

# Scuttlebutt

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**Note:** The Sooner Model A Club has a new phone number. Call 1-405-440-3451 to leave a message for one of our Directors.

Volume 51, Issue 05  
2018

## Presidents Message for May 2018

:Model A Friends,

Spring has finally arrived with up and down temperatures and Oklahoma wind. However, it is a great time to get your "A" out of the barn and take it for a drive. It is not too cold and not too hot. The wind will just enhance your skill at keeping the old girl between the fence posts.

The spring tour, hosted by the Tulsa Club, was great fun. Eight Model A's from our club made the drive to Elk City. We also had two couples in modern cars in attendance. Friday was the busy day of the tour. In the morning we visited the Route 66 museum that is full of memorabilia from the "Mother Road." After lunch we drove to Cheyenne to visit the Washita Battlefield National Historic Site. After leaving the battlefield we visited a private car collection in Cheyenne. This is an amazing collection ranging from Model T's to 1970's muscle cars. The Tulsa Club always does a fantastic job of organizing a tour.

Check the Scuttlebutt, Facebook, or our website for upcoming events and make a point to attend at least one of them. It doesn't matter that your car might not be road worthy, drive your modern car and enjoy the fun with your Sooner Club members. You can also catch a ride in a Model A to fully participate in an event such as a parade. There are plenty of sedans with back seats available and you are very welcome.

I hope to see you on the road in your Model A.

Jim Yates, 2018 President

## April Meeting

Tuesday,  
May 15, 2018

7:00 pm  
Will Rogers Garden  
Center

3400 NW 36th St  
Oklahoma City

## 2018 Officers & Committees

President: Jim Yates  
405-341-6539

VP: None  
Secretary: Michael Downes  
405-919-4552

Treasurer: Karen Dusenbery  
405-613-5903

Editor: Chuck Dusenbery  
405-260-0020

### Directors

Will Langford 405-812-8131

Phil Wolfenbarger 405-210-5198

### Committees

Refreshments: Jon Russell  
Membership: Joe Astafan  
Activities:  
Sunshine: Kaye Sage  
Demonstrations: Will Langford  
Name Tags:  
Merchandise: Don & Marilyn  
Mitchell

\*\*\*\*\* 2018 DUES ARE NOW OVERDUE \*\*\*\*\*

SOONER MODEL A CLUB  
P.O. BOX 83192  
OKLAHOMA CITY, OK 73148





## Spring Tour to Elk City Oklahoma

Model A's from Tulsa, Texas, and the Oklahoma City area were seen heading west to Elk City on Friday, March 23<sup>rd</sup>. The Spring Tour was hosted by the Tulsa Model A Club, and the schedule included a lineup of outstanding activities and destinations. All of the cars arrived in Elk City safely with no major mishaps, eager to see fellow Model A travelers once again. On Saturday morning we toured the National Route 66 Museum Complex in Elk City. The museum had fabulous displays of artifacts and memorabilia from the time period in which Route 66 was loaded with travelers heading east and west across our great country. The film that we saw about the "Mother Road" described the glory days of Route 66 before the Interstate Highway System, the decline of the road after the interstates were established, then the comeback of Route 66 by the individual townships that did not want Route 66 to disappear.

After the museum tour, we drove out to the Washita Battlefield. A Park Ranger gave us an overview of what happened at this site in advance of the film we saw about the Battle of Washita River (also called Battle of the Washita or the Washita Massacre). The massacre occurred on November 27, 1868 when Lieutenant Colonel George Armstrong Custer's 7<sup>th</sup> U.S. Cavalry attacked Black Kettle's southern Cheyenne camp on the Washita River (near present day Cheyenne). After the tour of the Washita Battlefield, we stopped in downtown Cheyenne to see a collection owned by Dwayne and Juhretta Roark. They graciously opened up three buildings in downtown Cheyenne, and it was a real treat for us to find all types of cars, trucks, and motorcycles that were manufactured from the early 1900's to the mid-1980's. We were all amazed with the collection. The group dinner that evening was at Simon's Catch, which included not only delicious food, but also an interesting drive in the countryside of Elk City. The entire weekend was very enjoyable. Thanks to the Tulsa model A Club for hosting such a wonderful Spring Tour.



