

CALENDAR OF EVENTS

May 2013

- 16** General Meeting 7:00 pm
Berge Ford, US 60 & Mesa Dr
- TBA** Dinner at Mining Camp
Restaurant, AJ

June 2013

- 22** Breakfast Meeting, 8:00 am
hosted by Gratons

July 2013

- 20** Breakfast Meeting, 8:00 am

August 2013

- 17** Breakfast Meeting, 8:00 am
hosted by Linneys



A short-lived blossom on Lynn Graton's Argentine Giant Cactus.



PRESIDENT'S MESSAGE

By: Claudia Linney



I have been out of touch this month. I had some surgery and a little cancer scare, but everything has come back negative and no further reason to worry at this time.

The Graton and Linneys will be hosting the Summer Breakfasts on June 15th and August 17th, places to be determined. I would love a volunteer for July 20th. Please let me know if you are able to host.

I would like to wish you all well and hope you have a wonderful summer. Can't wait to see you all in the fall.



Dave Veres will have the Club "T" shirts in a few days and will bring them to the next meeting for distribution to those who ordered them. We have ordered extra "T's" for those who have not ordered one.

Thank you to Reginald and Roselynn Urness for the engraved club gavel and block that they donated to the club.



MARCH 25th—APACHE JUNCTION TECH CLINIC for installation of Austin's Ruckstell and Rocky Mountain Brakes

By: Austin Graton

On March 25th, shortly after 8:00 am, members started to show up at the Graton's shop for a tech clinic on the installation and adjustment of the Ruckstell and Rocky Mountain Brakes on Austin's T. Some work had been done at an earlier clinic during the time we were working on Mel's Ruckstell. Austin and Joe had been working on the Ruckstell several different days and had buttoned it up prior to this clinic. Austin had also installed the Rocky Mountain Brakes on the axle housing and had painted the entire assembly.

Spring perches and brake cams and levers had to be removed from a rusted rear end for installation on the assembly before installation onto the car could begin. New spring shackle bushings had to be driven into the perches after the old ones were removed. This process took considerable time and effort due to how rusty they were.

While some members were working on the perches and the brake pieces, others were removing the old rear end from under the car. Others were removing the old small brake drums and installing the large Rocky Mountain drums and the stock small drums inside with longer bolts.

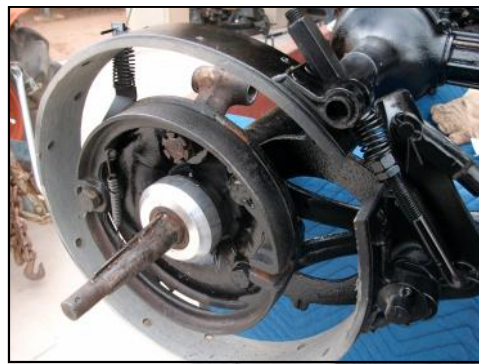
Before the end of the session we had the Ruckstell assembly with Rocky Mountain Brakes under the car and the shift lever installed. Austin and Joe have since fitted the rear wheels, installed the brake rods and equalizer, adjusted the brakes and installed the Ruckstell shift rod. It is ready for the road again!!

Many thanks to all who came out to help, advise and/or observe. While it keeps several of us quite busy, I believe there is great value in helping each other in this way. It builds camaraderie, helps us learn from each other and gets more cars on the road. See you on the road!!

APRIL 1st—APACHE JUNCTION ~ TRANSMISSION TECH CLINIC ~ *By: Steve Francois*

And the work is not finished yet (it may be quite a while before the tranny is completed, due to complications which subsequently arose). I do want to thank the members who participated in the clinic for all of their help. I certainly could not do it without their help; I am deeply grateful.

**MARCH 25th—APACHE JUNCTION
GRATON TECH CLINIC—Ruckstell & Rocky Mountain Brakes**
Photos by: Jerry McKinney & Mel Poppe



**APRIL 8th—SAN TAN VALLEY
TECH CLINIC on 1927 Roadster**

By: Steve Petersen

As a young kid I remember my grandfather, Leonard Andrews, being a huge Ford man. He was a member of the Horseless Carriage Club in Fresno, CA, and he always had a car that he was working on. He spent a lot of time looking for just the right car parts for either himself or for his friends. He eventually started collecting and stacking up a variety of car parts in his backyard and referred to it as the “back forty”. To aid him in his search for parts he went to swap meets all over CA, but the Turlock swap meet was his favorite. He went to Turlock for over forty years in his bib overalls buying, trading, and selling parts. Over time the car parts piled higher and higher, and soon there were just small trails leading through the back forty. Even with the wide variety and thousands of parts he had, my grandpa could pick up anything and tell you what it was and what it was for. He also knew exactly where everything was, even though to everyone else it looked like things were just thrown in piles and tossed aside.

