

# THE RUMBLE SHEET

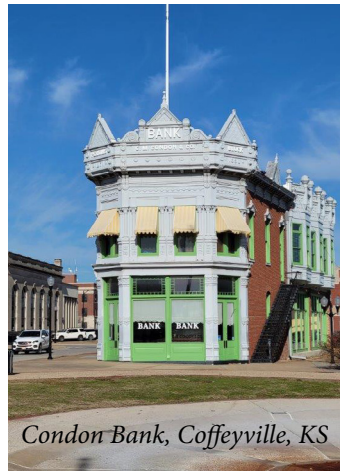
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## PRESIDENT'S MESSAGE

It's February already and you know what that means, it's time to get those cars back together and ready to drive for when the weather warms up. But most important of all, the month of February is Valentines Day. You best not forget your valentine and to help out, the club will take a short drive down to Okmulgee to enjoy a nice dinner at the Culinary Arts School on February 16th. The cost is now \$15.00 per person payable to Jeanne Washburn before we head down there on the 16th. I will need to call in with a final count of people no later than February 9th so, be sure to sign up because it's a great trip and the food is wonderful. We will meet in the south parking lot of the QuikTrip at Memorial and 151st Street South in Bixby and leave from there together.



*Condon Bank, Coffeyville, KS*

Coming soon and also not to be missed we are going on Spring Tour to Coffeyville, Kansas, May 4 thru May 7th. I don't know about you but I am anxious to learn how the Dalton boys messed up their robbery of two banks in 1892. Thirty hotel rooms have been reserved at the Holiday Inn Express in Coffeyville, Kansas. The Tulsa Model A Ford Club has a special room rate of \$89.99/night plus tax. Their phone number is 620-808-3319. Any confusion, just ask for Amy Knight, she is the hotel manager. The hotel wants a final count by 4-15-2023. We are working on a registration form that will be out as soon as we are comfortable with an itinerary and the costs.

We are working on the 2023 calendar of events and we are open to all kinds of activities that you might think the club would enjoy. A survey will be distributed at the next meeting and would appreciate any and all ideas you might have for activities or places to go and as always looking for those who wish to lead us on a new adventure.

*Kent*



# THE FINER POINTS

By Chris DuVall

We've been hard at work recently on our two restoration projects: the February 1929 Special Coupe and the June 1931 Convertible Sedan (400-A). It's taken a while to get here, but it seems the two chassis finally seem to be coming together in a big way for both motorcars. As a result, a new goal has emerged for us. We want to take a photo of both chassis together when they are ready for their respective bodies. How cool would that be, right?

Let's take a look at the front ends for both cars so we can compare and contrast the similarities and differences. Let's just label them Photo One and Photo Two for now so we can try to flush out which is which.

Are you surprised by how similar they are? You shouldn't be... they are both Model "A" Fords after all! The information to determine if all these finishes and parts are correct is contained within several areas: Area 4 – Undercarriage, Area 7 – Brakes, and Area 23 – Shocks & Shackles. Isn't it interesting that none of the finishes changed between 1929 and 1931? So, what did change?  
*(continued on next page)*

