

Running



Board News

OFFICIAL PUBLICATION OF THE EAST VALLEY MODEL T FORD CLUB

March 2012

Volume 9, Issue 3

CALENDAR OF EVENTS

March 2012

- 3 East Meets West Tour
- 10-11 AJ Tractor Show
- 15 General Meeting, 7:00 PM,
Berge Ford, US 60 & Mesa Dr.
- 20 Coil Clinic

April 2012

- 14 Gold Canyon Spring Fling
United Methodist Church
- 19 General Meeting, 7:00 PM,
Berge Ford, US 60 & Mesa Dr.

May 2012

- 17 General Meeting, 7:00 PM,
Berge Ford, US 60 & Mesa Dr.



A new addition to our club.
The recently fully restored 1925 Fordor Sedan
owned by Jack and Laraine Forsell of St. Joseph, MN
trailed to Arizona for the first time this winter



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

PRESIDENT'S MESSAGE*By: Claudia Linney*

I'm very sorry to have missed the February meeting, I was given the opportunity to see a Broadway play that I have wanted to see for several years and the opportunity was something I couldn't miss. I was able to check that off my bucket list.

February's main tour was the Lost Dutchman Days Parade. We had an awesome turn out. I think it might even be a record or tie for the number of Model T's that were able to attend the parade. A big thank you to the Harts for hosting a very successful potluck. Thank you to all that helped put it together.

March is upon us; we are starting off this weekend with East Meets West Tour on Saturday, March 3rd. I have seen other dates posted so I want to make sure we are aware it is the 3rd. Admission to the Fire Fighter Museum is \$3.00. And, then the next weekend is the Tractor show at the AJ Fairgrounds. The guys have a great time at this one.

We hope to see you and your T out on the road this month. It is always a great time getting together.

Thank you to you all for your kind words and support. Please be patient with me and Happy St. Patrick's Day from an Irish Girl.

**WELCOME—NEW MEMBERS**

Gerald Hurysz, *winter home Apache Junction*

Richard (Dick) & Pat Edmunson,
winter home Apache Junction
summer home Oregon

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

**FEBRUARY 4—PHOENIX
MOTORING THRU TIME***By: Steve Nissle*

The fourth annual "Motoring through Time" showcased vehicles from the early 1900s through the 1980s at Phoenix's Heritage Square & Science Park. Held on February 4th from 10am-4pm, the event featured more than 100 classic and antique cars, trucks, travel trailers, motorcycles and more, including Model Ts, Packard's and Corvettes.

In honor of Arizona's Centennial, a special highlight of the day were three 1912 Model T's! One was Steve Nissle's Speedster. The other two were tourings on display brought in by 2 collectors. The 3 were right out front of Heritage Square on Monroe Street and with them was a 2012 Ford Focus. Dave Veres, Joe Fellin and George and Ruth Ann Elms displayed their model T's and A as well.

The variety of vehicles is huge. Whatever era you are drawn to, it was there. I particularly loved the brass era. One vehicle stood out...a 1909 Delaunay Belleville from France. This touring was once in the collection of Steve McQueen and the only one of its kind in North America! A beautiful machine with detailed craftsmanship from 100 years ago.

If you are a 40's or 50's lover there were so many unique vehicles. There was a row of fire engines, a demo of an old farm pump motor, a VW with a roof top camper and trailer, a group of antique travel trailers and proud owners everywhere sharing stories of how they acquired their priceless treasures!

The pace was nice and easy and afforded Dave, Joe, George, Ruth Ann and Steve to sit and chat, mingle with new friends and enjoy the beautiful day.

Motoring through Time is generally the first Saturday in February each year. Plan on displaying your car next year and/or attending. It is an incredibly fun day filled with lots of great vehicles and great people! A super family activity and fascinating for the little ones!

FEBRUARY 11—FLORENCE TOUR

By: *John Peterson*

Saturday the 11th was a perfect day for Model T touring. The day started as windbreaker weather, a bit overcast and breezy, and the afternoon was sunny and 80.° It does not get any better. Jan and I started from west Mesa which called for a twenty-mile run to the tour staging point in Gold Canyon. For us this required a 5:15 a.m. rise to get our rickety bones in motion and on the way at 7:30 a.m. George Elms had a similar distance from south Tempe. I don't know if his bones are as rickety and slow to move, but RuthAnn chose to come in a modern car and let George tough it alone in the 1917 Roadster.

Seven T's and two modern cars met for the tour at the Basha's parking lot in Gold Canyon. Joe Fellin led us off at 8:45 for a comfortable trip through Florence Junction and on to Florence. Joe's co-pilot was Sally McNalley (the GPS gal). She kept him on course at precisely 37 mph. I have tried traveling with Sally and with Jan and found that Jan navigates as well and is easier to talk to. A wife sometimes listens—but a computer is always disagreeable. We formed a loose convoy to avoid traffic congestion and arrived in old town Florence a bit before 10:00 a.m. (11:44 Florence time). Time stands still in Florence—it is always 11:44. When the courthouse was built in 1891, they ran a bit short of money and could not afford the clock movements, so the clock towers' four faces have been forever frozen at that time.

Main Street was restricted, and the 700 block was reserved for us. Their blocks are short; this was an ideal space for our eight cars—Jim Huggins joined us there. Our eight cars represented six different body styles and various restoration levels.

