



### Calendar of Events

#### December 2011

- 3 AJ Parade of Lights
- 10 Christmas Party-Tempe

#### January 2012

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

#### February 2012

- 4 Motoring Thru Time
- 11 Florence Historic Tour
- 11 TCH Charity Car Show
- 14 Arizona Centennial
- 16 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**

December 2011

Volume 8, Issue 9

**PRESIDENT'S MESSAGE**

We are down to the wire now on my term as President and looking for a good candidate(s) to come forward. I will be available to our new President to assist in the transition as desired. I believe it is important for all of us to volunteer to help with our club in some capacity, but certainly not to where we are overwhelmed. I want to thank all those who have so generously volunteered in the past to help make this a very enjoyable and successful club.



I am looking forward to seeing you at the Holiday Light Parade in Apache Junction on Saturday December 3, as well as at our Christmas Party on December 10. We should have a great turnout for the Christmas Party, election, Bob Wildman Award presentation and gift distribution to TCH. The party will be held at Famous Dave's BBQ 1011 N. Dobson Rd. (North of Bass Pro Dr. between Bass Pro and Dobson). It can be reached from Alma School but recommend the Dobson approach. We will meet at 3:30 and will have parking blocked off in front of the restaurant for our Ts. We will order from the menu and separate checks will be available. Food choices are BBQ beef, pork, and chicken, burgers, fish, etc. Desserts and a full bar are also available.

I realize we do not have an event scheduled yet for January, so if you have something in mind for the club to participate in, please let me know.

**HAVE A VERY MERRY CHRISTMAS  
AND A HAPPY AND SAFE NEW YEAR!!**

See you on the road, Austin

**HEADLIGHT BRIGHTENING**

*By Austin Graton*

If I were to admit it, I would have to tell you that my headlights have never been really bright enough to be driving my car. I just assumed that that was about as bright as they were normally supposed to be. However, after returning home after the car show last month (*see last month's article*) I needed to do something about them.

I decided to do everything I could to make them as bright as possible. I started by running new #12 wire to each light, bypassing the switch and pulling the power directly off my solenoid. I installed a separate switch for the lights. After doing those things, I could not see any noticeable change in the brightness. I decided to use a light meter to measure the brightness at the lens distance so I took a reading after those changes had been made. The reading I got was 200 foot candles.

Next, I cleaned all the contacts of the bulb, the spring loaded connectors, both front and back, and the thimble as well as bulb socket and the thimble socket. After these changes there was a significant improvement in brightness. The brightness measurement at this point was 800 foot candles.

I then borrowed Joe's halogen bulb to see and measure the difference again. This time the brightness measurement was 1500 foot candles with a noticeable difference in viewing the lights as well. Clearly a tremendous improvement was obtained just by cleaning all the contacts. I will have halogens installed before the Parade of Lights.

**WELCOME—NEW MEMBERS**

Tom Hoverson & Chris Tulipana—Chandler  
Mike and Kathy Sandberg—Apache Junction

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

## CLUB ACCOMPLISHMENTS DURING THE LAST FOUR YEARS

*By: Austin Graton*

I decided to sit down and review some of the progress our relatively young club has accomplished in the four years that I have served as your President.

First was the completion of our chuck wagon project. This one-of-a-kind mobile kitchen turned out better than any one of us had ever expected and was a very satisfying project to be involved in.

The next big project was the hosting of a hugely successful National Model T Ford Club of America annual meeting. We received tremendous praise for the job our club did for months after.

As a spinoff of that meeting, Dave Veres was instrumental in developing what I consider to be an outstanding web site. He continues to keep it up to date on at least a monthly basis.

As another spinoff of the meeting, Bill Allen built a unique lectern which replicated a Model T front end including radiator, working headlights and horn. Again, that was a real hit with the attendees.

Our newsletter, the Running Board news has continued to improve from a physically cut-and-paste, black and white publication, folded and mailed to each individual's address to the electronically mailed, multi-color, very informative publication I am very proud of today.

The club has grown from about 24 families in 2008 to 37 today.

Steve Nissle was instrumental in putting together a new member's packet.

We have magnetic logo signs for our cars, thanks to Joe Fellin and Dave Veres.

Thanks to Joe Fellin and John Peterson we now have great looking member badges.

We also have great looking business cards, thanks to Joe Fellin and Dave Veres.

Numerous repair clinics were conducted for our members with great success.

