

*Running*



*Board News*

OFFICIAL PUBLICATION OF THE EAST VALLEY MODEL T FORD CLUB

February 2012

Volume 9, Issue 2

## CALENDAR OF EVENTS

### February 2012

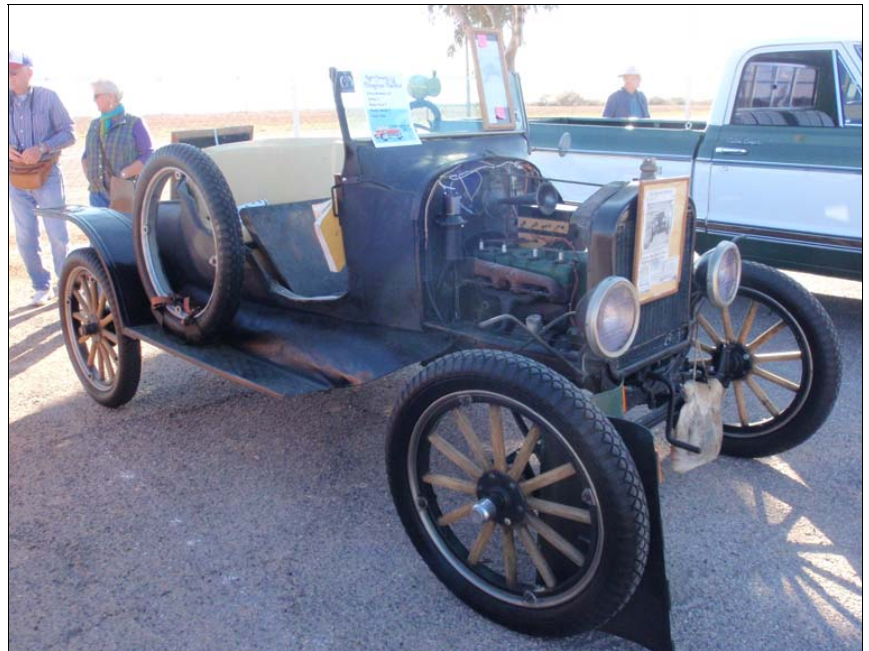
- 4 Motoring Thru Time
- 11 Florence Historic Tour
- 11 TCH Charity Car Show
- 14 Arizona Centennial 100 years
- 16 General Meeting, 6:30 PM,  
Berge Ford, US 60 & Mesa Dr.
- 25 Lost Dutchman Days Parade

### March 2012

- 3 East Meets West Tour
- 10-11 AJ Tractor Show
- 15 General Meeting, 6:30 PM,  
Berge Ford, US 60 & Mesa Dr.

### April 2012

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



Jim Huggins' 1924 Roadster was the only Model T at the Bluegrass Festival in Casa Grande on Jan. 28 and made a BIG hit among old car aficionados  
Congratulations, Jim!



East Valley Model T Ford Club 2520 E Pueblo Ave Mesa AZ 85204  
Website: [evmtfc.com](http://evmtfc.com)

**PRESIDENT'S MESSAGE***By: Claudia Linney*

I can't believe January has come and gone. Time flies when you're having fun or so busy you don't now which way is up. February looks to be a great time with our Model T's. So let's get Lizzy out on the road and some miles behind them.

February 4th—Motoring Through Time in down town Phoenix is always a lot of fun. This year looks to be special since we will be celebrating Arizona's 100th Birthday.

February 25th—is the Lost Dutchman Parade. Larry and Sandy Hart will host this event. You're able to meet and drop your trailer at their home as early as 7:00 am. We need to be lined up in our spot at 8:30 am sharp. Following the parade we'll head back to Harts home for pot luck and a Bar-B-Q. Meat will be provided by the club.

March 4th—East Meets West Tour. We will meet at Bill Davisson's home and travel to the Fire Fighter museum. This year East Valley Club will purchase the food and the Sun Country will cook.

It looks to be a busy month. Hope to see you all out enjoying the Arizona weather.

Last, but not least, I would like to thank Ruthann for stepping up to be our Tour Chairman as we discussed in the meeting. She is not responsible to put on tours, she is just in charge of lining up people in the club to sponsor a tour.

