

CALENDAR OF EVENTS

October 2013

- 17 General Meeting, 7:00 p.m.
Berge Ford, US 60 & Mesa Dr
- 26 Casa Grande Ruins
Club Tour & Picnic

November 2013

- 9 AJ Annual Festival of the
Superstitions Car Show
- 11 Veterans Day Parade
- 21 General Meeting, 7:00 p.m.
Berge Ford, US 60 & Mesa Dr
- 24 Pinal County Car Show
- 28 Thanksgiving Day Parade,
Fountain Hills

December 2013

- 7 Christmas Party

Fall is Here!
Fall is Here!



PRESIDENT'S MESSAGE*By: Claudia Linney*

Welcome! We had our monthly summer breakfasts and each had great turnouts. We have some new members who joined us over the summer. Please remember to wear your name badges to all events.

We hope to have some great tours over the next few months. Remember, this is your club and it is up to all of us to put together tours, overnights, tech clinics and articles. Please step up and let's make this a fun year for touring. I really could not do this without the support from you all. **Thank you!**

**WELCOME NEW MEMBERS**

Lamonte and Connie Einspahr, Mesa

We hope you will join us at many of our future 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: **evmtfc.com**

Dues are \$20 per year and include all family members. **Dues are due no later than January 1st.** Please make payment by check payable to East Valley Model T Ford Club. Submit application in person at any member meeting or mail it to: David Veres, Treasurer EVMTFC, PO Box 24502, Tempe AZ 85285.

June 15th—APACHE JUNCTION Breakfast Meeting at Mickey Ds Cafe*By: Austin Graton*

When I sent out the email for the June breakfast meeting, I realized, after thoroughly reviewing the latest club roster that there were three members

with no email. I contacted those three by telephone to be sure they were included in the invitation. One of the three was Ralph Burchard from Benson, AZ. In fact we had several conversations over the next few days and they decided to attend. I let him know we were meeting at Mickey D's on Apache Trail in AJ. It seems he was thinking McDonalds so that is where they went initially, which is just down the street. They soon realized it was the wrong place and made their way to where we were.

We were in a separate room and had reserved parking places for our Model Ts out front. Only three Ts showed up that day. Joe Fellin was the first to arrive. Dale Guenther had bought his 1924 Four Door Sedan about a month before and had been storing it in my shop awaiting installation of a new garage door at his house. The T was too tall to fit under the tilt-up garage door. This was Dale's first drive on his own with a T. He followed me with my T the four or so miles to the restaurant. When asked about his maiden voyage driving the T he said he was "worn out" from the trip.

The restaurant owner Mickey was our waitress. She asked our group to give her our attention so she could explain how they were going to serve us. At least one member, who was very close to Mickey, and did not quit talking right away got a surprise slap to the back of the head from Mickey. That member was our furthest traveled member, Ralph Burchard. It was a truly funny moment.

We all enjoyed breakfast and the chance to socialize during these hot days of summer. It was a good opportunity for other club members to get a chance to see Dale's car. The wood in his car is all original and nearly as tight as the day it was made. It runs very well and the body is in great condition. There are very few things that need to be done to make it a very reliable car.

After breakfast, the Burchards followed us home for a visit and tour through the shop. It was great to get to know them a little and a good opportunity for these new members to meet others in the club. I hope they feel the trip was worth making and look forward to their future participation in club activities.

**June 15th—APACHE JUNCTION
Breakfast Meeting at Mickey Ds Cafe**

Hosted by: Austin & Lynn Graton

Photos by: Dave Veres





**July 4th—FLAGSTAFF
Independence Day Parade**

Attended by:

Steve & Dianne Nissle & Steve & Marilyn Francois

Photos by: Steve Nissle

Steve Nissle drove his '23 Touring in the Flagstaff, Arizona 4th of July parade accompanied by Steve Francois. Both Steves and Dianne & Marilyn joined Canyon Country T Club for this huge turnout of over 10,000. There were six Model T's and one Model A with super duper weather!





