



Calendar of Events

May 2010

- 8 Peach Pickin' at Schnefs Farm
- 20 General Meeting, 6:30 PM
Berge Ford, US60 & Mesa Dr.

June 2010

- 19 Breakfast Meeting hosted by
Dave Veres

July 2010

- 17 Breakfast Meeting hosted by
Elms

August 2010

- 21 Breakfast Meeting hosted by
Linneys

**East Valley Model T Ford Club
1875 N. Monterey Dr.
Apache Junction, AZ 85220**

Running

Ford

Board News

**OFFICIAL PUBLICATION OF THE
EAST VALLEY MODEL T FORD
CLUB**

May, 2010 Volume 7, Issue 5

Applications for membership in the EVMTFC may be obtained from any current member or from the Vice President/Membership Chairman Bert Diehl at (480) 325-6308. Dues are \$20.00 per year and include all family members. **Dues are due NLT Jan 1.** Members joining after October 1, are paid up for the following year. If you are writing a check, please make it payable to Dave Veres, as the club does not have a bank account. Dave's address is 2531 E. La Jolla, Tempe, AZ 85282.

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 in the MTFCA includes six issues of **The Vintage Ford** and a vote for the Board of Directors. Dues are \$35.00 annually. Membership is strongly encouraged. Direct correspondence to:

The Model T Ford Club of America
P.O. Box 126, Centerville, IN 47330
(756)855-5248 FAX(765)855-3428
E-mail:admin@mtfca.com

PRESIDENT'S MESSAGE

Our tour/event season is about end for the summer except for the

breakfast meetings. The summer season may be 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 may be willing to assist to get your T tour ready during this period of limited activity.

I encourage as many as possible to come out to the breakfast meetings and drive their T. Those hosting the meetings need to remember to let the members who stay here in the summer know where and when the meetings will be. These meetings would be a good opportunity to discuss tours/events for the 2010/2011 season.

I encourage as many as possible to come out for the Schnepf's Farm Peach Pickin' this Saturday as our last tour of the spring.

I wish everyone a great summer and a Happy Mother's Day!!

See you on the road in the fall!

Austin

Schnepf's Farm Peach Pickin' Tour, May 8, 2010. We will meet at The Stolinski's at 9:30 AM. Their address is 1060 S. 81st, Mesa. To get to their house, enter Fountain of the Sun gate at 80th St. & Broadway. At the second stop sign, turn left and go to the second stop sign (Frito) turn left, at the next street on the left (81st St), turn left. You can go to the end of the street (a Cul-de-sac) to turn

around. We will proceed south on Ellsworth to Schnepf Farms which is located at 22601 E. Cloud Rd., Queen Creek. There we will have breakfast/brunch and visit the farm and store. We will likely also visit the Queen Creek Olive Mill, time permitting, which is close by.

Remember, we will be glad to have any of our members come along, even if you are not driving a Model T. This should be a very enjoyable, relaxing day and our last tour till the fall season. Hope to see you there.

Superior Tour by Austin Graton.

On Saturday morning, April 17 at about 8:10 AM Lynn and I arrived at the QT gas station at the corner of Idaho & Old West Highway in Apache Junction. Lynn was driving the modern car as a following vehicle with flashers for safety. Lynn had received a call earlier from Howard Downs to watch for a blue & white airplane on our way as they planned to fly over us. I was driving my '27 Chevrolet. When I fueled-up I noticed an oil leak so I decided to go back home to get the Model T. On my way home I met John and Dave in John's (I mean Jan's) T headed south on Idaho. When I arrived back with my T, I found out John & Dave had replaced the fan belt on the T en-route. Shortly, George & Ruthann Elms and Jim & Penny Austin arrived in two Model A's.

We departed at 8:40 AM for Superior. It was a beautiful sunny morning and the drive was great. The wild flowers and cacti were in bloom with a lot of yellow, blue and purple flowers along the way. For the two stock Model T's, Gonzales Pass was a little challenge. However, we topped out at about 21/22 MPH,

which wasn't bad. As we started down the other side of the pass we were greeted by a sea of yellow wild flowers covering all the foot hills for miles. Beautiful!!