Also, we need to find a new home for the chuck wagon. This is something that needs to come to a conclusion by the next meeting in February. Austin is no longer wanting to store it, so we need to come up with a solution to either pay for a storage unit, store it at a member's home, or sell. This is a club chuck wagon and has been a lot of fun, but we need to share the burden.

Thank you for all of your support.

**JANUARY 28—CASA GRANDE**

**Pinal County 26th Annual Agri-Country Bluegrass Festival, Arts & Crafts Bazaar, Car & Motorcycle Show**

*By: Bill & Kae Allen*

The Harts, Jacksons, Stones and Allens all wimped out and went to Casa Grande in modern vehicles, arriving about 9:30 to find all 63 car entries already in place. There were many fine restored cars (you could even smell fresh paint on some of them) and hot rods including a 1923 Studebaker Touring not yet complete but got so much attention it was difficult to get a photo. However the EVMTC was represented by one of the clubs finest, Jim Huggins, with his classic Model T. His Roadster was a HUGE hit. Thanks Jim for bringing it out.

One of our favorites was a Dwarf 49 Mercury, hand made by Ernie Adams of Maricopa, AZ. Amazing workmanship. Check out Ernie's web site at [www.dwarfcarpromotion.com](http://www.dwarfcarpromotion.com). We have a friend back in New Hampshire that also builds midget cars and when we met Ernie at this same car show several years ago, we put him in touch with our NH friend and they have kept in touch.

The event was a great success judging by the number of those attending. They were expecting 7,000 people. Perhaps not as large as the one we attended several years ago as the Clydesdale Horses were among the missing and there wasn't a parade. But the food was excellent and many vendors had people waiting in line for a half hour. Lots of great entertainment performing in two separate stages, one inside and the other outside, and there was standing room only most of the time. A favorite was the tractor pull. They were asking for audience participation which would have been right up John and Larry's alley, but they missed the call. Another well attended event was the Civil War reenactment with a talk about Picacho Mountain AZ where the furthest Western battle of the war took place.

The weather couldn't have been more ideal and it was great to be outside enjoying the music and cars, not to mention all the arts and crafts that were on display.

*Thank you Bill Allen and Bob Stone for providing photos of this fun event.*

## Carburetor Float Level Adjustment

*By: Joe Fellin*

The Holley NH Carburetor is quite a simple device with only one internal adjustment - the float level. But that adjustment is significant and must be set correctly for a properly performing carburetor and resultant engine performance. Float Level position is set by positioning the top of the float a prescribed distance from the bottom of the carb casting. For the NH, the specification is 15/64 inch. This setting is used to maintain the fuel level at the proper height in the fuel bowl. The level is maintained by means of a tab on the float which allows a needle valve to open and close. An improper setting is sure to create running and perhaps starting difficulties.

When the carb is off the engine, the float adjustment is easily done. However, when the unit is mounted on the manifold, the adjustment is a bit trickier since one is working against gravity and adjusting the float position and checking the needle valve operation is not so simple. If you are faced with level adjustment and prefer not to remove the carb from the manifold, try this method:

Shut off the fuel supply into the carburetor. Most carbs employ a shutoff valve in the fuel line just ahead of the carb body.

With the fuel supply shut off, remove the fuel bowl. This is done by removing the drain valve assembly on the bottom of the bowl. Use extreme caution here since the fuel will begin to gush out of the bowl as soon as the drain valve is loosened. Hold a tray directly underneath the bowl to catch the fuel. Dispose of fuel properly. DO NOT allow any fuel to splash on any part of your face. With the bowl removed, the bowl gasket usually remains on the bottom of the carb casting. Remove it.

The float is now readily accessible and will hang down to its lowermost position. By using a standard lightweight rubber band, the float can be held in the upper position (thereby closing the needle valve) by carefully wrapping the band around the outer edge of the float and securing the band on one end at the bottom of the carb body and at the other end on top of the body. It is important that the band tension be just sufficient to hold the float in its uppermost position without deflecting the float body. In this position, the tab on the float must hold the needle valve closed to shut off the fuel supply to the bowl. See photo of float with rubber band installed.

