



THE RUMBLE SHEET

DECEMBER 2020 - VOLUME 54 - ISSUE 12

PRESIDENT'S MESSAGE

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Welcome to our new board members: Chris DuVall, Connie Hudson, and Jeanne Washburn! They will be joining myself and Ollie Harris for 2021. This group of great club members will make a difference in the coming year. We are certainly looking forward to the New Year, and traveling in our Model "A" cars together. I would like to give a special thank you to the departing 2020 board members: Andy Dunn and David Lonsdale. We very much appreciate your hard work for the club.

With the promise of a new vaccine, we are hoping for changes in the state and city governing soon. As you know, everything has been pretty much cancelled for December for the meeting places and restaurants. However, Barbara Cail has planned a much needed socially distant club "Cookie Exchange" for December 13th at 2PM. Who can resist a cookie and an afternoon drive? Not me, I will be there with bells on! Jingle, jingle, ahooga, ... Please ,RSVP with Barbara Cail if you plan on attending by December 10th at 9PM.

We will also be participating in the Broken Arrow Parade on December 5th and the Catoosa Parade on December 12th. Details and reminders will be sent out via e-mail and facebook.

Don't forget to turn your mileage into Roy Cail for the 1000 Mile award by December 15th. Several have consistently driven their cars, and we would like to reward them. This is what our club is all about: driving our cars and enjoying the friendship! Thank you, Roy, for continuing to organize these awards.

As you know, this will be my last month as President; however, I am looking forward to remaining on the board to help with projects and tours over the coming year.

Mitchell

photo provided by MAFCA

visit us on the web at
www.tulsamodela-fordclub.com



**Are you ready to go on a tour?
Guess the location and name of this building.
(find answer on page 4)**



THE FINER POINTS

By Chris DuVall

Winter is coming which means we will unfortunately be motoring a bit less; however, this time of year always presents us with the opportunity to work on those larger projects that we put off all summer.

As you all know, I recently purchased a 1930 Roadster, and the passenger door did not open and close quite as easily as it should. The doors on all Model "A" Fords should easily click shut with an "icebox" sound. If you're not old enough to remember what an icebox sounds like, then I can't help you! No Model "A" door should require slamming to shut it. I always cringe when I hear a door being slammed shut, even if it isn't mine.

What's the number one cause of door issues on the Model "A"? I've dealt with these issues on both my 1928 Roadster and my 1930 Roadster, and in both cases, it was caused by bad body blocks and pads. Most of the time when you look at a car, the body blocks and floorboards will be painted black; however, they were originally coated with a dull black wood preservative called "Gilsonite". The only exception to this was the front body blocks on 1928-1929 models which were painted body color because they were installed prior to painting. Below are the body blocks I finished for my 1930 Roadster.



As you can see, they were not painted with black paint. In addition, each block had a rubber pad tacked in place with two small tacks. The rubber pads all had cloth in the middle for added strength. The normal suppliers have good body blocks, but if you order pads from the normal suppliers, they will arrive

without the reinforcement fabric. It may not look like much, but this fabric is very important because it adds much needed strength. If you don't believe me, just look at a car that just has normal pads. They completely flatten out, and this can lead to problems down the road. We usually purchase raw pad material from McMaster-Carr or shrewdly at swap meets if we happen to run across it. It is definitely more expensive than the pads without fabric, but it's so worth it in the long run.

