

Running



Board News

OFFICIAL PUBLICATION OF THE EAST VALLEY MODEL T FORD CLUB

June 2012

Volume 9, Issue 6

CALENDAR OF EVENTS

June 2012

16 Breakfast Meeting, 8:00 AM,
hosted by Nissle's

July 2012

21 Breakfast Meeting, 8:00 AM,
hosted by Linney's

August 2012

18 Breakfast Meeting, 8:00 AM,
hosted by Elms

September 2012

20 General Meeting, 7:00 PM,
Berge Ford, US 60 & Mesa Dr



Steve's spiffy Speedster with Austin after some minor repairs to the steering and tranny bands.



East Valley Model T Ford Club 2520 E Pueblo Ave Mesa AZ 85204
Website: evmtfc.com

PRESIDENT'S MESSAGE*Claudia Linney*

If you're planning on attending any National Tours, events or activities this summer, it would be great if you could write an article and send pictures to us so we can live through your trip!

We need volunteers for various activities such as sponsoring tours, tech clinics, writing articles and signing up for general meeting refreshments for next season. Please let me know if you can help out! Also send your favorite recipe and 'A Man and His T' article to Mel and Lorie.



Thank you for all your support!

Have a great summer and don't forget those breakfast tours!

**WELCOME— NEW MEMBERS**

Ken & Cher Henry, Mesa

Steve & Trease Fox, Mesa

We hope you will be able to join us in many future events and tours.

**MAY 4—MESA
MODEL T TECH CLINIC***By: Steve Nissle*

Model T mechanics Joe Fellin and Austin Graton visited Steve Nissles on Friday May 4th from 8am –noon and did wonders for Steve's little red Speedster!

The speedster's steering was really loose as a goose. We switched out the steering shaft and triple gears that were worn. Joe had parts to replace the old and it made a huge difference. The replacement parts converted the steering ratio from the 5 to 1 to a 4 to one. It is amazing how sensitive the 4 to 1 is compared to the 5 to 1. A bit getting used to driving! We found that the drag link was quite loose as well and that the bracket that mounts the bottom of the steering column to the frame was off angle because of the speedster's low profile. Those 2 items were corrected. The last steering problem was that the rivets that hold the top quadrant just under the triple gears was loose and needs new rivets. These will be ordered and repaired. Wow! The steering is 100% better, tighter and not a loose goose!

The other speedster problem was the brake pedal did not engage until it was near the floor. Our diagnostic crew found that the brake cam on the exterior of the hogs head was worn and would not allow the brake pedal to travel out and engage. Steve had spare parts and found a new cam that was in really good condition. That was replaced by removing the hogs head cover plate, stuffing rags in the trans to prevent any dropped parts, removing the brake pedal, replacing the cam and then reinstalling the brake pedal. Now the speedster can actually stop!

The overall T clinic was very productive! A huge thanks to Austin and Joe for giving of their time and their automotive expertise!

**MAY 12—PHOENIX
MUSICAL INSTRUMENT MUSEUM TOUR**

By: Joe Fellin

Our highlight activity of the month was a tour of the Musical Instrument Museum located in north Phoenix. On a warm Saturday, about 12 of our members met for what was to be a highly enlightening visit to one of the world's largest collection of musical instruments gathered from around the world. The idea for the facility originated after a visit to a similar museum in Brussels, Belgium. The intent of the MIM is to represent musical instruments and music from every country in the world. Through the use of state-of-the-art wireless technology, one has simply to carry a wireless device connected to headphones. Each country has a display of actual instruments of the region as well as a flat panel display portraying samples of music by locals of the area. Almost magically, while passing by the display, the music is heard via the wireless earphones, an authentic audio-visual experience.

The galleries are organized by geographic area of the world such as the United States and Canada, Europe, Latin America, Africa, etc. covering the entire world. Within each area, the individual displays are organized by country including the largest as well as some of the smallest. One can surely expect to see firsthand examples of instruments which are almost totally unknown in a multitude of variations. In addition to individual instruments, on display are some of the earliest mechanical instruments as well as an actual orchestrion, an imaginative creation of mechanically operated devices which create the sounds of an entire orchestra. Refer to the photo section in this newsletter for examples of mechanical devices as well as displays of individual countries.