About 3 to 4 minutes before we arrived at the Superior airport, where we were to meet Ronnie Johnston, an airplane flew over us. When we arrived at the airport, an airplane taxied up to about 100' from where we had stopped. Out of the airplane stepped Howard Downs, his son Dan and his friend Lisa Richardson. What a pleasant surprise!! We took the opportunity to get a picture of the old cars (and the old people) with the airplane. (See pictures in this issue.)

We loaded up our flying friends into the cars and drove into Superior. Our first stop was a visit to the World's Smallest Museum. After that Lynn took our extra passengers back to the airport as Lisa had a flight to work in the afternoon. We then proceeded "downtown" to visit the Bob Jones Museum. It was closed, so Ronnie called the contact & he agreed to meet there at noon. A sandwich shop owner, who had just opened, asked us to park our cars in front of his shop so they could get a photo, which we did. We decided to go eat lunch while we waited for the museum to open.

While at lunch, Dave struck up a "special family relationship" with the waitress. However, he failed to get his requested "family discount" on his meal. It sounds like family, doesn't it!!

We returned to the Bob Jones Museum at about 12:30 to find the volunteer there to greet us. This is a very good museum for the town of Superior and the surrounding area. The area was built on the mining industry and is still surviving

today because of it, although it is still in a depressed state.

After the museum tour, we decided to go by Ronnie Johnston's home to see his historic rock house and his Model T. His house was a bordello at one time, although he claims it is not a bordello any longer! He has a 4 door T which is in need of engine work and at least a new top. A couple of tires also need some air and possibly a patch or two!!

We then decided to head back home, as it was starting to get rather warm, 93 degrees recorded in Phoenix that afternoon, and most had to travel back to Mesa and Tempe. What a great tour!! Thanks, Ronnie, for your hospitality.

Fix Up Your Ole Front End by Steve Nissle.

Saturday, April 24th we met at Steve Nissle's to put a smile back on his 23 touring's face (front end!)

Steve had the front end out, apart, new bushings from Chaffin's and perfect weather for the group of 10 who assisted in the rebuilding of the T's axle. Bert Diehl, Joe Fellin, Austin Graton, Ronnie Johnston, Steve Linney, John Peterson, Ed Stolinski, Dave Veres, George Elms and Steve Nissle all lent some sort of hand or advice in one way or another! Dave's special honing tool made the king pin bushings perfect! We ended up using only one existing king pin and then one Dave had brought! Thanks Dave! It seems everyone took on a task and as my dad used to say, "many hands make light work". Files were filing, drills were drilling, hammers were hammering, cotter pins were flying and smiles were everywhere! We were so happy Joe brought the grease bucket! In the final

install adjusting the pitman ball someone pulled another penny to add to the existing one, peened it and bolted it in place. The front end was ready for final adjustment! Thanks to Joe's handy front end adjustment tool we took the cockeyed front smile and smoothed her right out! No more uneven tire wear for Steve!

The entire front axle was rebuilt and installed back on the T by 12 noon! 8-12, 4 hours x 10 men that equals 40 hours at \$50 per hour that's only a \$2000 Model T front end rebuild job!

Another East Valley Model T club success story! The T mechanics are appreciated and the friendship and camaraderie are valued above all! Thanks to all who came!

OTHER LOCAL EVENTS

Auto parts swap meet held the second Sunday of each month at The American Legion, 1018 S. Meridian Rd, Mesa. Open at 5:00 AM, \$10.00 per space. There is no charge for buyers.

General Meeting Refreshments

Refreshments will be provided by:

May - Elms

September - Nissle

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!!

NATIONAL EVENTS

MTFCA National Tour August 1-6, 2010 Whitefish Montana. The Montana Majestic Mountain T Tour will be hosted

by the Rocky Mountain Model T Club.
Contact Mike Cuffe, PO Box 1685,
Eureka, MT 59917. Phone
406-889-5777.

Email mmmtt2010@interbel.net.

This tour is sold out but they have a waiting list in case of cancellations.

Membership in the Model T Ford Club of America

As 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 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 Austin with the number. The number is shown on your mailing label when you receive your Vintage Ford magazine.

More Automotive Firsts by Victor Parachin.

First Steering Wheel. The earliest automobiles were steered by tillers, much like a boat. In 1900, the first steering wheel was used on a Packard Model C, built by the Ohio Automobile Company. Visitors at the National Automobile Show looked skeptically at it, referring to the steering wheel as "that foreign thing." In defense of the new innovation, Packard officials declared: "In machines that are designed to travel in excess of 20 miles an hour" a steering wheel is an absolute necessity.