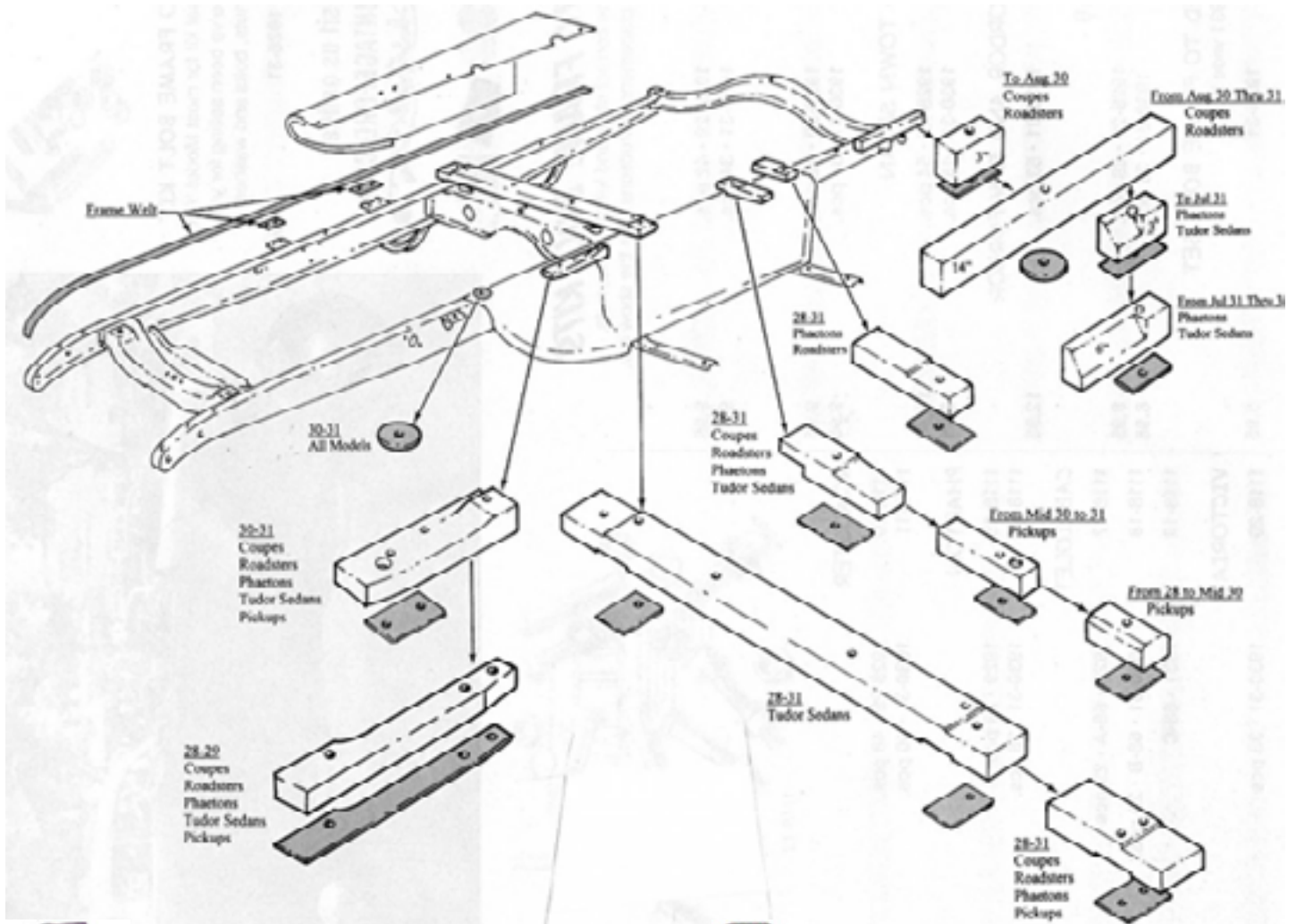


The body blocks did not remain constant through the years: like other parts, Ford made improvements. For instance, the rear block for Coupes and Roadsters above the rear axles were initially only three inches long. This frequently caused the steel to break out meaning the body would be loose at those points. As a result, Ford lengthened this block to fourteen inches starting in August of 1930. Below is a diagram showcasing the changes to the body blocks over the production of the Model "A".

Once I replaced the body blocks and pads on my '28 and '30 Roadsters, my door issues were fully resolved. I've seen online where other restorers used pads of varying thickness to achieve body alignment, but my personal belief is that they have frame issues. I have not found any references to different pad thicknesses in the literature. Additionally, the pads were attached to the blocks long before they were married up with the bodies. So, the argument that different thicknesses are required is a moot point in my opinion. Frame issues most frequently arise in the area of the rear engine mount especially on the passenger side since the engine torques that way. The frames were designed to flex, but overtime this can lead to permanent bends. Alas, this is a project for another day.

