

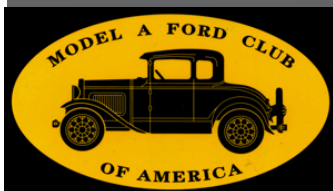


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# THE RUMBLE SHEET

DECEMBER 2021 - VOLUME 55 - ISSUE 12

## PRESIDENT'S MESSAGE



I'm ready to be back home working on Model "A" Fords again. Recently as I walked through the shop, I seem to come across more and more parts that I didn't know we have. When we were at Hershey, we picked an NOS steering column and steering gear box. A couple of weeks later, Chris noticed that we already had a really nice extra complete steering column assembly! That just seems to be the way it goes with these motorcars. I seem to remember Barbara Cail talking about "just in case parts." I guess that's why we have all these extra parts!

Recently, we were over to Ralph's house to check out the 1928 Special Coupe. It looks like a great start to a project, and I know Ralph will get it over the finish line soon! It has encouraged me and Chris to redouble our efforts on our February 1929 Special Coupe. It's amazing how similar and yet different these two cars are.

We have several exciting events planned for the rest of the year including the upcoming Christmas Banquet where we hope to see everyone! This is my last month as president, and I would like to let everyone know I have enjoyed this position over the last two years, but I am definitely ready for a break! Thank you to all our exceptional board members. Also, thanks to all the members who continued to participate during a tough time. It's our members that make this club fun! Best of luck to the new board next year!

## Cruising along, Mitchell



# THE FINER POINTS

By: Chris DuVall

As winter approaches, I'm hoping to spend more time back in the shop working on plating projects that have been put off during the driving season. For the most part, this consists of small interior trim pieces such as door handles, window cranks, and escutcheons. Nevertheless, I do have a few exterior pieces to work on also such as center bumper clamps.

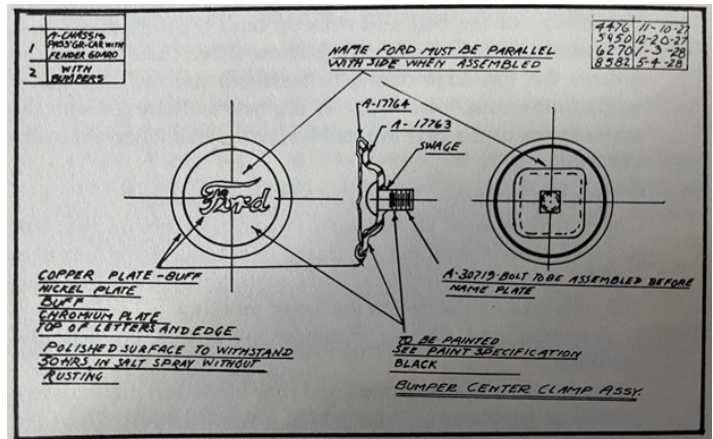
All Model "A" Fords came out from the factory with center bumper clamps on the full-length bumpers; however, there were various styles throughout production. I was somehow talked into doing some plating work for our friend, Mark, for his fine point Early 1928 Sport Coupe. So, he sent me the left two center bumper clamps, and I borrowed them to take the below series of photographs. They outline every type of center bumper clamp used throughout production. Originals have gotten to be quite rare!



The evolution of the center bumper clamp is quite interesting to me which we will get to in a bit. First, did you know at the beginning of the MARC club it was thought the bumpers were nickel plated instead of chrome based on the advertisements stating that "all" brightwork was done in nickel plate. I even read an article from the MARC magazine in the early 2000's that debated it. Today, it is well known that all the bumpers were chrome plated.

As we know, the Restoration Guidelines and Judging Standards (RGJS) are meant to be updated with new information as it is uncovered and proven to be true. Currently, the RGJS states the first two bumper clamps were nickel plated rather than chrome. According to Judging Standards Committee member, Mark, this is changing in Revision 5 which has not yet been released. The below scan of an original blueprint is part of the documentation used to prove a change for the RGJS. As you can see, the specific part numbers are listed, and the revision dates are also listed in the upper right corner. More importantly, the drawing states "Copper Plate – Buff, Nickel

Plate, Buff, Chromium Plate." There it is in black and white. The center bumper clamps were supposed to be chrome plated rather than nickel contrary to what is currently in the RGJS. I also find it interesting that the polished surface was supposed to withstand 50 hours of salt spray without rusting.