In the back forty, he also had what was known as the “T house”- a shed/garage where he kept his car. It was off limits and always locked. In the T house he had the model T that he had been working on for years before he passed away. The first time I remember seeing it was when I went to Fresno for his funeral at age 11, and that is what made me fall in love with classic cars. After that I went to swap meets with my uncle who helped nurture and encourage my new interest in cars.

Years after my grandpa passed away, my uncle began to sell the parts in the back forty to help my grandma pay the bills, but the model T remained in the T house, untouched. When my grandma passed away last summer, my uncle was left to take care of her house and everything there. Talking with him I found out that he wasn’t going to be able to do anything with the model T and had considered selling it. When he told me that, I knew I wanted the chance to finish my grandpa’s project. After talking with my wife and having her share my excitement, we worked out a deal with my uncle and made plans to get the car. In December 2012, we drove from San Tan Valley, AZ to Fresno, CA to pick up the model T and drive it back home to AZ.

While talking to my uncle and learning more about the story of the model T, he told me that he and my grandpa had painted the it about 30 years before and it had been sitting in the T house ever since.

On April 8, 2013 with help of members of the East Valley Model T Ford Club in Mesa, my grandpa’s car had the wires, compression, and coils checked and cleaned. The firing order was corrected, stuck parts were freed, and parts were put together and back on the car. Then for the first time in over 30 years, possibly as many as 40 years, my grandpa’s car started up and ran.



Even though the car still has a long way to go before it’s complete, with the help that was provided and will be provided down the road, my model T will be running and on the road long before I ever imagined.

Thanks again to all those that came out and helped with the clinic. It was cool to get it running, and my uncle was excited to hear about it.

**APRIL 8th—SAN TAN VALLEY
PETERSEN TECH CLINIC**

Photos by: Steven Petersen & Mel Poppe



A 1927 ROADSTER CLINIC

By: Joe Fellin

Rip Van Winkle had nothing on Steve Petersen's 1927 T Roadster for this handsome vehicle had been in hibernation for some 30 years when it was owned by Steve's grandfather. But now it was about to come to life again.

And so, on a recent Monday in April, five members of our crack Tech Clinic met at Steve's place in San Tan Valley to see if we could coax this vehicle to life again. Tom Hoverson, Austin Graton, Steve Francois, Mel Poppe, Ed Stolinski and this writer met with an assortment of tools to begin the process.



The black and red body of the Roadster appeared in very good condition. Even the finish looked good enough to sparkle with a cleanup and polishing. Now, if only the engine would do as well. Without a 6 volt battery at hand, it was necessary to use a jumper cable from Steve's modern 12 volt vehicle to supply power. Our first effort was to see if the engine would turn over with the starter. With a clunk, the Bendix drive engaged the ring gear and promptly locked up. Ugh! This meant it would be necessary to remove the Bendix drive. Tom was the anointed member of our team to crawl under the vehicle where he spent most of the next couple of hours until all was finally workable.

A close examination of the Bendix revealed a very functional unit. Also, the starter motor turned over smoothly with 12 volts applied showing no indication of a bent shaft. This was indeed good news. The ring gear on the flywheel, however, showed some signs of wear which surely accounted for the lockup of the Bendix. After a good lubrication and reinstallation of the drive, the starter seemed to turn over the engine well enough to attempt to start the engine.



A gallon or two of fresh gas was poured into the tank, the ignition switch turned on with 12 volts applied to the engine using the jumper cable, the starter button was pressed and, almost magically, the engine roared to life after so many years of idleness. We were careful to allow the engine to run for only a second or two since the radiator was removed from the car and, of course, there was no coolant in the block. It was just as well that the engine only fired for a few seconds since oil was pouring out of the Bendix without it's cover installed. We all rejoiced at the sound of the engine rumble and decided to check out the various subsystems.

Gas was leaking from the outlet valve on the fuel tank and several of the fittings to the carb were leaking. In short order, the leaks were stopped and we moved on to the ignition system. The individual coils were checked and 3 of the 4 produced a great spark because of 12 volts applied. Number 4 cylinder refused to fire. Exchanging Nos 3 and 4 coils indicated that the malfunction was the coil itself. A bit of diagnosis indicated poor contact in the vibrator points. The fix was quite simple and soon all 4 coils were firing well. A check of the firing sequence show a miswiring between cylinders 3 and 4 also an easy matter to switch the wires to the required 1-2-4-3 firing order. During this time, Tom continued under the vehicle to install and seal the Bendix with it's outer cover.



