



### Calendar of Events

#### January 2012

- 19 General Meeting, 6:30 PM,  
Berge Ford, US 60 & Mesa Dr.
- 28 Bluegrass Festival  
Classic Car Show

#### 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 Dutchmen 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.

**East Valley Model T Ford Club  
2520 E Pueblo Ave  
Mesa AZ 85204**



**OFFICIAL PUBLICATION OF THE  
EAST VALLEY MODEL T FORD CLUB**  
January 2012                      Volume 9, Issue 1

**PAST PRESIDENT'S MESSAGE**

*By: Austin Graton*

First, congratulations to Dave Veres for being selected as the first recipient of the Bob Wildman Award!! Three nominations were submitted with a board of three members chaired by Steve Nissle making the decision. Many thanks to those submitting nominations for recognizing your fellow member's contributions to the club.

Secondly, congratulations to the new board members who were elected at the Christmas Party. Claudia Linney was elected as President and Bert Diehl as Secretary. Please give your support to the new board as they try to continue to keep this a vibrant and fun club for your enjoyment. We still need more people to volunteer for various activities such as sponsoring events.

Lastly, I will be backing off several more of the activities I have been involved with. I realize I have been too personally committed. This will allow an opportunity for other members to step up and become more involved with their club.

A VERY HAPPY NEW YEAR TO YOU ALL !! See you on the road, Austin



**PRESIDENT'S MESSAGE**

*By: Claudia Linney*

Well, I am still in shock that I am writing the President's Message. I'm still not sure what happened.

I would like to thank Austin and Lynn for the past four years. I'm sure they had many sleepless nights and hard work that no one sees but them. The past four years the club has grown and I am sure its due to their welcoming and helpful hands. Austin was a lot more organized. I have some pretty big shoes to fill.

That brings me to my first plea. When Steve and I started the East Valley Club back in 2002, we, as charter members, voted on not having a tour chairman because the club was so small. The agreement was that each family in the club would take one month and sponsor a tour, over niter, breakfast, tech clinic etc. I would like to get back to that or open for discussion at the next meeting. Maybe our club is too large for that need to put a tour chairman in place at this time. Be thinking about this. At this point we need volunteers to sponsor tours for the upcoming months. We will have sign up sheets at the meeting. I want to thank you in advance for your support in hosting a tour.

I would like to congratulate Dave Veres on being the first recipient of the Bob Wildman Trophy. It was well deserved and I want to thank him for all that he has done for the club.

Hope to see you all at the meeting and please be patient with me. I'm not sure if it will work with having the meeting at 6:30 due to work. This may need to change back to 7:00 pm.

Sincerely, Claudia Linney

## A TOP FOR MY SPEEDSTER

*Design/Build by Austin Graton*

When I was preparing for attendance at the Mainely T Tour last fall I felt I should have a top on my speedster. Fall in New England can bring with it heavy rain and cold weather so we needed some protection from the elements just in case.

I started designing a top for the speedster by constructing a frame out of ½” rigid conduit. I did not want to attach the frame to the wooden wagon/sleigh seat as I had put it on a slide so it adjusts front to rear for different size drivers. I would also have had to take the upholstery off to fit brackets to hold the top bows. Instead, I decided to mount the frame directly to the floor in front of the seat base. By making a continuous loop of the main frame I was able to attach it to the floor by two conduit clamps which allow it to pivot when putting the top up or down. The ends of the conduit were fastened together by sanding down pieces of ½” copper pipe and inserting the pieces inside the conduit and then staking them in place with a punch. Before closing the loop for the main frame, I filed the center stop out of two conduit couplings, fashioned a pivot bracket out of light angle iron and attached it by the set screws on the couplings. This would allow for adjusting the top bows at a later date as necessary and provide an attaching point for them.

The next step was to make the other two bows, also of ½” rigid conduit. For the pivoting attachments at the ends of the bows I used the smooth portion of a bolt in each end, cutting flat sides on them and drilling them for the pivot bolts. These bolts were inserted into the ends of the conduit bows and staked with a punch.

To rest the bows with the top down I made a stand with two vertical pieces of 1” x 2” attached to the gas tank supports, ran a ½” rod between them and attached the saddles. This prevents the top from hitting the trunk or blocking it from opening.

I then fashioned the top from scratch using Sunbrella fabric with a vinyl rear window.

