



# THE RUMBLE SHEET

OCTOBER 2020 - VOLUME 54 - ISSUE 10

## PRESIDENT'S MESSAGE

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Our hearts go out to Jamie Slack and Family as we mourn the passing of our friend and board member, Alan Schmidt. Alan was such a wonderful asset to the club, and he will be missed by all of us. Jamie will keep us informed on the date of the Celebration of Life for Alan. Please remember them in prayers.

I would like to give a special "thank you" to Connie Hudson who works hard with the Sunshine Report to keep us informed about any illnesses with the members. She takes care of sending flowers and cards to those who need them. If you get a chance let Connie know you really appreciate her efforts.

13 members enjoyed the breakfast and meeting at Owasso! It was a nice day to travel, and congratulations to Lisa Ramsey for winning the free breakfast.

We finally braved the world of "Zoom Meetings" and what a success! 23 members logged on, and the technology wasn't so crazy after all. Thank you Chris DuVall for organizing the meeting, getting us up to speed, and keeping us on track! For those that missed last time, it's really easy since you just have to click a link!

21 members and 11 Model A's traveled to McAlester on September 19th on International Model A Day for some Italian food, antiques, The Tannehill Museum, an Italian Grocery Store, and vintage restored gas stations. Some cool photos were taken! We hope you learned a little history about McAlester as we viewed the Coal Miner Statue and talked about the munitions storage. Great Job everyone as we collectively drove 2267 miles in our Model A's!!! Pretty sure no one complained about the overabundance of food or that we even managed to add in a quick stop to Braums for ice-cream before heading home. Sorry that Ken Brust seemed to have a radiator leak; however, Marvin saved the day with a quick repair, and everyone made it home safely. Thanks, Marvin!

In preparation for the Fall Tour, check your vehicles to avoid break downs. Since Autumn has arrived with the cooler weather and falling leaves, the area we will be traveling through should be beautiful. We are definitely looking forward to a relaxing time with the Sooner Model A Group and you can never go wrong with a train ride! It's not too late to sign up to join in the fun. The group, led by Marvin, will leave from the

QuikTrip located at 81st & Hwy 51 at 9:00 a.m. and travel to Tahlequah where I will be joining. We will stop for lunch en route.

As most of you know, it's that time of year when we start recruiting people to serve on the board. If you are interested in organizing, and serving then we hope you will give us a call or e-mail. We would love to have you join us as Andy Dunn and David Lonsdale will finish up their term. Jeannie Washburn has graciously stepped in to help with the treasurer position, and we very much appreciate her help. The board is a great place to get better acquainted with fellow members and since everyone works together it's never very demanding.

Mitchell



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[www.tulsamodela-fordclub.com](http://www.tulsamodela-fordclub.com)



# THE FINER POINTS

By Chris DuVall

It seems those golden summer days have once again left us, but no worries! That just means cooler weather for driving a Roadster! The below photo of a 1931 Roadster is one of my favorites, and it is included in the “Model ‘A’ Album” by Floyd Clymer. For those who do not have this book, it is really quite enjoyable since it contains multiple factory photos of nearly every body style produced by Ford. Clymer was considered an expert on the subject of Model A Fords; however, in his 1930 section, he only has examples of the DeLuxe Roadster. In his 1931 section, he actually uses the below photo twice: once with the caption “1931 De Luxe Roadster” on page 57 and again with the caption “1931 Standard Roadster” on page 59. How in the world can this car be both a DeLuxe and a Standard? Surely this is not the case considering a Standard Roadster cost \$435 in 1930 while the DeLuxe cost a whopping \$520! So, is my favorite photo one of a DeLuxe or of a Standard?



In my opinion, the DeLuxe Roadster is one of the most desirable Model A Fords. As a matter of fact, it's so desirable that nearly every Roadster you come across is a “DeLuxe” regardless of year. So, what makes a DeLuxe a DeLuxe and a Standard a Standard? Is it a side mount spare, dual tail lamps, colored wheels, white wall tires, or a tan top? Let's dispel some myths, shall we?

The DeLuxe Roadster was introduced in August of 1930 as an attempt to increase sales in the midst of the Great Depression. Unfortunately for those of us who own a 1928 or 1929 Roadster, this means that no amount of cowl lights, colored wheels, or extra chrome can turn our cars into DeLuxe Roadsters. They simply did not exist because they had yet to be invented! In fact, they weren't even called “Standard” Roadsters. Why distinguish it as a

Standard when there wasn't anything to distinguish it against?