4th of July Parade
FLAGSTAFF

-continued-



JULY 20th—MESA; Breakfast Meeting
Hosted by: Bert & Nancy Diehl
Photos by: Bert & Nancy Diehl & Dave Veres



Another 'warm', sunny day in Arizona. In July you need a good reason to take your old favorite vehicle out for a ride and a Model T breakfast is as good as any. On July 20, 2013 the East Valley Model T Ford Club breakfast was scheduled for the restaurant at Midwestern Meats located just to the west of the Greenfield Rd and Main St intersection in Mesa. Four Model T's made the early morning drive to Midwestern along with a Mustang, a slightly modified Model A, and a couple of moderns. Those vehicles brought out close to twenty club members for breakfast and a bit of chatter. It was time to catch up with people with similar interests.

Thanks to everyone who made the trip. Hope it was an enjoyable experience and a nice ride.



July 20th Breakfast Meeting—MESA
-continued-



AUGUST 17th—MESA; Breakfast Meeting

By: Steve Nissle

Hosted by: Steve & Claudia Linney

Well, we did it again! Drove a bunch of model T's to breakfast in Mesa, Arizona! Call us crazy! Call us nuts! But call us a group of great friends!

As you can see, we had several of our long time members and some new faces in attendance! We met at Iowa cafe on Higley and Brown in Mesa at 8:30am on Saturday August 17th! We enjoyed the good food, the great company and all agreed, we can't wait til the fall parade season begins!



See you all soon! Love and kisses from Scorpion country!



August 17th Breakfast Meeting—MESA
-continued-



**SEPTEMBER 8th—SCOTTSDALE;
Prep for Model T**

By: Dave Veres

Austin, Joe, Tom and I) worked on preparing a T for the road this last Saturday.



The car which is a 1921 Coupe belongs to Fred Camarena of Scottsdale. After a few hours of tinkering, the car fired up and was being driven around the block. Fred has owned the car for 30 some years but it has been garaged for all of those years. It was last started about 4 years ago but I do not think it was driven at that time. Fred was given some instructions on the operation of the T followed with a driving lesson. He has taken the car around the block a few times on his own since last Saturday.

As you can notice from the pictures, the 1921 Coup has suicide doors. After noticing a switch located under the car, we traced the attached wire to a bell located under the seat. The bell had some other wires attached to it which we think were connected to some door switches. We may have discovered one of the oldest if not the first "car alarms". In general the T is in pretty fair shape. Fred was tickled pink with the help we gave him and he made a donation to the club for our efforts.



EVMTFC WEBSITE

Stay connected with the East Valley Model T Ford Club on the web at: evmtfc.com
To see the monthly newsletter or any of the following information, click on the corresponding tab and keep up with what's happening.

- Home Page including Upcoming Events
- About EVMTFC
- Contacts Information
- Membership Application
- Newsletters
- Members Cars (Our Ts)
- Tips & Techniques

Dave Veres has done a great job of creating a collection of interesting information about our club. He can put a picture of your T on the "Our T's" page if you like - just send him a photo or several photos of your T with or without you in the photo to: davidveres@aol.com

- Check out some of the new features added so far on the "T Tools & Techniques" page.
- "A Photo Guide to Changing a Model T Tire" by Dave Veres.
- "The Ultimate Checklist on Tuning a T for Durable Touring" by Milton Webb.
- "Ruckstell Rear Axle Specifications" by Joe Fellin, D.D.D.

The plan is to add material at regular intervals to this feature. Topics can be reprints to share and new material written by our members. We, as a club, have developed a lot of valuable tools and procedures from our technical clinics.

What is this used for?

The accompanying picture shows one such tool. It is a modern take-off on a technique developed by Murray Fahnestock in the days of yore.