To check that the float is in the proper up position, insert a standard 15/64" drill bit between the float and the carb body. It should be a light sliding fit with no movement of the float body. The float tab holds the needle valve closed when the float is in the proper up position.

During adjustment, it may be necessary to remove the float from the body several times adjusting the tab to ensure that the needle valve is closed when the float level is at the proper up position.

When the float level position is adjusted correctly, I place a section of paper towel on the floor just below the carb and open the fuel shutoff valve into the carb for perhaps a half hour to determine if any fuel is leaking past the closed needle valve.

When all is OK with the float position and the needle valve fully closes off the fuel supply, turn off the fuel inlet valve, remove the rubber band, reinstall the fuel bowl with gasket and the carb is ready for testing.





**LOCAL CLUB EVENTS****WELCOME—NEW MEMBERS**

Bob and Susan Stone—winter visitors from Camdenton Missouri. We hope you can join us in many future events and tours.

**GENERAL MEETING REFRESHMENTS**

*Refreshments will be provided by:*

February 16th—Diehls/Linneys

March 15th—Elms/Smiths

April 19th—

May 17th—

**EVMTFC MEMBERSHIP DUES**

Applications for membership may be printed from our website at:

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

Dues are \$20 per year and include all family members. 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.

**SPECIALTY SERVICE PROVIDERS**

Steve François is in the process of making a list of unique service providers for future reference for club members. If you have found a business which has done satisfactory work for you and you would like to share the name of that business and their specialty, please contact Steve.

**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. Bring your ideas to the next meeting. 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.

**FEBRUARY 4—PHOENIX  
MOTORING THRU TIME**

Historic Heritage Square and Science Park, Downtown Phoenix.

10 am—4pm (set up time 7-9 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.

**\*Happy 100th Birthday Arizona!** Add to this



year's Centennial theme, to our visitor's experience and your fun by wearing reproduction clothing of your display vehicle's era or decorate with red, white and blue! Or show your statehood spirit with a flag or two in or on

your vehicle. Motoring Thru Time has been designated by the Arizona Centennial Commission as an Official Centennial Event.

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](mailto:tammy.parker@phoenix.gov)

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

*\*If you plan on attending, please contact Joe Fellin as he has additional information concerning maps, parking, etc.*

**Motoring Thru Time**

*Driven to Celebrate Arizona's Centennial Heritage!*

**FEBRUARY 11—FLORENCE**

27th Annual Tour of Historic Florence Arizona

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. 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.

Joe Fellin will send out an e-mail to all who signed up for the day with details of the visit.

**FEBRUARY 11—TEMPE**

1st Annual TCH Sweetheart Charity Car Show and Free Paper Shred Day

TCH/The Centers for Habilitation  
 215 Lodge Drive, Tempe

10am—2pm. Public—Free Admission. Bring the family and enjoy music, food, arts and crafts, and raffle prizes.

Show Cars check-in begins at 8 am.  
 Registration limited to first 110 cars.  
 Pre-Registration \$10 - online at  
[Tchcarshow.eventbrite.com](http://Tchcarshow.eventbrite.com)

Every show car and guest who brings a box of paper to be shredded will get a raffle ticket.

Proceeds benefit individuals with disabilities and special needs.

Contact Bert Diehl for more information,  
 or Dawn Hocking at 480-730-4221  
 or e-mail: [dawnhocking@tch-az.com](mailto:dawnhocking@tch-az.com)

**FEBRUARY 25—APACHE JUNCTION  
 LOST DUTCHMAN DAYS PARADE**

The parade will begin at 9:00 am. We will assemble at Larry & Sandy Hart’s beginning at 7:00 am. There is room to trailer in and unload if you are a distance away. Please be prompt as we must be in the parade lineup no later than 8:30 am. For those who don’t have a T here and may want to ride in the parade, come on out. Most of the time someone has a vacant seat they are willing to share.

After the parade we will return to Hart’s for a potluck lunch. Bring a dish to share. Meat will be provided by the club. Even if you are not coming out for the parade, try to join us for the potluck lunch.

A separate e-mail will be sent to all members regarding details of the event.

[http://www.lostdutchmandays.org/forms/2012\\_parade\\_application.pdf](http://www.lostdutchmandays.org/forms/2012_parade_application.pdf)

Parade application is due no later than Feb. 20th.