RECIPE OF THE MONTH

Cheesy Chile Corn Bread by Clyde Nelson, The Home Ranch, Clark Colorado.

Cheese and chilies are a great addition to corn bread. If you have access to blue cornmeal, you can use it to make this bread, but you may have to use a bit more buttermilk to get the right batter thickness because blue cornmeal has a slightly stronger absorption rate than the yellow variety.

2 cups yellow cornmeal
2 cups all purpose flour
1/3 cup sugar
2 tablespoons baking powder
1/2 teaspoon salt
3 cups buttermilk
4 large eggs, beaten
6 tablespoons (3/4 stick) butter, melted
2 cups (8 ounces) shredded sharp cheddar cheese
1 fresh hot chili pepper (such as jalapeno), seeded and minced, or more to taste

Preheat the oven to 350 degrees. Butter a 9x13 inch baking pan. In a large bowl, combine the cornmeal, flour, sugar, baking powder and salt. Make a well in the center and pour in the buttermilk, eggs and melted butter. Stir just until combined; do not over mix. Stir in the cheese and chili pepper. Spread evenly in the baking pan. Bake until a toothpick inserted in the center of the bread comes out clean, 30 to 35 minutes. Serve warm or at room temperature.

HEALTH AND WELFARE

As many of you are aware, Jerry Griffin wanted to go to Afghanistan with the Corps of Engineers with his job. One of the requirements was to have a physical to include a stress test on his heart. That being said, it was discovered that Jerry had some blockage in an artery leading to his heart which required having a stint put in. He is well on the way to recovery and is doing so much better.

CLASSIFIED ADVERTISING FOR SALE:

Full set of Franciscan ware "Hacienda Green" dinnerware, 8-pc. Place settings + more: \$100. If interested, call Jan Peterson, (480) 969-0695.

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

Assorted Model T parts such as hogs heads, heads, front & rear ends, frame, Model A crankshafts, etc. Call Austin at (480) 288-0726.

EAST VALLEY MODEL T FORD CLUB OFFICERS

Austin Graton, President (2008-2009)
(480) 288-0726 (Board Member)

Bert Diehl, Vice President
/Membership (480) 325-6308
(Board Member)

Jan Peterson, Secretary
(480) 969-0695 (Board Member)

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

George Elms, Immediate Past
President (2005-2007) (480) 831-0835

OTHER ASSIGNMENTS

Dolores Stolinski, Historian
(480) 986-0711

Austin Graton, Editor
(480) 288-0726

Joe Fellin, Co-Editor
(480) 288-6463

Jan Peterson, Health and Welfare/
Smiley Person (480) 969-0695



Dave's newfound
"Special Family Friendly Relative"