Our parking spot was at the hub of the tour with country Karaoke music, tour bus stops, vendors, and the historic buildings. The tour buses were “Ollie” and “Tamale,” the trolleys rented from Scottsdale. They had a longer trip down than we did and perhaps with less comfort. One of the drivers told me that they could be pushed to 60 mph in a pinch.

Restoration of the historic part of town is a work in progress. The courthouse is being rehabilitated for county offices; the exterior appears to be finished, and the grounds are in progress. I do not know about the interior. Perhaps half of the store buildings are occupied, and a number of adobe homes are being preserved. One house was being worked on by a church volunteer group that day.

Our cars fit right in with the historical setting of this event and were enjoyed by locals and visitors alike. In my opinion, this is what Model T-ing is all about: having fun as a group with our cars and sharing their history with others. And pleasant day well spent. Thank you, Joe.

FEBRUARY 11—TEMPE**The Centers for Habilitation
RACING HEARTS Car Show**

By: *Bert Diehl, Jr.*

The first annual Racing Hearts car show was held in the parking lots of the Centers for Habilitation (TCH) at 215 W. Lodge Dr., Tempe, AZ from 10 AM to 2 PM on Saturday, February 11th 2012. About 57 varied types of vehicles were in attendance including sports cars, Ford Model A's and T's hot rods, muscle cars, an off road vehicle, drag racer, home built tricycle motorcycle, Tempe fire truck and some fantastic restored vehicles including a 1926 Cadillac Cabriolet. A number of food vendors were also on site providing food and drink at a reasonable cost while a DJ provided musical entertainment and announcement as necessary. TCH operates a paper shred business at the Lodge facility and used the show to collect paper for shredding at no cost.

A prominent local artist known as ‘Lisa’ displayed a variety of her works in water color. ‘Lisa’ is a client of TCH living in one of its group homes and attends the day treatment program at TCH on a daily basis. She has way with color and form on paper so it was neat to see examples of her talent on display.

‘Slim’ Daly was ten foot tall while walking the grounds of TCH. Slim rode in on a Harley and had a great time entertaining the crowd with his ability to move on those long legs. ‘Five Finger’ Daggett, another TCH client, had a blast dancing with the big man in front of the DJ's shelter where all the good music was coming from.

A 50-50 raffle was held and raffle tickets were sold for a number of donated items including a quilt, RT 66 poster, a variety of baskets, Valentines Day related items, etc. Attendees and participants were encouraged to vote for their favorite cars by depositing dollars in containers placed in front of each car. Plaques were awarded at the end of the day to the first ten cars that collected the most money. Henry Parra and his 1959 Chevy El Camino was the top vote getter and he's vowing to be back next year.

All in all it was a great time and although not all of the 110 spots available were filled TCH believes the event was a success. It's a solid base to build on and the RACING HEARTS Car Show will be back in 2013. Looking forward to seeing more ol' Fords in the parking lot at TCH next year!

Thank you to Justin Harris of TCH for submitting photos of this event!

FEBRUARY 25—LOST DUTCHMAN DAYS—APACHE JUNCTION

By: Larry and Sandy Hart

As the morning broke, the first vehicle pulled into the yard of Larry and Sandy Hart at 6:30 am. It was Dave Veres followed closely by Jim Huggins. As the sun came up more vehicles and their passengers were arriving. Coffee and muffins were served to the early arrivals. At 8:15 we started for the parade staging area. Our number was 171 and we were to gather westbound on Old West Highway between Walgreens and CVS.

There were 15 cars in the parade. The participants were Bill and Kae Allen in their 1924 Touring, their friend Roland from New Hampshire was driving the Allens 1924 Roadster, Joe Fellin and his guest Dottie in his 1922 Center Door, Jack and Lorraine Forsell in his newly restored Fordor, Austin and Lynn Graton in their 1925 Tudor, Larry and Sandy Hart in their 1923 Fordor and Larry's cousin Harold and Vivian Hart were driving the 1923 Touring, Jim Huggins 1924 Roadster was driven by Tom Auterman, Jim was driving Gerald Hurysz's 1913 Touring and he had the Teddy Roosevelt party in his car, John and Lorna Jackson's 1925 Touring was driven by Bob and Susan Stone, Steve and President Claudia Linney were in their 1919 Speedster, Steve and Diane Nissle and family were in a 1923 Touring, John Peterson was in his 1924 Tudor, Ed and Dolores Stolinski were in their 1925 Speedster, and David Veres was in his 1924 Coupe. On their way to the parade, George and Ruthann Elms had car trouble and returned home to get their 1929 Model A Roadster. They were too late for the parade but joined the group at the Hart's for the festivities after the parade. It seems they were not the only ones to have a little problem as two cars ran out of fuel, the 1913 Touring and Larry Hart in his Fordor. Did you forget to check fuel guys?

At the end of the parade the participants went to the Chamber of Commerce and heard the speech given by Teddy Roosevelt. About noon, they arrived back at the Hart's for a barbeque and potluck. Thanks to John Jackson who cooked the burgers and brats. Other participants attending were Gary and Pat Schiebe from Minneapolis, Mike and Kathy Sandberg, John and Lorna Jackson, Howard and Daphene Downs, Jerry and Mary Griffin, Gary Smith, Gaylen a friend of the Linney's, Henry and Susan (Bob Stones sister and her husband), Joyce McKinney, the Linney family, and Ronnie Johnston. Ronnie was in the parade riding his motorcycle. In all, 51 people enjoyed the lunch.