The top was attached to the back of the seat with snaps. The front bow is held in place with straps attached near the corners of the bow and fastened with Velcro to the headlight brackets. The top was finished two days prior to leaving for the Mainely T Tour. As it turned out we had mostly sunny and pleasant weather for the tour. Pictures of the speedster with top are located elsewhere in this newsletter.

## DECEMBER 3—APACHE JUNCTION HOLIDAY LIGHT PARADE

*By: Austin Graton*

It was a cold and wet afternoon on the 3<sup>rd</sup> of December when members of the club gathered at Bill & Kae Allen’s in Apache Junction for the festivities. The rain and cold kept several Model Ts in their sheltered homes. However, many of their drivers came in other cars for an evening of fellowship and FOOD. In all we had about 32 people dining in Bill’s garage.

Due to possibility of serious rain we put the chuck wagon in his shop where the cooking was done. Our thanks to Larry Hart for his service as Grillmeister for most of the evening. His first go at it was challenging as about two thirds of the way through the cooking we ran out of propane. Bill came to the rescue with another tank to finish cooking for everyone. We sure ate well!!

At about 6:15 pm we loaded up the decked out and lighted Model Ts for the short ride to the parade start point. The members in the open cars were jacketed and wrapped in blankets for the very chilly ride. Due to the cold and rain we had fewer cars than usual in the parade and the parade participants in general were a lot fewer than normal. The crowds along the parade route were smaller, but just as enthusiastic as usual.

Thanks to Bill & Kae for hosting this event and for all those who participated and helped with the set-up and clean-up and bringing all the great food.

**DECEMBER 10—TEMPE****2011 CHRISTMAS PARTY***By: Joe Fellin*

The setting for our annual Christmas Party was Famous Dave's BBQ located at the Riverview Shopping Center in Mesa. With such a central location, we had a great turnout with about 40 party-goers in the holiday mood. Most attendees elected to arrive in their T's which are typically decked out with a creative variety of holiday lights. By party time, we had about 8 T's lined up conspicuously in front of the restaurant. True to reputation, the restaurant offered a great variety of dishes with huge portion and, surely, no one left the event with any hunger pangs.

In addition to the festivities, the serious part of the afternoon was our club business including the election of a new President and a Secretary. After some discussion, Bert Diehl was nominated for Secretary and the vote was near unanimous. Congratulations, Bert as our new Secretary! And thank you, Jan Peterson, for the past several years of dedicated service in getting out the minutes in a very thorough and timely fashion. As a special thanks for this effort, President Austin presented Jan with a plaque attesting to her loyal service.

After some additional discussion, Claudia Linney was nominated for the position of President and was voted in with another almost unanimous show of hands. Congratulations, Claudia, in your new role of President with the opportunity to lead our outstanding club to new greatness during the coming two years. And Thank You, Austin, for your huge accomplishments during the past four years for your dedication, creativeness and innovation in making our club the highly successful organization it is today.

And a special Thank You to Ed Stolinski for his imaginative idea in creating wooden Reindeer for use as centerpieces at each table. A drawing at the conclusion of the event awarded each reindeer to some lucky person. Always a master woodworker, Ed seems to outdo himself on each succeeding project.

A very significant event this year was the awarding of the first Wildman Award "to the member who has contributed the most of his/her self to the club". Chosen by a committee of three persons chaired by Steve Nissle, the recipient of this first award was Dave Veres. Congratulations, Dave, for this well deserved honor. We all appreciate your many activities and your dedication to our club.

Whereas, in past years, we included a "White Elephant" exchange of gifts, this year our members decided to forgo the gift exchange and, instead, present gifts to a worthy cause. At an earlier meeting, we agreed on a donation from our Treasury in addition to individual donations. This afforded us the opportunity to present quite a lot of gifts. But, to whom should the gifts be presented and what gifts?

Bert Diehl proposed that we consider making a donation of gifts to The Centers for Habilitation (TCH), a non-profit organization dedicated to providing support and opportunities to people of all ages with physical and developmental disabilities. The proposal was accepted by our members and, after a presentation by a TCH supervisor, a member home was selected as the recipient for our gifts. A committee was formed to decide on the gifts, including purchasing and wrapping for presentation. Lynn Graton, Nancy Diehl and Ruthann Elms accepted this responsibility. Included in the assortment were personal clothing items for individuals, utensils for the designated home and a TV set.

At the conclusion of the dinner, our members traveled a short distance to the chosen home mostly in our decorated T's where presentation of all gifts was made. It was a truly heartwarming experience to see the home members receiving their gifts. Our thanks to the members of the Gift Committee for making this a memorable occasion. And thanks to all club members for their generosity in making this activity a part of our Annual Christmas Party.

