



THE RUMBLE SHEET

MAY 2020 - VOLUME 54 - ISSUE 5

PRESIDENT'S MESSAGE

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Who would have ever thought we would be shut down for this long? We have had limited time to get our Model A's out for a few runs being careful of the self-distancing rules. We have taken advantage of driving to Muskogee to see the azaleas and dog wood blooms. We have for the first time had a carry-out dinner in our Model A. It was a different experience. Chris continues his daily drive for lunch in either the Roadster or Phaeton, when possible. I encourage each

of you to take advantage of the beautiful weather and cruise around town for short runs. It may be more difficult to obtain our 1000 mile goal for the year, but it is not impossible. We will look forward to traveling together on short cruise soon. Right now, you definitely have time to polish your car and perform the general maintenance that is needed.



If you have not joined the Facebook page, you should do that. We are seeing a lot of historic photos and great conversations. Join in the fun and stay connected!

We are enjoying the articles that are being shared on our member's 1930 Model A's; however, we need more stories. If you have a 1930 Model A, please consider writing a short article for the newsletter. We would all love to hear about your vehicle! When our meetings resume, we have certificates for the 1930 Model A owners.

Sailing through the year and working hard as your President, ha ha!

Mitchell

DEVELOPING THE MODEL A -- HENRY'S OTHER LETTER CAR

By Peter Winnewisser

(This article was excerpted from Peter Winnewisser's book, "The Legendary Model A.")

On May 26, 1927, each of the 10,000 Ford dealers in the United States received a telegram stating that Ford Motor Co. was starting production of an entirely new car with superior features and performance.

The telegram was followed by a letter dated May 25, from W.A. Ryan, manager of sales for Ford, who sent dealers a copy of the complete new car announcement released to morning newspapers on May 26 with a warning that "under no circumstances are details of the new Ford car to be given out to anyone."

Clearly, this announcement was not a surprise. The demand for more style, greater comfort, more power and mechanical refinements had been weaning buyers away from the Model T for some time. As Ford's grip on the market weakened, competitors were getting stronger. In 1926, Ford's worldwide sales were down almost 450,000 units from the peak year of 1923. At the same time, Chevrolet production increased by more than 29 percent. Ford's portion of total sales fell from 48 percent in 1924 to 30 percent in 1926.

The great debate that had raged for months in Ford executive offices as to whether or not it was time for the venerable Model T

to go, and public speculation about what Ford would do, was now ended. Following would be six months of intense interest across the country, and throughout the world, about the new model. But the reality is that, in May 1926, no one in the Ford Motor Co., not even Henry Ford himself, knew for certain exactly what the new car would be like or when it would be ready.

August 1926, although some work may have been done before that. Lawrence Sheldrick, one of the key men involved in bringing the Model A to life, notes in his oral "Reminiscences" that there was an existing drawing showing some special work being done, which was dated May 3, 1926.

In December 1926, drawings for the body layout were begun and the first blueprints were



Once the die had been cast and the Model T's reign had come to an end, there were three tasks to be accomplished as soon as possible: design the new car, retool the factory and assembly plants and reorganize the sales force to market it.

In the book "My Forty Years With Ford," production boss Charles Sorensen says that "clearing the design and getting into production took only 90 days" after the May announcement. This was possible only because some preliminary work had already been done. Although the exact chronology is not clear, it appears that Ford issued an oral order to proceed with design of a new four-cylinder car about

available sometime in January 1927. Sheldrick says that there is a sketch in the Ford Archives, dated December 20, 1926, of a body layout on the Model A that shows the gas tank in the cowl. "That was one of Mr. Ford's insistences at the time," he says. By March, a chassis with a bucket seat was being driven about, but there was still much to be accomplished.

The new model's basic dimensions were determined by the Fords. "Edsel and I," stated Henry Ford, "decided on the wheelbase and size right away...after that it was a matter of working things out on the drawing board until we got them right." The overall length of the chassis was set at 113-7/16
(Continued on page 8)

How Did we Survive Childhood?