Since the day was so bright and sunny, some of the members took their cars for a cruise after lunch. If you weren't there, you missed a great time. Mark your calendar for next year and be a part of all the fun.

Another LOST DUTCHMAN DAYS story....By: Austin Graton

For a couple of months I had been working with the coordinators of the President Teddy Roosevelt repressor, which was an official centennial event, to try to be a part of that group. The Teddy Roosevelt repressor's name is Joe Wiegand. He has toured the 50 states in honor of TR's 150th birthday and has delighted audiences at the White House and TR's birthplace in New York City. He tailors each show to the special qualities of time, place and people. They had already arranged for three touring cars for the repressor and other dignitaries and could not fit us in. However, for these efforts, they agreed not to charge the club for our entry and placed us in a position much nearer the front of the parade, at least in part so our cars would be available to get to the Chamber of Commerce parking lot to be displayed during Roosevelt's speech.

On Friday I got a call from Bill Gatley who had arranged to provide the three touring cars for the Roosevelt party. One of the cars would not be able to be there and he was desperately seeking a replacement. One of our new members Gerald Hurysz, had previously offered that someone could drive his beautiful 1913 touring in the parade, as he has not yet learned to drive to the point he is comfortable. Jim Huggins agreed to drive the '13 so Tom Hoverson was able to drive Jim's car. Originally the '13 touring was scheduled to be tied up with the Roosevelt party until about 4 pm but Jim was released early in time to be at the barbecue.

We assembled at the Hart's residence with the largest number of Ts to date, I believe it was 15. George & Ruthann Elms started from home with their 1917 Roadster but the brakes locked up so they had to return home and came out with their 1929 Model A Roadster. Hey ED, we may have a candidate for the Trail Trivial Trophy (aka the hard luck trophy)!

After Roosevelt's speech at the Chamber of Commerce we returned to the Hart's for a great potluck lunch. At one point someone counted 51 people at the lunch. After lunch four Model Ts toured up to the Goldfield Ghost Town to do the tourist thing.

Many thanks to Dave for making all the arrangements for the parade and in getting there early from the furthest away to pick up our number and lead us to our location. Thanks also to the Harts for volunteering to host the barbecue and cook the meat. Thanks as well to Gerald Hurysz for allowing us to use his beautiful 1913 touring to transport the Roosevelt party. Thanks to Jim Huggins for volunteering to drive the Gerald's 1913 touring which potentially could have tied him up for the whole day.

LOCAL CLUB EVENTS**GENERAL MEETING REFRESHMENTS**

Refreshments will be provided by:

March 15th—Elms/Smiths

April 19th—

May 17th—

EVMTFC MEMBERSHIP DUES

Applications for membership may be printed from our website at:

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

Dues are \$20 per year and include all family members. Please make payment by check payable to East Valley Model T Ford Club. Submit application in person at any member meeting or mail it to: David Veres, Treasurer EVMTFC, PO Box 24502, Tempe AZ 85285.

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.

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.

CHECK OUT THIS WEBSITE FOR CAR SHOW EVENTS:

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

RECIPE OF THE MONTH**CORN BEEF AND CABBAGE**

By: Claudia Linney



1 brisket of Corn Beef
1 bottle of dark beer
8 red potatoes, cut in 1 inch cubes
1 bunch of carrots,
peeled and cut in about 2 inch pieces

Crock pot on low for 8 hours.

Take one to two cups of the juice from the corn beef after you have cooked it. Put in large pot. Cut cabbage into 4 wedges. Put in large pot with juice from corn beef. Cook until tender.

Yummy!

EVMTFC OFFICERS

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

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

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

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

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

OTHER ASSIGNMENTS

Dolores Stolinski, Historian
480-986-0711

Jan Peterson, Health & Welfare/Smiley Person
480-969-0695

Mel & Lorie Poppe, Editor
402-984-6381

Joe Fellin, Co-Editor
480-288-6463

Ruthann Elms, Tour Chairman
480-831-0835



EAST MEETS WEST TOUR

(new updated information 2-29-12)

Saturday, March 3, 2012

**Pueblo Serano Mobile Home Park,
8350 E McKellips Rd, Scottsdale
*(just East of Hayden Rd)***

Arrive 9:00 am for Coffee and Donuts at the Club House

**Leave for Hall of Flame Museum 10:00 am
*(\$3.00 admission)***

**Return to Pueblo Serano after tour for LUNCH
provided by SCMTC and East Valley MTC**

**Menu includes Hamburgers, grilled Chicken,
Side Dishes and Dessert, plus Drinks**

Questions? Call Bill Davisson 480-797-8107

20th ANNUAL SPRING
ANTIQUE ENGINE & TRACTOR SHOW
 SPONSOR: ARIZONA EARLY DAY GAS ENGINE AND TRACTOR ASSOCIATION®
 AND: ARIZONA ANTIQUE ENGINE & TRACTOR MUSEUM