**MARCH 4—  
 EAST MEETS WEST T TOUR**

Mark your calendar and plan to attend our annual tour with Sun Country Model T Club. EVMTFC will purchase the food and SCMTC will cook it.

A separate e-mail will be sent to all members regarding details of this fun event with a visit to the Firefighter Museum, good food and fellowship.

Contact Bill Davisson for more information.



**CHECK OUT THIS WEBSITE FOR CAR SHOW EVENTS:**

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



## NATIONAL EVENTS

### 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. Payment may be made by check, credit card or PayPal.

Limited Edition Postcards exclusively from the Model T Ford Club of America are available.

The focus of the *forum* is to provide a place where questions and answers regarding the history, maintenance and restoration of the Model T can be shared.

**The Model T Ford Club of America**  
**PO Box 126**  
**Centerville IN 47330-0126**  
**Phone: 765-855-5248**  
**Fax: 765-855-3428**  
**E-mail: admin@mtfca.com**  
**Website: www.mtfca.com**

### **MARCH 22-25 — ALBUQUERQUE, NM** **47th Annual MTFCA Business Meeting** **and Mid-Winter Getaway** **Plus Informative Seminars**

A new format from past business meetings is being planned which will feature informative seminars for both men and women. Some of the foremost experts in their fields will be making presentations and also fun and interesting day trips are being planned. Those of you who have attended past meetings in Albuquerque know there will also be great food and fun for all.

The information and registration pages are in the latest issue of the *Vintage Ford*. So get your reservations in early and plan to have a great time in the "Land of Enchantment". Early reservations for \$160 and hotel reservations

(Best Western on Rio Grande NW) for \$78 plus tax will be accepted through February 25th. Later reservations will be accepted through March 15th at \$175 per person. Seminars only will be \$35 and will include all seminars plus Friday lunch.

For further information contact Kirk Peterson,  
 2937 Calle de Ovejas, Santa Fe, NM 87505  
 susanandkirk@msn.com

or Bernice Young, 505-294-7450  
 modeltdoctor@msn.com

### **JUNE 17-22—LINCOLN, NE** **MTFCA National Tour** **Heartland of America "T" Tour**

Hosted by the Nebraskaland Model T and Antique Car Club. Headquartered at Country Inn and Suites, 5353 N. 27th Street, Lincoln, NE 68521. 1-800-596-2375. Be sure to mention Heartland of America T Tour when booking your room for a very special rate.

Tours will include: A visit to a Pony express Station, Arbor Lodge, A living history farm, Museum of American Speed, University of Nebraska Tractor Test Lab, Homestead National Monument, Strategic Air and space Museum and much more. We will travel the back roads of Southeast Nebraska viewing some of the most productive crop land in our country. See where the Pony Express Riders traveled. Discover the Oregon and Mormon Trails. Learn about homestead life and the difficulties they endured. It's our history, re-live some of the past as we visit a living history farm. We will see how we went from horse and buggy to landing on the moon. The Model T fits in there very nicely as a very important part of our transportation history. All this and more make plans now to join us in the Heartland of our nation!

Car & Driver \$300 - Passenger \$200.  
 LIMITED TO 100 CARS.

Additional information including a Registration Form and Inspection Form can be found on the website at:

[www.heartlandofamericattour.com](http://www.heartlandofamericattour.com)

Registration info: Mike or Beth Vaughn,  
 967 S 176th St, Lincoln NE 68520

Phone: 402-781-9359

E-mail: [mike@mavaughn.cnc.net](mailto:mike@mavaughn.cnc.net)

**A MAN AND HIS T**

*By: Joe Fellin*

Apparently my interest in anything “wheeled” was established in my psyche at a very early age - like about 3 years of age for my mother often reminded me that, at this age in the late thirties, my Dad would drive his Model A (that’s right, by this time he had one of those modern machines) thru our yard up to the back porch where my mother would place me in it allowing me to spend the entire day playing. A mobile lunch was even served most days. At any rate, this love of old cars continues to this day.

