



Calendar of Events

November 2011

- 11 Veterans Day Parade, Mesa
- 17 General Meeting, 6:30 PM,
Berge Ford, US 60 & Mesa Dr.

December 2011

- 3 AJ Parade of Lights
- 10 Christmas Party

January 2012

- 19 General Meeting, 6:30 PM,
Berge Ford, US 60 & Mesa Dr.

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****November 2011****Volume 8, Issue 8****PRESIDENT'S MESSAGE**

As we enter the winter season here in Arizona there are lots of events our club can get involved with and lots of places we can tour to. I would especially like to see us get involved with a historical centennial event as 2012 is the 100th year of Arizona statehood and there are many events planned around the state.

Both my term as President and Jan Peterson's term as Secretary are coming to an end in December. I will not be seeking another term so the membership needs to be prepared to elect a new President at the Christmas Party on the 10th of December.

One last reminder about the Bob Wildman Award, recommendations are due in at the end of this month. The presentation will be made during our Christmas Party, so if you want to see someone honored, please get the recommendation in timely so the Board has time to make the selection.

It was great to see many of you at the October meeting.

See you on the road, Austin.

WELCOME—NEW MEMBERS

Jerry & Joyce McKinney—Apache Junction

We hope you can join us in many future events and tours.

**OCTOBER 22—MESA
RIVERVIEW CRUISE IN CAR SHOW**

By Austin Graton

On Saturday afternoon October 22, Lynn and I headed out from Apache Junction for the show at Riverview Mall in Mesa. The trip took about 50 minutes in reasonably light traffic. We arrived just about 4:00 PM and already there were four other members in the parking lot with John Peterson pulling in at the same time as we did. Bill Davisson arrived a few minutes later.

Thanks to Dave, we had a nice area to set up in which was near the band. The band started playing at about 5:00 PM so we were in a good location to hear and they were pretty good. Many of the shops in the area we were in were not occupied so there was not much foot traffic. We were separated from the main parking lot where most of the other cars were on display. Unfortunately, Lynn was the only lady present until later when Claudia Linney and her children joined us to go to dinner. We ate at the Cracker Barrel restaurant which is located in the mall, a short walk from where we had our cars on display.

At about 6:30 PM the shop immediately behind us was opened up by a group of Halloween costumed people who were operating a haunted house out of an otherwise unoccupied building. There was a tremendous amount of screaming, banging and hollering coming from the area. I guess everyone inside was having a good time.

Although the show was scheduled to go till 10:00 PM we decided to leave at about 7:30. The headlights on our car are not very bright so it is difficult to see at night. When we were within about 4 miles of home a black pickup truck turned slowly across our traffic lane causing me to have to swerve out into the left turn lane. A few seconds later another car pulled out from a side street into our lane causing me to have to move over into the next lane to avoid them.

Next project – headlight brightening!!

LOCAL CLUB EVENTS

EVMTFC MEMBERSHIP DUES

Applications for membership may be printed from our website at:

<http://evmtfc.com/EVMTAPPL.pdf>

Dues are \$20 per year, include all family members, and are ***DUE NO LATER THAN JANUARY 1st, 2012.***

Please make payment by check payable to East Valley Model T Ford Club.

Submit application in person at any member meeting or mail it to: David Veres, Treasurer EVMTFC, PO Box 24502, Tempe AZ 85285.

EVMTFC WEBSITE

You'll enjoy watching the T motoring back and forth across the page.

To see the monthly newsletter or any other interesting information, click on the corresponding tab and keep up on what's happening with the East Valley Model T Ford Club.

Join us for fun & fellowship!



evmtfc.com

GENERAL MEETING REFRESHMENTS

Refreshments will be provided by:

November 17th—McKinneys/Poppes

January 19th—Gratons/Veres

February 16th—Diehls/Linneys

March 15th—Elms/Smiths

April 19th—

May 17th—

BOB WILDMAN AWARD

The Bob Wildman Award is the highest honor the East Valley Model T Ford Club can bestow on one of its members. Bob was a charter member of the Club. Always willing to help in any way he could at club events, he readily lent a helping hand to individual members as well, even if it was something totally unrelated to the Model T. He loved to drive his T and participated in as many events as possible. A very giving and special person, Bob was the first deceased active member of the East Valley Model T Ford Club.