Surely after all of this effort, the engine would run well - but for just a few seconds since the radiator was not yet installed. A press of the starter heel switch and - nothing! The engine turned over OK but just would not start as it had initially. After quite some anxious moments, we checked the intake manifold and noticed that it was not sealing against the block. Now, one of the surest way to experience starting and running problems is to have a leaking intake manifold. We loosened the manifold and Austin was able to insert a new set of gaskets between the manifold and block. After tightening securely, a quick press of the heel starter switch and the engine immediately roared to life again. This was surely a very convincing object lesson about not having any intake manifold leaks.

By this time it was early afternoon and we concluded our session with the realization that the long dormant engine was ready to be put back in service. Surely, much remains to be done to ensure a reliable running road vehicle but the first and probably most important task was behind us. Congratulations, Steve, and welcome to our world of Model T driving.



**APRIL 13—GILBERT
Picnic at the Water Ranch**
By: John and Jan Peterson

On April 13, 2013, we met for a picnic lunch and social outing at the Gilbert Riparian Reserve and Water Ranch. This is a fancy name for a nice park in the heart of Gilbert. This roughly ½-mile square of land serves as a recharge basin for treated city sewage water. It contains picnic ramadas, a small lake, an observatory, walking trails, and camping areas. The somewhat hilly terrain, dense vegetation, and recharge ponds tend to isolate visitors from the hustle and bustle of the city.

The location is quite central for our club—approximately equal distance for the Mesa/Tempe folks and the AJ folks. Fifteen members—Larry/Sandy Hart, George/Ruthann Elms, Joe Fellin, John Jackson, Duane Daley, Austin/Lynn Graton, Bill/Kae Allen, John/Jan Peterson, and Dale Guenther & Marcia Taillefer—converged from all directions at 10:30 a.m. to socialize and tour the park. At noon we broke out the picnic baskets and headed for our reserved ramada. Ruthann had set us up for the Rattlesnake Ramada. This name has a nice alliteration, but are snakes actually in residence? We had seen cottontails, water fowl, and lots of birds in our tour of the area. It turns out that we only had to share our site with avian residents. Some of us kept our hats on.

After a nice lunch and more visiting, we broke up and headed our separate ways. It was a beautiful spring day and a great experience. Thank you, Ruthann and George. And thanks to the town of Gilbert, this park is definitely a better idea than Mesa's, which just dumps the water out into the river bottom.



APRIL 17—TEMPE; CLASS LESSONS AT CORONA DEL SOL HIGH SCHOOL

By: Dave Veres

George Elms, Austin Graton, John Peterson and I took our cars to Corona Del Sol High School on the 17th of April.

Five different classes totaling approximately 250 students came to see out T's. The students were both History and Auto Mechanics classes. The parade of classes started at 7:30 am and the last class arrived at about 12:20 pm. They had a list of about 20 questions that they had to answer regarding the Model T's. Some questions were rather simple and others more complex in nature. Where is the radio? Does the Model T have a water pump? What material are the spokes made out of? What kind of air conditioner does the Model T have?



This is the fourth year we have attended this event at Corona Del Sol.



APRIL 20—FLORENCE; ST. ANTHONY'S GREEK ORTHODOX MONASTERY

By: George & Ruthann Elms



Our tour to St Anthony's Greek Monastery started out on a beautiful Arizona morning. We met at Superstition Springs Mall, thirteen of us with three T's and two modern cars. We continued to the Monastery, eight miles south of Florence.



There we were greeted by the Monks and offered water and something sweet, as is their tradition. We then toured the main church which was beautiful. Most of the furnishings for the church were brought in from Greece.



Then we walked around the grounds and visited the many chapels along the way. Each one different than the others, for their own purpose. The wood carvings on the the doors, chairs and lecturns in the main church and chapels were absolutely outstanding. A very quiet and peaceful place.



After the tour we proceeded to the A&M Pizza for lunch. The food was delicious, and plentiful. The bread for the subs was home-made. Then, the long ride home in 90 degree heat was tolerable. A good tour with good company!



LOCAL CLUB EVENTS

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 Tom Hoverson at 602-292-3921 or may be printed from the 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.

MAY (TBA)—APACHE JUNCTION MINING CAMP RESTAURANT

For May, we are planning a dinner at the Mining Camp Restaurant in AJ.



Family style servings and all you can eat.

The date TBD.

GENERAL MEETING REFRESHMENTS

Refreshments will be provided by:
May 16th—Linneys

NATIONAL EVENTS

MODEL T FORD CLUB OF AMERICA

Are your MTFCA dues paid up? If your MTFCA member number is not listed on the roster, please call Claudia or Dave 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.