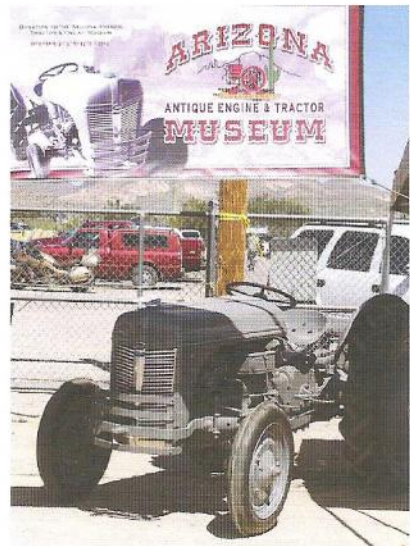
Rodeo Park - Apache Junction
 Lost Dutchman Boulevard between Idaho & Tomahawk Roads



Saturday & Sunday
 March 10 & 11, 2012
 9 a.m. to 4 p.m. each day

ADULTS: \$5.00
 KIDS (12 and under): FREE

Food & Beverages
 Available On
 Show Grounds!



Antique Engines
Displays & Demonstrations

Tractor Parade
1 p.m. Each Day

Tractor Pull
Each Morning & Afternoon

- Threshing Demonstration
- Antique Cars & Trucks
 - Garden Tractors
 - Pedal Tractor Raffle



ARIZONA EARLY DAY

 GAS ENGINE &
 TRACTOR ASSOCIATION

For more information, call 623-435-3955
 or Leon Lawson at 602-762-1951

ARIZONA

 ANTIQUE ENGINE & TRACTOR
MUSEUM

MARCH 20— ANNOUNCING A COIL CLINIC

Bring us your tired, broken, sparkless, rotten and generally non-functioning coils and we will attempt to make them all better. Those who do not have any coils fitting the above description are also welcome and encouraged to attend. If you can contribute to the clinic in the way of knowledge or tools or test equipment please attend. If you just want to learn more about coils or want to help rebuild some coils, join us.

We will begin the session by testing the old coils to try to determine if they are working. Coils that are incomplete will be cleaned and assembled and then tested. If they just need adjusting we will do that first and get as many operating properly as possible. Connections will be cleaned as necessary, points adjusted or replaced, condensers replaced, etc.

In preparation for the clinic, try to determine visually what the problem may be, such as burned points and missing nuts. Purchase points, condensers, nuts, washers, etc to bring with you so we will be able to get as much done as possible at the clinic.

The clinic will be held at 1083 N. Val Vista Rd. in Apache Junction (Joe Fellin's) on March 20. We will begin the session at about 8:00 AM. We will begin testing coils as people arrive with them so it will be OK if some of you cannot be there until later. Those who cannot make this date and still have an interest in a similar clinic let Joe, John, Dave or myself know so another clinic may be scheduled if needed.



Keep 'em buzzin,
Austin

MARCH 31—MESA FALCON FIELD AIRPORT Open House—Classic Car Show

4800 E Falcon Drive
(between Greenfield & Higley roads, just north of McKellips)
9am—3pm

Admission and parking are free!

A variety of transportation displays are featured this year to echo the theme of Runways, Roads and Rails. Falcon Field and its many businesses are showcased. On display are helicopters, vintage war birds, experimental aircraft and general aviation planes, **a classic car show**, military vehicles, model railroads and radio-controlled aircraft. Food vendors are on-site and nostalgic music is played.

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.



NATIONAL EVENTS

MODEL T FORD CLUB OF AMERICA

The East Valley Model T Ford Club is a Chapter of the Model T Ford Club of America. At least **50%** of our members must be members of the national club to keep our free liability insurance. Membership in the MTFCA includes six issues of *The Vintage Ford* and a vote for the Board of Directors. Dues are \$35 annually. Life memberships are available. Payment may be made by check, credit card or PayPal.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

www.heartlandofamericattour.com

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

Phone: 402-781-9359

E-mail: mike@mavaughn.cnc.net

Bruce W. McCalley
Feb. 4, 1926 - Feb. 15, 2012

**The following obituary for Bruce W. McCalley/Top Expert on Ford's Model T and its Era is by Taryn Luna, Pittsburgh Post-Gazette found online at: www.post-gazette.com/pg/12051/1211440-122.stm*

Known as "Mr. Model T," Bruce McCalley knew more about the car that transformed the world than the company that made it. In fact, when Ford Motor Co. had a question about its early history, officials there turned to Mr. McCalley, a man who spent his free time digging through the company's archives to become the foremost expert on everything from restoration of the car itself to the life of Henry Ford.

Mr. McCalley, one of the founders of the Model T Ford Club of America in 1966, died Wednesday. He was 86.

"There's a huge void," said Jay Klehfoth, his successor as editor of The Vintage Ford, the club's magazine. There's no way anyone can replace him within the club or the hobby. "He was just unique." Mr. Klehfoth explained that Mr. McCalley's fascination with the car began when a friend gave him a Model T with a bad engine in the mid-1960s in California. Mr. McCalley, who was stationed in Alaska as a radio instructor in World War II and later worked for an electronics company, decided to rebuild the engine himself. But when he began researching the Model T, of which Ford produced 15 million from 1908 to 1927, he was blown away by how little information was available. Researching and, most importantly, sharing and disseminating information on the car then became his quest. He authored several books, including "The Model T Ford Encyclopedia," "Model T Ford -- The Car That Changed The World" and "From Here to Obscurity." He also wrote several articles and technical manuals. When "The Model T Ford Encyclopedia" went out of print, he made a digital copy to share and, until shortly before his death, he updated it with the newest information almost weekly.