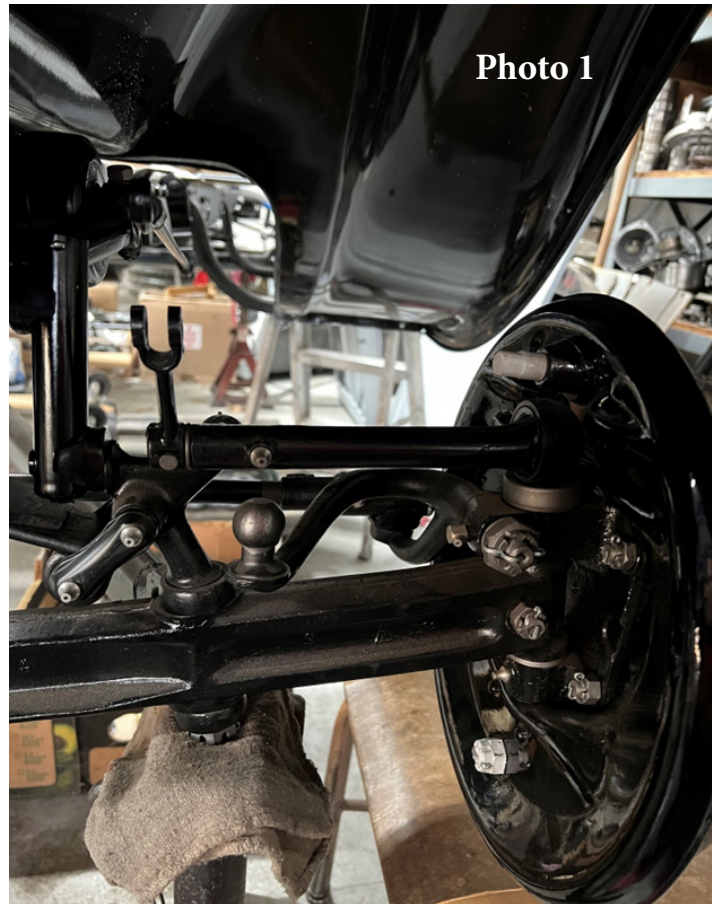


Photo 1

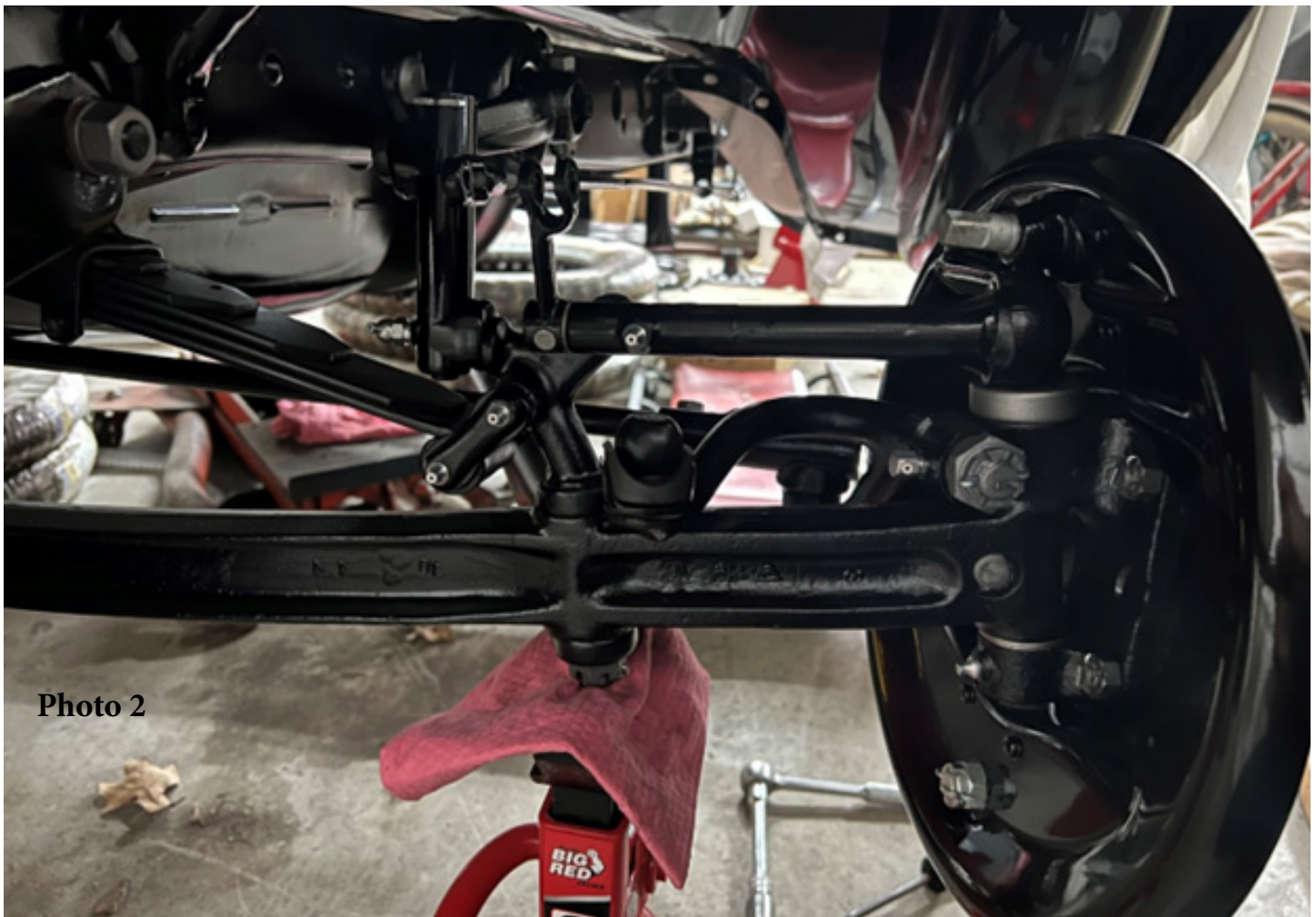


Photo 2



*(Finer Points continued from page 2)*

First let's look closely at the front axle. Some of the casting marks are different, but that's not the important part. What is important is the axle in Photo One has a Ford script. Starting in mid-1929, the Ford script did not appear on the front axle. The spindle bolt locking pin is also the style used from beginning of production until April 1929 in Photo One. In Photo Two, the flush spindle bolt locking pin is the type used through the end of production starting in August 1929. There are not any differences in the spindle arms or the spring perches. If you look closely, you can see the rounded grooves in the castle nuts in Photo One and the square grooves in the castle nuts in Photo Two.

Since we've moved on to the castle nuts, we can begin to look at the items contained within Area 7. The backing plates in Photo One have the brake adjusting cones used from Early 1929 through Early 1930.

Whereas the brake adjusting cones in Photo Two are the Early 1930 through the end of production type. The reason for this change was to provide more clearance for the Spindle Bolt so the top of the bolt didn't have to be ground smooth. The front brake shaft assemblies look the same from the front but are actually different. The shafts in Photo One actually require a slotted hex nut (not a castle nut) and a cotter key rather than just a lock washer and hex nut. Additionally, the front brake lever in Photo Two is offset to provide more clearance between the brake rod and the shock absorber. This change was made in January 1930 for the remainder of production.

So, which is which? If you guessed Photo One is the 1929 Special Coupe and Photo Two is the 1931 Convertible Sedan, then you are correct! Who would have thought the front end of two motorcars can be so similar, and yet so different all at the same time?