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**LOCAL CLUB EVENTS****EVMTFC WEBSITE**

Check out our informative website and click on the corresponding tab to see what's happening with the East Valley Model T Ford Club.

Join us for fun & fellowship!



[evmtfc.com](http://evmtfc.com)

**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.

**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. 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.

**INTERNATIONAL EVENT**

The Model T Ford Club International, Inc.  
58th Annual Membership Meeting & Banquet  
January 20-21, Mesa AZ

[http://www.modelt.org/index.php?view=details&id=29%3A58th-annual-membership-meeting-a-banquet-click-here-for-details&option=com\\_eventlist&Itemid=42](http://www.modelt.org/index.php?view=details&id=29%3A58th-annual-membership-meeting-a-banquet-click-here-for-details&option=com_eventlist&Itemid=42)

**GENERAL MEETING REFRESHMENTS**

*Refreshments will be provided by:*

January 19th—Gratons/Veres

February 16th—Diehls/Linneys

March 15th—Elms/Smiths

April 19th—

May 17th—

**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.

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

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

**SOME INCLUDE:****Vintage Car Show**

January 8th, 10:00 am—2:00 pm

Power Square Mall, just south of Baseline.

**Swap Meet & Parts Exchange**

American Legion, 1018 S Meridian, Mesa

Every 2nd Sunday, 6:00 am—3:00 pm.

Set up at 5am. Info: Tom 480-570-1283.

**Car Show** at the Scottsdale Pavilions every Saturday.

**Cruz'n @ Phil's in Fountain Hills**

Every Sunday at 1:00 pm

16852 East Parkview Ave

Phil's Filling Station Grill



**OTHER LOCAL EVENTS****JANUARY 7-8—PHOENIX****Phoenix Classic Car Swap Meet & Car Show**

Arizona State Fair Grounds, 1826 McDowell Rd  
5:00 am—2:00 pm; Rain or Shine. Cost \$5.00.

Arizona's largest antique, classic and collectible car swap meet and car show includes the following items:

- \* Car Parts and Related Items Only.
- \* Thousands of Hard to Find and Collectible Parts.
- \* Over 1500 Vendor Swap Spaces (approx. 20' x 20') available.
- \* Over 1000 Cars for Show/Sale Spaces available.
- \* Concession Stands with Great Food and Refreshments.

For more information or to register, call Todd Harding at 818-879-3965 or e-mail [toddgtos@earthlink.net](mailto:toddgtos@earthlink.net)

**JANUARY 28—CASA GRANDE**

27th Annual Bluegrass Festival, Arts & Crafts Bazaar & Classic Car Show

Pinal Fairgrounds & Event Center  
512 S Eleven Mile Corner  
(7 miles east of I-10, located between I-10 & I-8)

Hours: Friday & Sunday 10am—5pm  
Saturday 9am—5pm  
(*Classic Car Show—Saturday only*)

Admission \$7 for 13 and over, under 12 free.

Be sure and vote for your favorite vehicle, as the car chosen as fan favorite wins big! Go online to see the Car Show registration form and get information on entry categories, prizes, etc. Registration is \$35.

<http://www.pinalfairgrounds.com/2012%20forms/Car%20Show%20Flyer%2012.pdf>

Call the Fair office at 520-723-7881 for more information or e-mail [Michael@fairexecutives.com](mailto:Michael@fairexecutives.com)

<http://www.pinalfairgrounds.com/Agri-country-bluegrass-festival.htm>

**JANUARY 15-22—SCOTTSDALE****Barrett-Jackson**

The World's Greatest Collector Car Auctions  
Westworld of Scottsdale

1910 Ford Model T Touring.

Beautiful 100 year old Ford Model T touring sedan. Black with red pin stripes. Redone black diamond tuck upholstery. Brass kit on lights and radiator. Runs good.

Recent service.

1926 Ford Model T Woody Wagon.

Very rare and unique Model T woody Depot Hack. Restored years ago but is still in great mechanical shape. Recent custom faux paint job by Johnny Vegas of Hi Speed

Rod & Custom. New canvas roll-up side curtains. Very fun to drive and ready to enjoy.

1927 Ford Model T Custom Coupe.

Chopped all-steel old Hot Rod on a '32 Ford frame. 1960 283cid Corvette engine with later Power Pak heads. 350 GM transmission with Lokar shifter and a Ford 9" rear end.



