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THE RUMBLE SHEET

DECEMBER 2015 – VOLUME 49 – ISSUE 12

CHUCK'S THOUGHTS

This is my last article as president of the club and I must say that it was a learning experience of both good and bad. First, I want to thank the people who served on the board with me the last two years. The club should be proud of them. They each have strong feelings for the membership and each worked hard to make the last two years better than ever before. I must admit that I have mixed feelings about my tenure. As most of you now know, I love to tell a good story and I love a good laugh even if the subject is my own short comings. I think that is one of the things my granddaughter's love most about me. They love to sit by the fire, make s'mores and listen to granddad tell stories about growing up on a potato farm just outside of my home town of Snakes Navel, Idaho. Yes, there is a Snakes Navel but don't bother looking it up. Snakes Navel is so small google does not even know about us. The girls could sit for hours and hear about me and my brother Ralph growing up in northern Idaho. Yes, I do have a brother and his name is Ralph. Anyway, I hope you enjoyed my stories as much as I enjoyed telling them. Back to the learning experience, I found out that this club means many things to many people. I like to drive the car and enjoy our trips. This is rather ironic in that while we are on our trips, I constantly worry about breaking down and holding everyone back. To others and that appears to be a majority it is all about the social aspect of our club. I found this very surprising. I also learned that the club hates change. I still have people complain about the 9:00 a.m. breakfast. It has been two years people! During that time, attendance has soared to an average of 40 people per breakfast. It is hard to argue with success. Another complaint is the electronic rumble sheet. That was a financial issue that many other organizations are facing. It was costing the club about \$750. per year to mail the rumble sheet. It costs about \$60. Per year to mail it to those who do not have access to the internet. A substantial savings, plus the issues that are mailed are now printed in color. A nice addition considering the number of pictures that are included in the average issue. Another surprise, politics. I guess I should not have been surprised at the political aspect of the club. But I was. After all this is car club, how can that be political? Believe me it is.

To the new president, I wish three things: Knowledge; Patience and Wisdom. Knowledge to be able to determine what goals are best for the club and to determine the best way to attain those goals. Patience to realize that despite the goal there will always be those in opposition thereto and Wisdom to realize that despite your failures, you have made a positive difference. Chuck



When the New Ford is unveiled in December of 1927, riots occur in a few cities. 25,000,000 Americans (more than one out of every five man, woman and child in the U.S.A.) Literally, assault Ford showrooms in the space of only one week!

A fresh jaunty look, sparkling performances, easy drivability and a low price all contribute to half a million sales on the spot!

Ford easily retakes first place in sales, but will lose it in 1931 at the hands of Chevrolet.

Compared to the Model T, technical improvements are numerous although certain anachronisms persist. For example, the conestoga-wagon transverse semi-elliptical suspension is kept.

On the other hand, a water pump, oil pump and hydraulic shock absorbers are added. The 2-speed planetary transmission is replaced by a modern 3-speed gearbox. However, since it is not synchronized, the driver must now master the double clutching technique.

Moreover, the carburetor is gravity fed, eliminating the need for a fuel pump. Since the gas tank is now immediately behind the rudimentary instrument panel, it is now possible to determine the fuel level by peering through a small porthole.

Brakes are now on all 4 wheels and are actuated by steel rods. Henry will insist that his brakes remain mechanical all through the 30s even though all his competitors have adopted the hydraulic system. He took satisfaction in explaining that a single small leak could incapacitate the entire hydraulic system.

"But have you ever seen all 4 rods from a mechanical system break at the same time?"

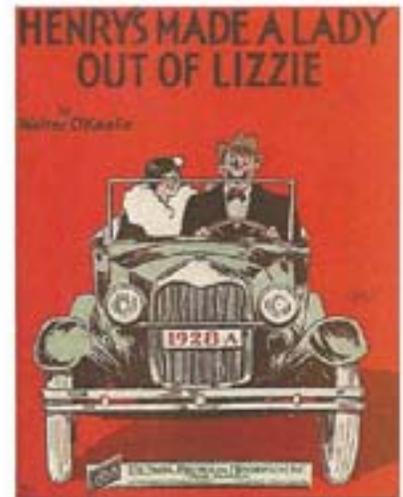
He will relent only in 1939 after years of supplications from Edsel.

The engine is a 4 cylinder affair of 200.5 cubic inch, producing 40 horsepower. A comfortable cruising speed is 40-45 miles an hour and a top speed of 65 miles an hour can be reached. Compression ratio has been expressly kept low (4:22 / 1). Of course, this low ratio lowers horsepower output and speed but, on the other hand, allows the use of lower grade fuels even if decarburization of cylinder heads isn't performed regularly.

Longevity, dependability and simplicity were more important to Ford than performances. Wheelbase is 103.5 inches. Track is 56 inches. Weight varies from 2,050 to 2,386 pounds depending on the model.