Going back to the first photo, it may be of interest to explain when the various center clamps were in use. On the far left is an NOS Ford Made in USA clamp. This would have been used from the beginning of production, October 1927, through May 1928 (the standards currently state April). When you see this in person, it is very obviously chrome plated. Additionally, the background is painted black not blue. The second clamp is a variation of the first that would have been used throughout the same time period in production.

The third clamp in the photo is the second-generation since "Made in USA" has been deleted. Ford began using this clamp in February 1928, and it was used until May 1929. Per the blueprint shown above, this clamp also should have been chrome plated rather than nickel as the RGJS state. Additionally, this clamp is painted blue to match what the standards state; however, the blueprint clearly states black. We will have to wait and see if this changes in Revision 5.

In April 1929, Ford introduced the third-generation clamp (the fourth in the photo) which was the first oval clamp. This was chrome plated and used throughout 1929. The last generation clamp is the fifth shown in the photograph. It was chrome plated when it was introduced for the 1930 models and later changed to stainless steel clad to match the 1931 models. The recessed area on both were painted blue.

We've talked a lot about the faces, but what about the sides and backs? These are often the dead

*(continued on page 6)*

## 2021 OFFICERS & BOARD MEMBERS

President Mitchell DuVall.....	duvallstrans@att.net.....	918-458-1469
Vice President Ollie Harris .....	ollich@cox.net .....	918-986-0036
Secretary Connie Hudson .....	connieHUDSON@cox.net .....	918.269.7240
Treasurer Jeanne Washburn .....	jeannewashburn@cox.net.....	918.693.2912
Director Chris DuVall .....	chrisdduvall@gmail.com .....	918.816.0839

## COMMITTEE CHAIRPERSONS

Advertising.....	Vacant	
Clothing.....	Kent Washburn.....	klwashburn@cox.net..... 918 693-8504
Club Directory .....	Steve Reiser .....	stevereiser@hotmail.com..... 918 851-8634
Cookies .....	Linda Mellage .....	lindamellage@cox.net..... 918.629-2978
Membership .....		
Mileage Awards.....	Roy Cail .....	roycail@cox.net .....
Name Tags.....	Linda Ochs .....	hotdog263@cox.net .....
Newsletter Coordinator....	Harold Helton.....	hahelton@cox.net .....
Photography .....	Barbara Cail .....	barbcail@cox.net .....
Programs	Board with membership assistance	
Refreshments & drinks ....	Cheryl & Bobby Jackson .....	bjackson4@sbcglobal.net .....
Sunshine Person .....	Connie Hudson.....	connieHUDSON@cox.net..... 918 269-7240
Supplies.....	Marvin & Linda Mellage .....	lindamellage@cox.net..... 918 629-2978
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# Calendar of Events

DATE	EVENT AND LOCATION	TIME
December 4	Breakfast, Egg It On, 81st and Aspen	8:00 a
December 11	Christmas Party, Freddy's Steakhouse	
December 14	Ladies' Luncheon, Roosevelt's, 1551 East 15th Street, Tulsa	11:30 a



## Meeting Minutes

### TULSA MODEL A FORD CLUB NOVEMBER 16, 2021

Meeting started at 6:30 with prayer by Don Reed

We adjourn to baked potatoes dinner, many thanks to the lady's who baked the potatoes and brought the fixings. Many thanks to Linda Millage for continuing to bring the supplies for our dinners.

After dinner a short meeting was held. A salute to our Flag.

Sunshine Report by Connie Hudson  
Financial Report by Jeannie Washburn

#### Old Business:

Reminder of payment of dues \$30.00 per year  
Election of New Board members: Roger Johnson and Don Reed agreed to run for the 2022 a 2023. And were elected by unanimous vote.

Broken Arrow Christmas Parade will December 4th line up at Main and Elgin, 9:30 parade starts at 10:00 am.

Christmas Party will be Saturday December 11th from 1:30 to 4:30 pm. Dirty Santa to following dinner bring a gift of \$10 or more, men's for men and ladies for ladies.

Adjourn meeting and proceed to Pie Auction, and fun time we all enjoyed Roger Johnson as our Auctioneer. Thanks Roger

Submitted by Connie Hudson

### 1000 MILE CLUB

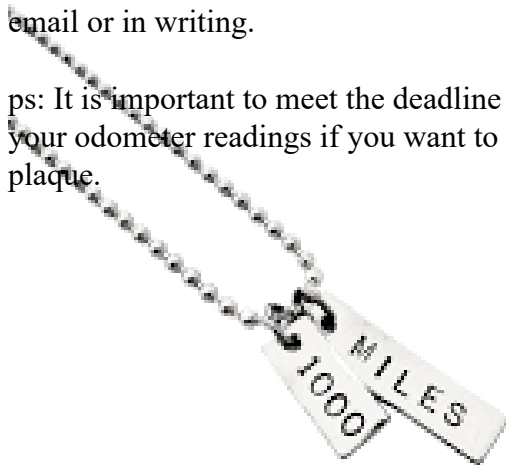
by Roy Cail

For those who submitted (or participated in 2021) odometer readings for the 2021 1000 Mile Club program I will be collecting your final odometer readings no later than Wednesday, 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.