Marvin Mellage is working hard during this Pandemic! Must be rough, having to be locked in with those beautiful Model A's! Pictured here in his garage, he is working on a couple of Model A's for some of our members. Marvin is a great mechanic and a staunch friend to everyone in the Model A Club. Club members know that when you need repair work this is the guy to call! Thanks Marvin for everything you do for the club

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Calendar of Events

DATE	EVENT AND LOCATION	TIME
May 31-June 5.....	Regional Meet, Overland Park, KS	
June 1-5.....	National MARC Meet, Oshkosh, Wisconsin	
June 6.....	Breakfast, Apple Barrel, 3806 Sout Elm Place, Borken Arrow.....	8:30 a
June 16.....	Monthly Club Meeting, Hardesty Library.....	7:00 p
July 11.....	Breakfast.....	8:30 a
July 18.....	Ice Cream Social & General Meeting, Joanna Cooper's Place	
August 1.....	Breakfast.....	8:30 a
August 18.....	Monthly Club Meeting, Hardesty Library.....	7:00 p
September 5.....	Fishing Derby	
September 15.....	Monthly Club Meeting, Hardesty Library.....	7:00 p
October 3.....	Breakfast.....	8:30 a
October 8-10.....	Fall Tour, Van Buren, Arkansas	
October 20.....	Monthly Club Meeting, Hardesty Library.....	7:00 p
November 7.....	Breakfast.....	8:30 a
November 17.....	Monthly Club Meeting, Hardesty Library.....	7:00 p
December 5.....	Breakfast.....	8:30 a
December 12.....	Christmas Dinner, Freddie's Steakhouse.....	12:00 noon

NUTS AND BOLTS

by Ken Brust

I'm sure we are all biting at the bit to hit the road as soon as this virus situation is behind us. I backed Ruthie out on the driveway the other day and let her purr for awhile as I cleaned out our roof gutters of debris. She sounds good and seems as anxious to go as we are. We are disappointed that the Spring Tour couldn't happen as Jerry, Linda, Tory and I thought it would have been a fun weekend. We had a really good response with registration. Alan was in the process of returning everyone's registration fees. Please let me or Alan know if you have not received yours.

Model A

During our quarantine period, I've had lots of time between honey-do chores to read old car magazines with which Conrad manages to keep me in constant supply. One article mentions the history of the oval Ford emblem we all have on our Model A's. Did you know that this Ford



Modern Ford



oval first appeared with the introduction of the 1928 Model A in December, 1927? It continued in one form or another, getting progressively smaller, through 1938 (on cars at least). In 1950, Ford introduced an entirely new emblem with the word FORD on top of a shield. The blue oval seems to have come back by 1982 on many of the Ford vehicles. We recently traded in our minivan for a 2019 Ford Edge from Bill Knight Ford and it has the same blue Ford oval that is on Ruthie. At our April meeting, we were anticipating hearing from Bill Knight on his knowledge of Ford's future and any possible changes to expect. Guess we'll have to wait awhile longer before we can get back into high gear with meetings, programs, breakfasts and outings with our Model A friends. Stay healthy.

MEMBERS' BIRTHDAYS & ANNIVERSARIES

MAY

- 1 Chuck Ream
- 4 Kent Washburn
- 12 Terri Ulberg
- 17 Charles Ramsey
- 17 Lisa Ramsey
- 18 Steven & Kenda Reiser
- 20 Ken Pykiet
- 23 Barbara Cail
- 29 Donna Robinson
- 29 Mitchell & Melody DuVall
- 29 Ollie & Virginia HARRIS



- May** - Melody Duvall, Jamie Slack
- June** - Donna Robinson, Linda Mellage
- July** - Melody Duvall
- August** - Cheryl Jackson, Jackie Dunn
- September** - Connie Hudson, Jeanne Washburn
- October** - Barbara Cail, Carolanne Madon
- November** - Virginia Harris, Linda Mellage
- December** - Donna Robinson, Mayetta Duncan

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



FYI RELATED

- May 7-9, Chickasha Spring Swap Meet Chickasha,
- May 31-June 5, 2020 Midwest Regional Meet by Plain Ol' A's



SUNSHINE REPORT

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MS. CAROLINE: CAIL'S 1930 CABRIOLET

by Roy Cail



Let me introduce to you our 1930 Cabriolet named Ms. Caroline. We have had this Grand Lady since June 2008. As best we can determine, she was built in June 1930. She had a frame-off restoration which was completed in early 2008 by a Model A Club member in White Plains, New York. Part of the restoration was a complete motor rebuilt by Schwalm's Babbitted Bearings Company located in Strasburg, PA. Many of the Model A Club members in the Northeast use Schwalm's as their "go-to" engine-rebuild. Shortly after restoration, this gentleman had to sell her, as we understand, due to health issues. At that time she had 650 miles on her. A business that deals in vintage cars, primarily Packards, purchased her for the purpose of resell. Mr. Joseph Tirado owned the business as well as being a member of the same Model A Club. We found her listed for sale on eBay in June 2008. We had been looking for a Cabriolet for some time so were delighted when we saw her on eBay. Joe ran a ten-day auction on eBay with many photos as well as a complete description of the car. While we watched the auction closely over those 10 days, I also called Joe and had multiple long conversations as well as received many additional photographs. I came to believe he was truly an honest person and accepted his terms of "if he mis-represented the car he would