Sometime around 10 years of age, my Dad started talking with me in great detail about the Model T he had before the A. (By the time of my arrival on the scene, the T was long since gone.) However, for whatever reason, stories about the Model T were totally captivating to me especially with it’s three pedals and magneto ignition even though this meant absolutely nothing to me. Dad also told me the story about how his T was towed to my grandfather’s farm, about 8 miles away, after it had outlived it’s useful life as a road vehicle. At the farm, the engine was removed and mounted on a cement stand which included the front few feet of the chassis frame. It was used as a sawmill for several years and assisted in clearing trees for farming. After the engine was removed, the old touring body was simply dragged a short distance into the woods and allowed to rust away. I can still recall how we would go out and play in the rusty body as kids. The door which could be swung open and closed was of special interest.

By the age of 13 in 1948, the old engine on it’s cement foundation began to interest me more and more. After making my interest known to my Uncle, who resided on the farm by then, he readily allowed me to disassemble it and so, one fine Saturday, my Dad drove me to the farm with an assortment of tools where this important mission was begun. Throughout the day, the entire engine and transmission were disassembled and, to my amazement, the interior was totally oil coated with no rust at all quite in contrast with the exterior which was totally rusted and beyond use. All of those parts meant nothing to me, of course, but the three pedals and the set of magnets were the object of my fascination. Some of the magnets were in my collection of “good stuff” for years but, otherwise, all of the iron in the engine was sold to a local traveling “junkman” as scrap iron dealers were known in those days.

Sometime in the fifties, a Model T coil came into my possession and, after many attempts, it eventually fired - a “shocking” event, to be sure. During this period, shadetree mechanics often talked about how connecting T coils in the distributor of modern cars would permit easy cold weather starting by causing multiple sparks at the plugs. Naturally, this was one of my experiments but the experiment never seemed to improve cold weather starting for me. But, having this coil did create a lifelong interest in the Model T magneto ignition system, a fascination which continues as strong as ever to this day.

From this period until about 1963, there was little connection with Model T’s in my life other than occasionally seeing one on the road or on display. However, after son, Gary, was born in 1961, it occurred to me that he may be interested in a small gas powered car for his enjoyment and the project was started. Certainly not a Model T design, but at least it reminded me of one. The car was finished in about a year and, for the next 10 or 11 years, sons Gary and Scott happily drove it around the neighborhood and on the side streets of the area. During all of this time, the car was known simply as the “Little Car”. And, after the boys outgrew it, it was stored until Grandson Zachary arrived in 1994 at which time it was rebuilt as the “Little Car II”. But during all of these years, my interest in Model T’s never waned. As my boys grew, they often urged me to get a T since I never stopped talking about restoring one.

Upon retirement in 1995, it was now or probably never to obtain a restorable T. By this time, the object of my interest was a closed model especially a Center Door Sedan because of it’s oval rear window and elegant (for the time) curved side profile of the roof. In short order, my friend and neighbor, Doug Strachan, located one in a *Hemming’s Motor News*. Living in Burlington, Vermont at the time,

---

the car was located out of state in Providence, Rhode Island. As luck would have it, Gary was living in Connecticut and we decided to check out the car during a Thanksgiving visit. The car was everything one could ask for although it was clearly in need of restoration. It was purchased and shipped to Burlington just before Christmas. Throughout the winter, I sat in it just about every day in the cold garage and marveled over actually owning a Model T - for me it was my Holy Grail since it took over 50 years to acquire.

The restoration process was started during the summer of '96 and, when the door pins were removed, it was clear that this process would require a bit more than the anticipated two years or so. All of the body wood framing needed to be replaced, a mammoth undertaking. During the next few years in Burlington, more than once, it was difficult to suppress the urge to drag it over to Lake Champlain and "push it in". By 1999, after moving to Arizona, only the running gear was completed with the body yet to be rebuilt. Here again, more than once, surely the only humane thing to do for my sanity was to trailer it up to the Grand Canyon and "push it over". But I hung in and after a long, long Eight Year Journey, the mostly completed car was registered in June 2004 and the rest, as they say, is history. Now it is driven almost daily during our nice weather and early in the morning during the hot summers. That is, when it's not off the road for it's regular maintenance and even more regular repairs.