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, as almost all of our members belong to the national club.

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



MAY 3-5—KINGMAN, AZ; THE “2013 ROUTE 66 FUN RUN”

This 3-day celebration of the namesake’s famous American Roadway with hundreds of Show Cars cruising along the longest unbroken stretch of Route 66. As in the past, the festivities will start in Seligman on Friday with registration, music, entertainment and checking out the sights of Seligman. On Saturday morning the vehicles will start to line up in preparation for the start of FUN RUN to Kingman. The “Route 66 Fun Run” rolls into Kingman on Saturday for a stop in Historic Downtown Kingman. Events center around the Kingman Powerhouse Visitor Center (120 W. Andy Devine Ave.), with a huge car show, entertainment, food with a carnival atmosphere. Fun for the whole family!

Entry Fee: \$55 per vehicle includes T-shirt, Dash Plaque, Show-N-Shine, Award Ceremony, License Plate, and much, much more. For more information call the “Historic Route 66 Association of Arizona” at 928-753-5001 or go to www.azrt66.com/2013poster.pdf



OTHER LOCAL EVENTS

MAY 1st—Breakfast Cruise In at Bill Johnson's Restaurant, 19th Ave & Bell Rd, Phoenix 12:00 am—11:00 am
<http://www.arizonaautoscene.com/events/breakfast-cruise-in-at-bill-johnsons-restaurant>

MAY 3rd—Albertson's Cruise Night, 2011 S Ellsworth Rd, (Ellsworth & Baseline) Mesa 4:30 pm—7:00 pm (Every Friday night)
<http://www.arizonaautoscene.com/events/albertsons-cruise-night-2013-05-03>

MAY 3rd—Freddy's Cruise Night, Freddy's Frozen Custard & Steakburgers, 2065 E Baseline Rd, Gilbert 5:00 pm—9:00 pm (Every 2nd Friday of the month)
<http://www.arizonaautoscene.com/events/freddys-cruise-night-2013-05-03>

MAY 3rd—Cruise-In at Fulton Ranch Towne Center, 4040 S Arizona Ave (Arizona Ave & Ocotillo Rd), Chandler 6:00 pm—9:00 pm. (Every Friday night)
<http://www.arizonaautoscene.com/events/cruise-in-at-fulton-ranch-towne-center-2013-05-03>

MAY 4th—Mesa Riverview Cruise-In, 1061 N Dobson, Mesa, 5:00 pm—8:30 pm (Every Saturday night)
<http://www.arizonaautoscene.com/events/mesa-riverview-cruise-in-2013-05-04>

MAY 4th—McDonalds Rock 'n' Roll Car Show, Indian Bend & Loop 101, Scottsdale 4:00 pm—8:00 pm (Every Saturday)
http://www.thepavilionsattalkingstick.com/index.php?option=com_content&view=article&id=59:mcdonalds-rock-n-roll-classic-car-show-every-saturday-from-4-8pm&catid=37:events&Itemid=81

MAY 5th, 12th, 19th—Cruz'n @ Phils, 16852 E Parkview Ave, Fountain Hills 12:00 pm—3:00 pm
<http://www.arizonaautoscene.com/events/cruzn-phils-2013-05-05>

AUGUST 3 & 4—PRESCOTT, AZ
39th Annual Watson Lake Car Show, Parts Exchange & Swap Meet Old Engine Fire-Up & For Sale Car Corral

Welcome to cool and beautiful Prescott, Arizona for a fun-filled weekend of antique and classic cars and trucks, antique engines, automotive swap meet, for sale car area, raffles, drawings and food. Car Show from 8am to 3pm each day. Swap Meet and Parts Exchange open both Saturday and Sunday. Admission only \$5 per person, 15 and under free w/adult, FREE parking.

Show cars and trucks pre-registration \$25.
 Swap meet exchange space \$50.
 Cars-for-sale \$15.

For more information, and car show pre-registration e-mail the Prescott Antique Auto Club at: paacevent@yahoo.com or see the flyers on their website: paacaz.com
http://paacaz.com/events/watson/flyer_and_poster/39th%20ANNUAL%20PAAC%20flyer%202013-3.pdf

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

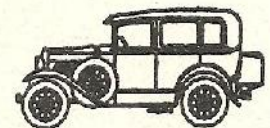
BERGE FORD 
"We Take Care Of Our Neighbors."



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 MAN AND HIS T

By: Dick & Pat Edmunson

Dick Edmunson was 14 years old, living on the family ranch in Eastern Oregon ,when his father bought him a 1926 Ford Model T pickup. It was his first car. It cost \$100. He and his friends spent many happy hours running the country roads.

