



THE RUMBLE SHEET

JANUARY 2021 - VOLUME 55 - ISSUE 1

PRESIDENT'S MESSAGE

INSIDE THIS ISSUE

- 1 President's Message
- 2 Finer Points, Christmas Parade Pix
- 3 Did You Know, Christmas Parade Pix
- 4 Nuts & Bolts, Cookie Exchange Pix
- 5 Officers, Board Members, Committees
- 6 Calendar, Adding Era Flair to Modern Dresses
- 7 Birthdays, Anniversaries, Sunshine Report, Club Apparel, FYI
- 8 Cookie Exchange Pix
- 9 Cookie Exchange Pix
- 10 Jim's Tech Tips
- 11 About the Model A Club

photo provided by MAFCA

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We ended the year with a fantastic socially distant cookie exchange. We want to say thank you to Barbara and Roy Cail, who did a great job organizing the outing. Everyone enjoyed the Cookie Exchange, and we all agreed it should be an annual event. It was such a fun

day with a variety of wonderful cookies to enjoy!!

Congratulations to Chris DuVall for winning the Photograph of the Year for 2020 with MAFCA with his "Dogwoods in Blossom and a 1929 Phaeton" photo! If you haven't seen the photo, it was on the cover of the Restorer Magazine for the July / August issue. It was a beautiful picture of his 1929 Phaeton and the Dogwood trees located in the Azalea Park in Muskogee. Great job!



Despite my best efforts, I will be the President for the New Year. The board wanted to give me a second chance to see if I could do a better job than I did in 2020! Below is the slate of officers for 2021:

President Mitchell DuVall
Vice President Ollie Harris
Secretary Connie Hudson
Treasurer Jeanne Washburn
Director Chris DuVall

The new board members enjoyed some social time along with a board meeting to start the year off on December 20th at my home, and we are all looking forward to serving the club this year. We dispersed our patches for the 2020 Model A Day to the



officers. For those who participated, you should receive your patch from one of the board members soon. Don't forget to turn in your mileage to Roy Cail as we will be handing out dash plaques for the 1000 mile program.

If you have not yet paid your dues for 2021, please do so as soon as possible.

Our first Zoom meeting for the New Year will be Tuesday, January 19th at 7:00 p.m. Please join us, as we discuss new activities for the year. We hope to be back in person sooner rather than later.

Our hope is that the New Year will bring an abundance of Model A travel days!

Mitchell

THE FINER POINTS

By Chris DuVall

Once again, a year has ended and a new one has begun. We all survived the holidays, and I am ready to continue my journey towards originality. With 23 areas to choose from in the RGJS, there is always a lot to do! As I'm reading from my Standards, I came to Area 18: Lamps. With only 15 total points possible, it may be tempting to gloss over this section in a restoration. Nevertheless, details are vitally important when restoring a Model "A" for fine point. Small mistakes can add up quickly resulting in major deductions overall.

One detail that a lot of people probably don't think about for the headlamps are the bulbs. After all, wouldn't newly purchased bulbs be perfectly fine? Below is a photo of three different types of headlamp bulbs.



So, which is the original and correct bulb for a Model "A"? The one in the center is a new bulb purchased from Bratton's or some other vendor. The bulb on the left is just an old bulb. I'm sure it would emit light though. The bulb on the far right is the one that is truly special. Can you see the ribs in the glass envelope? That's the type of bulb a Model "A" came with. Additionally, the base was originally nickel-plated brass. It appears as though the nickel is almost gone after 90 years or so.

You may be thinking that looking at the wrinkled glass envelope on a bulb is nitpicky, but it's the smallest of details that make all the difference in a fine point car. Additionally, the bulbs are highly visible through the fluted lenses that were used through February of 1929. Also, the judges look to ensure the bases are not just plain brass. That little detail is visible on both styles of lens.

Obviously, you would not want to drive long distances with original bulbs like these. So, they are strictly for show. Still, it's little details like this that fascinate me and always leave me craving more.



Broken Arrow



DID YOU KNOW.....?

Although not related directly to Model A Fords, here are some interesting notes of Oklahoma history. Prentice Gautt, OU's first black football player (and a mighty fine one at that!) and now a Ph.D, attended OU on an academic scholarship, not an athletic one! And although OU has won numerous national championships in multiple sports over the years, it was OSU who entered the 1970s with more national championships in more sports than any member school in the history of the NCAA. Both schools have had some successful coaches over the years, but Bertha Teague was quite simply the most successful athletic coach that Oklahoma has ever had. She coached girls' basketball although she never played the game herself. Beginning in 1928, (just like the Model A) she coached for 40 years and won 1,157 games. Bud Wilkinson won 47 straight; Coach Teague won 98 in a row. The Sooners didn't lose a conference game in 12 years; her team didn't lose a game for 27 years. Although Wilkinson, Switzer, Stoops, Iba and Gallagher won championships, Coach Teague won 38 conference championships, 40 district crowns, 22 regional titles and 8 state championships with the Lady Pirates of Byng, Oklahoma.