Our treasury has grown from a few hundred dollars to over four thousand dollars. Thanks to all of the efforts of everyone involved with the National Meeting of the MTFCA we practically

doubled the amount in our account from that single activity.

We have members from Illinois, Nebraska, New Hampshire, North Dakota, Montana, Washington and Canada.

We have a custom designed embroidered patch.

We have been involved with a variety of diverse activities from a car show at Dillinger Days in Tucson and the Fiddlers Contest at the Pinal County Fairgrounds to the East Meets West tour in the valley. We had an overnight event at Usury Park where we enjoyed being entertained by the McNasty Brothers and several members camped for the night. We had a Roaring '20s costume party with music, games and a catered dinner. We attend various car shows and parades in many different locations.

## THANKSGIVING DAY PARADE — FOUNTAIN HILLS

*By: Steve Nissle*

A perfect day for a parade! Steve Nissle drove the touring up to Fountain Hills and Dianne trailed the speedster for check in at 8am. It looked like those 2 cars would be it but when Steve's son Nolan arrived he said "I passed another T coming up the Beeline and it is the guy that you did the parade with in Scottsdale this Summer". Oh! You mean Dave Veres! Of course! So when Dave arrived around 8:15 there were 3 T's! Dave was under the weather on Wednesday but when he woke up Thanksgiving day he said... "I'm good and I'm going to the parade in Fountain Hills!"

We are glad he did! All in all there were Dave, Steve, Dianne, Nolan and Marcy and their 3 children and Shari and Rich and their 3 children! Dave drove the Centerdoor, Steve drove in the speedster with 2 granddaughters and Nolan drove the touring with the rest! The parade started at 9am. A great and fun crowd, a beautiful day and spectacular scenery! No car problems! Hooray!

Put it on your calendar for next year!

**NOVEMBER 11—MESA  
VETERANS DAY PARADE**

*By: Mel Poppe*

The club decided to participate in the Mesa Veteran's Day Parade this year. It was also decided that the members who were veterans, would display the appropriate flag on their vehicles to indicate the branch of service they served in.

Since I had trailered my "T" 1250 miles to Arizona, I thought it was time to do a parade. As you know from my previous article in the September Running Board News, I have not had the chance to do a parade—only to drive it about 50 miles before loading it for the trip. I hadn't even taken it out of the trailer until the day of the parade.

The day of the parade, I backed it out of the trailer, and of course had to put the top up because Henry Ford and the company that designed the trailer apparently had not compared notes and built the trailer two inches too low. I drove across the street to fill up with gas. I had called Austin, because I wanted to travel downtown in a convoy. I always heard there is strength in numbers. He told me they would be coming down University Avenue and I could just pull in behind them, which turned out to be Austin, Joe and Ed. This worked out well, but since I was very nervous I had Lorie follow me in the pickup. There we were in a parade of our own when Ed developed trouble. We pulled over to help and decided to go on to due to the time it would take us to get downtown.

We made it downtown to the Mesa Convention Center main parking lot with time to spare. Ed pulled right in behind us. It must be because he was driving his speedster. We had a total of 11 Model Ts representing the EVMTFC. Members attending were Dave Veres, John/Jan Peterson, Linney family, Steve Francois, John/Lorna Jackson, Larry/Sandy Hart, Joe Fellin, Austin/Lynn Graton, Howard/Daphene Downs, Bill/Kae Allen, Steve Nissle & family, Ed/Dolores Stolinski, and Mel/Lorie Poppe.

Following the parade, we gathered at Claudia Linney's Sunny Brook apartments and enjoyed sub sandwiches, pop, chips and cupcakes which were furnished by the Linneys. Some of the club members stayed downtown to enjoy the Mesa Western Days activities.

The club won the award for the Best Non-Commercial Entry in the parade. Austin and Lynn attended the award banquet to receive the award.

Also, watch for a future publication called *Lovin' Life After 50*. Writer Jimmy Magahern and a photographer were there interviewing some of our members and taking photographs of their Ts. They will prepare an article on all Arizona Model T clubs.

**NOVEMBER 12—MESA  
TWO STEVES' TECH CLINIC**

*By: John Peterson*

On the morning of November 12th, Steve Nissle hosted a clinic to address some electrical issues on his touring car and speedster. Steve Linney also drove over in his speedster. He had been experiencing an electrical bug and has had to crank start the car on a number of occasions. Isn't this back-up starting option a great idea?

