1930’s decade Packard, Cadillac and Buick added a lower set of lights on some models.

These lights were mounted below the original headlights and would improve visibility in fog, or rain conditions.



1928 Packard Model 533 with lower headlamps  
[Courtesy of American Heritage Museum](#)

The round sealed beam headlamp was introduced in 1936. This headlamp consisted of an enclosed bulb in front of a glass lens that is “sealed” together. They were also called “PAR” (Parabolic Aluminized Reflector). The sealed headlight contained a Tungsten filament. This meant that all headlight light output was a similar warm light orange or yellow in color. The sealed headlight was more reliable. The reflectors for the headlight were built in and did not tarnish or diminish over time. Automobile owners did not have to be concerned with different bulb sizes and socket connections.

In 1940 the United States standardized on the 7 inch round sealed beam headlights as the only acceptable headlight. The law required a single headlight per side locking in headlight standards until 1957. The law was changed in 1957 to allow smaller 5.75 inch round sealed beams, two per side of the vehicle. In 1974 rectangular sealed beam headlights were permitted by law. Sealed beam headlights were required by law until 1984.

## 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](mailto: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](mailto: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.



# AACA Runningboard Ramblings

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**IMPORTANT DEADLINE INFORMATION: Deadline for submissions for the following month's publication is the 15th of the previous month.**

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