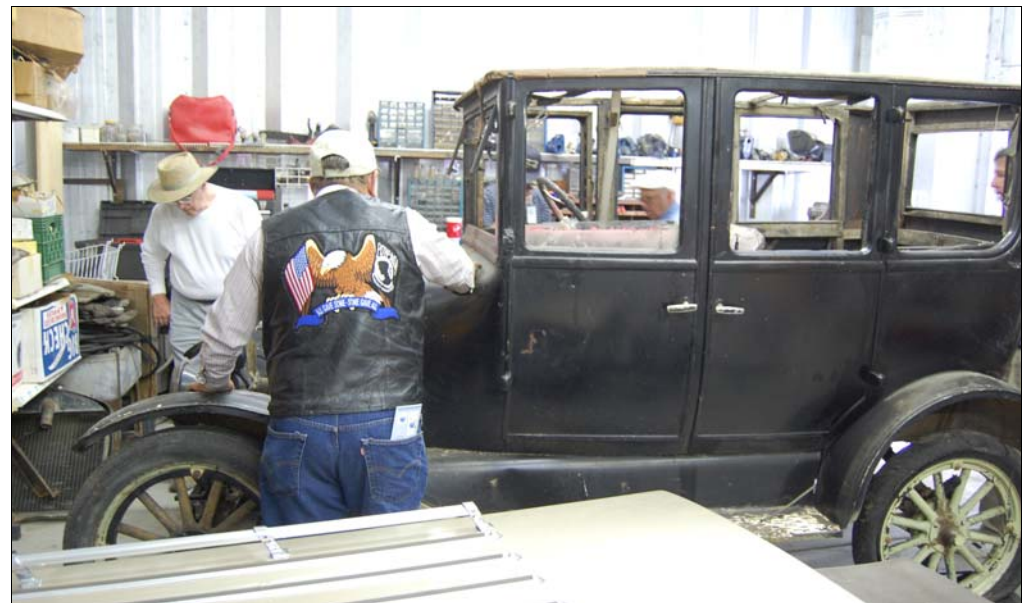
Howard Downs 1981 Maule Airplane



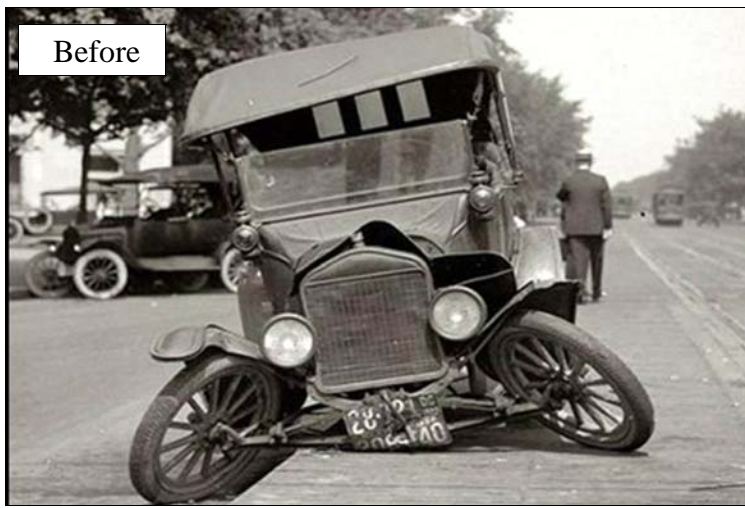
Superior, Arizona Tour with Flyin Guests - April 17, 2010



Dan Downs & Captain Lisa Richardson



Tour of Superior Museums and Ron Johnston's Garage



After

Tech Clinic—Restoring Steve Nissle's Front End—April. 24, 2010

VINTAGE MILESTONES

1919

Servo-assisted four-wheel brakes (Hispano-Suiza, France)

First production straight-eight (Isotta-Fraschini, Italy)

First all-aluminium engine with wet cylinder liners (AC, Britain)

1920

Hydraulically-operated four-wheel brakes (Duesenberg, USA)

First use of torsion bars in suspension (Leyland, Britain)

1921

All-independent suspension (Sizaire-Frères, France)

1922

Unitary chassis/body construction, independent front suspension and V4 engine (Lancia Lambda, Italy)

Austin Seven 'baby' car with four wheel brakes introduced (Britain)

First electric screen wipers (Trico, USA)

Backbone-framed, rear engined, all-independently sprung light car (San Giusto, Italy)

Mercedes market first supercharged cars in Europe (Germany)

1923

Ethyl leaded fuels introduced (USA)

1924

First quantity-production all-steel saloon body (Dodge, USA)

Rear-engined Benz sports car with rear swing axles and inboard brakes introduced (Germany)

Introduction of Duco quick-drying cellulose lacquer by Du Pont (USA)

1925

Weymann fabric-covered, flexible wood body structure introduced.

The first production British car with hydraulic brakes (Triumph 13-35)

Bosch introduce electric direction indicators (Germany)

1926

Silentbloc oil-less rubber-bushed bearings introduced.

Front-wheel-drive Tracta introduced (France)

First traffic signals in London (at top of St. James Street)

First 'Keep Left' sign, Hyde Park Corner.

1927

Studebaker and Oldsmobile pioneer use of chromium plating (USA)

Mid-engined, all independently sprung, streamlined saloon built by Claveau (France)

1928

Unbreakable safety glass introduced (USA)

Cadillac introduce synchromesh gears (called 'clashless')

Front-wheel-drive Alvis introduced (Britain)

1929

Chrysler pioneer rustproofing of car bodies (USA)

Ruxton and Cord front-drive models introduced (USA)

1930

Cadillac market first production V-16 cylinder car (USA)

Studebaker adopt thin-wall engine bearings (USA).