(continued on page 3)

I think the guy who restored my 1930 Roadster must not have been able to get the proper body blocks because he created makeshift shims in place of four of the blocks. Now that it has been fixed, both sides have that nice “icebox” sound, and they close without the need for slamming. Incidentally, replacing the blocks and pads also corrected a slight hood alignment problem. Can you imagine that? It fixed two birds with one stone!



Ladies LUNCH



TULSA MODEL A



FORD CLUB

11/17/2020

7:00 TO 7:30 PM

The November general meeting was held online via Zoom, Club

President Mitchell DuVall presiding. This was the Club's third Zoom meeting. 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. David Lonsdale reports that he has had one check ride and plans to take delivery of his Model A from Ralph very soon.

Treasurer Report

Mitchell DuVall, the club reported a bank account Balance of \$5216.56.

Old Business Our facebook page is growing and active. Departing board members at the end of 2020 are Andy Dunn and David Lonsdale. The club is going to try to attend the Broken Arrow Christmas Parade December 5th at 10:00am. The Catoosa Christmas Parade is on December, 12th at 2:00pm. The ladies Luncheon is scheduled for December.

New Business New Board Members for 2021 are Chris DuVall, Jeanie Washburn, and Connie Hudson. The membership voted to approve the nomination of these members. Please welcome these Board Members. A motion to send \$100.00 the Model A Ford Foundation was seconded and approved. The Model A Ford Foundation was not able to have their fundraiser this year due to the COVID 19.

One December activity is a cookie exchange which will be held on Sunday the 13th. Details to follow, but it works like a poker run except adds some social distance to the process. Barbara Cail requests reservations.

Roy Cail is requesting details of your A's milage for the 1000-mile club to be submitted by December 15.

Prepared by Andy Dunn, Secretary

Answers to puzzle on page 8:

Guy in blue shirt appears twice

Tool bag moved.

Fire extinguisher and its reflection in door are missing.

More trees on right side.

Grass greener

Bumper clamp missing

Did You Know?

David Dunbar Buick formed an automotive manufacturing company bearing his name in 1904. However, he was forced out of the company in 1908 and he died impoverished in 1929, the same year that the Buick automobile celebrated its 25th anniversary!

The Model C Ford actually came out prior to the Model B Ford.

Will Rogers, Oklahoma's favorite son, never lived in Oklahoma! Born in Indian Territory, he had left home to travel the globe prior to statehood. On return to the US, he worked with Zigfield Follies in NY and made movies in Hollywood where he made residences. But, he is buried here in Oklahoma and remembered always as an Okie!

The transformation of America into an automotive culture was accompanied by a truly momentous development: the emergence of the drive-in gasoline station. Before the 1920s, most gasoline was sold by storekeepers, who kept the motor fuel in cans or other containers under the counter or out in back of the store. The product carried no brand name, and the motorist could not be sure if he was getting gasoline or a product that had been adulterated with cheaper flammable fluids like kerosene. Moreover, such a system of distribution was cumbersome and slow. In the infancy of the auto age, some retailers experimented with gasoline wagons that delivered fuel from house to house. That idea never really caught on, partly because of the frequency with which the wagons tended to explode!

Oil spot is gone

#8 missing on license plate

Woman appears twice

Hubcap and wheel missing right wheel

Answer to question on page 1

Arlington Hotel, Hot Springs, AR

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
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

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Calendar of Events

DATE	EVENT AND LOCATION	TIME
December 5	Broken Arrow Parade	TBD
December 8	Ladies' Luncheon, Casa Tequila, 1311 East Hillside Drive, Broken Arrow	11:30 a
December 12	Catoosa Parade	TBD
December 13	Cookie Exchange Tour, Starting at Hunter Park	2:00 p



Reminder

Member Fees

Due December 31

P.O. Box 33348
Tulsa, OK 74135-3348

Membership Renewal Form: Tulsa Model A Club 2021

\$30.00 Check # _____ Cash _____ Date Paid (mm/dd/yy) _____

Your Name _____ MAFCA Membership # _____

Spouses Name _____ Member Since (mm/yyyy) _____

Address _____

E-mail _____ Home Phone () _____

Cell Phone () _____ Work Phone () _____

Model A Changes _____

MEMBERS' BIRTHDAYS &
ANNIVERSARIES
DECEMBER

- 5 Rodger & Debbie JOHNSON
- 12 Beverly Bornefeld
- 16 Ken & Tory BRUST
- 16 Don House
- 21 Don & Jessie REED
- 22 Jamie Slack
- 28 Roy Case
- 30 Roy & Barbara CAIL
- 30 James & Georgia RAMSEY
- 31 Bob & Linda STINE