Painless wiring, tilt column, rack and pinion steering and a full compliment of gauges.

1923 Ford Model T Custom Roadster.

Throwback styled T-bucket. Independent Corvette rear suspension. 350 V8 automatic transmission, posi traction, 4-wheel disc brakes.

**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

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.

**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.

# Charity Car Show

And  
Free Paper Shred Day

**February 11, 2012**

Saturday 10 am – 2 pm  
Show Cars check-in begins at 8 am.

**Where**

TCH/The Centers for Habilitation  
215 Lodge Drive  
Tempe, AZ

**Pre - Registration**

\$10.00 per car

Includes goody bag, dash plaque and food coupon  
Pre-Register On Line  
At

**Tchcarshow.eventbrite.com**

Or mail in Registration Form on Back of Flyer  
Registration limited to the first 110 cars

Prizes Awarded for Show Cars

Voting Done by Donation

Collect Donations before the Show

And

Increase your Chances of Winning a Prize



Public – Free Admission

Bring the family and enjoy Music, Food, Arts and Crafts, and Raffle Prizes

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**

More Information contact Dawn Hocking 480-730-4221

Or [dawnhocking@tch-az.com](mailto:dawnhocking@tch-az.com)

[www.tch-az.com](http://www.tch-az.com)



## NATIONAL EVENTS

### **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

### **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.

### **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.

Registration Opens: January 3rd.

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)

### **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](mailto:admin@mtfca.com)**

**Website: [www.mtfca.com](http://www.mtfca.com)**



**A MAN AND HIS T**

*By: Reg Urness*

In 1955, I purchased a 1926 Model T Ford Runabout for \$125.00. This car was owned by a farmer at Brinsmade, North Dakota. I remember seeing it go by my parents' house in the 1940's once a week on Saturdays. The farmer was coming to town to buy groceries.

When the owner died, the car was sold at an auction sale. I remember seeing the car at the second owner's farm. I talked to him about buying the car but didn't have the amount of money he wanted for it. The second owner then sold it to a Standard Oil dealer in Leeds, ND. Again, I talked to that owner about buying it, but he didn't want to sell it. About two years later, he called me and said he was going to make a hot rod out of it unless I wanted to buy it. I still didn't have enough money to buy the car so my younger brother bought it. A short time after he bought it, he needed money so he sold it to my mother. Both my mother and brother were involved with the 1926 Model T to hold it until I could afford to buy it. I will always be grateful to them for helping me buy the car.



Since 1955, this car has been in many parades in many states and in Canada. I have replaced the cast iron pistons with aluminum but don't recall doing other work on the engine. It has been repainted three times, the last time being the best. I have replaced the 30 x 3 1/2 wood spoke wheels with 21 inch wire wheels. The wheels are painted straw color. I have also installed front and rear bumpers.

In 2009, I entered it in an Antique Automobile Club of America (AACA) Grand National Meet in Topeka, Kansas; and it won their highest award (Grand National). It is my opinion that this is one of the finest 1926 Runabouts in the Midwest.

It is my estimate the car cost \$265 when purchased new. I have a copy of a Ford Motor Company brochure with a picture of this car listed for \$285, but it had balloon tires and demountable rims. The car had rare wheels for a 1926. It has the large brake drums with wood spokes and square wood fellows. I have not seen that type of wheel on a 1926 Ford.



I have three  
Model T Fords  
and drive the 1926  
less often than the others  
due to its new  
car condition.

**RECIPE OF THE MONTH****BAKED CHICKEN BREASTS**

*(from the kitchen of John/Jan Peterson)*

3 lbs. boneless chicken breasts  
 tops from 6 green onions, chopped  
 1 can cream of chicken soup--undiluted  
 1 can cream of celery soup--undiluted  
 nearly a full cup of dry sherry  
 1/2 lb. grated sharp cheddar cheese

Place cut-up chicken breasts in a 9" x 13" cake pan. Combine the wine with the soups and pour over chicken, topped with onions. Bake uncovered at 275 degrees for 1 1/2 hours. Sprinkle cheese over chicken, and continue baking at 275 degrees for an additional 2—2 1/2 hours. Serves 8-10.

It is soooooo delicious, especially with the sherry. Hic!

**EVMTEC 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

**LOVIN' LIFE AFTER 50**

You can view Jimmy Magahern's article "The T Party" featuring members of our EVMTEC at the East Valley Veterans Day Parade in Mesa on November 11th, beginning on page 20 of their December 2011 issue on their website. We also have included the article in this newsletter.

