



Calendar of Events

April 2011

- 2 Cruise for the Kids Car Show
Mesa Golden Corral
- 2 Vintage Car Show
Power Square Mall
- 9 Gold Canyon Show of Cars
- 16 AZ Hist. Soc. Museum
- 21 General Meeting, 6:30 PM,
Berge Ford, US 60 & Mesa Dr.

May 2011

- 19 General Meeting, 6:30 PM,
Berge Ford, US 60 & Mesa Dr.
- 28 Cruisin' Main in Mesa

East Valley Model T Ford Club
230 S Val Vista Rd
Apache Junction AZ 85119



OFFICIAL PUBLICATION OF THE EAST VALLEY MODEL T FORD CLUB

April 2011

Volume 8, Issue 4

PRESIDENT'S MESSAGE

Well, we just closed out probably our busiest Model T month ever. What a great group of events and member participation we had. I think Ken is now quite well schooled on the operation of the Lazy Lizzie's Kitchen grille. Thanks to all the others also who have helped make these events successful.

For the next couple of months we will see fewer members at our events due to our winter visitors fleeing the scene for cooler areas as our desert warms up. It has been wonderful seeing so many of our members involved in the events.

Put our next event on your calendar! We will be meeting for breakfast at Chompies at 1160 E. University in Tempe, one of Dave's favorite places to breakfast. From there we will travel to the AZ Hist. Society Museum at Papago Park. Check out the article in this newsletter for details. Hope to see you there.

Happy Easter! See you on the road. Austin

MARCH 5—**East meets West "T" Tour**

submitted by Larry & Sandy Hart

The day began with beautiful sunshine. The Model T's began their travel to Pueblo Sereno Mobile Home Park for coffee and rolls and lots of fellowship with other enthusiasts. After the drivers meeting, Steve Nissle led the group for a

short parade through the mobile home park, then out onto the road for our scenic trip to Fountain Hills which took us by the lake and the fountain. We parked in the parking lot behind Phil's where the Lazy Lizzie Kitchen was already set up. We had 18 Model T's, 3 Speedsters, a Cadillac, a blue Mustang, a green Mustang, a 34 Ford, a Honda motorcycle and several modern cars. We had about 50 people at this event. Those participating from our club were Austin and Lynn Graton, Jerry Griffin, Bill, Kae and Ben Allen, Bill Davisson, George and Ruthann Elms, John and Lorna Jackson, Steve, Claudia, Jessica and Wyatt Linney, Steve and Diane Nissle, John Peterson, Ken Regaux, David Veres and Larry and Sandy Hart.

Our chef Ken Regaux fired up the Lazy Lizzie and prepared a great lunch for us assisted by Austin Graton, Dave Veres, Steve and Claudia Linney and others. Claudia brought a birthday cake for George Elms who had a birthday on the 4th, and Larry Hart who was celebrating his birthday at this outing. It seemed there were a lot of March birthdays, so we sang to all.

Because there was a bit of wind, the fountain did not get to perform for us at noon, but at 1 p.m. we had a brief show of this great fountain. It was a very warm day so without the wind, we would have been too warm.

After lunch everyone made their trips home. Some traveled on trailers while others chose scenic routes back home. This is a fun event and a great opportunity to meet with other Model T enthusiasts, so mark your calendars for next year's tour.



East meets West “T” Tour

submitted by Bill Davisson/Sandy Armoto

Saturday, March 5th was a beautiful day for a Model T Tour. Over 20 old cars and a motorcycle either drove or trailered to Bill Davisson's for coffee and donuts. Wendel and Michele Waltz arrived in their brand new brightly colored Speedster. It is a beauty!

After visiting and eating, Bill led us on a tour of his mobile home park. It was like a parade as many residents came out to wave at us. From there we drove to Fountain Hills. It was very scenic.

The East Valley Model T Ford Club set up their chuck wagon and prepared chicken, hot dogs and hamburgers. Thanks to Steve Linney and Austin Graton for being the “chefs”.

We set up our tables and chairs in a parking lot across from the fountain. We were treated to the fountain spewing water high in the air. It is always a spectacular sight.

As always the food and company was superb. It is so nice to have both clubs meet together and catch up with our latest activities.