After a few years the T was retired, as Dick got his drivers license and a real car. The T was kept in a garage for many years. In the 1980's Dicks dad took the T to his house and completely restored it. He kept it until the 1990's and gave it back to Dick. The Ford garage in Burns, Oregon asked to put it on their show room floor. It is a good place for it, and we do drive it in parades, etc. When he drives it, it brings back many happy memories of days gone by.

We are going back to Oregon for the summer. Looking forward to seeing you all next fall. We have no internet service where we live so there is no need to send emails.



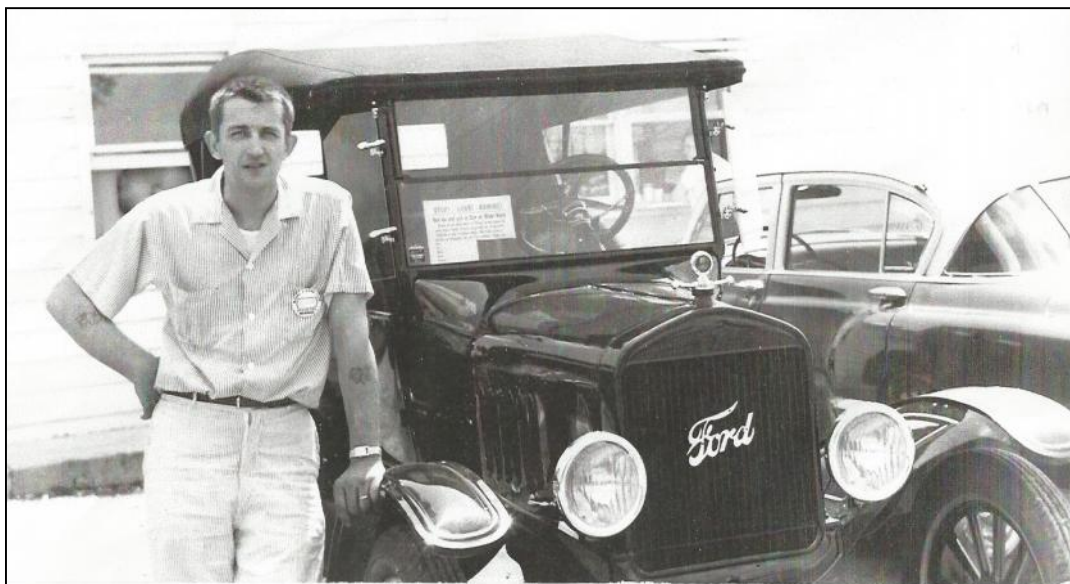
A MAN AND HIS T

By: Ed & Dolores Stolinski



In 1956 I bought my first Model T. It was a 1925 coupe and I paid 25 dollars for it. I joined the Model T club in 1957 and have been active since then. In the early 60's, we did a lot of small tours and parades. In 1984, Dolores asked me one day, "Would you like to go from New York to Seattle, Washington with 30 other Model T's. I jumped at the chance. I built our 1925 Speedster in 3 months and still drive it today.

In Arizona, we belong to the East Valley Model T Ford Club and the Midwest Chapter in Chicago IL. We have been touring all over the back roads of our great country and loving it. I got an award from the International Club for the most tours attended; 31. The best part of belonging to the Model T Clubs are the great people that you meet.



A MAN AND HIS T in SWEDEN

By: Dave Veres

I have corresponded with Bengt-Olof Andersson for a number of years and had the wonderful experience of meeting him, his wife and daughter. Bengt, his wife Inger and his daughter Asa (pronounced "Osa") are from Hamra, Sweden. Hamra is a small village of about 100 residents.



Bengt is a machinist and has his own business, a machine shop on their small farm they own in Hamra. Bengt has made tooling for many Model T parts that are made in Sweden and sold here in the US by Snyder's and the other Model T part suppliers.

Asa has a flower shop in a larger town near about 25 miles from Hamra. Inger works in the flower shop with her daughter. The Andersson's have two Model T Fords and are very active in the Model T community in Sweden. They have a 1923 Touring and a 1919 Roadster pickup with Model T type trailer. The Roadster pickup is convertible to a Turtle Deck Roadster.



While here in AZ, I introduced them to Joe Fellin and we had a wonderful visit, not only talking about Model T's but also our countries and cultures. Joe and I were able to give them a taste of the area. Our day included a visit to Joe's home, a look at his toys and the Centerdoor, a trip to Tortilla Flats and lunch, a stop and walk thru Goldfield Ghost Town, an evening meal under the stars and country western music at Filly's.