Onlookers frequently ask what it's worth and my standard answer is "If I bill my labor at my standard rate of a nickel an hour, it's worth just about three quarters of a mil". Not completely true but not far off. But, truth be known, I wouldn't do this journey any differently again since Model T's are not only the "Car of the Century" but also the "Car of my Life" and Model T folks are simply the best.

**CLASSIFIED ADVERTISING -FOR SALE**

The club has two copies of the hardbound book *Ford Model T* for sale at \$30 each.

\*\*\*\*\*

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.

Thank you to our advertisers. A special thank you to Berge Ford for allowing us to hold our monthly meetings at their location.



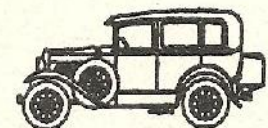
"We Take Care Of Our Neighbors."



www.bergeford.com • Phone (480) 497-1111  
460 East Auto Center Drive • Mesa, Arizona 85204-6500

**ARIZONA MODEL A, L.L.C.**

- NEW PARTS
- USED PARTS
- SERVICE
- RESTORATION
- HOUR: TUES-FRI 9-12, 1-5  
SAT & EVES BY APPOINTMENT



SAMUEL P. GUTHRIE

15838 S. GILBERT RD., CHANDLER, AZ 85225  
(480) 782-0266



**RECIPE OF THE MONTH****VALENTINE'S CHERRY DELIGHT***By: Lorie Poppe*

Crust: 2 cups flour  
 1/4 cup brown sugar  
 2 cubes (1 cup) margarine  
 1 cup chopped pecans  
 Mix til crumbly and spread in a jelly roll pan sprayed with Pam. Bake for 15 minutes at 350 degrees. Cool.

Filling: 11 ounces cream cheese  
 1/2 cup sour cream  
 1 cup powdered sugar  
 1 teaspoon vanilla

Fold in: 1 (8 oz) container cool whip

Spread over crust.  
 Pour 2 cans cherry pie filling over mixture.  
 Chill at least 12 hours.

**EVMTFC OFFICERS**

**Claudia Linney**, President  
 480-560-6150 (Board Member)

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

**Bert Diehl**, Secretary  
 480-325-6308 (Board Member)

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

**Austin Graton**, Past President  
 (2008-2011) 480-288-0726

**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

**Ruthann Elms**, Tour Chairman  
 480-831-0835

**Here is something you car buffs will enjoy.....***Submitted by: Steve Nissle*

The three Goldberg brothers, Norman, Hiram, and Maxwell invented and developed the first automobile air conditioner!!!

On July 17th, 1946, the temperature in Detroit was 97. The three brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that three gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car -- which was about 130 degrees -- turned on the air conditioner and cooled the car off immediately. Old Henry became very excited and invited them back to the office, where he offered them 3 million dollars for the patent.

The brothers refused, saying they would settle for 2 million but they wanted the recognition by having a label 'The Goldberg Air Conditioner' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little bit Anti-Semitic, and there was no way he was going to put the Goldbergs' name on 2 million Ford cars.

They haggled back and forth for about 2 hours and finally agreed on 4 million dollars and that just their first names would be shown.

And so, even today, all Ford air conditioners show on the controls the names 'Norm, Hi, & Max'. (*True Story!!*)





First club meeting with President Claudia - January 19, 2012





Claudia presenting Appreciation Plaque to Austin recognizing 4 years service as President - Lynn attending



**Welcome to new members**

Bob & Susan Stone, Jerry McKinney, Tom Hoverson & Chris Tulipana, Alan Jeffries





Great-Uncle Max, Dad Gabe, Uncle Joe and Friend



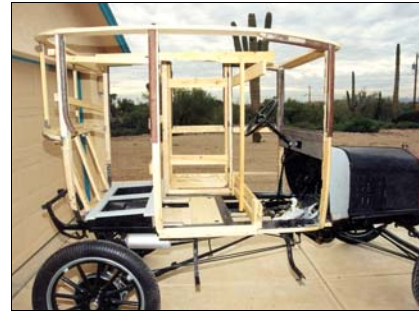
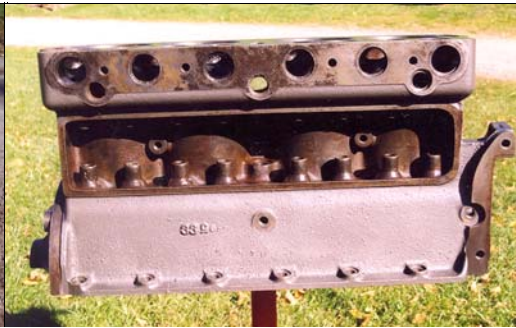
The carcass of my first T engine disassembly  
An old sawmill on my grandfather's farm,  
White Haven, PA. - c. 1948