Many thanks to all 40 that participated. There were 18 Model T's, 3 convertibles, a motorcycle and the trouble trailer (thanks to Joan and Garry). Thanks to Bill Davisson for helping set up the tour.

MARCH 12—APACHE JUNCTION**Early Day Gas Engine and Tractor Show**

submitted by Austin Graton

On Saturday, March 12, at 7:30 am three Model T Fords, a 25 Chevy and a chuck wagon made their way from East Apache Junction to the Rodeo Grounds. We wanted to get there a little early to begin the set up of our area. Our location, along with the vintage trucks, had

been changed this year to a location north and east of the tractor pulling track with the thought that we might get more crowd exposure.

Once we selected the site for the Lazy Lizzie's Kitchen and positioned the cars around, we moved the picnic table to our area, and then set up the shelter and card table. I had brought brewed coffee and strawberry pancake mix for the early arrivals and cooked up the pancakes for us. A great start to a wonderful show day!!

Our Model T Ford line was already corrupted with my 25 Chevy and as more arrived we had Model A Fords, a Studebaker and others in our line. With the arrival of several more Model T's we had to start a second line and finally had a total of eleven Model T's. What a great turn out!!

We also had another great attraction in our area. John Jackson brought out his 3/8 scale John Deere tractor which is a running scale model and exact in every detail. This was a great hit with the crowd and attracted a lot of attention.

I think the location change may have been one reason why we attracted so many people this year. Our display area was always crowded with a lot of people. Our location was where the people in the stands watching the tractor pulling could see our line up, so that may have contributed.

After the success Steve Nissle had with the Dutch oven fruit cobblers following the Lost Dutchman Days Parade, I decided to try my hand at it. At about 11:30, I lit the charcoal in a fire ring Dave and I had made. While Ken Rigaux and Steve Linney began cooking the meat, I prepared the cobbler in the Dutch oven borrowed from Gary Smith. In about 20 minutes I checked it and it was cooked to perfection, so I dumped the coals off the top and set it out of the fire ring.

We had a great lunch as always including brats,

chicken, burgers, Dave's bean soup, chips, salsa and cherry cobbler for dessert.

Normally we enter the parade at the end of the tractors each year, so after Dave had prepared the list to give to the announcer I started to take it to the announcer's booth. Before I arrived the announcer said that was the last of the tractors and that they would begin the afternoon pulling now. So we did not parade. Usually nearly every tractor enters the parade, but for some reason they did not this year so we were caught off guard by the much smaller number of participants.

At about 2:00 pm, one of the onlookers approached our group and offered to donate \$20 to the club for a ride in an early Model T. As George Elms had the oldest T there, a 1917, he agreed to give the fellow a ride. George did a great job in explaining the start up and operation procedures and then took him for a ride. As George still has to hand crank his car, he decided to go directly home after the orientation ride so he wouldn't have to crank it up again a little while later. Thanks for your contribution, George.

EVMTFC WEBSITE

Stay connected with the East Valley Model T Ford Club on the web at:

evmtfc.com

To see the monthly newsletter or any of the following information, click on the corresponding tab and keep up with what's happening.

Home Page including Upcoming Events
About EVMTFC

Contacts Information
Membership Application
Newsletters

Members Cars (*coming soon*)

We will be offering to put a photo of the members and their Model T on the website.

This site is a perfect tool to use when bragging to your friends and family about all the fun and activities you're involved in with the East Valley Model T Ford Club.

UPCOMING LOCAL EVENTS

APRIL 2—MESA

“Cruise For The Kids Benefit Car Show”

The Mesa Golden Corral at 1868 N. Power Road is no stranger to car clubs and on Saturday, April 2nd, 9:00 AM—2:00 PM, they will take their appreciation for cars and help create miracles for some of Arizona's sickest kids. The Cruise for the Kids Benefit Car show benefits Phoenix Children's Hospital through Children's Miracle Network. There will be raffles, auctions, great music, fun for kids and out of this world cars! Donations for Phoenix Children's Hospital will be accepted at every vehicle showcased.

APRIL 2—MESA

VINTAGE CAR SHOW

Power Square Mall at 2055 S. Power Road at SEC Power and Baseline, 1/2 mile south of the 60, is having two Vintage Car Shows, Saturday, April 2nd and Saturday, May 7th. Spaces are limited. Complete the registration form online if interested in showing off your “pride and joy”.