The Bob Wildman Award will be given each year to the member who, in the opinion of the Award Committee, has contributed the most of him/her self to the club.

To nominate a deserving candidate, write to the Award Committee outlining your candidate's contributions and telling why you think he or she is deserving of the award. Even if your candidate is not selected, just being nominated is an honor in itself. Nominations should be in narrative form and may include other documentation such as pictures, news articles, etc.

Nominations must be submitted to a member of the Board of Directors no later than November 30th.

The Board of Directors will be the Awards Committee. The award will be presented at the Christmas party.

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 Austin 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.

NOVEMBER 11—MESA VETERANS DAY PARADE

Our club decided to participate in the Mesa Veteran's Day Parade this year. We also decided to indicate who our veteran members are by displaying their branch of service flag on their vehicle. These flags can be obtained from most any flag shop or probably from a military surplus store.

The East Valley Veterans Parade begins at 11:00 am near Main and Center. Each driver will be required to show their license and proof of insurance to a parade official.

Watch your e-mail for more information concerning the parade and where our club will form up.

NOVEMBER 12—MESA TECH CLINIC

The technical/repair clinic on generators at Steve Nissle's has been rescheduled for November 12. If someone else has other issues with their car we should be able to address some of those also at that time, so bring them out. If your issue may require some special tools, let Austin know so it can be coordinated. Those of you with some expertise with generators are asked to come out with your tools to give us a hand.

NOVEMBER 13—MESA POWER SQUARE MALL VINTAGE CAR SHOW

Power Square Mall,
2055 South Power Rd (Power & Baseline)

The show will take place in the south parking lot on the south side of the mall along Power Rd next to Entry 1 from 1-4 pm. Free registration.

Call the mall office at 480-361-3059 to confirm your registration and get details. Space is limited. Complete registration form.



UPCOMING OTHER LOCAL EVENTS

Check the links below for time and place, and the calendar, for weekly "cruisin'-ins".

<http://nationwidecarshows.com/index.php?page=cruiseins&stateid=AZ&cityid=Phoenix>

DECEMBER 3—APACHE JUNCTION PARADE OF LIGHTS

The AJ Light Parade will be held after dark. They will have Santa available, street vendors, snow for the kids, a tree lighting at the Focal Point (Apache Trail & Phelps Drive) and music. These events go on all afternoon.

We should gather at the Allen's at about 3:30 PM for pot luck (with the club providing the meat cooked on the chuck wagon) and convoy from there to the parade staging area.

Watch for more information!



Motoring Thru Time

Historic Heritage Square at Heritage & Science Park, Downtown Phoenix.

Saturday, February 4, 2012
 10am—4pm
 Set up time 9:30 am



Calling all antique or classic vehicles (auto, truck, bike, motorcycle) and/or other early auto related artifacts including travel trailers from the 1900-1980s era that you would like to exhibit free at their fun transportation event at Historic Heritage Square in downtown Phoenix.

No fee, but registration and pre-approval required. Vehicle space in a beautiful park setting and bottled water provided. Food and beverages available for purchase at the event.

Space is limited. Complete registration form and mail to:
 Tammy Parker, Heritage & Science Park
 115 N 6th St, Phoenix AZ 85004.
 602-262-5071
 tammy.parker@phoenix.gov

Please include or email a photo of exhibit vehicle for printed event window signage.

FLORENCE HISTORIC TOUR

27th Annual Tour of Historic Florence Arizona
 Saturday, February 11, 2012

9am—4pm

Tour begins at the Florence Visitor Center, 291 N Bailey St.

Free transportation provided to all sites.

Cost: \$12 Adults (\$10 advance).

Children 18 and under are free.

Some of Florence’s most treasured historic buildings will be featured during the tour.