In 1930, the appearance of the Model A is refreshed. The grill is higher as well as the hood line. The front fender curve is more graceful. Wheel diameter is reduced from 21 inches to 19 inches.

At the end of WWII, the Model A will become the unchallenged queen of the vintage car scene. This brief moment in automobile history (1928-1931) will generate the largest gathering of enthusiasm around a single model that no other has ever equaled since. The abundance and ease with which technical information and new or refurbished parts can be found have made the Model A the easiest vintage car to buy, understand and maintain.



2015 OFFICERS & BOARD MEMBERS

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Calendar of Events

DATE.....	EVENT AND LOCATION.....	TIME
December 5	Christmas Luncheon at Lone Star Steak House, Broken Arrow	11:00 a
December 12	Catoosa Christmas Parade lineup	12:30 p
	No Women's Luncheon for December	

2016

January 8	Breakfast at Mimi's	9:00 a
January 13	Women's Luncheon at BA Olive Garden, 71 St & Lynn Lane.....	11:30 a
January 19	Business meeting - Hardesty Library, 8316 East 93 Street, Tulsa.....	7:00 p
February 6	Breakfast.....	TBA
March 6	Breakfast.....	TBA
April 2	Breakfast.....	TBA
May 7	Breakfast.....	TBA
June 4	Breakfast.....	TBA
July 9	Breakfast.....	TBA
August 6	Breakfast.....	TBA
September 10	Breakfast.....	TBA
October 1	Breakfast.....	TBA
November 5	Breakfast.....	TBA



January - Virginia Helton
 Lisa Ramsey
February - Mayleta Duncan
 Celinda Burton
March - Ken Brust
 Melody DuVall

CLUB JACKETS, HATS AND MORE
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November 2015 Breakfast & Tour



1000 MILE CLUB

by Roy Cail

For those who submitted odometer readings for the 2015 1000 Mile Club program I will be collecting final odometer readings no later than Monday, December 14. This timeframe provides an opportunity to capture your mileage from the Christmas parades/party. However, if you do not plan on participating in the parades feel free to provide your odometer reading earlier. Our plan is to present the dash plaques at the January meeting. If you have questions please contact Roy Cail at 918-906-0575 or roycail@cox.net. Please submit your final odometer readings via email or in writing, if possible.

ps: It is important to meet the deadline of submitting your odometer readings if you want to receive a dash plaque. I will place the order for the plaques on December 17. Due to time constraints I will not be able to make follow up calls to solicit your readings.





Guess
Whose A

MEMBERS BIRTHDAYS
& ANNIVERSARIES

DECEMBER

- 01 Marty Peters
- 05 Rodger & Debbie
JOHNSON
- 10 Dorothy Smith
- 16 Donald House
- 16 Ken & Tory
BRUST
- 21 Ron & Linda
POGUE
- 21 Don & Jessie REED
- 22 Rick & Lesa
JENSEN
- 28 Roy Case
- 30 Roy & Barbara
CAIL
- 31 Robert & Carol
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June 5-9, 2017 Omaha Regional Meet, Omaha, NE

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ABOUT THE TULSA MODEL A FORD CLUB

CHAPTER #8231 OF THE MODEL A CLUB OF AMERICA (MAFCA)

This is the official publication of the Tulsa Chapter of Model A Ford Club of America. This monthly newsletter is mailed to members, prospective members, advertisers and editors of similar publications. It's purpose is to keep you informed of what has taken place, scheduled activities and to promote fellowship among club members.

Members are encouraged to submit articles containing technical or any club related information. Articles must reach the editor by the 5th of the month to insure publication in that month's newsletter. Articles received after that will appear in a following newsletter.

Membership dues for the Tulsa Model A Ford Club are \$20 per family annually payable at the end of the year. Contact the New Member chairperson for new memberships and the Treasurer for renewals. The Tulsa Model A Ford Club recommends membership in the national MAFCA organization.

Members may advertise at no cost, non-business ads in the newsletter For Sale, Wanted or Trade section. Businesses may advertise with cost by the ad size, (business card size or 1/4 page) in the advertising section. The number of ads are restricted to space available in the Rumble Sheet. Contact the Advertising chairperson for details.

MEETING SCHEDULE

- Business Meeting - 7:00 p.m. 3rd Tuesday of each month at Hardesty Library, 8316 East 93 Street, Tulsa
- Breakfast - 9:00 a.m., 1st Saturday of each month, location to be announced
- Board Meeting - 7:00 p.m., 1st Tuesday of each month, Charles Hardesty Library, 8316 East 93rd Street, Tulsa

TO SUBMIT AN ARTICLE, LETTER, OR FOR SALE OR TRADE, EMAIL:

Harold Helton - hahelton@cox.net

THE RUMBLE SHEET

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