<http://powersquaremall.com/index.php?page=car-show-registration>

APRIL 9—GOLD CANYON

“Spring Fling” Show of Cars

This third annual spring event at the Gold Canyon United Methodist Church is scheduled from 11:00 AM to 3:00 PM throughout the church campus. There will be fun opportunities for the whole family ongoing throughout the day. The event is free of charge; donations are gladly accepted.

Events include a 5-man rock wall, clowns and face painting, hot dogs, snow cones and popcorn, a Toy Story and obstacle course bouncy houses, balloon art, a petting zoo, and a blessing of the animals.

Booths and displays by groups such as Superstition Search & Rescue, Classic Car Club and other community organizations will be set up to share information and demonstrate what our community has available. Entertainment by local artists will be ongoing throughout the day.

Ron Walker of the Gold Canyon United Methodist Church at 6640 S. Kings Ranch Road is interested in having our T's on display from noon until 3:00 PM, with cars in place by 11:30 AM. This is not a car show but a Community Outreach event. For the past 3 years, there have been 15 to 20 vintage cars on display from a Classic Car Club.

If you are available and would like to join us, please let Joe Fellin know no later than Monday, April 4, in order that we will have adequate parking available.



**APRIL 16—TEMPE
AZ HISTORICAL SOCIETY MUSEUM**

We will meet for breakfast at 8:30 AM at Chompies which is located on the north side of University between McClintock and Rural (Scottsdale) Road. The address is 1160 E. University (for those using a vintage GPS to find themselves). From Chompies it is only 3 to 4 miles to the museum. They open at 10:00 AM so our timing should be good for getting in early.

The museum is located at Papago Park, 1300 N. College Ave., Tempe. Admission is \$5, over 60 \$4, under 11 free.

The museum at Papago Park is the principal museum in the Phoenix metropolitan area covering the changes that have made Arizona what it is today.

FUTURE EVENTS AND TOURS

To all members—make your desires known—sponsor an event—you don't have to do it alone, there are others who are willing to help. Think up something fun you want to do and let the rest of us enjoy it with you!!

This is a family club where the more that participate, the more fun it is. Let us know what you would like to do. Remember, even if you don't have a T, we like you to participate. Many times others have available seats and are willing to have others ride along.

OTHER LOCAL EVENTS

Car Show at the Scottsdale Pavilions every Saturday.

Cruisin' Main in Mesa—the 4th Saturday of each month.

Auto Parts Swap Meet held the 2nd Sunday of each month at The American Legion, 1018 S Meridian Rd, Mesa. Open at 5 am. \$10 per space. There is no charge for buyers.

CRUZ'N @ PHIL'S Car Show in Fountain Hills brings Auto Enthusiasts together every Sunday afternoon from 1-4 pm through May 22nd, 2011. Enjoy fine foods, beverages, and classic, muscle, sport, antique, truck, motorcycle and special interest vehicles.

Phil's Filling Station Grill
16852 East Parkview Ave
Fountain Hills

**GENERAL MEETING
REFRESHMENTS**

Refreshments will be provided by:

April 21—Linney's
May 19—Downs

**46th ANNUAL MTFCA
MEMBERS MEETING
A Cruise to Ensenada, Mexico**

submitted by Joe Fellin

For the second time in its long history, an annual MTFCA Members Meeting was held on the "high seas". In 2003, the event was a cruise out of Miami, Florida. This time we sailed from Long Beach, CA to the Baja city of Ensenada, Mexico.

As a prelude to the trip, a limited number of tickets were available for attendance at the Tonite Show hosted by Jay Leno. The show is taped at the NBC studio complex in Burbank, CA and is known as a "live on tape" show which means that the program is recorded with no rehearsing or editing in the afternoon on the day of it's national broadcasting. For a first time experience, it was most enlightening. Jay met with the audience for an informal session including some photos and light discussion prior to the formal taping. This contributed greatly to a most enthusiastic audience during the formal program. Again after the conclusion of the program, Jay met with the audience for photo ops. In both informal sessions, he was seen in his "uniform" of blue jean shirt and trousers. The main guest this session was Jerry Seinfeld. Overall, a most delightful experience to be part of a nationally televised program with a preeminent host.