**[www.lovinlifeafter50.com](http://www.lovinlifeafter50.com)**

With a publication in circulation for more than 30 years, *Lovin' Life After 50* has become one of the most effective ways to reach the active 50-plus market in Arizona. Due to the popularity of their publications and growing demand, 24 years ago they began hosting expos—giving readers and advertisers a place to connect in person. Since then their expos have become a powerful way for exhibitors to show and explain their products and services to a ready 50-plus market.

If you are interested in attending the Mesa Expo, it will be held on Wednesday, January 18th, at the Mesa Convention Center.







Apache Junction Holiday Light Parade and Cookout at Allens - December 3





Annual Christmas Party, Famous Dave's BBQ, Mesa - December 10, 2011





More Christmas Party





TCH Home - presentation of gifts



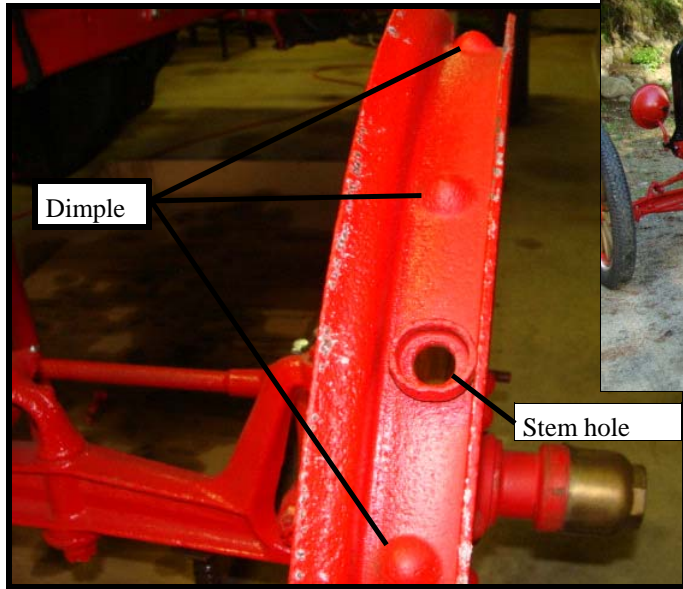
The first Wildman Award  
Congratulations, Dave



Thank You, Jan  
for your dedication as our Secretary

Still more Christmas Party





Unusual Felloe on Austin's Speedster front wheels  
Note: Spokes positioned into dimples instead of extending through holes in felloe

A custom designed and fabricated Speedster Top from the creative shop of Austin - Summer 2011



# Lovin' Life After 50

www.lovinlifeafter50.com

An Ageless Attitude Since 1979

Phoenix Metro

December 2011



## The 'T' Party

Arizona's Model T clubs are enjoying new respect as key holders to American ingenuity.

:: by Jimmy Magahern

From all of us at  
*Lovin' Life After 50,*  
may you enjoy a happy  
and safe holiday season!



Finish Line Newsletter starts on page 29



# The 'T' Party

By Jimmy Magahern

*Arizona's Model T clubs are enjoying new respect as key holders to American ingenuity.*

They line both sides of the street, filling the wide sidewalks eight rows deep, in spots, with the smallest kids and moms with strollers spilling out into the bike lanes.

All along the parade route, tiny American flags and red, white and blue balloons wave in the brisk November air as the city's military heroes, its Police Honor Guard and Buffalo Soldier Motorcycle Club, its high school ROTCs and even a group of vintage military vehicle buffs riding a 42-ton Sherman tank down the main drag, join in the annual East Valley Veterans Parade.

As in the best small-town American parades, Mesa's makes room for a wide variety of non-military participants, too: marching bands, local merchants and groups of just-plain-folks with quirky hobbies. It is, as the French immigrant turned conservative California radio talk show host Jacques Delacroix wrote, that uniquely American spectacle of spontaneous collective identity where "the local community figures out what it is, in its various forms, simply by periodically taking a good look at itself."

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Ed Stolinski has restored six Model Ts of his own.

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In most years, the dozen or so members of the East Valley Model T Club would fall into what Delacroix calls the "public declarations of self-satisfaction with one's hobbies" group; a procession of old car buffs parading their obsessively restored Tin Lizzies for the simple amusement and appreciation of the crowd.



The procession of Model Ts drew applause from spectators.