refund our money and pay for return shipment". While we waited impatiently for the auction to end, we had not placed a single bid. However, on the final 2 or 3 minutes of the auction we placed an automatic bid for a specific amount of money. That was the maximum we were willing to pay. Up to these last 2 or 3 minutes multiple people were manually bidding. When I hit the key to launch our automatic bid one person set about trying to keep up with our automatic bid process --- he lost and we paid less than our maximum as time expired on bidding. Our original plan was not to activate the automatic bid until 1 minute was remaining, but I panicked just in case something went wrong --- cost us some money as well. She was delivered in an enclosed truck with the car being covered in cloth and plastic for protection. It was raining when the truck arrived at our house so the driver set in the truck for two hours until it stopped raining. At this point he took his shoes off and gently climbed in Mr. Caroline to back her out. He told us this was the prettiest car he had ever delivered. We have truly enjoyed having her and have enjoyed many trips around town as well a couple of major tours. We put the top down in the spring and



back up late fall so we can get full enjoyment of our warm weather. However, we have reached the point in our life where downsizing is something we should consider. With that being said, we are considering selling Ms. Caroline. So, if you have an interest in purchasing a beautiful 1930 Cabriolet we would like to have a conversation.

(Continued from page 2)

inches and the wheelbase at 102-1/2 inches. At the insistence of Edsel, the car height, with a clearance of 9-1/2 inches, would be 3/4-inch lower than that of a Model T.

To design and develop the new car, Henry Ford relied on the Ford engineering department (34 engineers at that time), his son and a key group of seven employees: Joseph Galamb, who worked on the body and frame in close harmony with Edsel Ford; Eugene Farkas, who moved from overall design coordination to special tasks such as the dash, axles, brakes, shocks and other mechanical details; Frank Johnson, clutch and transmission; Lawrence Sheldrick, engine, chassis and, eventually, project director; Harold Hicks, engine and exhaust system; and Rouge production bosses Peter Martin and Charles Sorensen.

Also contributing, although in lesser capacities were J.L. McCloud, who was in charge of chemical and metallurgical research, and William Klann, who helped solve production problems on the assembly lines. These men, controlled and guided by Henry Ford, were largely responsible for the Model A Ford.

Edsel Ford was heavily involved in styling the car both inside and out. It was Edsel who devised the various color settings and who is credited with the idea of placing a grille screen on the front end. His contributions were significant enough to cause his father to comment favorably, "We've got a pretty good man in my son. He knows style — how a car ought to look. And he has mechanical horse sense, too!"

There are a number of fascinating stories about the development of the Model A. In April 1927, Harold Hicks was called from his work in aircraft engineering to a meeting with Edsel Ford and Rouge production bosses Charles Sorensen and Peter Martin. They showed Hicks a 203-cid engine that was only developing 22 hp and asked him how much he could get out of the engine. After a few calculations Hicks told them that he could get 40 hp and that it would take about three weeks to do the job.

Given the assignment, Hicks, working closely with Carl Schultz, concentrated on changing the manifold and carburetor. He also opened up the passages around the exhaust valve and changed the shape of the gasket. Within three weeks the engine was developing the promised 40 hp. After exhaustive dynamometer testing, even Henry Ford was convinced that Hicks had kept his promise.

According to Hicks, the Model A engine had a quick take off. "Up to 30 miles an hour," he said in his "reminiscences," the Model A could skin the pants off anything that was on the road." He recalls the chief engineer at Packard calling him and saying, "Hicks, what are you fellows out there trying to do? You really have just made us look silly below 30 miles an hour because we can't catch these Model A's."

Hicks was also involved in the use of the Zenith carburetor. While working on the development of the engines on the stand, he would needle Charles Sorensen, "Of course, We are developing 40 hp, but you'll never use the Zenith carburetor." After a week, this got under Sorensen's skin and he said to Hicks, "Why in hell do you keep telling me we won't use the Zenith carburetor? By God, we are going to use the Zenith carburetors. You get the Zenith Company in."

On instructions from Henry Ford to reduce the number of bolts holding the carburetor together, Hicks had the Zenith company design a carburetor with only two bolts rather than 14 little screws. When he proudly took the design to Ford he was sent back with, "Two is too many. Make just one bolt!" And that's why the famous Model A carburetor has only a single bolt down through it.