Boarding of our ship was Friday afternoon, March 4. After a leisurely lunch on board including some time to become acquainted with the impressive vessel and, of course, to participate in the mandatory safety drill, departure was around 6:00. Dinner each evening was a semi-formal affair although "dressup" attire was encouraged but not required. For each of the three days, dinners were served at the same table with the same staff handling the arrangement. Breakfast and lunch were informal cafeteria style and it should be mentioned that all meals were very high quality.

Our regular winter meeting of the MTFCA board of Directors was held during the first evening.

Since it was my first time aboard such a large ship, I was naturally interested in the specifics of the vessel. For the technically inclined, a few of the impressive specifications include:

Gross tonnage 70390
Maximum speed 22 knots
Cruising speed 18 knots
Overall length 855 feet
Draft min. 25 ft. 9 ins.
Keel to Funnel Top 203 ft
Ship registry - Panama
Built - Kvaerner Masa Shipyards,
Helsinki, Finland
Delivered Oct. 29, 1998

For this trip, a total of approximately 2000 passengers accompanied the fifty MTFCA members.

We arose Saturday docked in Ensenada where most passengers visited the city for a day of sightseeing and shopping. Located about 70 miles south of Tijuana on the Baja, the city location was first visited in 1542 by the Spanish explorer Juan Cabrillo and has developed into a thriving metropolis of about 413,000 people. The economy is based principally on fishing, agriculture and tourism. With an excellent deep water harbor, the city is regularly frequented by large cruise ships. The region is known as the wintering area for gray whales which migrate annually from Alaska and are frequently seen during the winter months. A most interesting natural attraction is the second largest of three known marine geysers, locally known as "La Bufadora" - the Blowhole. But probably, the most universal attraction of the entire area is the shopping.

For anyone not electing to go ashore, there was much activity onboard with a large swimming pool and a dance floor topside as well as a casino and onboard shopping. Saturday dinner was another elegant affair with the remainder of the evening dedicated to entertainment including a Las Vegas style show followed by several bands with live music into the wee hours of the morning.

Sunday morning dawned "at sea" although, truth be known, the ship was probably within swimming distance west of San Clemente Island (a long swim to be sure). Much to my surprise,

the morning temperature was quite cold and not at all conducive to enjoying the swimming pool.

Our formal MTFCA Members Meeting was held in one of the meeting rooms and attended by all members. After a state of the club report by MTFCA President Tom Miles and CEO Jay Klehfoth, plaques were awarded for previous year President's service and the Rosenthal award.

This year, the coveted Rosenthal award was granted to Herman Campbell of Oklahoma City, OK. First place Newsletter was awarded to The Arkansas Tin Lizzie, editor, Nellie Howell. The Golden Mouse was awarded to the Inland Empire Model T Club, webmaster Mike Robison. Overall, the club position is strong although additional members are always welcomed.

The remainder of the day was relegated to onboard activities because of our "at sea" posture. The evening hours were a repeat of Saturday with much nightlife available.

Monday morning found us back in San Diego although, because of a problem docking at the Carnival pier, we were forced to debark about nine miles from our intended destination. As one can imagine, this created a nightmare of sorts in returning via a plethora of buses to our desired location.

In net, however, a cruise was a very successful event and a most interesting way of conducting an annual MTFCA meeting.



MEMBERSHIP

MODEL T FORD CLUB OF AMERICA

As a Chapter of the Model T Ford Club of America, at least **50%** of our members must be members of the national club to keep our free liability insurance.

Membership in the MTFCA includes six issues of *The Vintage Ford* and a vote for the Board of Directors. Dues are \$35 annually. Life memberships are available.

Are your dues paid up? Most MTFCA memberships expire at times other than the end of the calendar year, so be sure to renew your membership in the MTFCA when due.

If your MTFCA member number is not listed on the roster, please call Austin with the number. The number is shown on your mailing label when you receive your Vintage Ford magazine. You may also be carrying a membership card in your wallet which has the number on it.