But today, capping a year that has celebrated the revitalization of Detroit's auto industry and a renewed appreciation for the country's inventors and innovators, the procession of Henry Ford's revolutionary automobiles, lovingly preserved and, most impressively, still chugging along nicely, draws waves of applause from the spectators. This is American ingenuity and entrepreneurship at its root, the crowd seems to be saying — and the members of the East Valley Model T Club couldn't agree more.

"Everybody knows about the Model T," says Joe Fellin, past president of the national Model T Ford Club of America, who drove his rare center-door T Touring car from his home in Apache Junction to ride in the parade. "In 1999, it was named the Car of the Century [by a jury of 126 auto experts from 32 countries called the Global Automotive Elections Foundation, which also named Henry Ford the century's leading automotive entrepreneur]. It beat out all the other cars in the world."

Fellin, a retired engineer who worked on semiconductors for IBM, says he appreciates the user-friendly simplicity of the Model T's design, likening Ford's game-changing innovations to those of the modern day visionary he was most often compared to: Steve Jobs.

"What I'm impressed with is not someone who can make things better or cheaper or faster and smaller," says Fellin, summing up his own 40 years in the computer chip industry as well as the prevailing focus in automotive engineering. "I'm impressed with the spark of genius that created the original idea."

He points to the T's revolutionary flywheel magneto ignition system, an electrical generator, directly connected to the spark plug in the cylinder, that

produced the necessary voltage to spark combustion without the use of a battery.

"Prior to that, people used dry cell batteries to run the ignition," Fellin says. "Which, coincidentally, were the biggest single source of roadside failure back then. So Henry Ford put his bright engineers together and said, 'Come up with some kind of magneto so people won't have to use the battery to start the car.' That's the kind of thinking these cars represent."

Like Jobs' iconic iPod, the genius behind the Model T was that it just worked, without a lot of effort from the owner — and still does, according to members of the East Valley Model T Club and other Arizona groups like the Sun Country Model T Club and the Tucson Touring T's, whose members frequently travel to join in the Mesa parade.

"They're pretty easy to work on, and easy to get parts for," says Ed Stolinski, a former body shop owner who's restored six Model Ts of his own and has helped several club members get their Ts up and running. He pats the hood on his 1926 Model T Speedster and says he once drove it all the way from New York City to Seattle. "It did just fine," he says proudly. "No problem."

"I've been driving mine for 30 years," says Steve Francois. "Haven't really had to do anything to it."

"You can license 'em and drive 'em, and they're easy to work on," Fellin adds. "It's a 90-year-old car that still works. That's really why everybody loves Model Ts."

### Suited to a T

At 50, Steve Linney is kind of the youngster in the Arizona Model T community — and his car, a stripped-



down 1919 Speedster painted bright orange instead of the customary black, reflects it.

"This was kind of like a kid's Model T back in the '20s and '30s," says Linney, who bears a passing resemblance to Bill Murray behind the greying mustache and baseball cap. "It was for the customizers. You could buy the frame and engine block from Ford and then make your own body."

Model T purists insist on keeping the pre-1925 models painted black, the only color Ford initially offered them in. As legend goes, Henry Ford discovered black was the color that dried fastest, an important factor in rolling them off the first auto assembly lines in an efficient manner. But Speedster owners have always had more leeway. "With these, you can do whatever you want," Linney says — and he does. "Most guys here will tell you these cars only go 25 or 30 miles per hour, even though a stock Model T can do 45 without pushing it. I've had this one up to 70!"

Bought and restored 16 years ago, it's the first Model T Linney's owned, although he says he's been wanting one since he was old enough to drive.

"I've been into these cars since my early 20s," he says. "Most kids back in my day wanted a Camaro or a Mustang. But I'd go to swap meets to collect Model T parts."

Like many T collectors, Linney grew up with antique cars. "My dad had a Model A, and that's what I learned to drive in."

Others, like 80-year-old Ed Stolinski, bought their first Model T when they were still in circulation (Ford made 15 million of them between 1908 and 1927, a number not surpassed until the VW Beetle in the '60s), and have simply never grown tired of them.

"I always drove Model Ts," says Stolinski, thumbing through photos in his wallet that include sepia-toned shots of him as a young lad beside a car that looks little changed from the one he drives today. "There's my 1914, my 1926, my '39," he says, fondly. "They're unique. You can park a Porsche along side of one, and nobody will look at the Porsche."

"T" partiers also tend to be lifers in their relationships: Ed and Dolores Stolinski just celebrated their 58th wedding anniversary in November, and remain united in their love of the cars (Dolores serves as the club's historian). While the men trade shop talk on car modifications, the women, many of whom have dressed the part for the parade — '20s-style dresses, showy hats — trade Model T stories with one another. "You'll hear gals in their 90s talk about how they lost their honor in the back of a Model T," Stolinski says with a laugh. "It's amazing the things older folks will tell about their experiences in these cars."