FINANCIAL REPORT

Receipts: \$150
Expenses: \$369.02

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



SUNSHINE REPORT

Call Connie Hudson with concerns at 918 269-7240



March 12-13 Sunflower Swap Meet Wichita, KS
March 18-21 Norman Swap Meet Cleveland Co Fairgrounds Norman, OK

March 19-20. Chickasha Pre-War Swap Meet Chickasha, OK

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It's "A" Puzzling Problem



- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10



Can you find all ten differences between top photo and this one? (answers on page 4)?

Photo by Janet Shreading on MAFCA's 2011 National Tour along the Natchez Trace

(The following article was originally published more than 30 years ago in the January, 1990 issue of The Restorer Magazine)

ALL IN THE FAMILY

by Bill Duke, Tulsa, Oklahoma

It all started back in 1968, when my father traded a 1957 Ford station wagon (which he and my mother purchased new) for the 1930 DeLuxe Fordor I now have. At that time we lived in the City of Commerce, California, and I was a teenager, 17 years of age.

I thought the car was pretty neat, although it was in bad need of restoration - it was drivable on short trips to the store, etc. I remember coming home from high school, getting the keys which my father left in the kitchen, and driving the car around the neighborhood streets - then trying to park the car back in the exact spot before my parents got home from work everyday. That didn't last long as I was caught one day when the ignition switch broke. Boy, was I in a lot of trouble over that!



In 1971 the car was trailered to our new home in Tulsa, OK, and it just sat around in the yard for a few years. Eventually, my dad pushed the car back inside an old

truck body because, being out in the open, someone was always trying to buy the car and the weather was taking its toll as well. It remained there until June 1985 when my father told me I could have the car if I would fix her up.

When we removed the car from the old truck body, I decided I wanted to see if it would run after all these years. We discovered the engine was a little tight, so after draining the gas tank and putting in some fresh gasoline, we towed the car around my dad's pasture with a tractor for a while before it finally started. After it warmed up a little, it ran surprisingly smooth. It was exciting to drive the car home that day. Almost immediately I started checking for someone who knew where to get parts and learned of the Tulsa Chapter of MAFCA.

While taking the car apart I didn't know about

the tension on the rear spring, but soon had a good lesson! I had the rear end assembly complete with rear spring out from under the chassis. I thought all I had to do was pry one of those shackles out and the spring would come right off. Wrong!! After a short trip to the emergency room and five stitches in the forehead later, I learned I needed a spring spreader - I guess some lessons don't come easy.

I started restoring the car and with some advice from a few club members was able to do most of the restoration myself. My wife, Pam, did most of the sanding on the wheels which was a very big help.

The chassis was completed first and driven around the neighborhood streets to make certain there were no problems before the body was installed. Upon disassembly of the body I found that most of the wood structure had to be rebuilt because for a few years, the old truck body had leaked and part of the top had rotted away along with the original upholstery and some of the wood. Fortunately, being a carpenter by trade, I was able to duplicate the wood from what was left and some patterns loaned to me by a club member who restored a 1930 Briggs Town Sedan. The wood materials I used were red oak and maple. The complete sheetmetal body had to be removed from the structure to replace the wood.



One point of interest on the car is the oval-shaped brass plaque riveted to the dash rail with drive rivets. It appeared to be worn off smooth to me. When I removed it, I found someone had turned it over at some time. It bears the original dealer name "Taylor Universal Motor Co, (Ford Script) Portsmouth, Ohio."

I had originally intended to weld up the holes in the dash rail, but after finding the plaque had been turned over and was still in good shape, I decided to put it back on.

It took about two years to finish the restoration and in August 1987 the car was completed.

We have been on many tours and events with the Tulsa Chapter of MAFCA and have logged about



7,500 miles on our Fordor. The car has won several trophies at local car shows and at the central regional meet. "A Time in T-Town" in Tulsa, OK (June 1988) the car won the Best of Show trophy.