Visitors will have the opportunity to tour historic private homes, public and commercial buildings constructed in all of the architectural styles found in Florence— Sonoran adobes, Anglo Sonoran Territorial, American Victorian, American Bungalow, and Mission Revival. Some of these buildings date back to the 1870s and 1880s when Florence served as the commercial center of activity for area silver mines, ranches and farms. In addition to learning about Florence’s rich history, The Pinal County Historical Museum will host a lecture. The tour begins on Main Street and trolleys will provide transportation to tour sites at no additional cost.

Like last year we will have designated parking on Main Street for all the cars and since we have plenty of time Ken Loerzel, Coordinator, would love to schedule a brief meet and greet with everybody in the morning if time permits. They will have packets of information for everybody in our group and would be more than happy to extend to us the group rate for tickets again.



NATIONAL EVENTS

MARCH 22-25, 2012

—ALBUQUERQUE, NEW MEXICO

47th MTFCA ANNUAL MEETING & MID-WINTER GETAWAY

Lots of things planned, including visits to historic places, and great company. There will be informative seminars for both men and women. Some of the foremost experts in their fields will be making presentations. Watch future issues of the *Vintage Ford* for more information on this event hosted by Tin Lizzies of Albuquerque. Contact Bernice Young at modeltdoc-tor@msn.com or phone 505-294-7450.

JUNE 17-22, 2012—LINCOLN, NEBRASKA HEARTLAND OF AMERICA T Tour NATIONAL MTFCA TOUR

All tours are easy driving tours for a Model T. No special equipment, such as a Ruckstell are needed. Visit an authentic Pony Express Station/Museum, Strategic Air and space Museum, Speedway Motors Museum of Speed (Smith Collection), University of Nebraska Tractor Test Lab Museum and much more.

Watch for more information in your *Vintage Ford* magazine for this event hosted by the Nebraskaland Model T Club. Contact Mike Vaughn, 967 S 176th St, Lincoln NE 68520. Phone: 402-540-0573. E-mail: mike@mavaughn.cnc.net

Space is limited. Send in your registration early. Registrations will be accepted beginning January 3, 2012.

Check the website often for more information.
<http://heartlandofamericattour.com/index.html>

MODEL T FORD CLUB OF AMERICA

The East Valley Model T Ford Club is 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. The MTFCA now offers payment online through PayPal. Members can also donate online. Go to www.mtfca.com/ and see how to do that.

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>

Need some tips (*or do you have some to share*) from a fellow T enthusiast? The Model T Forum is a discussion board that can be searched by time of post (New Messages search) or by matching text (Keyword Search). Each of these searching mechanisms provide convenient methods to locate discussions of interest.

<http://www.mtfca.com/cgi-bin/discus/discus.cgi?pg=topics>



SOME OF MY AUTO RELATED ACTIVITIES—SUMMER 2011

By: Austin Graton

This last summer I found myself involved with a lot of auto related activities which I don't normally do. The diversity was rather interesting and educational for me.

First, I got a call from a man I had met the summer before who had told me he had a Model T. I had told him I would like to see it so he called me early in the summer to invite me to come to his place to see it. He was preparing it for his annual entry in his home town 4th of July parade. He had it 40 years and that is all he has ever driven it for. He was concerned about the bands not being very good. He had not adjusted them in the 40 years he had it and didn't know how, so I adjusted them for him. They worked very well and he was pleased that it operated so much better. In payment, I asked him to participate in my home town 250th Anniversary Celebration Parade, to which he agreed.

Next, I got a call from my second cousin about a 1928 Chevrolet belonging to a customer of his. They had not had it running in several years. I agreed to look at it with the objective of getting it running and on the road again. After seeing this wonderfully restored depot hack I agreed to work on it with the understanding that if I got it running properly, they would enter it in the parade.

After checking for spark and finding fire, I proceeded to go through the fuel system. After removing the carburetor and disassembling it I found it needed some cleaning of a rusty colored sediment and I made a new gasket as the old one had dried out and reassembled it. No fuel was getting through to the carb, so I checked the gas tank and discovered a rusty colored sediment covering much of the bottom of the tank. Someone had made a very nice copper tank and put a cast iron pipe bung in the top for the gas cap. Over the years the high level of humidity in the air had caused condensation to eat away at the cast iron and all that iron had dropped to the bottom of the tank. I removed the tank and after trying a pressure washer at a car wash to clean it out, had to put a cloth on a flexible metal rod to wipe it all out.