He was awarded lifetime achievement awards by both the Model T Ford Club of America and The Model T Ford Club International. Along his journey, he encountered kindred Model T enthusiasts from all over the world. One became his wife. Barbara McCalley said she and her husband met on a national tour with the club in Dearborn, Mich., in the 1970s. "Bruce was a very laid-back, quiet, humble guy, but he had a tremendous facility with the language," Mrs. McCalley said. "He was a simple person, but he had a tremendous wit and great sense of humor." The pair married in 1991, and he relocated from California to Pittsburgh to be with her. Her husband, she said, had two Model T touring series cars from 1915 and 1923. When he sold the last one a year ago, he said it was "an end of an era."

Mr. McCalley is survived by his wife, of McCandless, son David of Pasadena, Calif., son Stephen of Palm Desert, Calif., and one granddaughter. There will be no viewing or visitation, and the burial will be private. A celebration of his life will be held at a later date. Memorial donations can be made in Mr. McCalley's name to Animal Friends, 562 Camp Home Road, Pittsburgh 15237 or to Gateway Hospice, 9380 McKnight Road, Suite 201 Arcadia Court, Pittsburgh 15237.

Bruce and my Cousins
By: Joe Fellin

It all started innocently enough several years ago when Bruce McCalley and I manned the MTFCA booth at the Hershey Car Swap Meet in Hershey, Pennsylvania. Now it turns out that I am a Pennsylvania native and most of my cousins (but not all) settled in that state. I thought it was not unusual, then, for a half dozen or so who stopped by our booth for a brief reunion since I lived so far away in Arizona. But, to Bruce, he was absolutely flabbergasted to learn that I had so many (not really) cousins. Whenever one arrived over those few days, he just shook his head in amazement as I introduced them. I didn't really think much of this until the next year when Austin and I were at the annual MTFCA Meeting in Hollywood. As it turns out, I have another cousin living south of LA so I invited him to join us at the Saturday banquet. When I introduced Larry to Bruce, that was the last straw for, from then on, Bruce was convinced that one of my ancestors must have slept in more beds than George Washington of yore. After that, whenever we met, Bruce never failed to zing me about all of my "cousins" everywhere.

But, truth be known, Bruce was probably the world's foremost authority on the Model T Ford ever. I shall always treasure my autographed copy of his renown publication, "Model T Ford" and, in recent years his CD offering of original Model T research amounts to an incredible 3500 pages of factual information.

For his great body of work as well as his sense of humor (sometimes caustic), I shall always have the greatest respect and admiration for him. *Requiem in Pace, Bruce!*

By: Austin Graton. Those of us who have been in the Model T Ford Club of America for a long period realize what a great contributor to the hobby he was, probably more than any other person.

Detroit, Michigan! Birth Place of the Model T!

By: Steve Nissle

For years I had wanted to visit Detroit and tour Henry Ford's home, the Piquette factory, Highland Park, Green Field village and the River Rouge. In October 2008 I convinced Dianne... and so with her mending broken ankle we flew to Detroit!

We got our rental car and with GPS headed to the Dearborn Marriott. This Inn was commissioned by Henry Ford and he took a very active part in its development. The Dearborn Inn was situated on a 23-acre site across the street from Ford Airport. The Colonial Revival style of the Inn was in harmony with the nearby Edison Institute. With great fanfare, The Dearborn Inn opened for business in July 1931; Henry Ford was the first person to sign the guestbook. It is registered on the National Register of Historic Places! An incredible historic hotel! And they had wheel chairs!

Day one...we visited Henry Ford's mansion (Fair Lane). Ever want to know where he got the name for the Ford Fair Lane? It is built on the river rouge about 8 -10 miles up from the Huge Ford River Rouge Factories. An amazing home. It has 3 sources for electrical power. A coal burning generator, a hydro electric generator and storage batteries! Henry was obsessed with having backup systems! This home was built in 1915!

In his 3000 square foot garage, Henry housed more than his favorite Model T. There is his 29 Model A, his 1922 Lincoln camper truck, his 1942 Ford and the Quadricycle. In addition is Clara Ford's 1914 Detroit Electric Model 47 Brougham and Custer cars for the kids. It has an auto turntable, an auto wash system and a series of electrical outlets, designed for charging Clara's Detroit Electric and the hoped for but never realized Edison-Ford electric cars!

Later that day we toured the River Rouge. We were limited to a small section where we watched a few movies, view a few cars and saw an assembly line that was being tooled up for the f150.

Day two...we met up with a college friend and spent the day at Greenfield village. Greenfield Village is like stepping into an 80-acre time machine. Henry had collected historic homes and buildings and transplanted them here. There are 83 authentic, historic structures like Noah Webster's home, where he wrote the first American dictionary, to Thomas Edison's Menlo Park laboratory, where we saw a light bulb demonstration and the first phonograph demonstration. There is the courthouse where Abraham Lincoln practiced law. We rode the Steam powered train and visited the Wright brother's home/shop where they invented the airplane. There is a replica small scale of Henry's first Factory and the shop where he built the Quadricycle. The home he was born and raised in is also there along with a working farm. We toured the grounds in one of the new 1915 T Touring's and a 1931 AA bus. Walt Disney made a visit to the village when he was planning Disneyland!