About the only thing that separates a Model T lover from their cars is

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## The 'T' Party...continued from page 23

old age, which often takes its toll on the cars' owners before the cars themselves. "We lose a few members now and then," says East Valley Model T Ford Club president Austin Graton, "either because they finally sell their Model T, or they simply get old and pass away." Adds Charlie Pepe, president of the Tucson Touring T's: "We're still an active club, but we have slowed down in the past few years due to age." Remaining members still get together for meetings, Pepe says, but he feels it may be time to seek new blood. "We will probably change a few people on our board in January," he says, "and be ready to roll again in February."



Joe Fellin, past president of the national Model T Ford Club of America, appreciates the user-friendly simplicity of the automobile.

### The Car for the 99 Percent

While some vintage car clubs can become a bit exclusionist and snobby, Model T enthusiasts strive to remain true to Henry Ford's original vision of the car as the motorcar for the common man. "I will build a car for the great multitude," Ford recalled proclaiming in his 1922 biography, *My Life and Work*. "It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be so low in price that no man making a good salary will be unable to own one — and enjoy with his family the blessing of hours of pleasure in God's great open spaces."

The first Model Ts sold for \$850, but Ford was able to drop the price to \$260 after mass production reduced manufacturing costs. Today you can still buy a fixer-upper for around 800 bucks, says Stolinski, although a nicely restored T will fetch between 10 and 15 grand.

Enthusiasts say the relatively low eBay value keeps the Model T a car for the 99 percenters. "I never worry about someone stealing it," says Steve Francois, who owns a 1924 Model T and, like many owners, still uses the car for routine trips to the grocery. "No one has ever bothered with it."

Part of that may be due to the fact

that not everyone can start a Model T, let alone drive it out of a parking lot. "There's no gas pedal on it," Joe Fellin demonstrates, pointing to the three pedals in his 1922 Model T, a rare version where Ford unsuccessfully tried two center doors as a precursor to its four-door incarnation. "There's a throttle that connects directly to the carburetor. So to get it started, you press the left pedal halfway down, which means the transmission's in neutral. You hold it to the floor for low gear, and let it out to put it in high gear. There's no second gear on a stock Model T."

"If you want to go backwards, you push the left pedal halfway down and push on the center pedal with the other foot," Stolinski adds. "And the right one's the brake."

T owners feel the car's peculiar operation is part of its charm, not to mention a built-in anti-theft device.

"I was at a Burger King one day, and some guy came in and asked me, 'Is that your Model T out there?'" recalls Fellin, who, at 6 feet 2 inches and favoring bolo ties and western hats, cuts an imposing figure getting out of the classic car. "He said, 'You know you left your keys in the ignition.'"

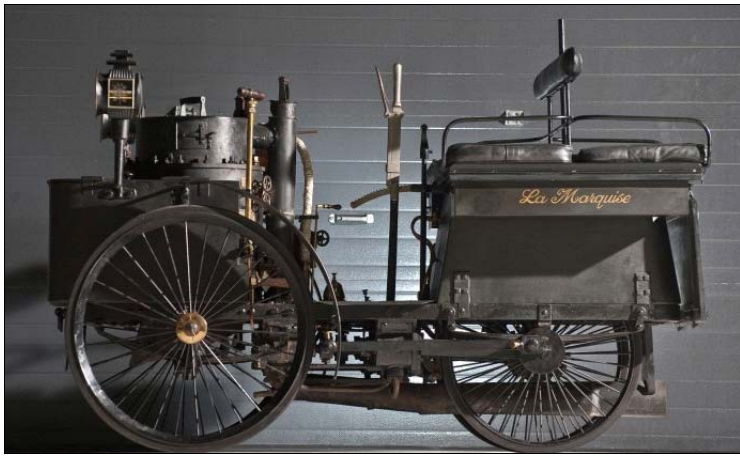
"I said, 'Yeah, but you know what? If you were fortunate enough to get it started, you'd never figure out how to drive it unless you were a Model T fan. And if you were a Model T fan, you wouldn't be mean-spirited enough to take it for a ride!'" ■