After cleaning the tank, I found someone had installed a 6 volt fuel pump and had removed the original vacuum tank (fuel pump). I removed the fuel pump to clean it and discovered the rubber diaphragm was torn. I tried to get repair parts but the pump was 20 years old and I could not get parts. I ordered a new 6 volt fuel pump on line and in the process discovered I needed a pressure regulator as well, so I ordered that as well. When I received the pump and regulator I realized I needed to change the size of the fuel line.

Once I got everything installed I took the car for a test drive and it ran great and the owners were pleased as punch. They did agree to be in the parade with several of their grandchildren.

Meanwhile my second cousin who has owned a 1919 Model T roadster pickup, formerly a touring car, decided after several years of harassing from me, to get his Model T out and running for the parade. We got it running by towing but discovered a serious radiator leak, so I loaned him the radiator Joe Fellin had given me that he had taken off his Center Door. My second cousin had never driven his T so I gave him a quick lesson and he was able to drive it just fine for the parade. During the parade it started smoking more and more to the point it was putting up quite a cloud by the end of the ½ mile parade. A few days after the parade, my 1st cousin decided to put new rings in the T to try to stop the smoking. I helped with that project. As it turned out the bore in that engine was standard but the rings had worn to about ½ width at the ends. After the ring job, no more smoking!

Next, I got a call from a man whom I had called to put his 1929 Coleman dump truck in our parade. He had a Model TT truck with a grain body that he wanted to replace the engine in. The engine was noisy and he thought it might come apart any time. He had gotten another engine from a friend and wanted to rebuild it. My cousin and I helped one day to get the bearings fitted as he had no experience with that. A few days later he called again to ask for some help in installing the engine. He had it all reassembled including the transmission and ready to install. From the time we arrived with the engine sitting on the floor to the time it was installed and running was just about six hours. He was very pleased with the outcome.

A couple of weeks later, Jim and Penny Austin, George Elms sister and brother-in-law were on their annual family old car tour in our town. We went to meet them and visit for a while. After we left they were getting ready to continue with their tour and discovered one of the cars, a convertible coupe, would not run. I agreed to tow it home and see if I could get it running as they continued on their tour. They would pick it up on their return. They were convinced it was a bad coil so I bought a new one and installed it but still no spark. I knew they had been working with the points in trying to getting it to run, so I decided to check the distributor more closely. Someone had twisted the contact point to where it was badly misaligned. In straightening the points I discovered they were also shorting against the distributor case. I got them away from the case, reinstalled the cap and the car started and ran fine. Again, the owner was happy as he still had to drive the Olds back to Massachusetts.

A MAN AND HIS T

By Rollie Wightman

I don't remember when it happened, exactly. I think it was probably six or seven years old when I decided I wanted a Model T Ford, one with a "brass radiator."

I was raised in Spokane Washington and during the summers my parents ship me over to my grandmother's house in Wenatchee Valley, located in central Washington State, to a little town called Peshastin. Peshastin had been settled in the 1910s when immigrants came in and planted large apple orchards. The area really took off as far as an apple growing region when, about 1915, canals from the cascade Mountains were put in around the edge of the valley which brought water down from the hills, to irrigate the apple orchards. So, there was lots of stuff, old stuff, lying all around for a bored kid killing time to pick through in the long days of childhood summers.

My relatives had moved there in the 1920s. They had several apple "ranches" on which they seemingly had managed to save everything they had owned and worn out since they had come to the area and, at least it seemed to me as a child, their predisposition towards hoarding was hoarding reinforced by the lean times of the depression and World War II. So, when I arrive there as a child in the early 1960s, and had to spend the warm long days of summer there looking for adventure, there was lots of fun items to look through in the fields, on the river banks, and in the ditches.

