



# THE RUMBLE SHEET

JUNE 2019 - VOLUME 53 - ISSUE 6

## PRESIDENT'S MESSAGE

### INSIDE THIS ISSUE

- 1 President's Message
- 2 Meeting Minutes  
President's Message continued
- 3 Vintage Car Show
- 4 Officers, Board  
Members, Committees
- 5 Calendar
- 6 Birthdays,  
Anniversaries,  
Sunshine Report,  
Club Apparel, New  
Members
- 7 Prague Kolache Festival  
Pic
- 8 Prague Kolache Festival  
Pix
- 9 Model A Ford History
- 10 Model A Ford History
- 11 About the Model A Club

visit us on the web at  
[www.tulsamodela-fordclub.com](http://www.tulsamodela-fordclub.com)



Greetings to all - We kick off June on its very first day so get ready for a fun and active month driving our favorite cars (and trucks). After our 8:30am breakfast at Reasor's on 41st & Peoria, we will drive over to the Tulsa Historical Society Museum and display our cars (and trucks) from 10am until noon while we present a special program about the Model A Ford. The Museum has free admission every First Saturday and offers a program, so we are in the limelight for June. The following Saturday,

June 8, we drive up to Claremore to help the Oklahoma Military Academy celebrate its 100th anniversary. Let's meet at the QT on 71st and County Line Road, be gassed up and ready to roll by 8:30am. We'll tour museum, show our cars and watch the US Army Drill Team. Then, the next Saturday, June 15, we meet at the Legends Retirement Home for complimentary burgers and beer while we show our cars. Some are planning to attend the Regional in Des Moines, so we thank them for representing our Tulsa group. At our meeting on June 18, we will challenge Chris DuVall in another trivia contest. So, Study up and Shine 'em up and let's go!! No breakfast on first Saturday in July, but instead we'll celebrate with a smoked brisket picnic, giant AA truck show and police dog demo at Chuck and Lisa Ramsey's!

Our drive to Prague for the Kolache Festival was really a hoot. We had 11 Model A's and two AA's and the town thoroughly enjoyed having us. Lots of goodies to eat although I thought the kolaches were somewhat of a letdown. I guess I remembered them being a little bit more special from my last visit in the 4th grade!! Alan led us on some nice, scenic back roads. The weather was almost perfect. And we capped the day off with dessert in Henryetta to meet someone special. I was excited that we finally met up with Marvin P. Shoulders to thank him for finding our furthest balloon launched the first Saturday in May, exactly one year ago, during our 50th celebration. How cool is that? Jim Shoulders, Marvin's dad, was a world champion cowboy. He won 5 all-around championships, 7 bull-riding championships and 4 bareback championships breaking numerous bones over the years. Marvin also won several bull-riding and bareback championships in addition to several roping awards. Marvin had numerous broken bones as well. It was truly an honor to finally meet him. He was very humble and most gracious to meet with us. He had no idea we were driving our cars. He was expecting to see us all pull up trailering these vintage cars! *(more on page 2)*





# TULSA MODEL A FORD CLUB

5/21/2019 6:45 TO 8:30 PM

Prepared by Andy Dunn, Secretary

Bobby Jackson opened the meeting with our Pledge to the Flag followed by Prayer with Mitchell DuVall.

Bobby reviewed the scheduled activities for upcoming months. There was no treasurers report or sunshine report due absence.

The meeting was turned over to Rich Robinson and Kent Washburn who began the Hubley races. We had 12 entries in the competition and the first three positions were prize winning. Participants were Donna Robinson, Jeanne Washburn, Rich Robinson, Virginia Harris, Merv Snowden, Kent Washburn, Ollie Harris, Linda Mellage Bennie Benson, Marvin Mellage, Jackie Dunn and Melvin Berton. Coming in third Merv Snowden, second place Marvin Mellage, and first place won by Linda Mellage.

The prizes this year were unique this year. Third place winner 1 cent (plus \$5), second place winner 2 cents (plus \$10), and first place winner three cents (plus \$15).

The door prize, a chart depicting all Model A years and body styles presented to David Lonsdale and there was not 50-50 drawing tonight.