The facility also includes an Artist Gallery which features instruments, photographs and video of world-renowned artists. The Experience Gallery is a delightful assortment of hands-on instru-

ments which allows the wannabe musician to experiment with many of the instruments on display in the museum. An innovative idea since, of course, the authentic instruments are displayed in a "Hands off" setting. A Target Gallery is used for special exhibits and traveling exhibitions. And of special interest to many is the Conservation Gallery which provides a window into a laboratory where instruments are restored and preserved. Finally the Museum Store is available for purchase of select musical memorabilia.

Our club members devoted several hours touring the huge museum and concluded a highly interesting morning with lunch at the Café. If you have any interest in musical instruments of the world, be sure to visit the MIM. It will provide a rare opportunity for an indepth experience.

RECIPE OF THE MONTH

By: Daphene Downs

BUTTERFINGER CRUMB CAKE

*This recipe came from a recipe book called
One Hundred & One Things To Do With Cake Mix.*

- 1 chocolate cake mix
- 2 small boxes vanilla instant pudding
- 4 cups milk
- 2 large Butterfinger candy bars, chopped
- 12 ounces whipped topping

Prepare and bake cake according to instructions on box in a greased 9x13 inch pan. Allow cake to cool, then crumble into bowl.

Mix instant pudding with milk until set. Pour half the pudding in the bottom of a large glass bowl. Sprinkle half the cake crumbs over pudding. Pat cake into pudding. Sprinkle 1/3 Butterfinger crumbs over pudding and cake crumbs.

Layer remaining pudding, then press the rest of cake crumbs into pudding. Sprinkle 1/3 Butterfinger crumbs over cake.

Spread whipped topping over cake. Sprinkle remaining Butterfinger crumbs over whipped topping.

Tinkering Tips – Adjusting the Rocky Mountain Brakes

Dave Veres

The recent trip to the Boyce Thompson Arboretum was enlightening in more ways than one. First of all, I had never been to the Arboretum before and was always curious about the place. The Arboretum contains over five thousand different trees and plants from around the world. Secondly, I learned a little about the brakes on my 1924 Model T Coupe. Tom Hoverson rode along with me in the “T” on this tour. The road leading from the picnic grounds included a steep hill, and at the top of the hill was a gate which opens automatically as a car approaches. Well, when I got to the top of the hill, the gate did not open, so Tom jumped out of the “T” to try to troubleshoot the gate problem. In the meantime I applied the brakes to no avail, and the T rolled back down the hill. Neither the service brake (SB) in the transmission nor the Rocky Mountain Brake (RMB) would keep the car from rolling backwards. Fortunately for me, there were no cars behind me. I never thought about using the parking brake but knew that it has little or no stopping power. Tom was not successful in opening the gate, so I again thought I would approach it with the “T,” but it did not open this time, either. Again, I rolled back down the hill, pushing on the brake pedal as hard as I could. Finally, Tom was able to get the gate open and I was able to drive through to level ground. If there had been a car behind me on that hill, the back side of my “T” would never be the same.

The following day after returning home, I had a conversation with John Peterson about the braking situation that I experienced at the Arboretum. John’s first thought was, “Did you try the parking brake?” I said, “No”, as it has not been very useful in the past. The parking brake barely keeps the “T” from rolling out of my driveway.” Then John said that the service brake in the transmission must not be adjusted properly as it should have stopped the “T” from rolling backwards. The RMB was apparently doing all of the work while I was on that hill at the Arboretum. As we know, they do very little work when the car is moving backwards. The RMB adjustment is hard to make when the car is rolling forward since it is difficult to tell if the SB is doing the stopping or the RMB is doing the stopping. This adjustment is made with the clevis near the Model T transmission on the RMB system. We came up with the idea of creating a ramp to simulate a hill. The ramps that lead into my enclosed trailer became my test hill which calculated to be greater than a 10% grade. Adjust the brakes as follows:

- a. Disconnect the RMB’s by removing the clevis pin. This clevis is part of the RMB linkage and is connected to the brake pedal at the transmission.
- b. With the RMB’s disconnected, adjust the SB (the band adjustment in the transmission) so that it operates normally in stopping the “T”. Note position of brake pedal relative to the floor board after the SB is working properly.
- c. Reconnect the RMB’s with the clevis linkage adjusted such that when the pedal is depressed it operates the RMB first. Brake pedal should be much farther from the floor board than in the previous adjustment.
- d. Adjust the clevis one half turn so that when the clevis pin is installed and the brake pedal is depressed, it moves toward the position where the SB stopped the “T” as noted above. Drive up the ramps and then back off the ramps checking to see if the SB stops the “T”. If not, adjust the clevis again and repeat the ramp test. Continue this procedure until the SB stops the “T” when backing off the ramps. Adjust the clevis another one half turn in the same direction for good measure and call it good.