Direct correspondence to:

The Model T Ford Club of America
PO Box 126, Centerville IN 47330-0126
765-855-5248; FAX 765-855-3428
E-mail: admin@mtfca.com

Online membership form:

<http://www.mtfca.com/clubpages/joinamember.htm>

MAY 7-8—Flagstaff, Arizona. The Sun Country Model T Club of Phoenix, Arizona is hosting its 16th annual Speedster Run and Low Land Tour. They will be touring around historic northern Arizona. The route for the speedster run will include mountains, valleys and some of the most beautiful scenery that Arizona has to offer. For a registration packet and more information call or email: Jim Martin at (602) 819-2001 or martin33@cox.net

HEALTH AND WELFARE

We extend our sympathy to Steve Nissle and family in the loss of his brother.

A MAN & HIS MODEL T

as told by Steve Francois

Our Model T, a 1924 touring car, began its “resurrection” in January 1972, when I saw an ad in the Arizona Republic for some Model T parts. I immediately told Marilyn (at that time my wife-to-be) that we had to stop and take a “quick look” at this tremendous deal. We were headed up to spend the weekend with my folks in Prescott. I saw these parts and, thinking that this was pretty nearly a complete car, I jumped at the opportunity. It turned out to be an incomplete roadster body with absolutely no drive train, fenders, running boards, frame, etc. etc. etc. (ad infinitum). Oh well, I thought, it was really a deal at ONLY \$150.

Well, over the next four years, I acquired Model T friends and associates and did research on Model Ts. I acquired most of the running gear and drive train from a elderly gentleman that, in his heyday, had driven Model Ts out of the Franklin Park plant. His name was Les Hylton and he became the founder and first president of the Sun Country Club.

Early on, I thought that a touring car would be more appropriate for purposes of taking people along on tours than a roadster, so I traded the roadster body (sans wood) for a touring body (also sans wood) to a guy in Mesa. Subsequently, I acquired various body parts for the T from Minnesota, Mexico, various Model T swap meets (Long Beach, Reno/Harrahs, etc.) various vendors, some European countries while there on trips for Motorola, etc.

A guy by the name of Clayton Halfin rebuilt the engine TOTALLY for the whopping cost of \$264.75. Then, I had my Model T body totally restored by a gentleman by the name of George Teters. He had it in his shop for a complete year. His shop was located in downtown Glendale, on about 55th Avenue and Glendale. He installed the body wood, straightened the sheet metal, did a beautiful paint job on the car, did the top and upholstery, and delivered it to me a year later for the outrageous price of \$2,900 (quite a bit in those days, as I recall; I had to perform quite a few “honey do’s” and purchase vast amount of flowers in order to justify this capital purchase with my better half). But when the ‘24 T was finished, it was beautiful and still today is our PRIDE AND JOY.



EAST VALLEY MODEL T FORD CLUB OFFICERS:

Austin Graton, President (2008-2011)
480-288-0726 (Board Member)

Steve Nissle, Vice President/Membership
480-226-6883 (Board Member)

Jan Peterson, Secretary
480-969-0695 (Board Member)

Dave Veres, Treasurer
480-897-2209 (Board Member)

George Elms, Immediate Past President
(2005-2007) 480-831-0835

OTHER ASSIGNMENTS:

Dolores Stolinski, Historian
480-986-0711

Jan Peterson, Health & Welfare/Smiley Person
480-969-0695

Mel & Lorie Poppe, Editor
402-984-6381

Joe Fellin, Co-Editor
480-288-6463

RECIPE OF THE MONTH

FUDGE
By Anna Kenvin

- 3 cups sugar
- 1 1/2 cups canned milk
- 3 tablespoons cocoa

Cook over medium heat until ball forms in cold water.

Then add:

- 1 pint marshmallow
- 1/2 pint peanut butter
- 1 tablespoon vanilla
- 2 tablespoons butter

Beat until thick. Grease pan with butter and line with waxed paper. Pour mixture in pan and smooth out. Allow to cool and cut into squares.

Joe's comment: If all works ok, the fudge is as good as any I have ever tasted.

CLASSIFIED ADVERTISING FOR SALE:

The boss says "They've gotta go."

1966 Triumph TR4 A 90% restored. \$7,700.

1966 Mustang V/8 Coupe, A Code, Restoration started. \$5,400.

1964 Ranchero 6 Cylinder, Restoration started. \$4,600.

1953 Ford Victoria, 80% restored. Coronado Kit, Wide White Walls, Skirts. \$8,500.

Call Steve Francois at 480-946-3590.