## 2022 1000 MILE PROGRAM RESULTS

by Roy Cail

The results are in for those participating in the 2022 1000 Mile Program. We had 15 achieving 1000 miles or greater. Robert and Elaine Bullard drove the most miles in 2022, driving 13,110 miles. Sam and Carina Slavens and Dan and Terri Ulberg rounded out the top three spots with 3,913 and 3,814 miles respectively. Congratulations to all those achieving 1000 miles and especially to our top three. Total miles driven by all participants was 45,932.

### 1000 Mile Club for 2023

If you did not participate in 2022 and want to participate in 2023 please email me ([roycail@cox.net](mailto:roycail@cox.net)) your beginning odometer reading(s). Some have already submitted their readings to which, I say thank you.

#### 2022 Miles per participant:

1. Robert and Elaine Bullard	13,110
2. Sam and Carina Slavens	3,913
3. Dan and Terri Ulberg	3,814
4. Chuck and Karen Dusenbery	3,547
5. Rich Robinson	3,338
6. Bob and Linda Stine	3,303
7. Chris DuVall	2,712
8. Ralph and Connie Hudson	2,122
9. Mitchell and Melody DuVall	1,774
10. Jerry Conrad and Linda Ochs	1,772
11. Marvin and Linda Mellage	1,697
12. Kent and Jeanne Washburn	1,374
13. Carla Newton	1,213
14. Ken and Tory Brust	1,184
15. Roy and Barbara Cail	1,109

We have been tracking mileage for the past 12 years. Below are the results by year:

• 2010	18 (1000 miles or greater)
• 2011	14 (1000 miles or greater)
• 2012	15 (1000 miles or greater)
• 2013	18 (1000 miles or greater)
• 2014	21 (1000 miles or greater)
• 2015	19 (1000 miles or greater)
• 2016	19 (1000 miles or greater)
• 2017	18 (1000 miles or greater)
• 2018	20 (1000 miles or greater)
• 2019	20 (1000 miles or greater)
• 2020	12 (1000 miles or greater)
• 2021	19 (1000 miles or greater)
• 2022	15 (1000 Miles or greater)

# Calendar of February Events

## February 1-4

### Club Breakfast

4/Saturday, 8:00 a.m.