## President's Message *continued from page 1*

We continue to have almost a dozen guys attend the Tuesday morning coffee each week to solve world problems and learn the minutiae regarding our cars from Professor Chris DuVall. We would help support another group further north, maybe on a monthly basis, if anyone up there is interested. Just let us know when and where. David has our new emergency alert system in place now, so if we need to change some event at the last minute, you will get a call on your phone. Many thanks, David. Steve also helps us stay up to date with his mass emails letting you know specifics on events that we don't quite get to Harold in time for the monthly Rumble Sheet. Many thanks to all these guys for keeping this highly oiled machine purring like a kitten!!

We have new members, Jerry & Virginia Havill in Blanchard, so please welcome them to our group! We celebrated our Moms in May and now we salute all Dads this month of June. Check our club calendar and join in the fun as we continue to motor along throughout the year!

## HAPPY TRAILS TO YOU!



## Detail Tool & Machine



Wire EDM Specialist  
Tooling & Job Shop Work  
Conventional and CNC Machining

Dave Pilmaier  
detailtool@fairpoint.net

(918) 697-2589 cell  
(918) 476-9476 fax



# JUNE 15<sup>TH</sup> VINTAGE CAR SHOW

## Early Ford V8 Club

Celebrate National Drive your V8 day. Join the Early Ford V8 Club of Tulsa for a Car Show Saturday, June 15<sup>th</sup>, 2019 from 11:00am-2:30pm. The show will be at El Rancho Grande Restaurant and Cantina on Historic Route 66. Feel free to come out and join us!

FAMILY FRIENDLY

---

YARD GAMES

---

BEAUTIFUL CARS

---

HISTORIC ROUTE 66

---

OPEN TO THE  
PUBLIC, PLEASE  
BRING YOUR OWN  
CAR TO JOIN IN!

---



**EL RANCHO GRANDE**

1629 E 11th Street

Tulsa, OK

74120

Opens at 11:00

June 15<sup>th</sup>



## 2019 OFFICERS & BOARD MEMBERS

President Ken Brust .....	kvbrust@cox.net.....	918 728-2015
Vice President Bobby Jackson .....	bjackson4@sbcglobal.net.....	918 261-2238
Secretary Andy Dunn .....	Adunn1@msn.com.....	918.645.2945
Treasurer Alan Schmidt .....	67zoomie@gmail.com .....	512.434.9939
Director Johnny Nicholson .....	Johnny_nicholson@gmail.com .....	918-809-8053
Director David Lonsdale.....	dbl_lonsdale@sbcglobal.net.....	918.348.4188
Director Don Reed .....	donsthunderbird@gmail.com.....	918-361-6164

## COMMITTEE CHAIRPERSONS

Advertising.....	Alan Schmidt .....	67zoomie@gmail.com .....	512.434.9939
Clothing.....	Kent Washburn.....	klwashburn@cox.net.....	918 693-8504
Club Directory .....	Steve Reiser .....	stevereiser@hotmail.com.....	918 851-8634
Cookies .....	Donna Robinson.....	rdonna45@gmail.com.....	918 698-6281
Membership .....	Alan Schmidt .....	67zoomie@gmail.com	
Mileage Awards.....	Roy Cail .....	roycail@cox.net .....	918 906-0575
Name Tags.....	Linda Ochs .....	hotdog263@cox.net .....	918 688-3707
Newsletter Coordinator.....	Harold Helton.....	hahelton@cox.net .....	918 230-4906
Photography .....	Barbara Cail .....	barbcail@cox.net .....	918 299-5691
Programs	Board with membership assistance		
Refreshments & drinks .....	Cheryl & Bobby Jackson .....	bjackson4@sbcglobal.net .....	918 261-2238
Sunshine Person .....	Connie Hudson.....	conniehudson@cox.net.....	918 269-7240
Supplies.....	Marvin & Linda Mellage .....	lindamellage@cox.net.....	918 629-2978
Tours .....	Board of Directors with membership assistance		
Web Site .....	Steve Reiser .....	stevereiser@hotmail.com.....	919 851-8634

We've Revolutionized the way you find Model A Parts!



YOUR MOST TRUSTED SUPPLIER OF QUALITY PARTS FOR OVER 40 YEARS!