And a lot of these items were rusty, very rusty. I think that's when I really learned to love rust, when I was about age six. I still slow down and look when I drive by rust piles alongside the road.

Now, whenever I saw rust as a kid, I knew there was money to be made in the form of beer bottles. Beer bottles were worth a penny a piece then, and they were everywhere. The farmworkers, it seemed to me, must spend a lot of their money on beers based on the many empty bottles littered about, all returnable.

Anyway, in the mornings in the summer, my cousins and I would scatter into the fields. We would look for car parts and empty beer bottles. We also picked cherries for money, but that didn't come until September. So in June and July we hunted car parts and beer bottles.

The owners of the local taverns knew us, like regulars, even though our ages were still only single dig-

its. I remember one time I got \$110 for turning in beer bottles, just on one day (at a penny a piece, how many is that, 11,000 bottles?).

On our collecting adventures, we would set the beer bottles in the car parts up out of the ditches, and then go get the "orchard Jeep" (which was a World War II Willie's Jeep). If necessary, we would get the Orchard trailer, and load them up with our rusty finds and hundreds of stubby-style beer bottles. After my cousin Jonny drove the Jeep into one of the canals, when we were 10, we were not allowed to drive anymore.

I discovered all the antique cars that were located in the various ditches, depressions, creek banks, riverbanks, and fence lines within walking/bicycling distance from my Grandma's and Uncle's houses. I also got my Grandmother to drive me around and talk to other "ranchers" whom she knew, and looked at their large piles of rusty car parts.

I was soon accumulating a massive amount of rusty items of my own. My collection, which was dumped alongside a derelict barn on my grandmother's property, soon included remains of a TT truck, and early 1920s T roadster body, a variety of model T and model a sheet metal. I also was able to locate the motor block and John Brown side lamps from a 1913 – 1914 model T Ford that the original owner of that farm had purchased. I was also able to find the license plate for that vehicle which was stuck into a concrete wall, when they poured the foundation for the barn, which I was able to find out, was built in 1916. It was a 1915 Washington state license plate, which was almost mint.

In the fall, I would of course unfortunately have to return to the "city", Spokane, to go back to grade school. The good news was that some of the items I found I brought home and put in my parents' basement.

Also, perhaps the best news was that there were two brothers that operated a model T/antique auto junkyard which was within bicycling distance from my parents house, Grant and Clair Lundin, who were twins. Their business name was "Antique Auto Ranch" and it's still in operation in Spokane today, although the Lundins are probably long gone now, as it was so long ago since I was there.

Now, I've got to say that, at least as a child or a teenager, "Antique Auto Ranch" was as close to heaven as I could probably ever hope to get. I now

suppose the place was about 5 acres in size, based on my recollection of its geography from many years ago, and it was like a rat's maze of piles of parts. Most of the parts piles were at least twice as tall as I was. There were huge mountains of rear ends, huge mountains of right front fenders, huge mountains of left front fenders, huge mountains of coil boxes, mountains of body panels, and the buildings were full of even better stuff.

Now, keep in mind that back then, even in 1915, Ford was only 50 years old. Now of course they're almost 100 years old. So, even after the scrap drives of World War II, there were still a lot of pretty good cars around. You could get a running 1926 roadster for around \$400, probably even with a Ruckstell rear end. I remember once seeing an almost mint 1915 model T touring car, completely original, sell for \$1000. Man, I really wanted to buy that car, but it had just been sold to a guy right before I got there.

With the junk that I had found in my summer operations, I was able to do some trading with Grant Lundin and, eventually, work my way into owning a 1915 Ford chassis. I was able to trade the 1913 - 14 sidelights I found off for a set of brass rim 1915 E&J Model 8 and 9 sidelight/taillights. I also got a set of 1915 brass rimmed headlights from Antique Auto Ranch.