I would call this a mini-clinic as there were only four members in attendance. When I arrived, Austin Graton and Steve Nissle were sawing wood—no, they were not sleeping—they were attacking a piece of plywood with a power saw. To me this seemed a bit strange for an electrical repair session. They assured me that this wood project was on subject: they were building a battery box. Steve, like many of us, was using a modern battery that was a less than ideal fit for the Model T battery carrier. The shorter profile of this battery and the absence of any hold-down allowed the post connector to short out to the carrier frame and spew hot lead all over.

Many of us, myself included, just drop a modern battery in the carrier without building a hold-down and hope for the best. The only

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readily available 6-volt battery—I think it is intended for old Volkswagens—is tall enough that it is not likely to short, but Steve’s 12-volt unit was an inch or so shorter and very vulnerable. Do any of you know of an easily adapted standard hold-down or have an easily fabricated design? Even if there is no shorting danger, it can’t do the battery any good to bang around in the carrier. An elegant solution would be to make a nice wood case similar to the original Exide battery.

The other part of the question for Steve N. was this: Is the charging system working right? He has an alternator conversion. The additional power of this alternator results in the ammeter’s being “pegged” much of the time. A quick voltmeter check indicated 14.3 volts—a reasonable charging voltage.

My concern about these 12-volt conversions is that they can severely overload stock T wiring. Any current larger than 15 amps through the ammeter will overload the wire loom that feeds it. Also, with 12 volts, any accidental short circuit will result in four times as much heat as with 6 volts. This results in high fire danger with this fabric- and rubber-insulated wire. The conventional wisdom solution to this problem is to rewire with heavier modern wire and to properly fuse everything. Perhaps another plan would be to shunt a portion of the current around the existing wiring to preserve some of the original look. This shunting technique is commonly used on more modern vehicles to keep large currents away from the dash area. I would be willing to work with any club member that would like to try this scheme. My car is not a candidate as it is a disgustingly original 6-volt machine.

After getting a handle on the charging issues, Steve N.’s starter would no longer operate. A quick inspection showed that twenty years of 12-volt operation had turned it into a “crispy critter.” The bus bar between the power post and the field windings had burned in half. The tech team had struck again, rendering a somewhat sick car totally dead.

Time to move on to the next car, Steve N.’s 1912 speedster. We started it to check the charging circuit. This car has a 12-volt generator and conventional voltage regulator. It has no ammeter. A quick voltage check indicated no charging. Removing the regulator cover and depressing the cut-out relay resulted in charging, leading me to believe that the regulator was defective.

This looked like at least a diagnosis, if not a repair. And we left Steve N. with a prescription for a new regulator. This is not quite the end of this story. Early the next morning I had an “Ah-Ha!” moment. The regulator was mounted on the wood firewall and was not grounded. This would not allow the cut-out to operate, and if it did, the voltage regulator portion would not limit the charging. This brings up another possible pitfall of these conversions: good grounding. Even if a regulator is mounted on a metal firewall, it may not be a particularly good ground and could result in overcharging. It is very difficult to find a good ground on a Model T.

The team struck again. The second car was not repaired.

One more chance to redeem ourselves: the other Steve’s speedster. After a few voltage checks it was determined that there was excessive voltage drop in the main power lead from the battery to all accessories. This car has very nice custom wiring, so it seemed to be a bit of a mystery. It turned out that the car had been wired with an anti-theft feature that included a ¼” rod in a fuse holder that could interrupt all power except the starter. Over the years this steel rod—a poor choice to carry electricity—had oxidized and resulted in excessive voltage loss. Replacing this rod with a piece of ¼” copper tubing solved the problem and should result in a sound electrical system for Steve Linney.

One out of three is not a bad success rate for our tech group. We stand ready to address your problems if you feel lucky.

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**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. 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.

**GENERAL MEETING REFRESHMENTS**

*Refreshments will be provided by:*

January 19th—Gratons/Veres

February 16th—Diehls/Linneys

March 15th—Elms/Smiths

April 19th—

May 17th—

**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. 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.

**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**

**DECEMBER 3—APACHE JUNCTION PARADE OF LIGHTS**

The AJ Holiday Light Parade and festivities will be held Saturday, December 3rd. They will have Santa available, street vendors, snow for the kids, a tree lighting at the Focal Point (Apache Trail and Phelps Drive) and music. These events go on all afternoon.

We will assemble at Bill and Kae Allen's at 4:00 pm for a potluck/chuck wagon dinner at 5:00 pm. The club is providing the meat cooked on the chuck wagon. Please bring your favorite dish to share.