FOUR CATALOGS TO CHOOSE FROM:

• Coupe • Pickup • Open Car • Sedan

CALL & ORDER YOUR FREE CATALOG TODAY

1-888-879-6453

www.mikes-afordable.com





# Calendar of Events

DATE	EVENT AND LOCATION	TIME
June 1	Breakfast, Reasor's, 41st & Peoria, Historical Museum car display, 10:00-noon	8:30 a
June 8	QT, 71st & County Line Road for OMA 100th Celebration Claremore, Car display, OMA Museum & US Army national drill team	8:30 a
June 10-14	Regional - Des Moines	TBA
June 11	Ladies' Lunch, Roosevelt's Restaurant, 1551 East 15 Street, Tulsa	11:30 a
June 13-15	Texas Tour, Kerrville	TBA
June 15	Legends Retirement Center, car display and lunch	10:00 a - noon
June 18	Business Meeting, Trivia Contest by Chris DuVall	7:00 p
July 6	BBW Lunch, Giant AA truck show and police dog demo at Ramsey's	TBA
July 16	NO MONTHLY Business Meeting	
July 27	Ice Cream Social - Joanna Cooper's	TBA
August 3	NO FIRST SATURDAY BREAKFAST	
August 10	Will Rogers Fly-in - Catoosa	TBA
August 17	Hot dog and Burger Burn and Fishing Derby, Misner's hideaway, Sand Springs	TBA
August 20	Business Meeting, Bart Largent, author, "Crimes of the 20s and 30s"	7:00 p
September 7	Breakfast, Hard Rock Casino then VA Center in Claremore	8:30 a
September 17	Business Meeting, Asian Slide Show - Barbara Cao;	7:00 p
September 28	Play Day, Asbury Methodist Church, Kent Wshburn	TBA
October 3-6	Fall Tour, Holdenville	TBA
October 6-10	MAFCA Canyons Tour	TBA
October 15	Business Meeting, Baked Potato Night	7:00 p
November 2	Breakfast, TBA	8:30 a
November 9	Claremore Veterans' Day Parade	TBA
November 19	Business Meeting, Lori Fullbright, Channel 6 crime reporter	7:00 p
December 7	Breakfast and parades	TBA
December 15	Sunday Christmas Luncheon, TiAmo Restaurant	TBA
December 17	NO MEETING	



Charlie's newest purchase - 1929 model AA dump truck.



Marvin and teh DuValls are no doubt somewhere i this pic!

## MEMBERS' BIRTHDAYS & ANNIVERSARIES JUNE

- 1 Cheryl Jackson
- 3 Harold & Virginia HELTON
- 5 Mitchell DuVall
- 6 Greg & Sheryl HOYLE
- 10 Chuck & Joan REAM
- 13 Steven Reiser
- 16 Chris DuVall
- 17 Darlene DeCamp
- 18 Cindy Case
- 18 June Chesser
- 21 Phil & Laura JUDKINS
- 23 John Adams
- 24 Bob & Bobbi KENDALL
- 27 David Lonsdale
- 30 David & Carol HAYES



Beautiful, restored, 4 door, 1931 slant back A-Model. Black with red pin stripes, new red interior. Hydraulic brakes, dual side mount tires, new trunk. Pictures available upon request. \$18,500.00.

Office 405 379-3151, Ask for Gary,

M-F or Home Cell No. 405 818-4219



## FYI RELATED

May 9-11, 2019, Chickasha Spring Swat Meet,  
Chickasha, OK



## SUNSHINE REPORT

Ted Forcum is home again, want to wish him well and happy to hear he is doing better. Call Connie Hudson, 918-269-7240

## CLUB JACKETS, HATS AND MORE

If you are interested in purchasing clothing items with the Club Logo, contact Kent Washburn 918-693-8504 or [klwashburn@cox.net](mailto:klwashburn@cox.net)



**June** - Melody DuVall,  
Celinda Burton

**July** - Tory Brust, Charlene Sloan

**August** - Connie Hudson,

Donna Robinson

**September** - Jeanne Washburn, Linda Mellage

**October** - Mayleta Duncan, Cheryl Jackson

**November** - Melody DuVall, Virginia Harris

**December** - Jeanne Washburn, Tory Brust



**Jerry & Virginia Havill**

2365 County Road 1207

Blanchard, OK 73010

403.392.4230

[jhavill@pldi.net](mailto:jhavill@pldi.net)