This last Sunday they headed to Flagstaff via of Sedona. After their planned visit to the Grand Canyon they were headed back to California with plans to see Death Valley and the Redwoods. They will depart the US from San Francisco on the 29th of April.

Bengt reads our newsletter every month and is an avid fan of our Club. He left me a newsletter from their Club in Sweden and I will bring it to the next meeting and pass it around.



MODEL T ENGINE/TRANSMISSION BREAK-IN PROCEDURES

Submitted by: Reg Urness

Reprinted from: "The Ford Sometimes News" published by the T-Totalers Model T Ford Club in MN

All Model T Ford cars left the factory with a warning on the wind screen that instructed the new owner not to operate the car at over twenty miles per hour for the first five hundred miles. This was a somewhat simplistic break-in instruction because operation at that speed in high gear up any hill or at that speed in low gear for any extended period of time could also damage the engine/transmission.

Since the Model T is an old design it is critical to observe proper running-in procedures. Failure to do so can result in scored pistons, rings and cylinders. Overheating can crack transmission drums, seize up transmission and triple gear bushings, turn clutch-plates and thrust washers blue from heat and melt Babbitt bearings. The consequences are legion, negative, and usually the result of being in a hurry to go fast.

One engine was driven on a tour at high speed (40 to 50 m.p.h. plus) in hot weather right after rebuild and installation. Within three hundred miles the center main bearing began to knock. The car was then taken on a cross-country trip, and part way through the trip new rings were installed to stop the "oil pumping". The main bearings and rod bearings were imbedded with fine cast iron powder and the valve chamber and other parts of the engine were also coated with iron powder.

WHY?

The engine was not properly "run in" and the rings were unable to "seat". Because of heat and loss of lubrication on the cylinder walls; the rings and cylinders scuffed away at each other filling the engine with fine iron filings, which then proceeded to destroy the rest of the assembly. The considerable friction (i.e. *heat*) which transferred to the oil dripping down on the crank shaft caused it to expand over .0015" in diameter and to grow .100" in length. This lengthwise growth of the crank shaft also caused all the rods, especially number one, (due to its most forward position from the thrust bearings) to be tipped out of alignment with their respective cylinder bores thus cocking the pistons in the bores and allowing the rings to cause further damage to the bores much the same as a bent rod.

THE LESSON...

DON'T BE IN A HURRY!

This is an old fashioned design, with no oil pump, no water pump, and the engine and transmission sharing the same oil supply. **Take it easy** and give your new engine/transmission a fighting chance for a long and enjoyable life. The following is a list of DO'S and DON'TS for running-in your new engine:

Speed Limit is: 5-10 m.p.h. in Low Pedal
10-35 m.p.h. in High. (35 mph for short distances only)

IMPORTANT DO'S AND DON'TS...

1. **Don't** operate the engine in high or low gear in a manner other than that at which the engine is running free and unloaded. If, whilst cruising at a steady speed, you open the throttle slightly and the car does not pick up speed easily, you are lugging the engine!
 2. **Don't** operate the engine at high RPM's in low *or* high gear until after the break-in period is over. Even then, listen to and feel the engine. A person of average mechanical aptitude should be able to sense when the engine is "running free".
 3. **Don't** start the engine and allow it to idle at a very slow speed for any length of time. Gently increase and decrease the engine speed. The Model T is a splash lubricated engine and low RPM's for any sustained period is not conducive to the proper distribution of oil to the main bearings, rod bearings, cylinder walls, or transmission bushings. A mild increase in RPM's and then decrease to normal will help to distribute oil properly and "seat" the rings.
 4. **Don't** use the choke a moment longer than necessary when starting a cold engine. The choke allows a rich mixture (raw gasoline) to be sucked into the cylinders. This washes the lubricant from the cylinder walls, rings, and pistons and causes scuffing of same. It also dilutes your oil *Be conservative in the use of the choke.*
 5. **Don't** run the engine at high RPM's with the clutch disengaged.
 6. **Don't** idle the engine unnecessarily, slow RPM's equal poor oil distribution and increased heat and friction.
-

7. **Don't** stop an overheated engine by switching off the ignition! The engine jerking at low speeds results in premature wear both to the engine and transmission. If you have inadvertently overheated the engine, reduce engine speed to a minimum, retard the spark as much as possible, and fully engage the choke. This should make the engine stall without any knocks or backfire.
8. **Don't** run the engine long distances at constant throttle. Gently come on and off the throttle while maintaining approximately the same speed. This will help "suck" oil up past the rings to lubricate the cylinder walls and it helps to load the compression rings aiding in "seating in process."
9. **Don't** allow the oil level to fall below the UPPER try-cock during the break-in period. One gallon of oil is the proper amount in the Model T engine. KEEP IT THERE!
10. **Don't** run the engine with the spark excessively advanced or retarded for your speed. If you are unaware of how to regulate the spark/speed combination, read the Model T Ford owners manual until you thoroughly understand the PRINCIPALS of this part of the management of the power-plant. A spark that is excessively retarded for the speed and load will cause your engine to run HOT. A spark that is too advanced for speed and load will cause detonation and seriously damage rod and main bearings.
11. **Don't** continue to run an engine for even a moment after you hear an unexplained knock, pound, or squeal. STOP and find the cause.