We will convoy from Allens to the parade staging area and line up as a group for the parade at 6:30 pm. The parade begins at 7:00 pm. It travels from Phelps to Thunderbird and returns.

**DECEMBER 10—TEMPE CHRISTMAS PARTY**

The club chose TCH (The Centers for Habilitation) to be the recipient of our club Christmas gift. We'll give gifts to individuals at a group home. Nominations and election for president and secretary will take place at the December party. Bob Wildman award will be presented. Nominations for the Bob Wildman award were due at the end of November.

See Austin's President's Message for more information concerning our Christmas party.

**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. The MTFCA now offers payment online through PayPal. Members can also donate online. Go to [www.mtfca.com](http://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.

**LIMITED EDITION POSTCARDS exclusively from the Model T Ford Club of America are available.** (*see last month's newsletter photo section*)

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](mailto: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>

**MARCH 22-24, 2012**

**—ALBUQUERQUE, NEW MEXICO  
47th MTFCA ANNUAL  
BUSINESS MEETING PLUS  
INFORMATIVE SEMINARS**

Visit the Land of Enchantment for "T" Time on the Rio for the National Business Meeting to be held at the Best Western on Rio Grande NW in Albuquerque.

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.

See the last issue (September/October 2011) of the *Vintage Ford* for more information on this event hosted by Tin Lizzies of Albuquerque. Complete the registration form and mail to Kirk Peterson, 2937 Calle de Ovejas, Santa Fe, NM 87505.

**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.

See the last issue (September/October 2011) of the *Vintage Ford* for more information on this event hosted by the Nebraskaland Model T Club. Registrations will be accepted beginning January 3rd. Complete the registration form and mail to Mike Vaughn, 967 S 176th St, Lincoln NE 68520. Phone: 402-540-0573. E-mail: [mike@mavaughn.cnc.net](mailto:mike@mavaughn.cnc.net)

Check the website often for more information.

<http://heartlandofamericattour.com/index.html>

**HOLDERNESS, NH**  
**250th ANNIVERSARY CELEBRATION**

*By: Austin Graton*

This past August our hometown celebrated its semiquincentennial. This was a four day celebration. I was interested in being involved as this is quite a significant milestone in the life of the town especially if you consider that Arizona is going to celebrate its 100<sup>th</sup> anniversary next year. As I thought about our first inhabitants it occurred to me that they were probably native Americans, specifically Abanakis in that area. I suggested we invite them to participate and was originally going to coordinate their involvement, but not being there during the winter to meet with them, the celebration committee chairman took that on. They agreed to stage an encampment in town with flute makers, basket makers and beaders all demonstrating their crafts and selling their wares.

When I arrived back in NH in June and attended the first meeting, the street parade chairman was not in attendance so I volunteered and was immediately accepted as assistant parade chairman. He had already received commitments from several people and organizations to provide entries. We wanted this parade to be representative of the history of the area and not just a gathering of anyone who wanted to be in a parade. Even the politicians were told there would be no campaigning. I immediately began recruiting such things as ox teams, horse teams, riding horses, and vintage vehicles. I was even able to arrange to have a snow roller from an adjoining town for the parade. I tried to get the Budweiser Clydesdales but the \$25,000 price was a little steep considering we were operating on a shoestring from donations. I also tried to get the Wells Fargo coach and team but that would have to be funded by the local bank/office at about \$2,100 and they were not in a position to do that.

I had suggested that we have parade announcers along the route so I began trying to get public address sets for that purpose. After many dead ends, a benevolent citizen paid for a commercial company to provide one setup. I was not satisfied with that so I finally was able to recruit my cousin to bring a system, borrowed from another town, and set up and announce as well.

In addition to recruiting for the parade I helped out by recruiting for demonstrations of various vintage crafts. We were able to find people to do timber hewing, ox yoke and bow making, stone wall building and yarn spinning. My cousin had just finished restoring an Ottawa Log Saw dating from the 1920s and I was able to get him to bring it for a demonstration. In my Auto Related Activities article in last month's newsletter I failed to mention that I also helped to get the Ottawa log saw running. Before seeing his I had never even heard of this type of saw. Others of you, who may be as young as me, may also never have heard of atmospheric operated intake valves, which this saw has. There is no push rod or rocker arm to open it, only the suction of the piston pulling the air into the cylinder.