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OWNER

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ANNIVERSARIES  
**DECEMBER**

- 5 **Debbie & Rodger JOHNSON**
- 12 **Beverly Bornefeld**
- 16 **Tory & Ken BRUST**
- 21 **Jesse & Don REED**
- 28 **Roy Case**
- 30 **Barbara & Roy CAIL**
- 31 **Linda & Roberet STINE**



**SUNSHINE REPORT**

- **Tory Brust** has had surgery
- **Mitch DuVall** has had a set back with his heart.
- **Virginia Harris** and I are both recovering from our back surgeries
- **Carina Slavens** had a scare with her blood pressure; she is doing better
- **Chuck Mahan** fell and banged himself up; Carolanne said he needed to walk with a cane now.
- **Bob Kendall** has been losing his eye site for some time and is at a point he can no longer drive. Our prayers are with you all for a speedy recovery. Call Connie Hudson with concerns at 918 269-7240

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**December:** Jeannie Washburn and Linda Mellage

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**FINER POINTS** *continued from page 2*  
giveaways on whether the clamp is an original or reproduction. Below is a photo of the sides.



You can see how smooth the crimping is around the edges. Often reproductions will have uneven crimping. Also, look how pronounced the portion that goes in between the bumper bars is. I have never seen a reproduction with this area so pronounced. Four of the five above clamps have studs for attachment. The oval 1929 clamp is the only one to use a bolt for attachment hardware. As far as I know, this style clamp is not even reproduced. Additionally, reproductions tend to be stainless regardless of the style. The backs were always painted black as well as the backing plates. Below is a photograph of the backs of the clamps.

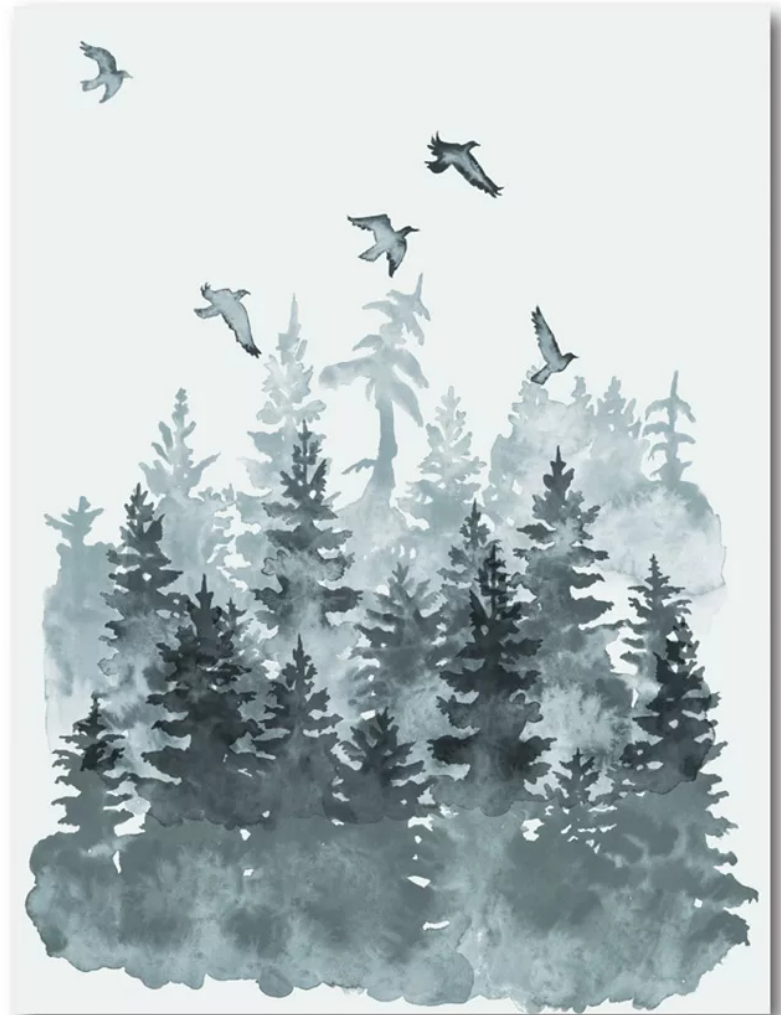


From this view, you can see the proper way the backing plates should be installed. On the round clamps, the curve of the backing plate goes toward the rear of the car. On the oval clamps, the reinforcement curves of the backing plate faces forward. On a side note, Henry Ford did not waste material. As a result, the stud coming out of the clamps on an original is flush with the outside of the nut when installed properly. It is very common for the stud to be much too long on reproduction clamps. Sadly, this is even true with the larger clamps.