While running economy, speed and acceleration tests on the four carburetors under consideration for the Model A (Holley, Zenith, Stromberg and Kingston), Hicks was seated in the front seat of a car being driven at about 50 mph. He had a little gas tank in front of him which they were using for the economy test. About 1/8 mile ahead they saw a Model T car waiting to make a left turn. Hicks describes what happened next:

"Just as we were getting ready to pass this fellow, he turned directly in front of us. The cars hit; we head on, and he at an angle. That was a terrific
(Continued on page 9)

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(continued from page 8)

crash. When I finally woke up, we were in the ditch. The engine had been driven back under my feet because we had 750 lbs. of lead in the back seat in addition to the three men to run the complete tests for the thing. That was quite a crash.

“I had gone through the windshield. My arm was bleeding. It was all cut open in the forearm. I came to before the other fellows did. The door of the car was open, and I crawled out of that car. I was a terrible-looking mess.”

Later, the two Fords, looking at the wreck of the car, decided that laminated (safety) glass would be used in the Model A windshield.

“My crash and going through the windshield,” Hicks says, “probably saved the lives of a good many people.”

Not everyone agrees that the Hicks’ crash is the full story of what prompted Henry Ford to install Triplex Safety Glass in the Model A. Based on his research that appeared in the Janu-ary/February 2005 issue of *The Restorer*, Jim Morris argues that an automobile crash on March 27, 1927, in which Henry Ford suffered cuts and bruises may have had as much or more to do with the decision. This event plus “the documented exposure Henry had to auto glass safety be-gin-ning in 1924,” Morris claims, had a great deal of influence on the decision.

Finally, late in the afternoon of October 20, 1927, the first Model A engine was numbered by Henry Ford with a hand stamp and machine hammer. The next day this engine was incorpo-rated into a Tudor sedan and driven to the Dearborn laboratories and put through 10 days of test-ing and inspection. In the meantime, the assembly lines were silent. On November 1, the word was given to resume production and new Fords crept off the lines at a rate of about 20 a day.

submitted by Ken Brust, photo provided by MAFCA

**Be Informed.
Be Smart.
Be Safe.**

THE FINER POINTS

By Chris DuVall

Have any of you been inspired to rush out to your motorcars to check for original parts on your Model A’s? Have you rushed out to check if your ammeters are original and correct? Next time I see each of you, I’m going to quiz you on if your ammeter is original, and I expect everyone to be able to tell me! Yes, I even mean you, Ken Brust!

Since we seem to be stuck in the office of our lovely motorcars, why not take some time to talk about the steering wheel? It’s certainly one of the most important parts of the car, right? Just think where you would be without one! So, what was the steering wheel supposed to look like? Was it always black?



Believe it or not the steering wheels for 1928 were made of a phenolic resin known as “Fordite” which ended up being a dark, reddish brown color. The red steering wheel was used through February 1929, and you have a two-month grace period for using one on your fine point car for judging (meaning you can use the red wheel up through an April 1929 car!). Starting in January 1929, a new black steering wheel was introduced made of a black material resembling rubber. (Yes, you read that correctly... there was an overlap period!) Starting in 1930, a new design for the steering wheel was introduced and made of either soybean composition or solid black resin with a satin finish. That’s right, none of the steering wheels were glossy contrary to popular belief! All designs of the wheel had four grooves on the face of the rim.

So, let’s say you have an original steering wheel on your car, and it’s looking a bit like its best days are behind it like the one in Figures One and Two. It’s dirty and grungy!

(The Finer Points from page 9 continued)

The wheel turned out very nice, and it only took about thirty minutes one Saturday afternoon. There is a catch though... this was a fairly nice wheel to start with that didn't really have large imperfections. When you have larger cracks or, heaven forbid, missing chunks you have to use JB Weld (epoxy) to fill the cracks followed by more sanding. Afterwards, you should paint with DP-90 to give it that nice satin black look.

Believe it or not, for judging, you must have an original wheel. Otherwise, you will end up with a small point deduction. In fact, you need a nice original wheel because if it is painted you will also receive a slight deduction. Gee whiz, are they picky or what? You know what though? That's all part of the fun! Searching for good parts and restoring them... Is there any better way to spend a Saturday afternoon?



Chris - does your speedometer work?