Egg It On Cafe, 1131 South Aspen, BA

## February 5-11

### Men's Coffee

4/Tuesday, 8:00 a.m.

Marvin's Shop

## February 12-18

### Ladies' Luncheon

14/Tuesday, 11:30 a.m.

The Pioneer Woman Mercantile, Pawhuska

### Culinary Arts Drive/Lunch

16/Thursday, Culinary Arts Drive/Lunch  
Okmulgee, OK

## February 19-25

21/Tuesday, 7:00 p.m. Hardesty Library  
General Meeting



## MARCH

4/Saturday, 8:00 a.m. - BBDII Diner

8218 South Harvard, Tulsa

Drive to Redfork Depot, Southwest Boulevard  
after breakfast

## APRIL

1/Saturday, 8:00 a.m. - Cafe USSA

725 South Mission Street, Sapulpa, OK

Michael Jones - Drive to Gasoline Alley after  
breakfast, 24 North Main Sapulpa, OK, Corner  
of Main & Hobson

## MAY

4-7/Thursday-Sunday - Spring Tour, Coffeyville, KS

Rooster Day Parade, Broken Arrow

Pending - Breakfast, Broken Arrow, OK  
Haskell, Ok, Haskell airport driving tour

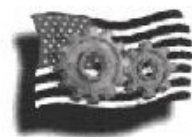
## JULY

15/Saturday - Ice Cream Social - Joanna Cooper's,  
Broken Arrow

Pending River City Players -  
Martha, BOx Offie 918.444.4405



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 **SUNSHINE Report** by Roy Cail

January seems to have found a number of our members either having on going treatments, procedures or general mending. Again, this year Linda Mellage is assisting me with the Sunshine program. We would appreciate your assistance in letting us know of any medical issues you or other members may be having. You can reach me via email at: roycaill@cox.net or cell number 918-906-0575. If not able to reach me please call Linda Mellage at 918-629-2978. As a Club, we want to provide any support we can.

Please keep the following in your thoughts and prayers.

- Dave and Debbie Pilmaier
- Kent Washburn
- Rich Robinson
- Ken Brust

If I missed anyone my apologies. Again, if you know of anyone that is having difficulties please let us know so we can send them a card or flowers depending on situation.



**NEW MEMBERS**

**Tim & Linda Bodine**  
**tbodine170@gmail.com**  
**918-864-1804**  
**Inola, OK**



*Pioneer Woman Mercantile*  
*532 Kihekah Ave,*  
*Pawhuska, OK*

  
**February Birthdays**  
 no anniversaries this month

<b>6</b>	<b>VI CURTIS</b>
<b>7</b>	<b>JOHNNY BEARD</b>
<b>12</b>	<b>CARINA SLAVENS</b>
<b>13</b>	<b>DON CURTIS</b>
<b>17</b>	<b>CATESSA TOMLINSON</b>
<b>17</b>	<b>BOBBI KENDALL</b>
<b>17</b>	<b>RUBY MISNER</b>
<b>22</b>	<b>TERI DUNAGAN</b>
<b>28</b>	<b>CHUCK RAMSEY</b>
<b>29</b>	<b>CELINDA BURTON</b>

**BORN IN FEBRUARY**

- Abstract thinker
- Intelligent and creative
- Temperamental whimsical
- Honest and loyal
- Determined to reach goals
- Loves freedom and space
- Rebellious when restricted
- Too sensitive and easily hurt
- Showing emotions easily
- Loves making friends
- Daring and stubborn
- Ambitious