It is a force gauge to adjust Model T coil contact points. John Peterson made it for our coil clinic of a year or so ago. See accompanying article on following page.



Spring Force Adjusting of the Model T Coil

By: John Peterson

The force gauge tool described here allows a Model T coil to be fully adjusted by mechanical means with no electrical measurements. A simple electrical “buzz” test is only necessary to ensure functioning of the internal electrical components. It has been known for many years that proper adjustment of the cushion spring is key to the proper operation of the coil, but I am not aware of any serious effort to accurately measure this force. It is still considered the “Gold Standard” to use a hand-cranked coil tester and to fiddle with the adjustment until the spark “looks right.”

This small spring force gauge provides a simple way to measure this force and balance it with the lower contact force. It is also much smaller and easier to put in your pocket or tool box than a 200-pound hand-cranked tester. The problem has been that it is very difficult to get a force gauge tool in place to measure the cushion spring. It is useless to measure the spring when the contact is removed because other adjustments when it is installed will alter the reading. This gauge gets around this problem by measuring the cushion springs’ effect on the lower “armature” contact. This contact is easily accessible.

The gauge is calibrated to indicate two force levels—40 and 55 grams. The 15 gram difference is the force provided by the cushion spring, and the 55 grams reading is the force provided by the armature contact. These two values, along with the Ford-recommended clearances of .005 inch for cushion travel and .030 inch contact opening, will provide a coil with very similar performance to one set-up on a hand-cranked tester. Somewhat different values might be superior for unusual conditions such as 6-volt battery operation or early magnetos or double-stack magnetos.

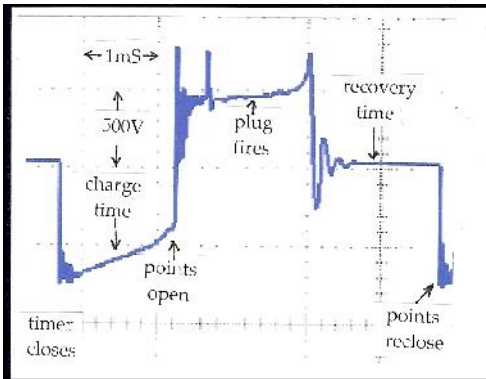
The oscilloscope waveforms shown here point out the importance of the cushion spring adjustment. These waveforms show the plasma conduction voltage across a spark plug. This voltage is in the order of 500 volts and provides the heat necessary to ignite the fuel charge. The initial 10 to 12 thousand volts that initiate the plasma are clamped in the attenuator to 800 volts to protect the measurement system. Only the cushion spring force is changed between the three waveforms. These tests were performed on the bench with a 12-volt battery source and a transistor switch to simulate the timer—the coil was not free running. Other measurements performed on a running engine show that about one millisecond of plasma heat is required to initiate the combustion process; the conduction voltage across the spark plug increases when the flame front develops, a good indicator of the combustion process.

The other photos show this gauge in operation and tools that aid the repair process. I won’t go into detail about the adjustment process: it has all been covered many times. The only thing that I wish to add is the importance of the proper adjustment of the cushion contact assembly. The basic three “Rs” of this process are as follows: (1) Reset the rivet. Even most new “repo” units will have a loose or improperly set rivet. (2) Reform the “backbone” of the contact assembly. New points will likely be well shaped, but used points will often have been mutilated at some point of their lives. The modified slip-joint pliers shown in the tools photo work well for this operation. (3) Roll the contact spring. Some old-timers used this process to adjust spring pressure instead of bridge bending. I would reserve it for the most difficult cases. The shank of a small drill bit mounted backwards in a pin vise makes a good tool to reform the spring. Use this technique sparingly as it is not easily reversible.