A couple of things that I would like to have done that never came to fruition were making acorn flower and bean-hole beans. These were both things that the Native Americans taught the early settlers and the bean-hole beans are still a tradition in the area. I had saved a bucket of acorns for that reason and gave them to the people who were going to put on one of the meals for the celebration. I had stored them in my basement over the winter. When they were taken out of the cold basement into the warm temperature of the summer air, they all sprouted before they made them into flour. As for the bean-hole beans, we could not find a pot that someone would loan for the occasion so that did not happen.

In addition to the street parade, there was a boat parade. Entries in the parade had to be at least 50 years old and had to come from the two lakes on which the town is situated. I did not get to see the boat parade but took some pictures of some of the boats as the parade ended. I was told they had 50 boats and could still have recruited more from those two lakes alone. At least one of those boats is over 100 years old and is a steamer that is on the water every year. Just a bit of information on these lakes, they are Big Squam and Little Squam (formerly Asquam) and are the lakes where the movie *On Golden Pond* was filmed. The writer of *On Golden Pond*, Earnest Thompson, directed the play for the first time at The Little Church Theater in town this summer.

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The following is a brief summary of the activities over the four day event:

Friday- a concert, street dance with live local band and a local food vendor.

Saturday-Indian encampment, Mattatuck Fife & Drum Band paraded by boat down the river to join the street parade, grand street parade, historical society open, tours of historic area homes, crafters and food vendors, vintage boat parade and display, discussion of Holderness authors, professor David Smith presentation on Abenaki native life, and square dance.

Sunday-community church remembrance, pancake breakfast, Huron descendant, John Brooks, conducted a trail walk for "Feast at Your Feet" and "The Three Sisters Survival Vegetables", Town Charter reading, Vespers and reception at Holderness School.

Monday-Longhaul Farm dinner of vintage style foods and "I remember when discussion", a local band performed a concert from a large pontoon boat as it cruised along the shoreline of the lake and fireworks launched from a raft on the lake capped off this great celebration.

### THE VILLAGE BLACKSMITH

*Under a spreading chestnut tree  
The stubborn auto stands.  
The smith an angry man is he  
With trouble on his hands.  
The carburetor seems to be  
The cause of all his woe.  
He tightens half a dozen bolts,  
And still it doesn't go.  
He sits beside the road to give  
His brain a chance to cool  
And ponders on his training  
At the correspondence school.  
And then he starts his job once more  
And just by chance 'tis seen  
The cause of all his trouble is  
He's out of gasoline.*

### CLASSIFIED ADVERTISING -FOR SALE

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

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

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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.

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

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

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1913 Model T touring car. Ruckstell, Rocky Mountain Brakes, side curtains. Good restored condition. \$17,000 or best offer. Call 602-810-8098.



**THE MAINELY T TOUR  
From Poland Springs, ME**

*By: Austin Graton*

On the Thursday after Labor Day, Lynn and I headed out for what turned out to be a three and one half hour trip to Poland Springs, Maine. In this area, at this time of year, the weather can be very wet and cold. We had prepared for the weather by building a top for our speedster, finishing it just two days before the tour. That will be a story for another time. However, the weather turned out to be clear and very pleasant.

As we arrived at the Poland Springs resort we saw a lot of other Model Ts already in the parking area. We were pleased to meet up with Bill & Kae Allen, members of the East Valley Model T Ford Club and Ken & Alice Brown, former members of the EVMTFC. There were people there from Maine, New Hampshire, Massachusetts and Canada.

The afternoon of our arrival they had scheduled a local tour on your own, which we did not take due to the lateness of our arrival. The tour included a visit to the Shaker Village and the Original Poland Spring Bottling Plant. We did however, visit the Maine State Building at the resort. This structure was constructed in 1893 entirely of Maine materials for the Chicago World Exposition and later moved back to Maine. This is a massive building three stories in height with a base of granite blocks. It was purchased by the owner of the Poland Springs Bottling Company, disassembled, loaded on rail cars, moved back to Maine and re-erected on the property. One factoid from the 1893 Exposition that amazed me was that the Ferris Wheel held 60 people per car!!

The banquet, normally held at the end of the event but preempted by scheduling, was held on Thursday, provided an opportunity for a quick briefing of the events for the next three days. Friday was a tour to many of the properties of Pineland Farms, a 5000 acre working farm and non-profit educational institution which recreates the atmosphere of rural Maine farming and nourishes the minds of young Mainers as to the cultural and economic history of central Maine.