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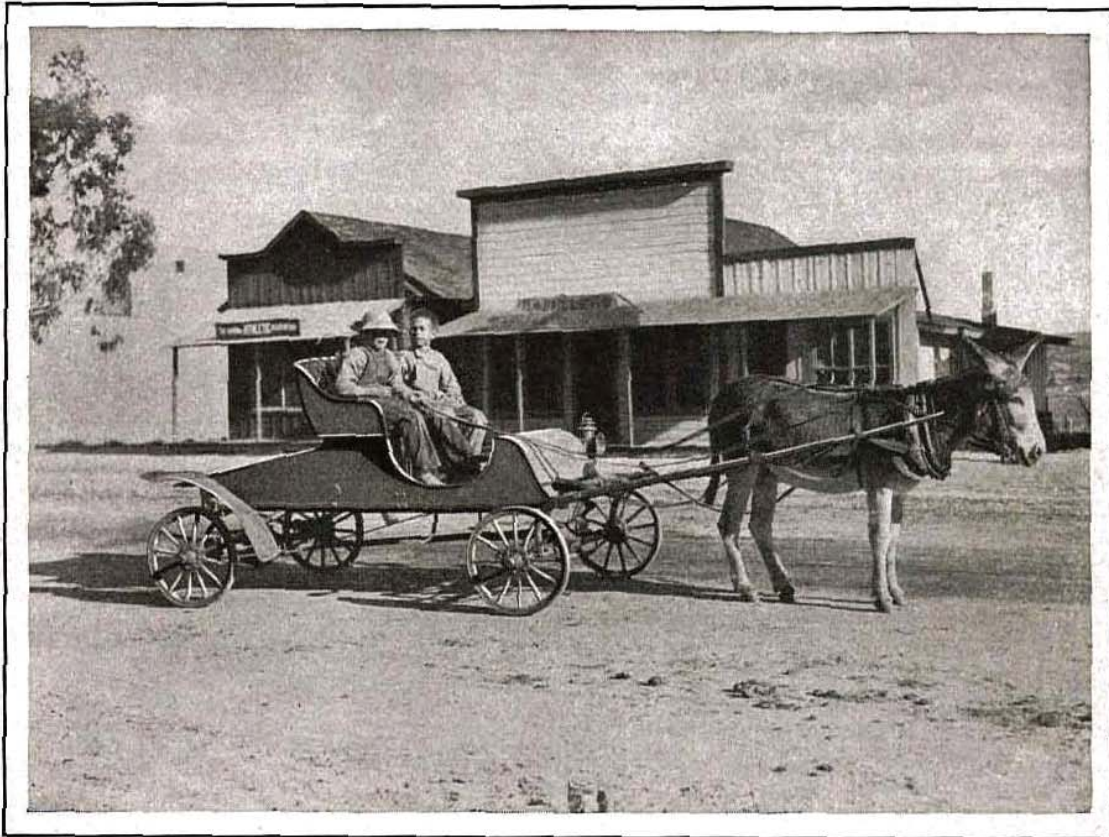
World's oldest running car sells for \$4.62 million  
1884 steam powered De Dion Bouton - In 1887 won the world's first ever motor race hitting 36 mph (19 miles Paris to Versailles)





Glen Chaffin's original Model T tools and parts - Chaffin's Garage, Inc. Corona, California





This old Model A Ford car has lost caste in Ramona, Cal.

## A "Horseless" Vehicle

**I**N the year 1904, Col. D. C. Collier, of California, bought a model A Ford car, motor No. 420. On the Pacific slope it isn't necessary to introduce the Colonel—the San Diego Exposition, with the success of which he was indented, speaks for him. Suffice to say that he has a reputation for picking a winner, and it was borne out in his selection of an automobile.

This first car gave its owner a full measure of service and then the Colonel decided that he wanted a new Ford with its refinements to replace the veteran which was slowing up a bit in its stride, so No. 420 was sold.

Through fortune and misfortune it went, changing hands and being used and abused indiscriminately until 1907, when it was purchased

by one Edmund Jacobs and taken to the idyllic village of Ramona in the heart of the California mountains.

Here the car that had grown too slow for Colonel Collier created a record for faithful performance until owner Jacobs, following the example of Time and Fords, decided to bring himself up to date in the motor car line.

The good old Ford, excellent as its record had been, could find no buyer in its entirety, and so was dismantled. Its Soul, the motor, pumps water for one Cantello, a prosperous and progressive rancher. The body is drawn by a burro—and the car remains, as from the date of its conception, a horseless vehicle.

The moral is that you may dissect a Ford, but you cannot kill it. Like John Brown, "its soul goes marching on."