If your car is equipped with RMBs, I suggest you make this test to determine if your SB is being properly utilized. This test can be used to find the fine line of adjustment between the SB and the RMB. Ideally, both brakes should be doing their fair share of braking during forward motion. The above test should be preformed periodically as both the SB and the RMB wear.

LOCAL CLUB EVENTS**FOR ALL YOU CAR BUFFS....****Some Great Websites:**

<http://www.komonews.com/news/local/New-museum-celebrates-Americas-love-affair-with-the-car-134569683.html?tab=video>

<http://www.lov2xlr8.no/broch1.html>

<http://forums.aaca.org/f169/437-actual-miles-279523.html>

<http://www.mtfca.com/discuss/messages/257047/289466.html?1337350428>

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.

HEALTH & WELFARE

We send our thoughts and prayers for Daphene Downs who is feeling better after having shingles.

SPECIALTY SERVICE PROVIDERS

Steve François has compiled 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.

**East Valley Model T Ford Club (EVMTFC)
MEMBERSHIP DUES**

Applications for membership in the EVMTFC may be obtained from any current member or from the Vice President/Membership Chairman Steve Nissle at 480-226-6883 or may be printed from the website at:

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

Dues are \$20 per year and include all family members. Dues are due no later than January 1.

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.

SUMMER FUN

We encourage as many as possible to come out to the breakfast meetings on June 16, July 21, and August 18 and drive their T.

Nissle's, Linney's, and Elms, hosts for the breakfast meetings, will be e-mailing out more information giving the time, restaurant name and location to let the members who stay here in the summer know where and when the meetings will be. We hope many of you can attend! These meetings will be a good opportunity to discuss tours/events for the 2012-2013 season.

The summer season is also a good time for some of you to get some work done on your T so it will be ready for a more active touring season later in the year. There are several of our members willing to assist to get your T tour ready during this period of limited activity.

Look at your calendars and let Claudia know when you can bring light refreshments at one of our monthly general meetings. We need members to sign up for September 2012 through May 2013.

NATIONAL EVENTS

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

HURRY! There are a few openings for the 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. All daily tours will be easy driving tours for a Model T.

Tour Itinerary:

Sunday, June 17th (Father's Day): Check in & registration. Optional tour for early arrivals to visit the 5th oldest Ford Dealership in the US. MTFCA Board of Directors Meeting. Opening Banquet.

Monday, June 18th: Tour includes back roads of Southeast Nebraska to Beatrice driving through small towns and viewing some of the most productive crop land in our country along with visiting the historic Filley Stone Barn built in 1874, Homestead National Monument, and Rock Creek Station on the Oregon Trail which is home to an original Pony Express Stop.

Tuesday, June 19th: Travel by-ways once again to Arbor Lodge State Park and Arbor Lodge in Nebraska City near the Missouri River.

Wednesday, June 20th: Visit the University of Nebraska Tractor Test Lab or the University Quilt Museum in Lincoln. Visit the Museum of American Speed (Speedway Motors) and see Kirk Wright's (*who was a member of Sun Country Model T club*) display of Model T items.

Thursday, June 21st: Travel country highways to Wessels Living History Farm in York.

Friday, June 22nd: Travel scenic back roads arriving at the Strategic Air and Space Museum in Ashland. Speedster Hall of Fame inductions at the closing banquet. Participants can dress in period clothing and enjoy a live Jazz Band.

All in all this will be a fantastic week of driving our Model T's while studying our transportation history from horse and buggy through space travel. We will enjoy plenty of good food and friendship along the way! Join us in the Heartland of our nation!

Car & Driver \$300 - Passenger \$200.
Additional information including a Registration Form and Inspection Form can be found on the website at: 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



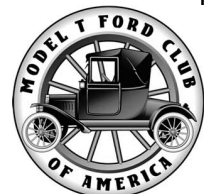
MODEL T FORD CLUB OF AMERICA

The East Valley Model T Ford Club is affiliated with and is a chapter of the Model T Ford Club of America (MTFCA), a national and international organization. Membership is strongly encouraged. As a chapter of the MTFCA, at least **50%** of our members must be members of the national club to keep our free liability insurance. Our club is doing very well in this regard, as almost all of our members belong to the national club.

Are your dues paid up? If your MTFCA member number is not listed on the roster, please call Claudia with the number. The number is shown on your mailing label when you receive your Vintage Ford magazine.

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.