## Incredible Pizza Lunch

On Sunday afternoon, (April 15th) about 24 Sooner Model A folks arrived at the Incredible Pizza Complex for an afternoon of food and visiting. The pizza party gave everyone a reason to get the Model A out for a drive even though it was a little cold. We were surprised to see that Bill and Sue braved the cold weather in their roadster.



**For Sale!** 1929 Rumble seat coupe (tan). New engine (Herman Campbell), Signal lights, rebuilt carb, distributor, water pump, starter. New tires and tubes, new clutch, pressure plate and throw-out bearing. A1 condition, \$14,000. Jack Ogle 613-8030

**For Sale!** I am selling "Antique Automobile Parts" of all kinds, makes & models on ebay. My "Seller Name" is "TPIBoxman". I will have about sixty items for sale and new items will be listed weekly. Thank you, Gary Clonts at 405-620-2655

**For Sale!** Solid restorable 1931 Tudor. It runs and drives. The interior is decent. There is some rust, but would be easy restoration. \$10,000. Call David Miles 405-639-7940

**Clown car.** Titled as a 1927 Model T, it is a "T" roadster body with a wooden "C" cab built on the back. It has a Datsun 4 cylinder engine. \$1500.00 Contact Bill Pruegert, Call 235-1890 or 640-8246

## JUST REMINISCING

*By John Hopkinson, Dearborn Heights, Michigan  
Model A News, VOL. XXXIV NO.5 September-October 1987*

I purchased my '29 roadster from a junk yard in Dearborn Heights, Michigan. I paid \$130.00 for it and it was in running condition, in fact I drove it home. The year was 1952; December 2 to be exact. On the way home the car boiled over due to the radiator being frozen. I got out my blowtorch and thawed out the radiator. My wife Virg encouraged me from the kitchen window by shaking her head back and forth.

The next day, after filling the radiator with anti-freeze, I drove to work in 4 degree weather. No side curtains, no wind wings, and certainly no heater! The windshield kept frosting over and I had to defrost it by holding my bare hands against the windshield and looking through my handprint on the glass. People passing must have thought I was nuts. Now, thirty five years later, I'm inclined to agree with them.

It's funny, but back in those days, I can't recall having any major problems driving back and forth to work which was a round trip of thirty-two miles. I do recall two incidents of difficulty. One was in the summer when, for some reason, the engine was only firing on one cylinder (I found out later that the points had closed up and 1 lobe was opening the points just enough to fire 1 cylinder). Once I got the flywheel rotating at a fast R.P.M., it wasn't so bad. The other time was in the winter. I came out of work and my battery was dead. I remembered that my father-in-law had several batteries in his garage across town, so I called my brother-in-law, Roy, and had him bring me one of those batteries. The one he brought was too large for the battery box so it had to be set in the best way we could hook up the cables. The floorboard then wouldn't fit so I stuck the floorboard in the rumble seat. When I hit the starter, the replacement battery was deader than my original battery. By this time, I was nearly frozen so, some kids who had gathered to see what we were doing pushed the car to get it started. Well, as long as I was moving faster than 10 miles per hour the generator gave me enough current to keep the plugs firing. After a couple of miles, it got dark enough so that I had to turn on the headlamps. Now I discovered also, that as long as I was moving at a pretty good clip, the engine was hitting on all 4, and the headlamps were illuminating the road ahead but when I had to slow down or stop, the headlamps would grow dim unless I threw the "A" out of gear and revved up the engine. Well, I got home okay but I think now what confidence I had in that roadster

I remember some years later while driving to work, Model "A" Joe Cuzelis, who used to also drive a Model "A" Coupe with "fat" tires to work, would pull up along side and shout, Hey, would you like to sell that roadster?" After numerous unsuccessful weeks of trying to buy my '29, he introduced me to the Motor Cities Region of MARC. Sense then, we have become good friends.