1917 Model T Roadster. Asking \$10,000. Call Paul Cocking at 480-981-0363, 7327 E. Baywood (Mesa East Park).

1924 Model T Speedster. Collen Varnson, House #23, 2055 Apache Wells Condos, McKellips & 56th St. Call 701-330-8651.

1931 Model A Ford Coupe w/rumble seat. All original and in very good condition. Everything works and she drives like new. Two tone green with black fenders. Asking \$14,500. Also have a complete Model A rear end for sale. Call Bob Sarraillon at 480-945-8700.

Assorted Model T parts such as hogs heads, heads, front & rear ends, frame, Model A crankshafts, etc. Call Austin at 480-288-0695.

Full set of Franciscan ware "Hacienda Green" dinnerware, 8-pc. Place settings + more: \$100. If interested, call Jan Peterson, 480-969-0695.





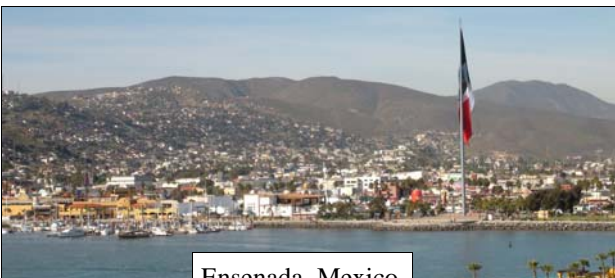
East meets West "T" Tour - Fountain Hills. March 5, 2011



La Bufadora Street Vendors



La Bufadora - The "Blowhole"