My first T (or was it coffee?) - 1972



1996 - The start of restoration - 8 years to go! Ugh.



Work in progress - almost completed!



Photo by the seller, Providence, RI - 1995



Gary in the "Little Car" - 1964



2004 - The finished product - 8 years in the making!





### **Morgan Motor Cars Ltd, Worcestershire, England**

Established 1911 - Handbuilt cars with metal and wood bodies - Base model \$44,000 up to \$300,000 - Delivery over a year  
Produces about 600 cars per year - Individually shaped hoods since each car has to be different





Susan Stone with 1949 Dwarf Mercury



1923 Stude



Jim's 1924 T Roadster





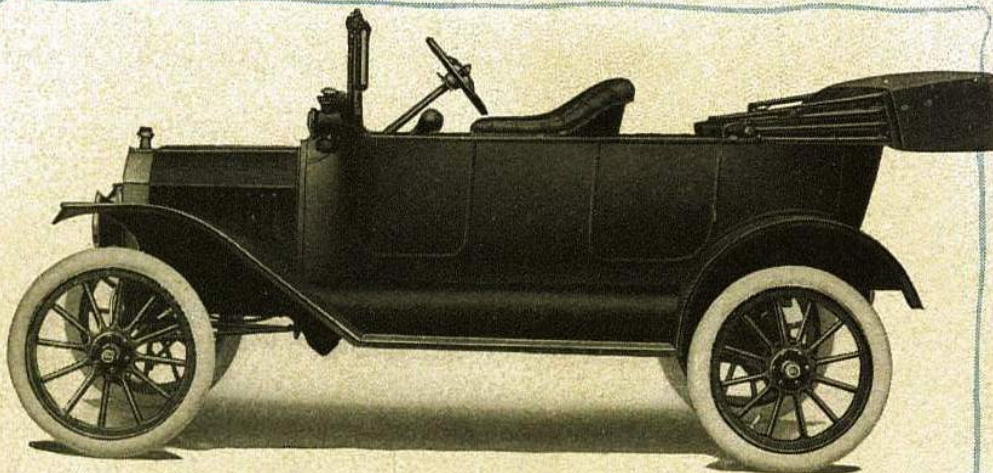
# Ford Times

July 1914

No.10.Vol.VII







## Ford Touring Car \$490

Fully Equipped, f. o. b. Detroit

The Universal Car because of Universal Merit. So simple in design that any one quickly understands it—no puzzling mechanism. Lift the hood and look at the Ford motor—you will find no frills nor puzzles. The entire chassis is constructed of vanadium steel, specially heat-treated (and there's no other heat-treatment of steel like the Ford method). This is why the Ford car stands up under all strains; why it delivers more than expectations in service. Simple in operation; takes very little instruction to learn how to drive it, because of the accurate, scientific, and yet simple principles in design. This is why the Ford car is so universally used. Anyone can drive the Ford car with perfect safety. Then there's the "Ford After Service for Ford Owners." No matter in what part of the country you wish to drive, Ford agents are close at hand, prepared to meet any contingency in replacements or repairs. Thus the Ford owner is assured the continuous service of his car. Then there is the economy in operation, the universal average less than two cents per mile. More than 700,000 Model T Ford cars are now in active service, proving useful in all lines of human activity, for work, for pleasure. Easy riding qualities, sterling endurance, lasting service, low expense.

Visit the nearest Ford agent and enjoy a practical demonstration.

We will share profits with those who buy Ford cars between August 1st, 1914 and August 1st, 1915, of from \$40 to \$60 per car, provided we sell at retail 300,000 Ford cars in the time specified. And we are going to do it we believe.