In 1930, there were 112,901 Standard Roadsters produced compared to 11,318 DeLuxe Roadsters. In 1931, the numbers switched with 5,499 and 52,997 Standard and DeLuxe Roadster produced, respectively. 1930 Standard Roadster have become quite rare over the years since many have been converted to DeLuxe models. Originally though, they far outnumbered the DeLuxe. All these facts, and we still haven't determined the true differences between the two cars! As they say, a picture is worth a thousand words. Below is a photo of my 1930 Standard Roadster below my 1931 DeLuxe Roadster.



Considering both cars were designated “40-B” by Ford, they are strikingly different at first glance. The sheet metal is virtually the same. In fact, the only differences in sheet metal arise from year model differences rather than DeLuxe versus Standard. Of course, DeLuxe models had several different color option differences in 1930 and 1931. You could even special order your paint color for a DeLuxe Roadster in 1930. Most models came from the factory with black wheels, but all DeLuxe Roadsters came with painted wheels to match the pinstripe. Colored wheels were included from the factory on five models: DeLuxe Roadster, DeLuxe Phaeton, Convertible Sedan, DeLuxe Tudor (introduced in June 1931!), and DeLuxe Fordor (different from a Town Sedan). Alas, those white wall tires are incorrect since Ford only



supplied black wall tires. Did you really think Ford would pony up for white walls when he didn't even supply a spare tire from the factory?

I've often heard cowl lights make a car a "DeLuxe", and while they certainly add a touch of class that is not all that is required to make the change. All DeLuxe Roadsters came from the factory with cowl lights. Those with sharp eyes may notice a slight variation in the shape of the gas caps in the below photos; however, the variation arises from model year differences rather than model differences.



At a glance, it's obvious the top material is completely different in the below photograph. The DeLuxe Roadster came equipped with a tan top while the material used on a Standard was black. It's more than just top material though. The entire top iron assembly is different. The Standard top irons resemble the irons used in 1928-1929 while the DeLuxe has those beautiful natural wood bows. The side curtain material matched the top material. Additionally, it is easy to see from this view that the Standard windshield and stanchions are clearly taller than the DeLuxe. You can also see the difference in the dash, which normally would be considered a model year difference; however, since the DeLuxe Roadster was introduced in August 1930 and the Oval speedometer ceased production in June 1930, it seems highly unlikely any DeLuxe Roadsters made it out with the early dash.



As a child, do you ever remember watching "Lassie" when Johnny was in trouble and looking at your watch, you realize the show only has one minute left and there's no possible way they can wrap it up this week? Well, that's how this article is! There's just too much material to cover in one sitting. Who could have guessed it? Oh well, at least we've learned a little bit, and now we have something to look forward to for next month!



## The New Ford Convertible Cabriolet

*June 1930 - Good Housekeeping*

# TULSA MODEL A FORD CLUB

9/15/2020 7:00 TO 7:45 PM



Prepared by Andy Dunn, Secretary

The September general meeting was held online via Zoom, president Mitchell DuVall presiding. This was the Club's first Zoom meeting and 23 members tapped in. We have had

short club meetings and club breakfasts since July, as COVID-19 has closed Hardesty Library meeting facilities until after the first of the year.

**Treasurer Report** Alan Schmidt has stage 4 kidney cancer. He has entered a stage where he is unable to take care of any club business. Mitchell has asked Jeannie Washburn to finish Alan's term, Jeannie has agreed and The Board has approved the appointment.

**Old Business** The club breakfast was held at The Apple Barrel in Owasso on September 5. Thanks to Ollie and Virginia for arranging a great Broken Arrow Tour and Picnic. Thirteen members and Model A's cruised to Cushing for the first ever Cushing Fly-In.

**The Sunshine Report** includes well wishes for Joanna Cooper, recuperating from triple bypass surgery, Donna Robinson trying to recover from a bacterial stomach infection and Alan Schmidt recently diagnosed with stage 4 kidney cancer. Alan is at home with hospice care.

**New Business** The Board is actively recruiting suggestions for New Board Members as current Board Members Alan Schmidt, David Lonsdale and Andy Dunn finish their terms. There is a Model A outing scheduled for Saturday September 19 to McAlester for lunch, tour and shopping, it's a day trip. The fall tour is still on.



*Harold Helton visits with Alan Schmidt at the August coffee.*



## THE FIRST MODEL A FORD

by Jim Schild *Collector's Originality Guide Ford Model A*

Although the Model A was ceremoniously presented to the public on December 2, 1927, the first Model A was actually not totally finished and delivered until much later. By August of 1927, Ford had produced prototypes of the Model A cars as manufacturing procedures were being finalized. The entire plant's operations and machinery had to be redesigned and new equipment had to be built. It was not until October 20, 1927, that the first complete Model A engine came off the assembly line. Henry and Edsel Ford posed for photos with four members of Ford's senior engineering staff at the break-in stand and Henry personally stamped the first engine with the number A-1.