**CLUB JACKETS, HATS AND MORE**

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Kent Washburn  
 918-693-8504 or  
 klwashburn@cox.net





# HOW MAX GOT THE BUG

by Aaron Robinson

Max Neary's business card resembles a 1920s movie poster and reads "Antique Auto Repair and Maintenance" specializing in Lincoln, Stutz, Locomobile, Packard, and other makes of a bygone era. When not dickering with magnetos or adjusting thermostatic grille louvers, Neary dresses in wide-lapel vintage suits and slicks his hair back above a pencil mustache to look like a young Fredric March, the cigarette occasionally smoldering on his lower lip figuring in as a period prop as much as a bad habit.

Neary slipped his card into my hand late one night this past August as he and some friends were downing beers and polishing the fenders of a 1926 Lincoln, the car being prepped for the Pebble Beach Concours d'Elegance a couple of days hence. The scene looked like many such gatherings on the Monterey Peninsula that week, wherein the young grunts who make it all happen serve in rented garages fettling the cars for the wealthy owners dining in splendor in Carmel or Pacific Grove. Except that Neary owns this Lincoln, and he and his friends are anything but rich.

A lot of people at Pebble worry about the future of Pebble. They should; to go is to gaze upon a vista of immaculate silvery cars brought by equally silvery people. The event's bias toward the automobile's prewar glory years has made it the sport of kings—the princes being out in the parking lot ogling new Paganis and McLarens. That has backed the event into something of a demographic corner. But I have met Pebble's future, and it is Max Neary. Did I mention that he's 27? Neary has a great story, the product of mentors and benefactors who took time to share with a young kid. When he was 12, a guy brought a Model T to his school and asked if anyone wanted to learn how to drive it. Neary thought, well, what the hell, and put up his hand. Old-car owners, pay attention: This is why you give rides. The experience changed Neary's life, evoking a passion for cars from the Tin Lizzie years.

Before the pandemic, Neary was waiting tables in Oakland and aimlessly taking classes at the local college. He had befriended a collector of Lincolns and other old crocks and the guy was out of space, so he offered to let Neary take one of his long-sleeping Lincolns home for the summer to see if he could do anything with it. It's a one-of-10 Willoughby-bodied Berline Landauet town car that, without wishing to offend, isn't exactly the sexy apple of a young man's eye. It is a mile long and a mile high, the square turret

of the upper body a roadgoing aquarium in which the owner luxuriates in back while barking orders at the chauffeur through a microphone. However, Neary was smitten with this time-travel barouche, so he rebuilt the engine and other bits and drove it 5000 miles, somewhere along the line coming to an understanding with the owner on a price. "I had to scrimp and save and beg and barter to make it happen," he says.

When Pebble put the word out that it was celebrating Lincoln's centennial in 2022, Neary—who had by then moved with a roommate into a rented LA house and hung out his shingle as a journeyman mechanic—threw his name in, eventually getting the nod for the prewar V-8 class. He and his crew were up till 2:30 the morning of Pebble getting ready in a friend's garage. At 5:30 a.m., they rolled. The Lincoln burred happily through the misty darkness, as it had on the 80-mile Tour a few days earlier, then died half a mile up a steep hill with no shoulder. With no choice, they dead-sticked the giant black limo backward through the night to the nearest gas station, one of the team running ahead waving his phone flashlight as a beacon to warn cars emerging from the fog. "I honestly thought we were going to die," said Neary's partner, David Lepor, still shaking in his vintage wingtips and clutching close their wirehair terrier, Boggsie. It took an hour and a half to find and fix the fuel issue, and they arrived at Pebble with only minutes to spare. And on a dead battery. Neary had to borrow one from the car next to him to be judged. The reward: a joyous third in class.