I rode my bike out to Antique Auto Ranch one day, and there in the driveway was a new acquisition. It was a 1915 chassis, with a later black radiator, that had been made into a "buzz" saw, used in the woods to cut firewood. There is a huge saw blade on one side of the frame, mounted parallel to the frame, which was powered off of a large pulley that had replaced the drive line between the transmission and rear end. On the fan was a "governor" so the motor would run at a constant speed, even if it was loaded while cutting a piece of firewood. There was an original 1915 coil box on it, but without the lid. It had an original aluminum louvered hood, but there was no body parts on it at all, except the former hood and firewall. Of course, I loved it. I had some money from a paper route, so I bought it from Antique Auto Ranch for \$165 total. Fortunately, my dad let me have it, and help me bring it home. That was in 1968. And I tore into it, disassembling the whole thing.

I found the body for the car at the Portland Oregon swap meet in 1970. There was no wood in it, just metal, but the metal was excellent. It cost \$100. I remember my dad paying the guy that was selling it a

\$100 bill. The guy didn't know what it was as he'd never seen a \$100 bill before. We finally had them show the bill to other people in the building and they agreed the \$100 bill was probably good, so we were able to get the body panels and put them in the trunk of my dad's car and take the parts home to Spokane.

Over the next few years I was able to pick up most of the parts for the car. I was able to put together a complete speedometer set up, rebuild the front and rear end, and bought a "wood kit" for the body.

I was soon able to realize that the tough part of restoration was putting the body back together. The wood kit for the touring body proved very difficult for me to install; in retrospect, it became clear that the wood kit was an absolute piece of junk that wasn't cut correctly, at all. However, it would take me about 10 years to come to that conclusion.

Eventually, I saved up enough money to buy a set of four new reproduction fenders from Rootlieb. The car was completely disassembled and put into the attic of my parents' garage. It sat there through much of my college education years, and then I worked for a couple of years, and went to law school, so the car continued to sit in storage.

In 1986 I moved to Arizona, and the car followed me to Arizona. It was my resolution to do at least one thing to the car each month, although sometimes I wouldn't touch it for six months, but it did slowly progress out of its storage boxes.

In the 1990s, I got married and started having children. I spent more time at home and started working on the 1915 touring car again. I was eventually lucky enough to meet Ray Wells from El Cajon, California, who reworks model T bodies. Ray took the body and remains of the wood kit and did finish the body, so that was finally done. Another fellow I met rebuilt the motor. And eventually I bought a new brass radiator from Brass Works in California. One of my sons, when he was a toddler, tripped over the frame and knocked out one of his front teeth on the frame rail, which did not endear me (or the car) to my wife.

When I worked on the car, it was often between midnight and 5 AM during the week. If I had trouble sleeping, I would get up and work on the car in the garage. On the weekends, my first daughter, then about four years old, and I would work on the car putting it together, first with "C" clamps and then with nuts and bolts.

Eventually, about 2000-1, the car was painted, assembled, and I was able to start it (although not running very well). Ten years later, I'm still working on it and still trying to get it running well. But, it's been a great friend to me over the years and I am still greatly enjoying its company. I have probably owned 40 "collectors" cars since I bought the 1915, most of which have come and gone, but I have always kept the 1915.



My 1915 Ford Touring (And its 40 Year Repair Job)

CLASSIFIED ADVERTISING
FOR SALE

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

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.

I have various Model T parts for sale. I'm looking for 1915/1916 Model T fenders.

Call Steve Francois at
480-946-3590 or 480-612-3603.

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 Sarrailon at 480-945-8700.

EVMTFC 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, 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

APPLE CRISP

by: Lorie Poppe

8 medium apples
1 cup water
1 package white cake mix
1 cup brown sugar
1/2 cup melted butter
1 teaspoon cinnamon

Peel, core and thinly slice apples. Place in a 9x13 pan and pour water over them.

In a separate bowl, combine cake mix, brown sugar, butter and cinnamon. Stir together until well blended. Mixture will be crumbly. Sprinkle over the apples.

Bake at 350 degrees for 50-60 minutes or until lightly browned and bubbly. Serve warm or cooled with whipped topping or ice cream.