1929 2-door

1931 4-door

1931 Roadster Pickup





The World's Largest Selection of 1909-31 Ford Parts

# Snyder's

## ANTIQUÉ AUTO PARTS

12925 Woodworth Rd. • New Springfield, OH 44443

Toll Free Ordering (888) 262-5712

or FAX (888) 262-5713

Order On-Line @ [www.snydersantiqueauto.com](http://www.snydersantiqueauto.com)



FREE Fully Illustrated CATALOG

\$10.00 outside the U.S., Canada, & Mexico



# Prague Kolache Festival





# Prague Kolache Festival





# MODEL A FORD HISTORY

*from Hemmings CLASSIC CAR*

*continued from May RumbleSheet*

Today, the significance of Models B and K are simultaneously a turn toward modern front-engined conventionality, and as a road not taken -- a starting point for endless what-if extrapolation (with Ford as emerging luxury car brand). In their day, the significance of the Model B and Model K, beyond profit for the young Ford Motor Company, was something else: Henry proved himself a shrewd and stubborn operator and wasn't about to be told what to do by investors.

## 1906 Model N/R/S

Ford's 1906 Model N followed on from Models A and C, and was the kind of car that Henry wanted to build in along: relatively inexpensive to purchase, simple to own and operate. Model N, a runabout, used a 15 hp front-mounted four-cylinder (in an era when many similarly-priced cars were running two-cylinder engines), and was the first American car to use vanadium steel -- a type of steel both harder and more corrosion-resistant than other steels. With a price tag of just \$500, it was a step toward affordability for the masses, and indeed Ford sold more than 7,000 before the Model N was superseded. The Model R had fenders, running boards and oil lamps; the Model S roadster had full fenders and aprons, an enclosed cowl, and a rumble seat. The Model S roadster, on the market in 1908 and '09, sold 3,750 copies.

## 1909 Model T

This is the car that changed America. Henry dropped all of his other car lines to concentrate on the Model T. No more high-zoot aspirations with the Model K. He sank all of his hopes and dreams into a single model aimed at the American people and struck gold. The car itself wasn't revolutionary -- it was largely based on the previous Model N. But they were robustly built, and the mechanical basics were tried-and-true at that point. That mechanical simplicity was a major selling point among people who may not have been particularly mechanical, or who didn't have a mechanic on retainer.

Ford built 10,000 Model Ts in its first full year of production; by 1923, the company built 1.83 million in the same time frame. Ford production was

larger than all other auto production combined as early as 1913, and by 1918, half of all cars in America were Fords. A variety of body styles, open and closed, were available to suit the owner-driver's needs. As to color, well.... the earliest Ts were available in a variety of hues -- blue, red, green, gray; the legendary "any color as long as its black" quote didn't come into play until 1914, dovetailing with the moving assembly line and a need for quicker-drying paint. The Model T Ford was judged to be the Car of the Century in an international competition held in 1999. The only mystery was how the Model T had any competition at all.

## 1911 Model T (GB)

Ford Motor Company didn't waste any time setting up shop in Europe. By 1907, Ford had distributors in Germany, Austria, Belgium, Spain, Holland, Italy, Denmark, Sweden, Russia and Poland. In 1909, Ford set up a branch in London, and Henry Ford & Son, Ltd. was building Ts in England from 1911. Initially, the cars were CKD (complete knock-down) kits with locally sourced bodies. By 1913, 6,000 cars were built at the Trafford Park, Manchester plant; in 1919, 41 percent of all registered British cars were Fords. The birth of Ford as a powerful global brand started here.

Ford's global expansion continued unabated. By the time World War II started, Ford had plants in Australia and New Zealand; non-US North America (Canada and Mexico); South America (Argentina, Brazil); Asia (Japan, India); Europe (Belgium, Denmark, Hungary, Ireland, Latvia, the Netherlands, Romania, Spain); the Middle East (Turkey, Egypt); and the Philippines. Unlike General Motors, which sought to use established local names (ie. Holden, Opel, Vauxhall) when they entered a new territory, Ford was starting from scratch every time, and used its own name around the world.

## 1914 Model T

Henry was always looking for ways to increase productivity. As far back as the Model N, workers arranged parts on the floor in the order that they were to be assembled, with a chassis on skids that was dragged from station to station. Ford hired motion-study expert, Frederick Taylor, to see how tasks could be done more efficiently. The building of components became ever-more automated, leaving assembly to the labor force. Even so, employee turnover was as high

and constant training meant that ambitious production goals weren't being met.