The Model A hobby has ben very rewarding to our family and the people involved are the best reward of all.

I have recently started restoration on a '28 Phaeton, to be hopefully completed in three or four years. Since finishing the Fordor, we have completed a '30 DeLuxe Coupe for my father and my brother has purchased a '31 Tudor - practically the whole family is now Model A'ers. (Submitted by Ken Brust)



October 1987- The Bill Duke family: Ryan, Lindsay, Pam and Bill with the result of the family's labor.

THE RESTORER - JAN/FEB 1990 31

1000 MILE CLUB

by Roy Cail

For those who submitted (or participated in 2019) odometer readings for the 2020 1000 Mile Club program I will be collecting your final odometer readings no later than Tuesday, December 15. 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.

ps: It is important to meet the deadline of submitting your odometer readings if you want to receive a dash plaque.

CONTACTLESS CHRISTMAS EVENT

by Barbara Cail



We can't let Grinch steal Christmas, and the Christmas season just would not be the same without seeing our Model A friends. So, we have planned a "contactless" way to do that, parade around in our Model A vehicles, share treats, and give to others.

What: Cookie Exchange, drive our decorated A, and Toy Collection

When: December 13, 2020 at 2:00 p.m.

**Starting point: Hunter Park
5804 E. 91st, Tulsa, OK**

Bring: cookies bagged in food-safe baggies, etc., a collection basket or box to place on your running board, and a toy for toy drive (optional). The number of cookies per bag should be 4 if we have 12 vehicles or less participating. If more than 12, 2 or 3 cookies is ample. Please text 918-645-3981 by 9 p.m. on Thursday, December 10 (Barbara Cail) if you plan to attend and indicate your name.

We will gather at Hunter Park at 2:00 p.m. Each participating driver will be given a number and a map or a list of stops. That number is the stop number you are to distribute your cookies to all participants. Please stay in your car and your directions and number will be delivered to you. Tour leader will indicate departure and we will form a line to begin the drive. If a light causes you to get stopped, just follow directions when light allows. You will eventually catch up and get to the next stop.

At the first stop, every driver will put their container on the driver's side running board. The drivers or their passenger with number 1 will get out and distribute a bag of cookies to each vehicle. At next stop, those with number 2 will distribute their cookies, and so forth for numbers 3, 4, and 5 at their respective stops.

JUST THINK, 12 vehicles x 4 cookies = 48 delicious treats! NO CALORIES, OF COURSE! Remember to decorate your vehicles, too!

Jim's Tech Tip by Jim Cannon

Removing Rear Wheel Hub/Drum



The rear hubs and drums are bolted on to the tapered axel shafts quite tightly. It is not always easy to get them off when you need to inspect the brakes or check the rear wheel bearings. Don't let this put you off.

You can buy a special "hub puller" that is designed to help get the hub off of the axel. It uses a large bolt that you screw in to press against the axle, and the puller pulls on the hub.

Some Model A hubs were made with a ridge that sticks up, away from the hub body. The puller connects with that ridge. Other hubs were made with a groove machined down into the hub. The puller goes down into that groove and pulls as you tighten the bolt.

Some pullers are specific to the style hub you have (ridge up or groove down) so before getting a tool, you should remove a wheel to see what kind of hub you have to be sure to get the right puller. Other pullers are designed to work with either style hub, which is handy -- so you might want to look for one of them.

When using the puller, it is hard to keep the drum from turning as you tighten the bolt on the puller. Put a wheel lug nut on the drum temporarily and put a 13/16" box-end wrench on it. Press down on that wrench while you lift up on (tighten) the big bolt in the puller. The wrench will jam against the hub and stop the drum from turning as you tighten the bolt.

[insert photo here]

When using the puller, tighten the big bolt, then tap the head of the bolt with a hammer. Tighten the bolt again, then tap with a hammer again. Repeat this until the hub pops free of the tapered axle.

Removing the rear drums is a pretty common task for servicing a Model A, so it is worth investing in a hub puller tool. It makes the job easier and helps you get back on the road quickly to Have a Model A Day!

Jim

taken from November, 2020 MAFCA Chapter Newsletter



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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