Does it seem, at times, that our politicians are crazy? In 1920, Manual Herrick ran for Congress in Oklahoma. He had been raised to believe he was the Christ and had once been a patient in the territorial insane asylum. When a popular six-term incumbent suddenly died after the filing period was closed, Manual Herrick ended up being the party's candidate and won. He said, "I may be a nut, but I'm a tough nut to crack." In 1922 John Walton, mayor of Oklahoma City, became the new governor of Oklahoma. He went wild handing out state jobs to supporters. He was impeached in 8 months. But one of his legacies was he helped pass a law forbidding public concealment behind masks or hoods, making the state the nation's first to "unmask" the Ku Klux Klan. (I wonder if this law is still on the books?) A few years later, in 1926, Henry Johnston became Oklahoma's governor but managed to antagonize both fellow Democrats and the Republicans and was soon impeached. At that time, only 3 state governors had ever been removed from office in US history, and two of them were from Oklahoma. Don't you find history interesting?

submitted by Ken Brust

Catoosa





NUTS AND BOLTS

by Ken Brust

Was the first Cadillac actually a Ford in disguise? In 1902, Henry Ford was attempting to launch the Henry Ford Company in Detroit. His investors got impatient and fired him. They brought in an engineer named Henry Leland of the Leland & Faulconer Manufacturing Company to help appraise Henry Ford's shop equipment in preparation for selling it all. Leland looked it over and said: Look, you guys have a car here almost ready to go. I have an engine that I made. You can put that engine in this nearly finished car and bring it to market. So they did, naming the car after the French explorer who founded Detroit, a man named Cadillac. So Cadillac launched its first production car in 1903, which was the same year Henry Ford ended up launching Ford Motor Company. At that time, Cadillac was not considered a luxury car. It was just an average, very well-made vehicle. Go tell this story to your friends driving a Cadillac!!

Henry Ford was the first licensed automobile driver in the United States. However, his main influence upon the licensing of drivers throughout the United States was the mass production of the Model T and Model A. With so many automobiles, laws had to be passed. The Model A years saw the greatest increase in states requiring a driver's license. In February, 1930, only twelve states required a driver's examination. But by December, 1930, 21 states plus the District of Columbia required licenses. Seventeen required an examination and twelve of these a road test.

Here is an interesting photo of Henry Ford sitting in a Barber-Warnock "T" racer prior to the 1924 Indianapolis 500 Race. The man with the mustache behind Ford's head is Louis Chevrolet, builder of the car. Barney Oldfield, with cigar, is directly behind Ford and behind the center of the hood with checked coat and hat is Edsel Ford.

Happy New Year! We are happy to welcome a new year after this last one! We also are happy to welcome the new vaccines! Happy Trails to you!!

Cookie Exchange



2021 OFFICERS & BOARD MEMBERS

President Mitchell DuVall.....	duvallstrans@att.net.....	918-458-1469
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Director Chris DuVall	chrisduvall@gmail.com	918.816.0839

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	vacant		
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
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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		
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MEMBERS' BIRTHDAYS &
ANNIVERSARIES
JANUARY

- 1 J.D. Sampley
- 2 Bobby & Cheryl JACKSON
- 2 Ollie Harris
- 6 Teresa DeCamp
- 10 Mitch & Teresa DECAMP
- 12 Robert Wagner
- 19 Virginia Helton
- 20 Teresa Strode
- 25 Andy Dunn
- 29 Sahron Lairmore
- 29 Charles & Samantha RAMSEY



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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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Cookie Exchange



Jim's Tech Tip by Jim Cannon

Ford originally used a fine mesh brass screen at the top of the glass fuel strainer bowl that's mounted to the Model A firewall. The bowl gives a place for water to settle into (water is heavier than gasoline) and a place for dirt and rust particles to collect.

The screen also keeps these particles from traveling down to the carburetor (where you have another screen!). With all these screens, I think Ford knew that gasoline supplies at the time were prone to contamination (more than today).



Many people have started to install a small pleated paper filter element in the glass bowl instead of the brass screen.

I'm not so sure it's needed; I think the brass screen is enough. The Model A has no fuel pump, it relies only on gravity feed, and I'm concerned about adding another restriction to the fuel flow.

But IF you use one of these paper filters, you need to know that the rust, dirt, etc. is trapped INSIDE the paper element, not on the outside of it like you'd think. Therefore, you can be collecting a lot of junk inside the filter, plugging up the filter element on the inside, and not even know it. One day, you lose all your power and the engine really acts like it is starving for fuel. You thought you would see the rust and dirt collect on the outside of the filter... but you don't. Surprise! (I hate surprises!)

So, if you are going to use these pleated paper filters, get into the habit of replacing them regularly, maybe once a year, since you can't see how dirty they are inside. And carry a spare filter and gasket with you in the car. It's a pretty easy thing to swap out in a parking lot. Kind of messy, but it can be done without tools. Use some disposable gloves and you won't smell like gas for the rest of the day.

That's all for now. Keep driving, help each other out, and Have a Model A Day! Jim



Thanks to MAFCA for providing this article for publication.

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:

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THE RUMBLE SHEET

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