Inspired by continuous-flow production methods in a variety of fields such as beer-brewing, steel-making, flour mills, canning, industrial bakeries, and meat cutting, as well as Oldsmobile's elementary assembly line dating back to 1901, Ford crowd-sourced a variety of innovations that led to the moving assembly line. On October 7, 1913, Ford's workers built a rudimentary assembly line, using a winch and a rope stretched across the floor. A total of 140 workers were stationed along a 150-foot line and installed parts as the chassis was pulled along the floor; build time dropped from 12 hours to less than three hours. In January 1914, the rope was replaced by an endless chain, and the modern automotive assembly line was born.

This innovation is key to the Model T's success. In 1912, the Ford Motor Company produced 78,000 Model Ts; the Touring Car sold for \$600. By 1916, Ford built nearly 735,000 Model Ts (nearly a tenfold increase over four years earlier!), and a Touring Car sold for just \$360. The dropping cost of buy-in and ownership meant that more could get in on owning a car, and Ford built a million-plus Ts from 1921 through the end of its life in 1927. Thus, came the Fordism phenomenon: a manufacturing system designed to manufacture standardized, low-cost items and provide its workers with sufficient salary to afford them.

Not long after the assembly line was in place, and further looking to stabilize his workforce, Henry Ford raised the base pay of plant workers from \$2.34 for a nine-hour day to \$5 for an eight-hour day -- more than doubling their salaries at the stroke of a pen. The \$5 work day was revolutionary in 1915, drew workers from around the world, helped build the middle class, and fostered The Great Migration of workers from the south to the industrial Midwest.

### **1925 Model T Ford Pickup**

Heavy-duty trucks were commonplace by the mid-1920s, and more than a few makers were selling cab-chassis, with the idea that a customer would provide his own bed built to the peculiar requirements of his work. But the modern-day half-ton "light duty" pickup starts here, with the 1925 Model T pickup. Unlike the cab-chassis competition, the Model T runabout with pickup body came with its own bed,

complete and ready to roll. No assembly required. It paved the way for the pickup revolution.

### **1928 Model A**

Henry's devotion to the Model T meant that he was on the back foot when it came time to replace it. He cared little for pretty styling or technical gimmickry, but the competition (primarily from General Motors) made technical innovation and high style a priority on its new models. The Model T was showing its age, and by the mid-1920s, buyers increasingly sought cars from other brands. Henry resisted, but the sales numbers didn't lie.

At last, in the summer of 1926, development on the Model T's replacement began. Henry's hopes for an eight-cylinder x-configuration engine proved technically unfeasible, while the marketing department pushed for a six-cylinder. The compromise: a more-or-less carryover four-cylinder with 40 hp. Henry's son, Edsel, was in charge of styling the Model A. So late did development start on the Model A (a name indicating a new beginning for the company) that the factories were shut down for more than half a year to prep for the new car. Thousands of workers were laid off across Ford's 34 North American plants (as well as more than a dozen overseas factories). But by the time they were rolling again, 10 body styles were available; by 1929, that number had doubled.

As time went on, the Model A became nearly as popular as the Model T was in its day: Ford sold 1.5 million Model As in 1929 alone, out of roughly 5 million built over a four-year period. And the reasons for the A's popularity were the same as the T's: simplicity of operation, economy of ownership, robust build quality, and an affordable buy-in price. Alas, the Model A's true potential would never be realized, as the Great Depression slammed the brakes on car sales nationwide. (Chevy outsold Ford in 1931, the A's last year, by just 4,000 cars.) The Model A didn't last as long as the Model T; the days of innovating the market and waiting for the rest of the world to catch up were over.

Today, a strong devotion to the Model A Ford remains: entire magazines dedicated to its preservation were launched (including a digest-sized parts guide in 1954 called Hemmings Motor News), and club support remains strong.

(submitted by Ken Brust)



# 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. Its 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 \$30 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 Charles Hardesty Library, 8316 East 93rd Street, Tulsa
- Breakfast - 8:30 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](mailto:hahelton@cox.net)

## THE RUMBLE SHEET

Tulsa Model A Ford Club  
P.O. Box 33348  
Tulsa, OK 74153-3348