We were treated to close-up tours of the creamery, equestrian center, dairy barns and vegetable/flower gardens. We enjoyed a variety of lunch options at the farm market operated by Pineland Farms. In the evening, a couple of the local club members staged an impromptu swap meet in the parking lot. I purchased a special vintage ratchet wrench for tightening the connecting rod nuts.

Saturday's tour included several supreme hill-climbing tests for the Model T as well as a couple of long and very rough dirt roads through the Maine back country. The features of the morning included stops at Richard Fraser's to see his pre-1910 collection of unrestored Cadillac, Reo and Buick gems.

The next stop was to visit the Tim Wallace private museum of antique garage with signs, gas pumps, lubrication memorabilia, Edsels and other classic autos. This extensive collection encompassed the gas station a two story barn, a three car garage attached to the house and included displays inside the house as well. Even the one hole outhouse, still in use today, had a vent window from a 40s era auto to serve as ventilation.

Lunch was served at Rick Jewell's home. Rick was our host for the tour. The monstrous cook-out was held in a field with seating under tents. All you can eat hamburgers, hot dogs, baked beans, corn on the cob, blueberry pie and other fixin's were enjoyed by the crowd. The condiments and pie was served uniquely from the bed of an unrestored Model TT truck. Immediately after lunch we were treated to "showtime" Buckfield Village Odd Fellows Theater, where a great troupe of actors presented "The Early Evening Show", a takeoff on radio broadcasts from a half century ago.

The Sunday tour was a very short one to a local wildlife park which we decided to pass up. After a great Sunday morning buffet breakfast we said our goodbyes and headed for home. Other than the 2008 Centennial celebration in Indiana, this is the only long tour we have attended. It proved to be a lot of fun, especially in (or maybe I should say on) our newly, almost completed, speedster.

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**A MAN AND HIS T***By: Dave Veres*

Typically of many young men, my interest in automobiles started during my high school years for it was during this period that I became mechanically inclined towards motorized go carts and actually built quite a few. As I progressed to bigger and better vehicles, my brother and I obtained a race car to further our budding interest in anything automotive. As I progressed further into obtaining my own vehicles, I found that I really enjoyed older models which I was able to work on myself. To be sure, the attractive cost of older machines played a huge role in this area of interest. Around 1961, my brother and I purchased an old, 20's car for about \$25 which we parked in my grandmother's barn but lacked funds to restore the vehicle. Around 1967, during a summer job at a nuclear lab in Chicago, I bought a mid-fifties Chrysler product specifically to drive to Arizona. I remember this car had a very unusual means of shifting with a set of push buttons.

Eventually, I decided that I wanted an "old car" which could have been any make and this was the start of the "Model T era" in my life. My friend, Dennis, and I bought a "package deal" in 1998 consisting of a 1924 T coupe for me and a 1947 Packard for him. That fateful day was August 22, 1998 when I drove the car home from East Mesa. Never thought I would get home as it was a real bear to drive. Worn out from the drive, I parked the monster and did not want to drive it again. It actually remained in the garage for about 4 years because of my busy career as well as family responsibilities. Eventually however, my interest in "old cars" returned and I took T driving lessons from the Sun Country Model T Club at Park Central Mall. The enclosed Certificate of Achievement demonstrates that I successfully completed the Model T driving course on April 26, 2003. I then joined the Sun Country club and the rest, as they say, is history.

The Coupe was restored by Jim Harper in Show Low, AZ. He learned his trade at his family auto body shop in Cedar Rapids, Iowa and eventually relocated to Mesa where it was offered for sale. When I purchased the vehicle, the body was in excellent shape because of its professional body work. During the years I have been driving it, I did extensive mechanical work including an engine and transmission rebuild, front end rebuild and power train overhaul. I also respoked the wheels, a non-trivial task, to be sure. At this time, the entire vehicle is in "like new" condition and I drive it regularly around the valley throughout the year. And, oh yes, did I mention that I also own a 1922 Centerdoor Sedan as well as a completely restored 1929 Model A Tudor. My original desire to own an "old car" has developed into a huge passion for antique vehicles. I would surely be lost without this wonderful hobby of antique vehicles.



**RECIPE OF THE MONTH**

**HOPPIN' JOHN SOUP**

*(from Joyce McKinney's Kitchen to yours)*

4 cans Great Northern Beans  
2 cans Black eyed peas  
6 potatoes  
1 large onion  
1 can of water for each can of beans  
bacon grease (for seasoning)  
Polish Sausage (cut into bite size pieces)  
1/2 cup rice at the end

*(Optional) Carrots and/or Celery (I like both)*  
1 Dime-for good luck @ NEW YEARS.