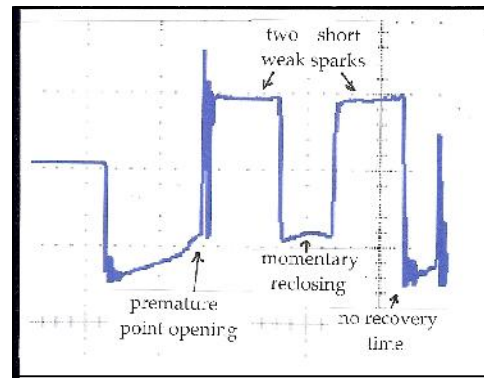
I plan to cover the construction of this tool and coil theory in more (excruciating?) detail on the “T” tools and techniques page of our web site. This should be a good forum for topics of limited interest. It might also be a good subject for a show and tell at a general meeting. I hope this information helps clear up a 100+ year mystery of this remarkable ignition system.

Spring Force Adjusting of the Model T Coil

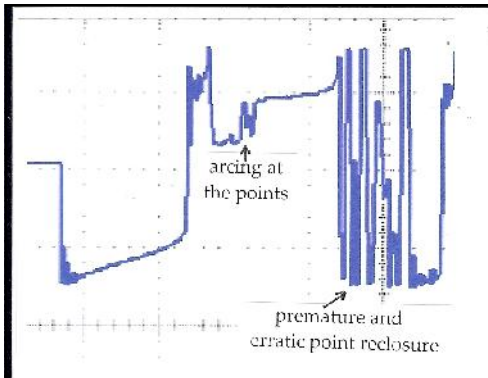
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Proper Coil Operation with 15 Grams of Cushion Spring Pressure



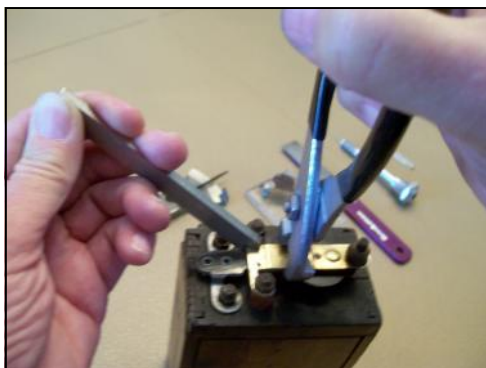
The infamous double spark occurs with too little cushion spring pressure, in this case 5 grams. The cushion contact is unable to follow the movement of armature spring.



Excessive Cushion Spring Pressure (25 grams). With the loss of this much assist pressure from the cushion spring, the armature contact is unable to open quickly and cleanly. This results in arcing at the points which consume much of the coils' energy.



Using the Spring Gauge. A 4-40 pan head screw is used to indicate the two readings. Forty grams is indicated when the spring aligns with the top of the screw head, and 55 grams will align the spring with the bottom of the screw head. The spring element is made from an armature contact with the spring section ground down to a 1/8" width.



Adjusting the Bridge of the Cushion Contact with the Suggested Tools. It is necessary that the entire length of the spring be free to move and that the contact end seat squarely on the assembly backbone. No special technique is used for the lower contact—whatever works well for you.



Handy Tools Not Found in the Average Tool Box

1. The force measuring gauge described here
2. spring scale to calibrate the gauge
3. bridge bending tool
4. modified slip joint pliers
5. diamond file to dress contacts
6. pin vise to roll spring
7. standard paper clip for .030 round feeler gauge

September 21st—MESA; Commemorative Air Force Aviation Museum*By: Marcia Taillefer & Dale Guenther**Photos by: George Elms & Joe Fellin*

The September club tour took place on the 21st of the month at the Commemorative Air Force Aviation Museum at Falcon Field in Mesa. It was officially the last day of summer and quite warm, a beautiful sunny day to get out and enjoy together.

We had seventeen people in attendance, with five T's making the trek out to the museum. The museum is staffed mainly by volunteers, with only two people being official employees. The club was given a guided tour by one of these volunteers, Buck Bucannon, a very kindly 87 yr old WWII veteran. He had lots of information and some personal stories to share with the group, as well as a few of his favorite self-confessed little white lies to keep us entertained. Among the topics covered were how the crafts were constructed, fuel type and consumption, and clothing requirements for the men who manned these planes.