*Neary speaks into the chauffeur's mic from the back seat of his Lincoln.*

*(continued on page 9)*



# BREAKFAST *in January*





# NUTS & BOLTS

by Ken Brust

Over the Christmas holidays, many of us enjoyed strolling through the festive Sapulpa chutes. Ruby Misner, I've learned, was one of the honchos who helped put it all together and was even on national TV. She told me that Rich Robinson had been out to enjoy the decorations and was seen dancing with his gal under the chutes. Rich, are you keeping something from us??? The men's weekly coffee on Tuesday mornings normally keeps a good number of us informed on club and world happenings. Harold Helton was able to join us for a couple of weeks during his time off from school bus driving. Dan is helping out also with school duties and has been missed by the group. We also have missed Chris the past year or so. Roy continues to attend when he is in town as he continues to go to Oklahoma City for his cancer treatments. Bob recently purchased Ralph's AA truck and has enjoyed driving it now in place of his smaller Model A pickup. Sam has his little green Model A pickup running now and it is a really nice looking one! Don Reed attended a recent coffee and told a story which typically began like all stories told by most military veterans, This Is No S\_\_t! Andy, Kent, Rich, Jerry, Rus, Chuck and sometimes Marvin are some of the other regulars at coffee. Marvin is usually busy working on a Model A in his garage but does host our group on the first Tuesday each month at 8:00am. We meet at McDonalds on other Tuesdays around 8:30am. All guys are welcome. Talking about Marvin, it still amazes me that much of his Model A work is on cars not owned by club members. There are surprisingly a lot of folks around this area who enjoy the Model A Ford. Even though many of us enjoy being members of a Model A club, there are almost as many who have no interest in membership. But we all certainly enjoy having someone like Marvin who can help us keep our cars running, club or not! Thanks, Marvin.

I recently read an article about the first woman to drive across America. It was in 1909 and her name was Alice Ramsey. An amazing feat back then with very few roads and sparse fuel or maintenance facilities. Would she be any relation to the Ramsey family in our club? Chuck? Charlie? It wouldn't surprise me one bit. I hear there are about a dozen Model A or AA vehicles in the Ramsey family now. Maybe its time for another truck gathering. Hint. Hint.

Many Model A Ford clubs continue to struggle with decreasing membership numbers. There is a nice article elsewhere in this issue which addresses the importance of getting youngsters interested in vintage cars. (How Max Got the Bug!) This article was in Hagerty Magazine and isn't about Model A Fords but I thought it was still germane to our membership. I know many of us are glad to give kids a ride or let them toot our horn. Each time we do this, we may be lighting a spark with that young person. I think Rich really takes this to the next level as he frequently takes kids and their parents for rides around his neighborhood or in parades. These little efforts may be all it takes to lay the seed for a new club member some day. Give a kid a ride and let him toot your horn!

I have talked recently with both Robert Bullard and Will Langford who are both now on the MAFCA Board. Robert is President and Will is Chapter Coordinator. If there is ever a time that we want to stir the pot nationally, now might be the time! Any ideas? I have mentioned in previous articles that I have numerous old Restorer Magazines that Jerry Conrad has passed along to me. Some of these older issues have some really interesting articles about various excursions or activities involving Model A Fords. I asked Robert if he could send me electronic copies of some of these fascinating articles so that I could share them in our Rumble Sheet. Robert says that MAFCA is just finalizing the development of a flash drive that will contain all copies of the past 50 years of the Restorer. Once this is available, I hope to share some of these interesting stories with you. Until then, read the Hagerty article, give a youngster a spark and have a Happy New Year.

Happy Trails.....



February 7, Tuesday  
8:00 a.m.  
Coffee,  
conversation,  
donuts  
Marvin's shop



It sounded like a college romp, one of those crazy stories you tell for years about your sleepless, harried, misspent youth. And it made me, for the first time ever, want to show a car at Pebble Beach. I never thought it would be fun. Probably because I never saw somebody my age or younger do it.

**Story by Aaron Robinson;  
photos by Matt Tierney.  
Reprinted courtesy Hagerty,  
www.hagerty.com**



*Lepor, Neary, and Boggsie on the lawn with the Lincoln at Pebble Beach.*


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### Secretary Rodger Johnson

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## COMMITTEE CHAIRPERSONS

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jeannewashburn@cox.net

### Advertising

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(see above)

### Clothing

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stevereiser@hotmail.com

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#### Refreshments & drinks

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stevereiser@hotmail.com



# 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. It's 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