1923 T delivery truck



1928 Chevy depot hack



1919 roadster pickup (Old Smokey)
owned by Austin's cousin, Barry Eastman
with passenger Abe Lincoln



1922 TT grain truck



1940 Olds convertible coupe

Austin's Summer New Hampshire projects



Riverview Mall Car Show, Mesa - Oct 22, 2011
with Steve & Wyatt Linney



Ed Stolinski with his Best of Show trophy during his summer visit to Illinois



FORD MODEL T No 9267
 BUILT 17TH AUGUST 1909

Still with original body, engine + leather seats, we have deliberately **NOT** rebuilt this car as an 'as-new' showpiece.

Most Fords had a hard working life, and you see before you a typical second-hand family runabout Ford. It still goes shopping, on camping trips, and even round the corner to the chip-shop. Occasionally it is washed and, very occasionally, all the brass is polished.

Mechanical spares and tyres are still easily obtained.

Capacity 2890 cc, Weight 12
 Fuel consumption 25-30 mpg on 6



An unrestored 1909 Touring Car

Photos by George Elms during an open house hosted by the Mould family near Norwich, England



An elegant 1914 Touring Car on the Village Green in New Milford, Connecticut
Owned by Don & Sharon Sawtell of Westminister, Massachusetts
(complete with chauffeur, albeit asleep on the job)



Oh, Oh! Did I hear someone mention *Thanksgiving* ?



**WAYNE COUNTY AREA
CHAMBER OF COMMERCE**
500 South A Street, Suite 2
Richmond IN 47374
765.962.1511 fax: 765.966.0882
www.wcareachamber.org

2011 Platinum Partners



Doing great things together



2011 Gold Partners



2011 Silver Partners

Boston Bever Klinge
Cross & Chidester

Centerstone

Dewco Performance Center

First Merchants Bank

Old National Bank

Primex Plastics

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Model T Museum Gets a New Home in Depot District

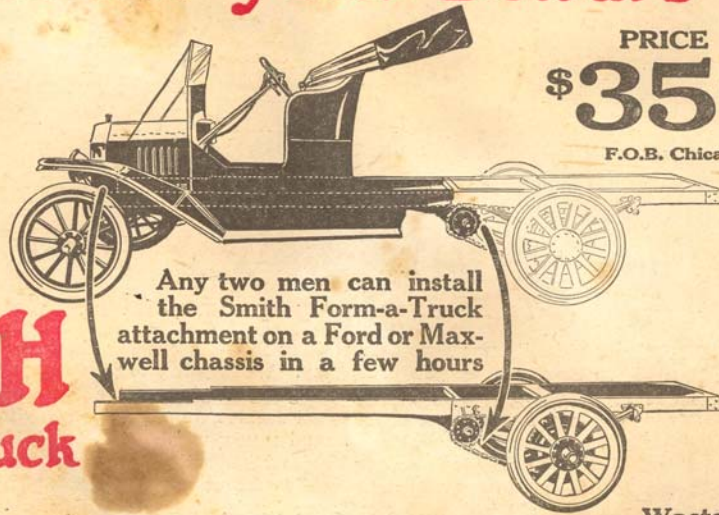
The Wayne County Area Chamber of Commerce congratulates the Model T Ford Club of America on their efforts to find a new location for the Model T Museum. The Richmond Redevelopment Commission voted to provide \$253,000 in Tax Increment Finance (TIF) funding to purchase five properties in the 300 block of North 8th and 9th Streets. The museum's new home will be at 309 North 8th Street. An existing building on the site will be renovated for the museum. Jay Klehfoth, CEO of the Model T Ford Club of America, the non-profit that operates the museum, says the group is excited about the new location. "We appreciate the leadership that the Chamber provided in helping make this a possibility in such a short amount of time."

The other properties located at 317 and 333 on North 8th Street and 318 and 320 on North 9th Street will be used for additional public parking for businesses and events in the Depot District. Mayor Sally Hutton says the new projects will be great for the Depot District. "The Model T Museum is a perfect fit for the historic Depot District and we are thrilled that they will be moving into Richmond. In addition, due to the wonderful growth occurring in the Depot District, the additional parking will help support the local businesses in the area. We're excited the area has developed like it has and we're proud of the efforts of our local entrepreneurs and their willingness to invest in our great community."