Day three...we spent at the Henry Ford, his museum which Greenfield Village is a part of. Amazing! I was in heaven! An unbelievable collection of almost everything powered under the sun! It is a cross section of American automotive history. Nearly every major technological,

styling, or marketing development is represented. From steam cars to gas turbines, from race cars to family sedans, from taxicabs to presidential limousines, the collection documents America's century-old fascination with motor vehicles. There are full trains, huge steam tractors, tons of Ford cars, motorcycles and special one of a kind vehicles. There were even collections of household items that Dianne liked! Henry started collecting antiques around 1915!

I loved the complete 1923 touring that hung from cables from the ceiling. It was totally dismantled and in layers so you could see how it comes together. Then there is a display where you actually build a model T! In the morning when the museum opens there is a model T frame with only the engine and rear end installed. Throughout the day anyone can, with instruction, add a part until at the end of the day a complete T is displayed! Then, the staff takes it all apart so it is ready for the next day visitors!

I really love the car time display...it started out with a small steam buggy around turn of the century, there is an 1896 Duryea, it progressed to early 1900's with a curved dash olds and others. It took you into the teens, twenties, thirties, forties and into the 50's. You can walk along and the cars are on 3 levels like huge shelves so you can see the changes and progression! There is a similar display with motorcycles. A few of the historic pieces of the collection include...The Rosa Parks Bus, JFK's limousine, Abraham Lincoln's chair, the Selden patent car, Henry's first race car "Sweepstakes" and the famous "999". The museum is so huge and unique you could spend 2 days there!

The next day I visited the birthplace of the model T... the Piquette plant. I had called ahead to the Piquette factory and made a special appointment for a tour. The building is owned by the Piquette T's model T ford club and they are in the process of restoring it. Many of the window casings have been restored along with the front façade. As you walk the floors the original "no smoking" signs put up by Henry are visible and the huge steel doors separating the large rooms in case of fire. There are a number of restored Fords as well as other manufacturers on display. It is a non glamorous display and houses many un-restored cars as well. On the third floor you can go into the space, now just stud walls, where the model T was secretly designed. A true historic building and a work in progress. Thank goodness it was saved by the stalwart historians of the T club!

The Highland Park plant is gigantic in comparison to the Piquette. Ford still owns it, it is locked up and I understand used for storage. It is sad to see "progress" displayed in the huge front lot, which was filled with the daily manufacture of T's, now a strip mall with low budget stores.

I really wanted to tour Edsel's home and the Chrysler factory but it will have to be another trip! All in all I was a kid in a candy store everyday! I am truly grateful for a wife that not only appreciates my hobby but supports it as well! We borrowed a wheel chair from the Dearborn Inn and wheeled Dianne everywhere as she was still in a cast from her broken ankle. What a trooper. Detroit is a must visit for any car lover, especially lovers of the wonderful model T! I can't wait for a return visit!

A MAN AND HIS T

By: Bill Davisson

Lets see, a man and his T sounds adventuresome, gallant, even slightly romantic. But last December when driving home after the Christmas party it proved to be a real pain in the T seat. I just finished the last project of restoring my turtle deck, rebuilding the Frontenac head and cleaning and repairing the radiator.

The location of the Party and Riverview Plaza was the perfect “test run” so away I went in a cloud of dust. The Party was great and the people fun so the ride home was the terrific conclusion to the evening. Well, a speedster is a speedster so going west on McKellips between Alma School Road and the Rt 101 banking on a green light at the casino, I let er rip. My Garmin said 59, it felt like 89, and the casino light was green—perfect. Looking ahead I saw the 101 light was also green so I picked er up a touch to insure success.

Well, at the 101 there is a conversion from asphalt to the cement underlining that goes under 101 and the result is a buckling in the road of about 6”. I hit it, bounced about 2 inches in the air and upon landing my springbolt motormounts lurched the engine forward and the fan hit the radiator, bent the blades, and made the darndest racket ya ever heard. My park is 1.25 mile west of there so I did the only thing I’m made to do—hit the gas, rolled into the park, woke up everyone but made it into my driveway.

Well, this man was \$200 lighter because of his T and I think the T is smarter than he is. That’s all—painful pictures follow.



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

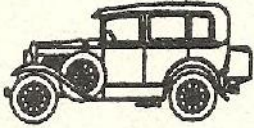
BERGE FORD 
"We Take Care Of Our Neighbors."



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

ARIZONA MODEL A, L.L.C.