In 1960, after eight years of faithful service from my "second car", I decided to restore it. During those early years, body parts that had rusted through had to be homemade as there weren't any re-pro parts available. What with working two jobs and raising a family, it took me six years to restore my roadster. But, finally, she was ready to go.

In 1967 the National Meet was in Hot Springs, Arkansas. When I told Virg I was going to Hot Springs, she said, "Well I'm not going to drive 2300 miles in that old car." Well fellows, I told her, "You have three choices, either you can stay home, follow me in the family car or you can ride with me." On the day of departure, Virg handed me two suitcases to load in the rumble seat. There are two hurdles you have to overcome when you restore an old car. One is convincing your wife to leave her new car in the driveway while your "A" resides in the garage. The other, of course, is getting her to go on vacation in a car that was built in 1928, 29, 30 or 31 as the case maybe.

As we travel these days on our local meets or perhaps on a two week tours, we never have to worry about breakdowns. Not that we don't have them but we have plenty of help in the group to make sure we get home again. We have survived burned bearings, clutch disc replacements, stripped timing gears and burned valves, and we haven't missed arriving at our destination.

The automobiles of today are super-sophisticated what with their space-age technology. Some even talk to you and tell you what is wrong but "They don't build 'em like they used to." I wonder how many of the 87 models will be running in 59 years from now.

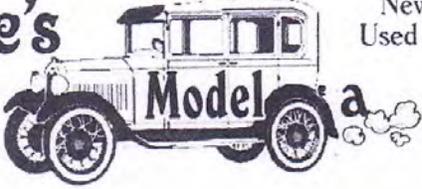
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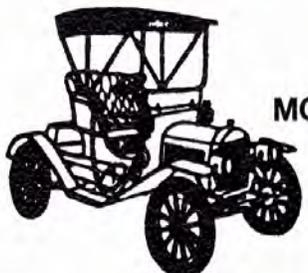
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**APPLICATION FOR MEMBERSHIP**



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NEW \_\_\_\_\_

RENEWAL \_\_\_\_\_

NAME \_\_\_\_\_ BIRTHDAY \_\_\_\_\_

SPOUSE \_\_\_\_\_ BIRTHDAY \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ZIP \_\_\_\_\_

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DO YOU TEXT? YES NO MAFCA MEMBERSHIP NUMBER \_\_\_\_\_

MODEL A YEAR \_\_\_\_\_ BODY STYLE \_\_\_\_\_ RUNNING? \_\_\_\_\_

MODEL A YEAR \_\_\_\_\_ BODY STYLE \_\_\_\_\_ RUNNING? \_\_\_\_\_

**DUES - \$20.00 PER YEAR/PER FAMILY**

**SOONER MODEL A CLUB**  
**P.O. BOX 83192**  
**OKLAHOMA CITY, OK 73148**

The **SOONER MODEL A CLUB** is a non-profit organization affiliated with the Model A Ford Club of America. All correspondence for the club should be sent to the address above. General Meetings are held on the third Tuesday of the months of January thru November. Meetings commence at 7:00 p.m. and are held at Will Rogers Garden Center at 3400 N.W. 36th in Okla. City. All members are welcome to attend the club's Board Meetings, which are held on the first Tuesday of each month at a location designated by the President and advertised in the Scuttlebutt. Membership dues are \$20.00 per year. The primary requirement for membership shall be an interest in the objectives of the organization and a desire to participate in its activities. Actual possession of a Model A Ford is not a necessity. A member must be of good character as to be of benefit to the club, its functions and activities. An active member must be a member of the Model A Ford Club of America.