Although the stars of the AZ CAF wing, the B-17 and B-25 bombers, were on tour until mid-October, a picture board and our guide taught us about the functions of the craft, as well as the duties of the crew and the critical roles that each played. There were plenty of beautiful privately owned planes on display, each with their own story and link to the past. Old photos of various military planes and airmen from the day made for interesting viewing. We were allowed to take photos and Joe Fellin got a different perspective on things with his "broomstick" camera. See some of his photos on the following page.

When the tour ended it was time to hit the gift shop. There was a pretty large array of clothing, toys, trinkets, books and more to choose from and the ladies in the group especially enjoyed this part of the trip. Quite a few of us picked up gifts for grandkids, friends or ourselves!

It was a short jaunt to Tom's B-B-Q where the group headed to lunch to put on the feed bag and socialize. The menu had a great selection, something for everyone, and no-one left hungry. Service was very good; the portions were big, tasty and a bit messy too! One side of fries could almost have fed the entire table but a few of us still managed to sample the peach cobbler for dessert.

The cars were a big hit of course! After lunch was done, the owners lined up their vehicles for photos. All the employees of Tom's made sure to get in on the action and had their pictures taken with the T's as well.

Everyone had a good time and many thanks to Ruthann for organizing another fun tour!

If you couldn't attend or want to see more, go to www.azcaf.org





**September 21st—MESA
Commemorative Air Force
Aviation Museum**

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LOCAL CLUB EVENTS

GENERAL MEETING REFRESHMENTS

Refreshments will be provided by:
October 17th—Dale Guenther & Marcia Taillefer
Please let Claudia know which month you would be able to bring “light” refreshment snacks to our “General Meetings”. You could also team up with another couple.

November 21st, January 16th, February 20th,
March 20th, April 17th, May 15th

Be sure to wear your EVMTFC name badge at all club events.

TECH CLINICS

Anyone who would like to have a technical clinic to have help with their project should contact a member of the Club Board of Directors. We are fortunate to have a number of club members who have plenty of expertise about these wonderful vehicles.

These work days, once a month or quarter to help members work on their cars, especially those who are still employed or are new to the hobby with limited knowledge or resources, are great opportunities for all of us to learn a little more about our classic cars and to socialize as well. This could possibly be scheduled during the time the ladies are getting together for their special day together.

HEALTH & WELFARE OF MEMBERS

Please continue to keep Jim Huggins in your prayers as he continues with chemo.

Thank you to Jan Peterson for sending cards on behalf of the East Valley Model T Ford Club. If you know of someone who is sick, had a death in their family, or needs some well wishes from their friends and neighbors, please let Jan know.

CRUISE INS...are regularly scheduled weekly or monthly car gatherings. Please confirm information before relying on it, locations and times can change without notice. A car club event, whether a show, race or cruise-in, is always great fun for the individual or family. Check the links for time and place, and the calendar, for weekly “cruisin’-ins”.
<http://nationwidecarshows.com/index.php?page=cruiseins&stateid=AZ&cityid=Phoenix>

RECIPE OF THE MONTH

Share a copy of your favorite recipe, or perhaps a recipe that your mom fixed for you when you were little. E-mail to Mel and Lorie and we will print it in the newsletter.

A MAN AND HIS MODEL T

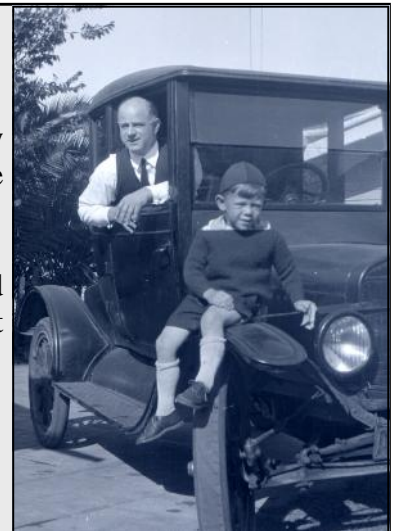
Let Mel and Lorie know, if you would like to share your story on how you became interested and involved with Model T’s, for this feature of the newsletter.