When the Model A was formally introduced on December 2, 1927, Henry Ford's general secretary sent correspondence to Thomas Edison's personal assistant inquiring as to whether Mr. Edison would accept Mr. Ford's gift of Model A number one. Henry Ford had always admired Thomas Edison and had reserved ownership of this important car for Edison from the very beginning. Edison preferred a touring body, so the original Tudor body was removed. Details of the body according to Mr. Edison's preferences were: 35-A Standard Phaeton body finished in dark green and equipped with goatskin interior trim rather than the standard Spanish Brown artificial leather. The car was delivered with the early open-end bumpers that were used only on a few early production models.

Although the Edison car is based on the first Model A built, it is believed that the first complete Model A delivered actually went to famous comedian and entertainer Will Rogers in December, 1927.

## 2020 OFFICERS & BOARD MEMBERS

President Mitchell DuVall.....	duvallstrans@att.net.....	918-458-1469
Vice President Ollie Harris .....	ollieh@cox.net .....	918-986-0036
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

## 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
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# Calendar of Events



DATE	EVENT AND LOCATION	TIME
October 3.....	Breakfast, Silver Skillet, 8228 East 61 Street, Suite 114, Tulsa.....	8:00 a
October 8-11 .....	Fall Tour, Fort Smith and Talimena Drive	
October 13.....	Ladies' Lunch, Mad Eats, 201 South Main, Owasso.....	11:30 a
October 20.....	Zoom Meeting, Password and Link will be emailed to members	
November 7.....	Breakfast.....	8:30 a
December 5 .....	Breakfast.....	8:30 a
December 12 .....	Christmas Dinner, Freddie's Steakhouse.....	12:00 noon







**MEMBERS' BIRTHDAYS &  
ANNIVERSARIES  
OCTOBER**

- 1 Dan Morris
- 1 Gary Sullivan
- 3 Joanna Cooper
- 3 Dave & Deb PILMAIER
- 5 Linda Ochs
- 6 Jim & Teresa STODE
- 11 Carolanne Mahan
- 16 Ruth Walthall
- 20 Don Reed
- 20 Don & Susie MORETON
- 21 Mark Rigglin
- 22 Roy Cail
- 22 Laura Judkins
- 23 Marvin & Linda MELLAGE
- 25 Deborah Pilmaier



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## NUTS AND BOLTS

by Ken Brust

MAFCA Board Director ballots are due soon. If you haven't voted for Robert Bullard yet, please do so now! I know he will be an excellent director! Your vote is needed!!

The Model A Ford Museum, located on the Gilmore Car Museum campus in Michigan, is on my bucket list as it probably is on yours, unless of course you have already checked off this one. But did you know that Kansas City was the original location chosen for "our" museum? Kansas City seemed to be about equidistant for all Model A aficionados. However, the selected site was located in a flood plain and a further search was eventually conducted. Auburn, Indiana, was the second location considered. Auburn was the home of the Early Ford V-8 Club Museum along with some other car museums being developed at that time. However, problems with land ownership at the site caused the search to continue. The Gilmore campus was the third try and proved to be the charm! It has proven to be an excellent decision for many reasons. However, I still wish it could have been in our old stomping grounds of Kansas City!

We all know that all automobile manufacturers shut down car production during WWII and built various war equipment instead. Ford built over

8,000 B-24 bombers and by 1944 was producing one bomber every hour, an unbelievable feat! Ford also built various other war equipment, including almost 300,000 jeeps. Ford built over 10,000 staff cars using the 1942 Ford 6-cylinder sedan as the base model. These military versions were all painted olive drab but had no parking lamps nor tail-lamps and no chrome. Even the interior was just as stark with the only items not painted olive drab being the pedals, the steering wheel and the instrument gauges. No radio, no clock, not even a heater.

We all were very saddened to learn of Alan's sudden passing. Our sincere condolences to Jamie and family. Cancer continues to be one of our deadliest enemies! Life is too short so we must remember to live each day to its fullest! Some others in our club are also experiencing challenges with health issues. I've learned that Joanna Cooper is recovering from heart surgery, Donna has been in hospital with an unknown stomach infection, Harold Helton is due to have eye surgery and Gary Sullivan is dealing with a heart issue. With our lack of meetings and gatherings during this very concerning pandemic, our communication within the club has been limited so there may also be others that I'm not aware of who need our well wishes! Please reach out and stay connected as best you can.

Happy Trails to all.





# Road Trip to McAlester









# 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.

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### 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

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