Put all ingredients in pot except rice, let it cook down till potatoes are tender, add rice last 15-20 min before serving. Lots of folks like hot seasoning, feel free to be your own doctor! I like to use (2) Great Northern (2) Pinto beans & (2) Black Eyed Peas *(Again, you are your own doctor).*

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Holderness 250th Anniversary Celebration - Boat and Street Parade - August 8, 2011





More Holderness 250th





Still more Holderness 250th





Mainly T Tour Host Rick Jewell's unrestored T Flatbed Truck



Partial lineup of T's at Pineland Farms in central Maine



Making cheese at Pineland Farms



More T's at Pineland Farms

Austin & Lynn touring with their new Speedster at the Mainly T Tour, Poland Springs, Maine - September 2011





An early unrestored Cadillac owned by Richard Fraser



An unrestored 1909 Buick owned by Richard Fraser



Lynn Graton (c.) at private museum of Tim Wallace



Slattery's Farm Store & Maple Sugar Co. in Maine



Austin's New Hampshire Speedster at Poland Springs Water Co, Poland Springs, Maine





Private Museum of Tim Wallace in Maine





Veterans Day Parade, Mesa - November 11, 2011





More Veterans Day parade





Two Steves' Tech Clinic, Mesa - November 12, 2011



Fountain Hills Thanksgiving Day Parade - November 24, 2011

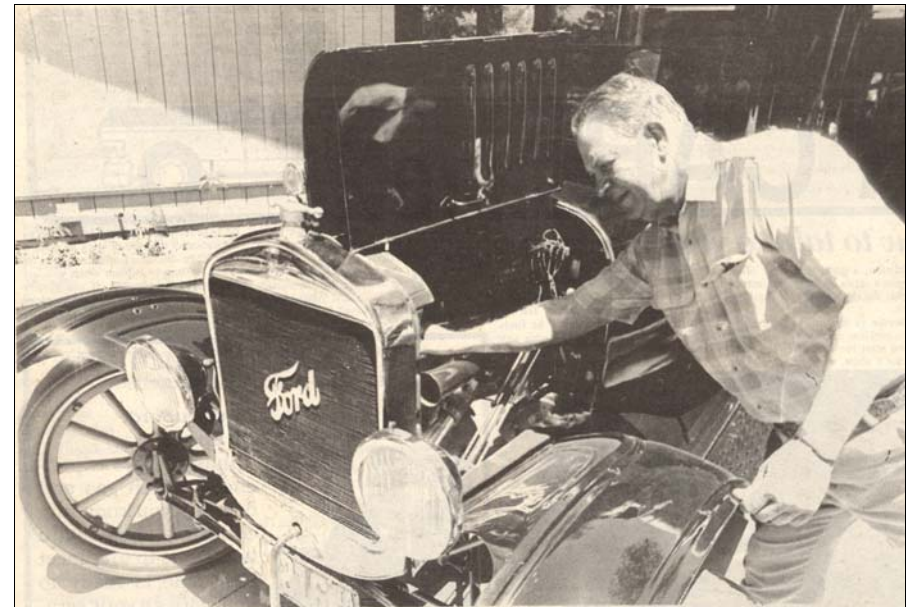




Dave with his Coupe on day of purchase - Aug. 22, 1998



Dave's Dad - July 2004



Restorer Jim Harper from a newspaper article - May 30, 1989

*A Man and his T* by Dave Veres - a 1924 Coupe



# THE SATURDAY EVENING POST

An Illustrated Magazine  
Founded A. D. 1811 by Benjamin Franklin

OCTOBER 3, 1908

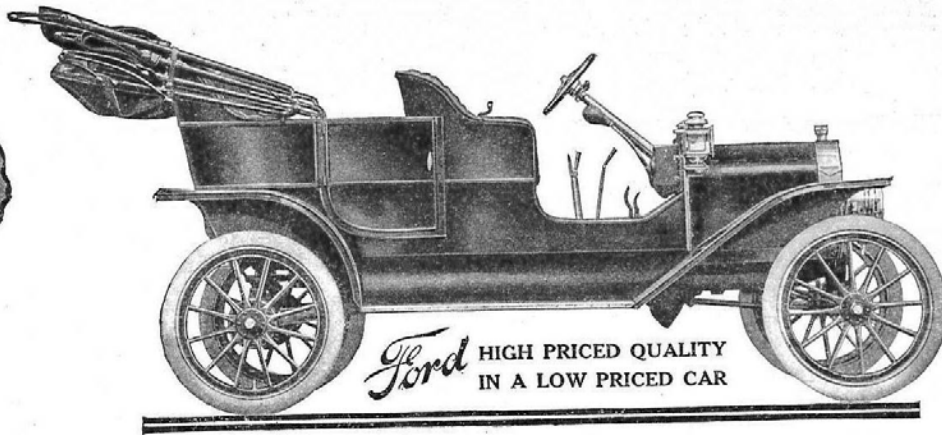
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THE CURTIS PUBLISHING COMPANY, PHILADELPHIA