Ensenada, Mexico



A visit to the Tonite Show with Jay Leno

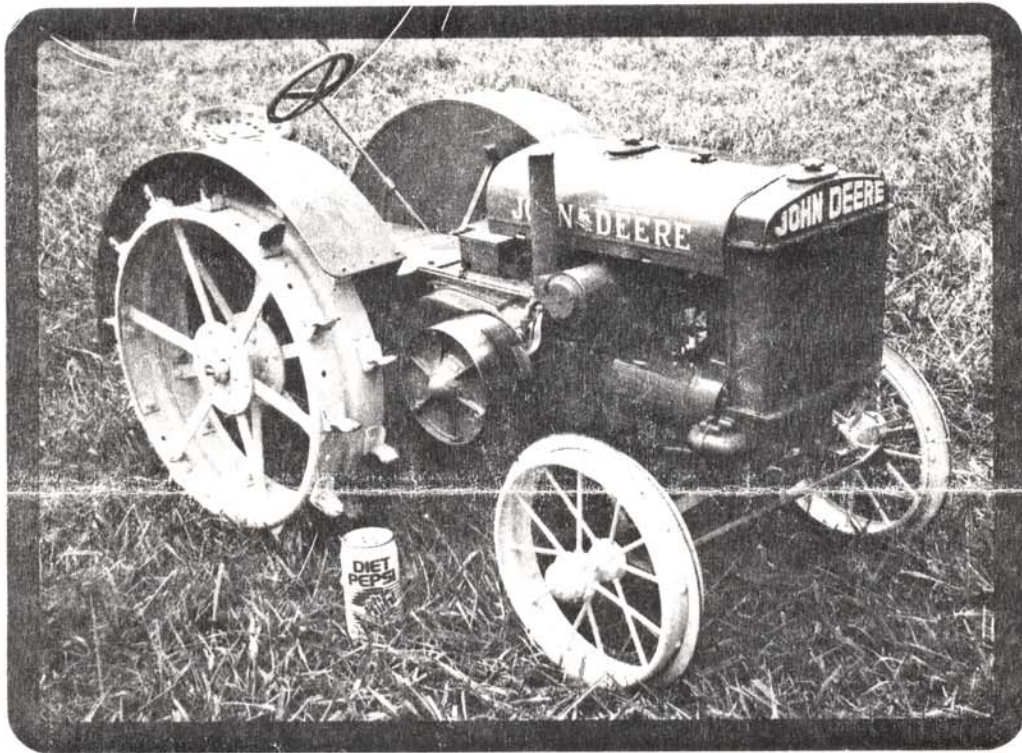


46th Annual MTFCA Members Meeting - A Cruise to Ensenada, Mexico





John Jackson's 3/8 scale 1925 John Deere "D" Tractor



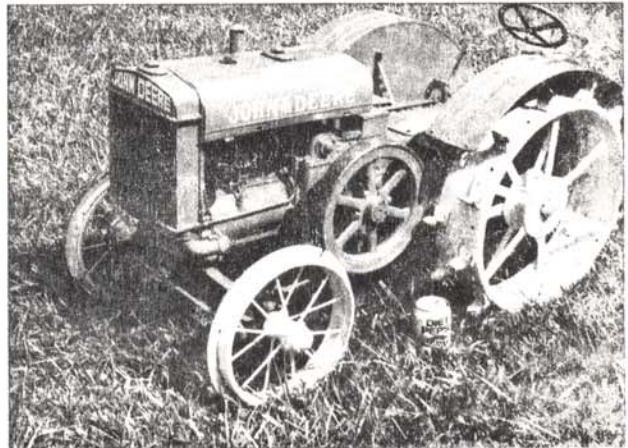
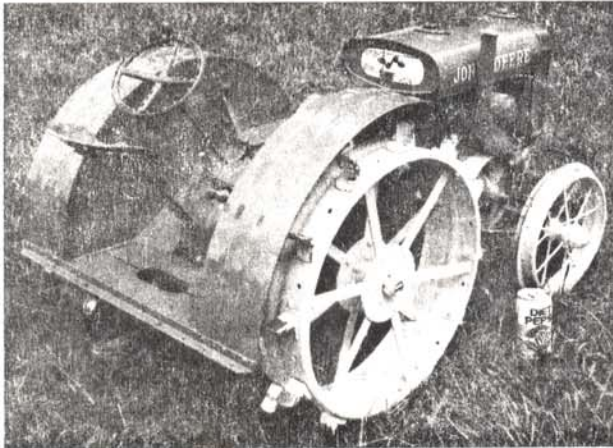
AN ANTIQUE TRACTOR FOR THE SMALLER FARM:

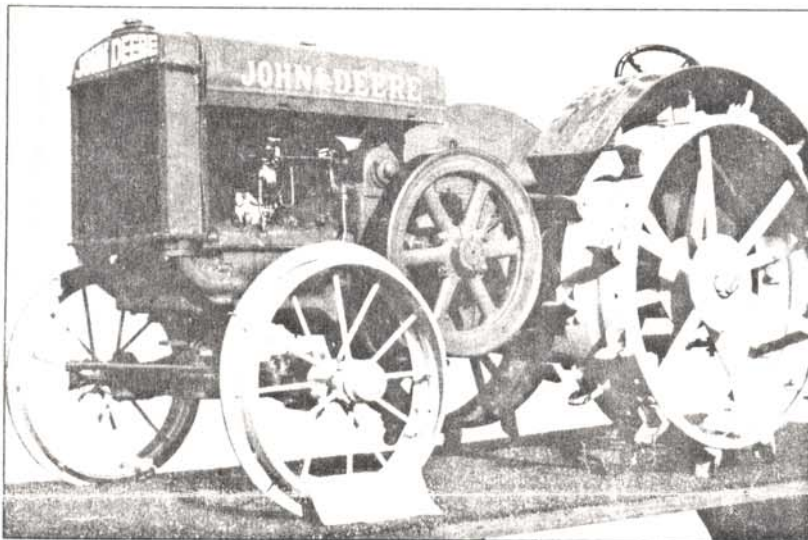
1925 John Deere 'D' in 3/8 Scale

Many farmers appreciate the John Deere 'D' for its power, economy, and reliability, but for some farms a 'D' is just too much tractor. That was the problem facing Dennis Franz, of Newton, Kansas in 1990. His solution was to hand make his own 'D' sized to fit his operation — 3/8 scale.

To make his mini 'D', Dennis completely disassembled a full size tractor and measured each component and made a duplicate of each component in 3/8 scale. He started in 1990, working 30 hours a week on the tractor, until it was finished in 1991. The project took approximately 2,500 hours.