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

 **SAMUEL P. GUTHRIE**

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

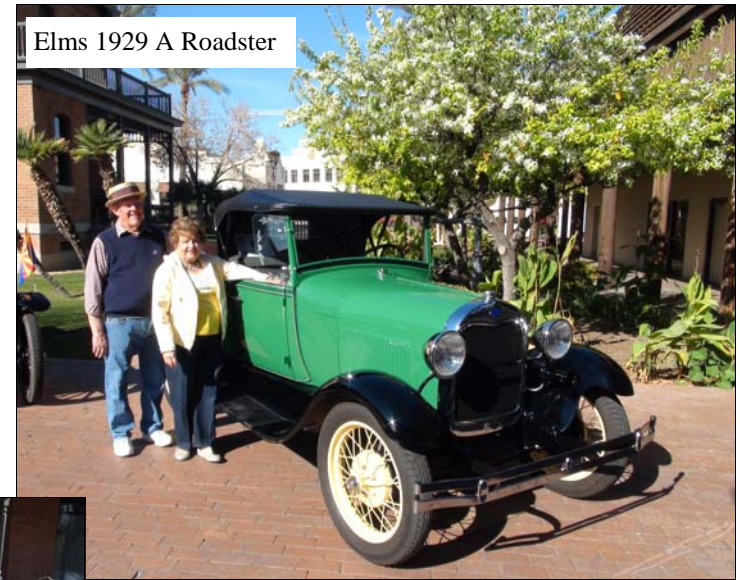




A Fun Day at Tortilla Flats - February 2, 2012



Fellin 1922 Center Door



Elms 1929 A Roadster



Nissle 1912 Speedster



Veres 1924 Coupe



Linney 1912 Speedster



More Motoring Thru Time



Still More Motoring Thru Time



Even more Motoring Thru Time



A few of our members





The Centers for Habilitation RACING HEARTS Car Show, Tempe - February 11, 2012



Start of Lost Dutchman Days - A Brats & Beer Party at the Elks Club, Apache Junction - February 23, 2012



Cars of the Brats and Beer Party - we should have used the BB parking process (Before Beer)