What a great Photo find for my family history!

Submitted by: Steve Nissle

Attached is a photo of my Grandfather, Frederick Gottlieb Nissle, with my uncle Kenneth Leroy Nissle. My uncle was born in 1921 so this car must be a 22 or 23!

My grandfather made a lot of money in the 20's in the stock market and then lost it in 29. He grew up in a baker's family so he got a job working at Helm's bakery in Los Angeles. That is where my father was born, as was I! I moved my family to Mesa Arizona in 1992.



OCTOBER 26—COOLIDGE**Casa Grande Ruins****EVMTF “T” Tour**

On Saturday, October 26th, we are planning a tour to the Casa Grande Ruins, Indian dwelling, have a picnic lunch there, or use the cooker, and play some car games before coming home. Following are some suggested travel routes. **If anyone is available to pull a breakdown trailer**, or has any questions, please contact George and Ruthann Elms. Phone 480-831-0835 or Cell Phone 480-747-3066.

Suggested Travel routes for those in the Tempe and Mesa-Apache Junction areas!

Meet at ‘Lowes’ at 9:00 am, Rt. 60 and Ellsworth Rd. area.

Leave at Approx. 9:15

Estimated arrival at Dunkin Donuts 9:45

Leave about 10:15 to arrive at ‘Ruins’ about 11:30

Picnic lunch at about 12:30

Leave for home about 1:30 (Reverse route home)

From Lowes, follow Ellsworth south to E. Rittenhouse Rd..

Turn left on Rittenhouse to Dunkin Donuts at 21148 E, Rittenhouse Rd. to meet those from Tempe

From the Elms home, leave about 8:00

Follow Price Road south to E. Queen Creek Rd.

Follow Queen Creek to Power Rd.

Follow Power Rd. to E. Occotillo Rd

Follow Occotillo to Rittenhouse Rd.

Turn left to Dunkin Donuts.

Leaving Dunkin Donuts, follow Rittenhouse south

Turn south onto N. Gary Rd.

Turn left on W. Hunt Highway and follow to E. Hunt Hwy. and then N. Hunt Hwy.

After the road turns left, go past N. Walker Butte Dr. and turn right on N. Attaway Rd.

Turn Right on 287 Hwy. to Rt. 287 S. towards Coolidge.

Turn right into the ‘Casa Grande Ruins’

www.nps.gov/cagr/index.htm

1100 West Ruins Drive

Coolidge AZ

520-723-3172

Hours: 9:00 am—5:00 pm, every day.

Entrance Fee: (16 years & older) \$5.00

Children 15 & under, Annual Pass and Senior Pass holders—Free admission.

Don’t forget: hat, sunscreen, lip balm, bottled water, jacket, camera, etc.



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

The Model T Ford Club of America
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**PLAN TO JOIN US FOR THE
 2014 MTFCA BUSINESS MEETING
 AND WINTER GET-AWAY CRUISE
 FEBRUARY 24 – MARCH 1, 2014
 ABOARD THE ROYAL CARIBBEAN
 “LIBERTY OF THE SEAS”**

Mon.- Ft. Lauderdale, FL --- Depart 4:30 pm
 Tues.- Cruising
 Wed.- Labadee, Haiti -- Arrive 7:30 am;
 Depart 3:30 pm
 Thurs.- Falmouth, Jamaica -- Arrive 8:30 am;
 Depart 4:30 pm
 Fri.- Cruising -- MTFCA Business Meeting 2pm
 Sat.- Ft. Lauderdale, FL -- Arrive 7:30 am

Rates for the 5-day cruise start at \$349 plus taxes and fees. Rates depend on your cabin and deck choice. (What a deal! Room and food is included; that is about \$69.80 per day for room and food!)