Dennis's 'D' is complete and operational in every way. Its two speed transmission, clutch, and differential all work just like the real thing. Even small details like the red head oil pressure gauge and the fan clutch work. The engine will run on gasoline, but it tends to carbon up the spark plugs. Dennis





Specifications

Weight:	254 lbs.
Stroke:	3 inches
Bore:	2 7/16 inches
Displacement:	28 cubic in.
Operating speed	400-900 rpm
Horsepower	1.5 (estimated)
Height :	approx 21"
Length :	approx 41"
Width:	approx 23"
Full pressure oiling	
2 speed transmission	

has found that Coleman fuel with a little lead additive in it works well and keeps the spark plugs clean. It runs all day on less than a quart of fuel. The engine has a working governor, and when you put a load on it, the governor opens up and the little tractor even sounds like a 'D'.

The mini 'D's spark plugs, magneto, carburetor, governor, oil pump, priming cups, grease cups, and all gears (which are heat treated), were completely hand built by Dennis.

While most of the tractor was fabricated from stock, the flywheel, transmission quills, radiator cap, fuel cap, and front hub caps were cast. Dennis poured the castings himself.

The "John Deere" lettering was cut out of brass with a jewelers saw and soldered in place to appear as if it were cast-in. The radiator core was "imported from France" (Dennis scoured junk yards for a correct scale radiator core and found one in a wrecked Renault).

The crank case, transmission case, front and rear axles, water cooled

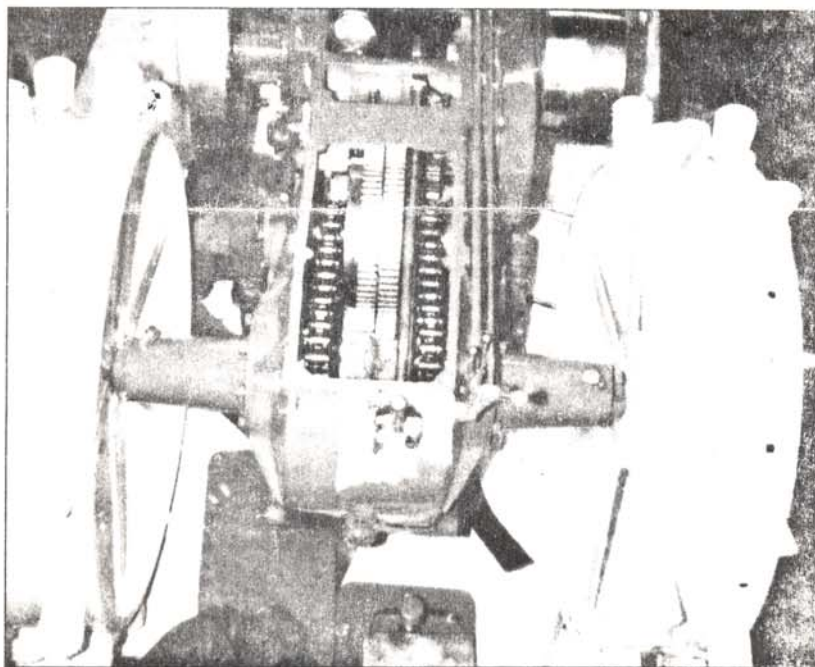
cylinders with cast iron liners, water cooled cylinder head with cast iron valve seats, seat, steering wheel, and most other parts were fabricated from steel. Pistons were made from solid bar stock. The crank shaft was fabricated out of seven pieces of steel, then ground and balanced.

The 3/8 scale Simplex air cleaner has a scale brass tag on it with all lettering pressed in and readable, just like the real thing. Dennis even made a 3/8 scale owner's manual. Very few

off-the-shelf nuts and bolts were the right scale, so most of the fasteners on the tractor were hand made. Dennis had to make a tap to thread the grease cups to give them the correct number of threads.

Dennis only farmed out two parts of the job. He had the rear wheel bands rolled by an outside company, and got K&K Antique Tractors of Shelbyville, Indiana to make the scale decals on the hood.

Dennis doesn't have plans to produce any more scale John Deere tractors. "One of these is enough," He says. "I'd like to make some equipment for it to work with, and I'd like to get it on a dyno to find out exactly how much horsepower it has. But I have no desire to build another one."



A look inside the transmission case reveals the 3/8 scale roller drive chain and bull gears. The transmission has two working forward speeds and reverse. All gears are hand made and heat treated for strength.