Lost Dutchman Days Parade, Apache Junction - February 25, 2012



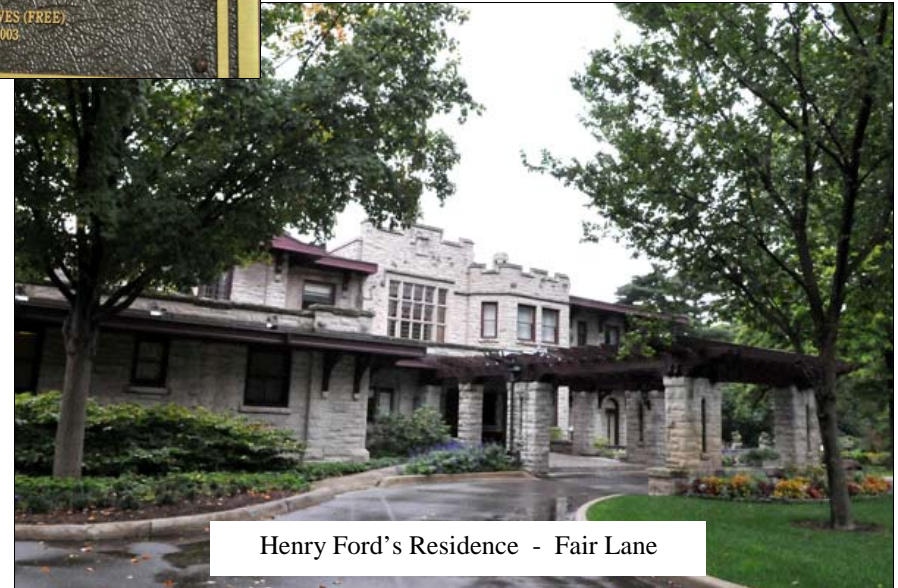
President Theodore Roosevelt



First Gov. Hunt



Lost Dutchman Days Parade - continued



Henry Ford's Residence - Fair Lane



More of Steve's Detroit Visit



Phoenix Courthouse 1928



Downtown Phoenix 1917



Corner of McDonald and Main



Apache Trail

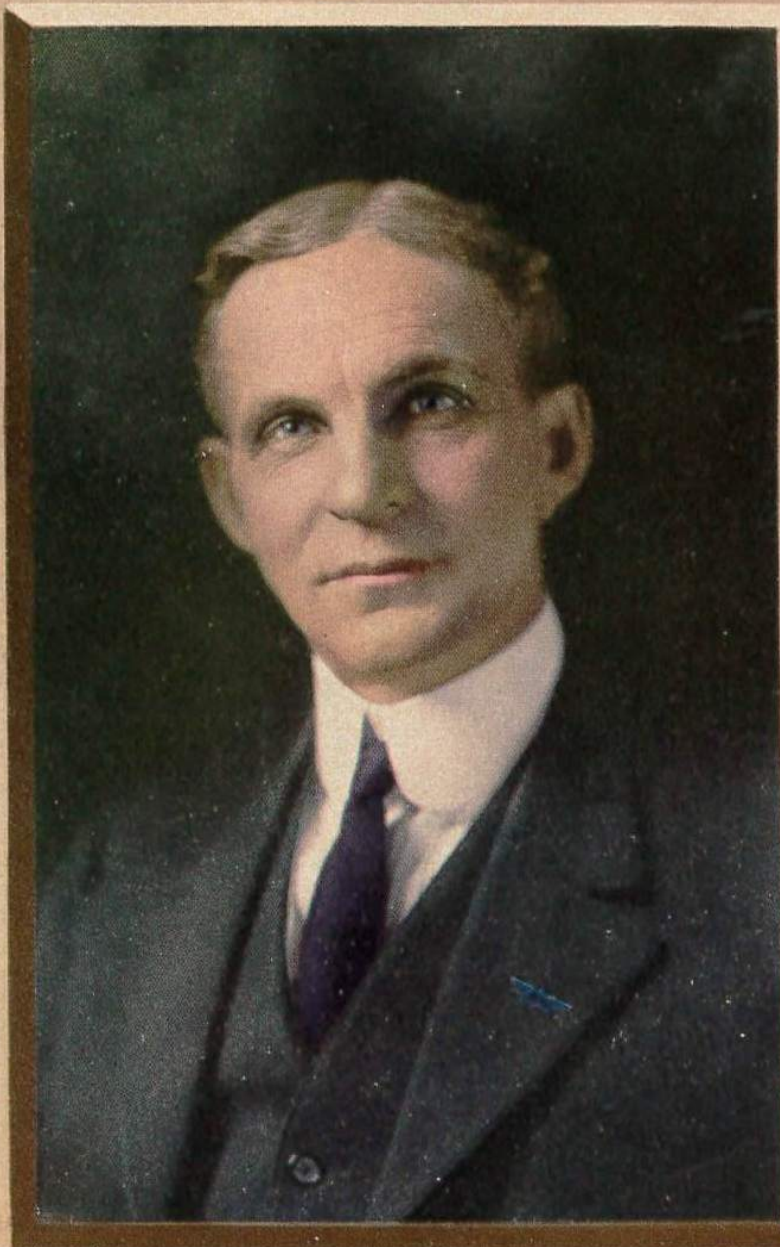


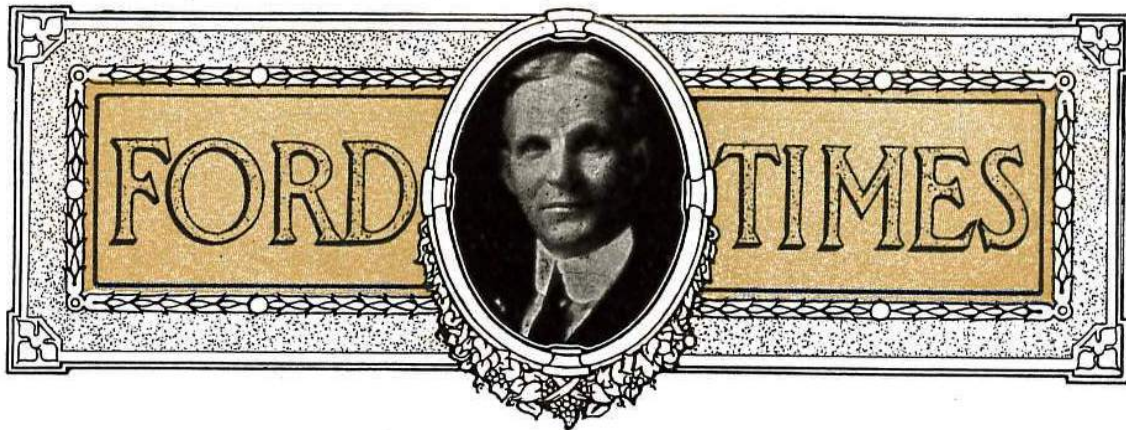
Apache Trail Line

1903-13

Anniversary Number

Ford Times





*Published monthly by the Ford Motor Company at Detroit, Michigan.
Edited by Glen Buck. All matter herein printed is copyrighted by the
Ford Motor Company and must not be reprinted without full credit.*

And this is the Issue for June, 1913—which is No. 9 of Vol. VI

The breastplate of righteousness ought to be made
of Vanadium steel.



ALMOST around the world it reaches—the long, long line of *Fords*. Let's stand up and watch them go by. Look out! The red one in front is going straight down the middle of the highway with the throttle wide open. Mind your heels there! A couple of hundred thousand and more are hot on its trail.

The red one? Oh, you've seen it before! You stood on the curb and gazed in open-eyed wonder as it went by—only a short while ago. It was, probably the first "horseless carriage" you had ever seen.

And it's just ten years old today—or rather it's ten years young—for yesterday in its converted tonneau it delivered its full quota of orders for Smith's Emporium, with the despatch of a veteran and the vigor of a youth.

But today it's on parade. A gala day it is—the anniversary of its birth. Stand aside—and watch the *Fords* go by.

Whiz! Whiz! Whiz! A merry throng is passing. Bankers and lawyers, merchants and farmers, city dwellers and country lovers! Here is a new democracy. Whiz! Whiz! Whiz! The motion reduces itself to a quickly pulsating rhythm. Scarcely can the faces of the riders be distinguished. By they come—and by they go—in a never-ending line.

The rapid commingling of faces, stern and merry, young and old, at last photographs upon the eye's retina a composite picture—a picture of the totaled personality of those who delight in *Ford* travel. It is a personality strong, lithe, light, supple, simple—remarkably resembling the telling characteristics of the car itself. It is the face of the true democrat—America personified.

And strangely is it like him who has made the *Ford* "the universal car."



Bad luck is just another name for bad management.



A page from EVMTFC history
The first pasteup of our club logo - 2003