A press release announcing the move of the MTFCA Model T Museum from Centerville, IN to a larger facility in the historic district of nearby Richmond, IN

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This famous attachment used with a Ford or Maxwell chassis, makes a fully guaranteed one-ton truck that will save you three hours out of every four it now takes you to do your hauling with teams



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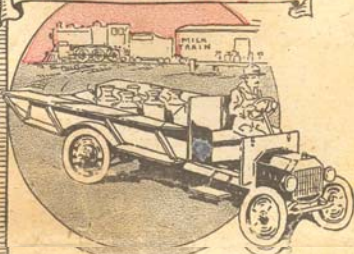
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Any two men can install the Smith Form-a-Truck attachment on a Ford or Maxwell chassis in a few hours

SMITH Form-a-Truck

Economical Service

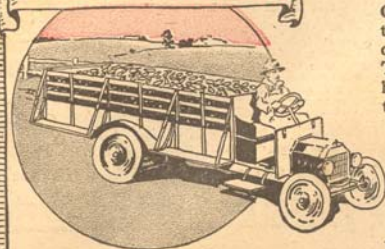
6 A.M. - 9 A.M. TO TOWN and BACK



9 A.M. - 12 M. IN YOUR FIELDS



12 M. - 6 P.M. GENERAL HAULING



Send for our new Farm Book — it is free.

Time Saving, Money Earning Economy in all Classes of Farm Work, demonstrated daily by thousands of owners

Smith Form-a-Truck is an attachment which combines with any Ford or Maxwell chassis to form a fully guaranteed one-ton truck.

To install a Smith Form-a-Truck attachment it is only necessary to remove the rear wheels from a Ford or Maxwell chassis — fit the Smith Form-a-Truck frame over the car frame — bolt it securely at the front end of the car frame and put sprockets on the rear axle spindles which formerly carried the car wheels.

This work can be done by any two men in a few hours. The result is a fully guaranteed one-ton truck; double chain drive; 125-inch wheelbase; 9- or 12-foot loading platform, as desired. Rear wheels are furnished with solid tires — pneumatics optional at higher cost.

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Records of service from thousands of owners show an operating cost per ton mile of 5c; a tire mileage of six to eight thousand miles per set; a gasoline mileage of 12 to 18 miles per gallon; an average speed of 12 to 15 miles per hour in actual farm service. Smith Form-a-Truck is doing work in a few hours which requires horse-drawn service all day to accomplish.

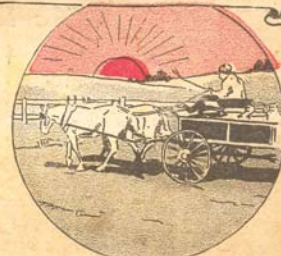
On long trips to town, instead of starting away at three or four in the morning and getting back at seven or eight at night, the man who uses Smith Form-a-Truck can easily make the trip in the morning and have his Smith Form-a-Truck for general work around the farm the balance of the day.

Smith Form-a-Truck not only goes anywhere horse-drawn vehicles can go, but many places where horses would be stuck. It hauls a bigger load and saves not only time, but in the number of men employed to do the hauling you must have done.

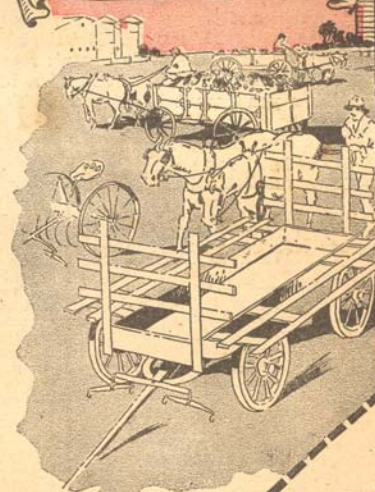
You can equip the Smith Form-a-Truck chassis with any regular or special type body, and as a special feature to farmers, we are offering at a moderate additional price, our famous Eight-in-One Convertible farm body, giving eight complete farm bodies on one chassis.

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