The First Model T Ford Ad - *The Saturday Evening Post*, October 3, 1908  
First in a series of early Ford ads - courtesy of Rollie Wightman





# The Ford Four Cylinder, Twenty Horse Power, Five Passenger Touring Car \$850<sup>00</sup> Fob. Detroit

**T**HE one real automobile value among all the "season sensation" announcements is this big, roomy, powerful five-passenger touring car at the hitherto unheard of price of \$850.00. A car that possesses at least equal value with any "1909" car announced, and at the same time sells for several hundred dollars less than the lowest of the rest.

Compare the following features of the new Ford car with those of any higher priced car offered and see if you can justify in your own mind the additional expenditure that buying any other car involves.

The Model T is a 4-cylinder, 20 h. p., five-passenger family car—powerful, speedy and enduring,—a car that looks good and is as good as it looks. Built in our own shops, it is not an "assembled" car.

It is supplied with a unit power plant—and the magneto is an integral part of same, a guaranteed troubleless magneto,—cylinders are cast in one block with detachable head, rendering all parts easily accessible.

A 3-bearing crank shaft insures perfect alignment. A cam shaft with 8 cams integral, guarantees proper valve operation. Crank and cam shafts drop-forged, each from a single non-welded Vanadium steel ingot.

Steering gear on left-hand side,—the logical side for American roads.

Car is shaft driven through one universal joint to Ford system of final drive. Patented in all countries. The system acknowledged to be the only adequate solution of the problem of delivering power to the wheels.

Vanadium steel is used throughout the entire car wherever strength is necessary. The axles, shafts, connecting rods, springs, gears, brackets, etc., are all of Vanadium steel,—each from a separate formula and all especially heat-treated in our own plant and from our own analyses. We defy anyone to break a Ford Vanadium steel part with any test or strain less than 50% greater than is required to put any other special automobile steel entirely out of business.

The weight of the car is only 1,200 lbs.—brought about by scientific construction and the use of Vanadium steel. Not an ounce of necessary weight sacrificed, not an ounce of dead weight in the car.

The importance of this light weight is vast. M. Michelin, noted tire expert, in a paper recently read before the French Society of Civil Engineers, said: "The total travel of which a tire is capable is inversely proportional to the cube of the weight which it carries." If the load is doubled the average wear and tear is multiplied by eight, if the weight of the car is increased 33½% the life of the tire is decreased one-half. The effect on gasoline and oil consumption and the need for repairs is similar.

That is one of the reasons the Ford car will run more miles for less money than any other touring car manufactured.

One-hundred-inch wheel base, 56-inch tread, 30-inch wheels, 3½-inch tire rear, 3-inch front; gasoline capacity, 10 gallons—225 to 250 miles; long, clean-cut lines throughout, handsomely finished, and you have the specifications on the real automobile value of this year and next and a couple more thereafter.

**We make no apologies for the price,—any car now selling up to several hundred dollars more could, if built from Ford design, in the Ford factory, by Ford methods, and in Ford quantities, be sold for the Ford price if the makers were satisfied with the Ford profit per car.**

Your guarantee that this car is all we claim—and our claims are broad—is in the reputation of Henry Ford, who never designed or built a failure, and in the reputation of the Ford Motor Company, who have built \$20,000,000.00 worth of successful cars of Ford design in the same factory, with the same organization and system, and bearing the same imprint that the Model T is manufactured under. It's the guarantee of works as well as words.

Delivery began October 1st, orders filled in rotation. Cars can be seen at all branch stores; get a demonstration if you are near by, if not, wire your order either for immediate shipment or definite future delivery.

FURTHER details in catalog, which is yours for the asking.

*Ford Motor Company*  
266 Piquette Ave.  
Detroit

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And a Merry Christmas to all