1. **Do** check oil and water levels BEFORE starting the engine.
2. **Do** change the oil after the first fifty miles and every 100 miles thereafter during the running-in period. (first 300 mi.) That is change oil at fifty, one hundred and fifty, two hundred and fifty and three hundred and fifty.
3. **Do** change oil every 800 miles or 6 months which ever comes first.
4. **Do** use "Hyper-Lube" in your oil in the amount specified by the manufacturer. This will not harm your clutch operation and it will provide a small amount of lubrication at start-up when no lubrication is available until the "splash" system starts to splash the coil oil about.
5. **Do** take the time to be sure that your carburetor is not adjusted too rich or lean for the load/speed at which you are operating. Remove a spark plug and look at the color. If you judged your mixture setting correctly, the plug should show a light to medium chocolate brown. If it is black and sooty or even very dark chocolate brown your mixture was too rich. If it is crème to very white, and dry, you are running too lean. LEAN is especially dangerous. Running too lean results in excess heat with any or all of the deleterious effects previously mentioned. Too rich a mixture is similar to too much choke. It will wash the lubrication from the cylinder walls and cause ring scuffing. It will dilute the lubricity of your oil and cause excessive bearing wear.
6. **Do** take the time to check nuts, bolts, fan belt tension, grease in U-joint, ball joint, differential, and axle bearings. Keep FRICTION to a minimum. The less friction and rolling resistance (this includes tire pressure), the less work your engine has to do! (It'll last longer that way.)
7. **Do** use any grade of modern oil, 30 wt to 20-50 wt. Use detergent oil and change it no less than every 1000 miles preferably every 800 miles or every driving season; which ever comes first.

No single document can possibly cover every situation or demand that may arise in the course of operating and properly running-in a new power-plant. Differences in driving terrain, temperature, and altitude all constitute variables, which much be considered using sound engineering PRINCIPALS. The basics of which are:

1. Maintain good lubrication.
2. Do not create excess heat (high revs, lean mixture, heavy loading).
3. Operate at medium stress levels (speed, gradient, other resistance factors).

The questions that may develop and have not been covered in this treatise will be answered with ease if these principals are thoughtfully considered.

(Excerpted from 1926 K.R. Wilson Catalog, with a few modern updates.)

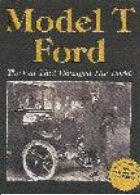
INTERESTING TID BIT FACTS By: *George & Ruthann Elms*

- It takes glass one million years to decompose, which means it never wears out and can be recycled an infinite amount of times!
- Gold is the only metal that doesn't rust, even if it's buried in the ground for thousands of years.
- Your tongue is the only muscle in your body that is attached at only one end.
- If you stop getting thirsty, you need to drink more water. When a human body is dehydrated, its thirst mechanism shuts off.
- Each year 2,000,000 smokers either quit smoking or die of tobacco-related diseases.
- Zero is the only number that cannot be represented by Roman numerals.
- Kites were used in the American Civil War to deliver letters and newspapers.
- The song, Auld Lang Syne, is sung at the stroke of midnight in almost every English-speaking country in the world to bring in the New Year.
- Drinking water after eating reduces the acid in your mouth by 61 percent.
- Peanut oil is used for cooking in submarines because it doesn't smoke unless it's heated above 450F.
- The roar that we hear when we place a seashell next to our ear is not the ocean, but rather the sound of blood surging through the veins in the ear.
- Nine out of every 10 living things live in the ocean.
- The banana cannot reproduce itself. It can be propagated only by the hand of man.
- Airports at higher altitudes require a longer airstrip due to lower air density.
- The University of Alaska spans four time zones.
- The tooth is the only part of the human body that cannot heal itself.
- In ancient Greece, tossing an apple to a girl was a traditional proposal of marriage. Catching it meant she accepted.
- Warner Communications paid \$28 million for the copyright to the song Happy Birthday.
- Intelligent people have more zinc and copper in their hair.
- A comet's tail always points away from the sun.
- The Swine Flu vaccine in 1976 caused more death and illness than the disease it was intended to prevent.
- Caffeine increases the power of aspirin and other painkillers, that is why it is found in some medicines.
- The military salute is a motion that evolved from medieval times, when knights in armor raised their visors to reveal their identity.
- If you get into the bottom of a well or a tall chimney and look up, you can see stars, even in the middle of the day.
- When a person dies, hearing is the last sense to go. The first sense lost is sight.
- In ancient times strangers shook hands to show that they were unarmed.
- Strawberries are the only fruits whose seeds grow on the outside.
- Avocados have the highest calories of any fruit at 167 calories per hundred grams.
- The moon moves about two inches away from the Earth each year.
- The Earth gets 100 tons heavier every day due to falling space dust.
- Due to earth's gravity it is impossible for mountains to be higher than 15,000 meters.
- Mickey Mouse is known as "Topolino" in Italy.
- Soldiers do not march in step when going across bridges because they could set up a vibration which could be sufficient to knock the bridge down.
- Everything weighs one percent less at the equator.
- For every extra kilogram carried on a space flight, 530 kg of excess fuel are needed at lift-off.
- The letter J does not appear anywhere on the periodic table of the elements.
- And last but not least: In 2012, December has 5 Fridays, 5 Saturdays, and 5 Sundays. This apparently happens once every 823 years!