At this point, I would like to propose a question to you. Below is a photo of the center bumper clamp on my original unrestored August 192 Roadster. To me, my clamp looks like it is nickel plated while the bumper is obviously chrome.

What do you think? The blueprint would suggest it should have been chrome plated, but perhaps the chrome just wore off after over 90 years of service.

The bottom line is sometimes the RGJS may be wrong, but it is the best information we have at the time of publication. However, we owe a debt of gratitude to the Model "A" lovers who have spent countless hours researching who knows how many documents to give us the best possible guide for restoring our cars. After all, this is the only hobby where you can purchase one book that has essentially all the information required to properly restore our wonderful motorcars.





**Club  
Meeting  
&  
Pie  
Auction**



*Model A Ford Club of America*



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*From the desk of 2021 Chapter Coordinator  
Robert Bullard*

December 2021

As the year barrels headlong towards completion and things start to slow down, there is still an important laundry list of individual and chapter Model A related tasks to complete.

First, all chapters are finishing up their officer and directory ballots and voting on which officers will lead their chapter beginning in January. If you haven't served on your local Chapters' Board now would be a good time to volunteer. I guarantee that you will get a ton of satisfaction from helping lead your local chapter.

Second, sign up and join in on your local chapter's end of year Holiday Party/Dinner. It's a perfect time to sit down and give thanks along with your local chapter members for the safe and prosperous 2021. Think of all the miles driven without incident and give thanks that we all drove our A's safely in 2021. I personally drove in Maine, New Hampshire, Kentucky, Texas, Montana, Idaho, Washington and Oregon this past year. Over 7,000 miles driven with many other dedicated Model A enthusiasts without any traffic incidents. We were truly blessed.

Third, thinking of those miles, now is a good time for you as an individual or your chapter to submit consideration for the various MAFCA driving awards available in recognition of individual or chapter driving records. Available on the MAFCA website is MAFCA Policy P2S05-G detailing all the specifics necessary to receive a driving recognition award. You still have time to submit your records.

And last, don't forget to send in your MAFCA chapter registration credentials necessary to maintain your Chapters' prime standing within MAFCA for 2022. We currently have 270 registered chapters and special interest groups. What a great resource MAFCA provides to us all. And, to my knowledge MAFCA remains the largest car club in the world dedicated to a single model and manufacturer of car.

That speaks volumes as to the popularity and enduring qualities of the Ford Model A and the strong cadre of individuals that keep that legacy alive.

Elaine and I hope to see or meet you somewhere down the road in 2022. Lots of good stuff coming next year and I can't wait to get going. I'll see you down the road and don't forget to pay your blessings forward. You will be helping to make the world a better place.

Robert,  
MAFCA Chapter Coordinator



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- Era Fashions & Judging
- Restorers Class





**First Tuesday Every  
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First Tuesday each month the men meet at Marvin's garage where we are hosted with tasty goodies by Marvin. On November 2, Chuck Mahan joined us again after spending the summer months in New Jersey. Bob Stein also rejoined the group after finishing his pool and home projects and after buying another Model A. Big Bob got a truck!!! Kent, Jerry, Sam, Dan, Rich, Marvin, Andy and Ken make up the regular attendees. All men are welcome. Join us at McDonald's at 91st and Memorial at 8:30am on all other Tuesday mornings.



**Tulsa Model A Ford Club - P.O. Box 33348 - Tulsa, OK 74135-3348**

**Membership Renewal Form: Tulsa Model A Club 2022**

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Your Name \_\_\_\_\_ MAFCA Membership # \_\_\_\_\_

Spouses Name \_\_\_\_\_ Member Since (mm/yyyy) \_\_\_\_\_

Address \_\_\_\_\_ E-mail \_\_\_\_\_

Home Phone ( ) \_\_\_\_\_ Cell Phone ( ) \_\_\_\_\_

Work Phone ( ) \_\_\_\_\_

Model A Changes \_\_\_\_\_

# 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

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