Figure Four



Figure Five



2020 SPRING TOUR TO COFFEYVILLE (BUT ONLY IN OUR DREAMS) BY KEN BRUST

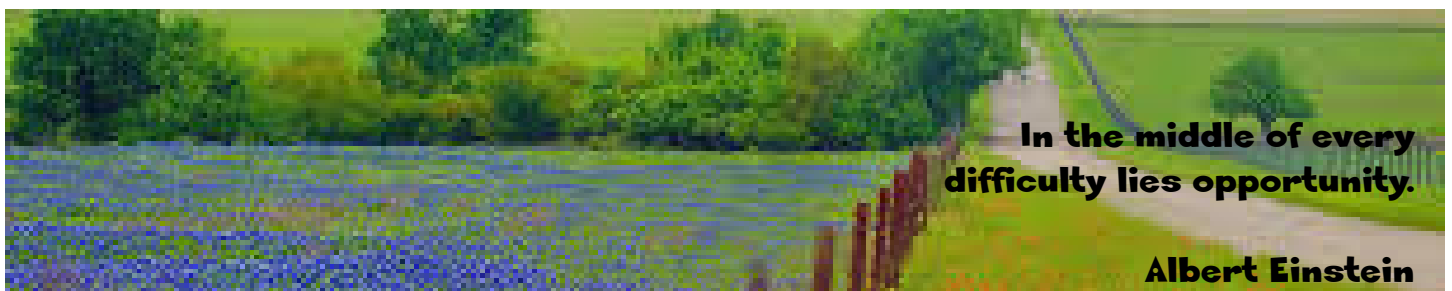
Crank up your A and come along on the Spring Tour that didn't happen. We leave Tulsa on Thursday with about 20 Model As and caravan our way up to Bartlesville for lunch where more than half a dozen other Sooner Club Model As join us. The Painted Horse Bar & Grill has a special room all ready for us and serve us a tasty lunch. Goody bags are passed around full of amazing treats and surprises! On the road again over to Nowata to visit some interesting sights including buffalo and bowling balls! Really! You should have been there! Pulling into Coffeyville after we cross the state line, we pass the stately Brown Mansion on our right that we'll tour in the morning. Checking into our hotel, managed by a squared-away Marine, we unpack, stretch our legs, raise the hoods and fix someone's rattle or whatever, take a little nip or two and then head over to downtown just a few blocks away. We line up our As in front of their old 1929 movie theater, which is being renovated, for a classic photo. Then we stroll over to a store front converted into an event center where we are served a delicious catered dinner while viewing a documentary film on the Dalton Brothers and their historic, daring double-bank robbery fiasco. We later straggle back to hotel and get rested for what's to come!

Friday morning at 9am we split into two groups, with one heading to the Brown Mansion for a tour while the other group heads downtown to the visitor center, a museum, and the two banks involved in the robbery attempts, all located around the town square. At 10:30am or thereabouts, the two groups switch and repeat the same. On our own for lunch but we have a menu of possibilities. Some take time to also explore around town to see the various downtown murals, the cemetery where some Daltons now lie, an interesting but unusual residential street

and other points of interest described in your goody bag contents. Around 2pm or so we meet back at hotel and head over as a group to Max's Ford collection. Unbelievable! We tell Max thanx for having us as he insists we take along a donut or two with us and we drive over to the old airport. No longer active now but the huge hangar is full of historic aircraft with fascinating stories. Home of the Funk Aircraft Company, there is a Funk plane sporting a Model A motor and one or two Breezy planes that Jan Hamm tells us all about. That's it for Friday so back to reviewing options to eat on our own and then fun and games in the huge party room at hotel.

Saturday we caravan up to Independence, Kansas, on a poker run. One card stop is at a Cessna factory where we also learn about what they do. A box lunch is provided at next stop included with the \$10 poker entry and we dig in at the conference room in the Independence history museum. Driving through their beautiful city park afterwards, we head over to the famous Little House on the Prairie and learn all about this story and claim another poker card. Dinner Saturday night is in the Coffeyville Country Club where Gov and Gary entertain us with some of their tunes and antics and we award the winning poker hand with \$100.

Sunday morning we point our As toward home but stop in Caney, Kansas, to visit an antique car museum. In Bartlesville we enjoy lunch at Tinker's Bar & Grill where we have the entire upper floor to ourselves. The owner is a relative of General Tinker, the first general officer killed in World War II. Tinker AFB was named in his honor. The walls of the restaurant are covered with old photographs of the Tinker family and Tinker AFB. During the remaining leg home, folks tend to peel off into various directions, so our caravan gradually diminishes until we are all safely home and thankful for such trusty cars and jovial friends. If you missed the Spring Tour, I think you missed a fun time..... or, did I just wake up and realize it was just a dream??



**In the middle of every
difficulty lies opportunity.**

Albert Einstein

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

THE RUMBLE SHEET

Tulsa Model A Ford Club
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