CLASSIFIED ADVERTISING

FOR SALE: Rebuilt T short block \$1600.
Call Steve Nissle 480-226-6883.

FOR SALE: Anyone interested in the most recent printing of "The Model T Ford, The Car That Changed The World" by Bruce W. McCalley, in paperback for \$30 please e-mail Tom Hoverson at



tom1757@aol.com I have 6 on order. Two are spoken for. The price went up from my supplier to \$29.99 with free shipping.

FOR SALE: I have a supply of EVMTFC magnetic signs to sell to our members. The signs measure 12 inches X 12 inches. They are priced at \$15 each. I also have some 4" EVMTFC patches for \$6 each.
- Dave Veres

FOR SALE: I have a friend back in New Hampshire looking to sell his 1924 roadster pickup. This T has been my ride summers for the past four years and runs and drives well. It has had the seat and top replaced but other than that is barn fresh. Also has turn signals and distributor. I'll be driving back to AZ in Sept/Oct with trailer and could arrange to transport. Asking price is \$5,500. - Bill Allen (see photos)





*Springtime in the
Superstition Mountains
Apache Junction, Arizona
April 2013*



RECIPE OF THE MONTH**CHINESE CABBAGE SALAD***By: Claudia Linney*

2-1/2 pounds nappa cabbage
 5 green onions
 3 packages ramen noodles
 1/2 cup butter
 1/4 cup sliced almonds
 1/4 cup sesame seeds

Dressing:

3/4 cup peanut oil (or 3 Tablespoons peanut butter + canola oil to equal 3/4 cup)*
 1/2 cup sugar
 1/4 cup rice vinegar
 2 Tablespoons soy sauce

*If you cannot find peanut oil to do this... place 3 Tablespoons of peanut butter into a glass measuring cup. Pour canola oil into the cup, right over the top of the peanut butter. Your total measurement with the peanut butter and oil should be 3/4 cup. Put the peanut butter/oil mixture into the microwave and heat it for 30 seconds. Stir it all around until the peanut butter dissolves.

Cut the tail end off of your cabbage and toss it in the trash. Thinly slice the rest of the cabbage and place it into a large bowl.

Slice your green onions and add them to your bowl.

Open up your packages of Ramen Noodles and place them in a gallon sized freezer zip lock bag and pound them into small pieces with a meat tenderizer.

Heat a large skillet over medium high heat. Melt your butter and then add your almonds sesame seeds and ramen noodles. Cook the mixture stirring frequently until everything turns a nice toasty brown. Set the crunchy mixture aside to cool.

Into a medium sized sauce pan pour your sugar your peanut oil (or your peanut butter/oil mixture) soy sauce and rice vinegar. Bring the mixture to a rolling boil over medium high heat. Let it boil hard for one minute. Then set it aside to cool.

When you are ready to serve toss the cabbage and green onions with the crunchy ramen mixture and pour the dressing over the top to coat.

Serve immediately.

EVMTFC OFFICERS

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

Tom Hoverson, Vice President/Membership
 602-292-3921 (Board Member)

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

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

Austin Graton, Immediate 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, Editors
 402-984-6381

Ruthann Elms, Tour Chairman
 480-831-0835

All articles, photos and information for the upcoming newsletter are due to Mel & Lorie by the 26th of the month. E-mail: LMP_2006@hotmail.com