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A MAN AND HIS T

By: Jerry & Joyce McKinney

July 16th 2004, we were on a business trip from Michigan to Arkansas and Kansas City, Kansas. Following the meetings, we were headed to North Carolina for yet another meeting. On a frontage road going through Sweet Springs Missouri, we noticed a Model "T" setting outside an old car shop. We got off the road to take a look at the "T". It didn't take us long to decide we did not want the "T" as it was cut to pieces.

Here we were at 6 am in the morning, starting to leave, Jerry noticed the doors to this shop were open and not a soul around. We thought it best to stay and guard his shop. Didn't want anyone to think we had opened the doors either. Finally about 8 o'clock the owner of the shop "Charlie" showed up. We explained to him about not leaving with his shop doors open. He just laughed, said it happened all the time. We began to talk about the Model "T" sitting outside and told him it had caught our interest, but after closer inspection we weren't interested because the "T" was just cut up too bad. Well, "Old Charlie" wasn't going to let us leave till we had a look at another "T" he had inside.



So we proceeded in the shop where he had lots of old cars. Behind 3 other old cars was this majestic old "T" roadster pickup. Jerry asked if it runs and I know "Old Charlie" was counting on some fun. Right away he was moving all the other cars to get out the old Tin Lizzy. To our surprise, it started right up. Charlie said; hop in we'll take "err" for a ride. We did, and up and down the frontage road we went. To "Old Charlie's" surprise, Jerry even knew how to drive it. So again, up and down the frontage road we went. Long story short, we wound up spending the day with Charlie and buying the "T", and, after paying "Old Charlie" for the "T", he began to count out money back to Jerry explaining it was for things the "T" needed.



"Old Charlie"

Of course we were pretty far from home, and Charlie's shop was 40 miles from a U-Haul rental place. We finally got all the details worked out, got back on the road, best I can remember it was about 4 o'clock in the afternoon. We drove as far as Frankfort Kentucky (where we are from) rented a storage space for the "T", turned in the U-Haul trailer, and headed to North Carolina. Then home to Michigan, where we got our own car hauler and drove back to



Kentucky to pick up our "T" and take it home to Michigan. Several months later, Jerry was transferred to Arkansas. Two years later, transferred to Georgia. Five years later, retired to Arizona.

Our "T" is family and follows us wherever we go. It will be our grandson's **1st** car!

"Charlie" is part of our family. Jerry stays in touch with him and they talk from time to time. We had so much fun the day we bought our "T". It was definitely a memorable day!

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- Steve Nissle**, Vice President/Membership
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- Bert Diehl**, Secretary
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- Dave Veres**, Treasurer
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- Austin Graton**, Immediate Past President
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402-984-6381
- Joe Fellin**, Co-Editor
480-288-6463
- Ruthann Elms**, Tour Chairman
480-831-0835

CLASSIFIED ADVERTISING -FOR SALE

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

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

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

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

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

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

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

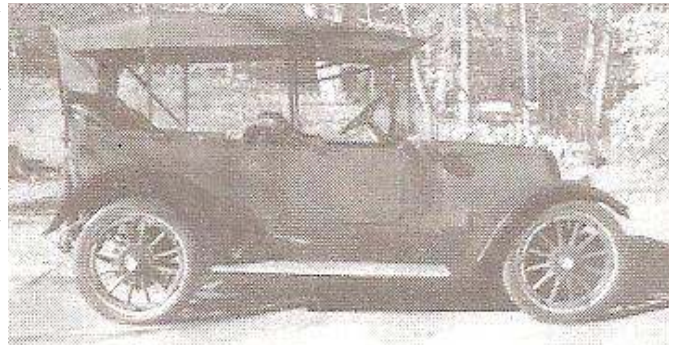
1915 Model 80 Vin #771. It runs well. New magneto & carburetor rebuilt. It smokes some, has an oil leak & the clutch jumps, the radiator has a leak in the drain petcock. Repainted in the 50's, still very presentable. Interior is original. It has accessory spot light, compression whistle and exhaust cut out. The windshield tilts forward and rests over the top of the hood.

Car in Essex, CT \$19,500 OBO

Bruce S. MacMillian

8 South Winds Dr, Essex CT 06426

860-767-2522 bmacmillian@gmail.com





Tour of Musical Instrument Museum, Phoenix - May 12, 2012



MIM Displays of Individual Countries and Artists



MIM Specialty Displays



George accepting "Trouble Trophy" from VP Steve



Austin & Joe adjusting bands in Steve's Speedster



Chandler 100th Birthday Party - May 19, 2012