The Liberty of the Seas is ranked as one of the 20th best cruise ships and has an ice skating rink (we'll go to an ice skating show) and many other amenities.

MTFCA Board Members are encouraging your attendance at this Annual Business Meeting. You are invited to ask questions, give opinions and suggestions. The MTFCA is your organization and as members, it is your pleasure to attend and participate (and have fun!). This is a great venue to interact with other club members and Model T enthusiasts. For the Northerners, this provides an opportunity to escape the cold weather and enjoy this warm weather cruise. We hope you will join us!

Early booking will ensure your space so make your reservations by calling Ammie Johnson at 505-291-6622 or email: Johnson.ammie@aaanewmexico.com. Be sure to tell her you are the MTFCA group. Ft. Lauderdale is the most convenient airport and round trip transfers are available from the airport to the cruise line (at an added cost).

DON'T MISS THE BOAT! Because some airline arrival times on Monday will be very close to the ship's last boarding time, some members have opted to fly to Ft. Lauderdale on Sunday, Feb. 23 and stay at the Hollywood Comfort Inn. We have blocked several rooms there at a reduced rate. The Inn offers complimentary shuttle service from the airport to the Inn and from the Inn to the dock on Monday and, of course, the usual free breakfast. If you are interested in staying at the motel, please call Bernice Young at 505-294-7450 or contact her by email:

modeltdoctor@centurylink.net.

The cruise and MTFCA Annual Business Meeting is being organized by the Tin Lizzies of Albuquerque chapter. Make your plans NOW!



MODEL T TOUR
Lincoln Highway 100th Celebration
June 30 & July 1, 2013—Kearney, Nebraska

By: Mel Poppe



America’s main street, the Lincoln Highway, was the first paved coast to coast roadway, spanning 3,380 miles through 13 states, connecting New York to San Francisco and all towns in between. In 1913, the Lincoln Highway was a bold, innovative plan, mapped across the U. S., yet years from being fully paved. There were sections of dirt, sand and even pasture, marked only by posts,

poles and handwritten signs; travel was a monumental undertaking. But once the idea of traveling independently became a reality, there was no holding America back. The freedom of the open road was intoxicating and for five decades, before the development of the Interstate system, the Lincoln Highway was indeed America’s very busy Main Street, with Nebraska right in the center.



But once the idea of traveling independently became a reality, there was no holding America back. The freedom of the open road was intoxicating and for five decades, before the development of the Interstate system, the Lincoln Highway was indeed America’s very busy Main Street, with Nebraska right in the center.

A 1916 travelers guide described the driving surface of the Lincoln Highway as “various levels of excellence”, but motorists learned otherwise. -Historic photo and caption from Kearney Hub News via the web.

A century ago, the city of Kearney promoted itself as 1733 miles from Boston, Massachusetts and 1733 miles from San Francisco, California. As a midway point between the two coasts, and in honor of the highway’s founding, the 2 0 1 3

Lincoln Highway Centennial celebration picked Kearney as a meeting place for 270 people traveling in 140 historic vehicles along the Lincoln Highway on June 30th through July 1st. The Nebraskaland Model T and Antique Car Club was invited to participate in the festivities at Kearney.



Our club participated in the Lincoln Highway Centennial Grand Parade and Show & Shine in the historic downtown area of Kearney “on the bricks”. An estimated 12,500 spectators watched a parade of classic cars on Central Avenue along the historic bricks.

The Lincoln Highway Centennial celebration continued at the Great Platte River Road Archway, a museum, the length of a football field, erected over Interstate 80 in 1999 to commemorate historic trails, roads and rails that traverse the area.



Our club gave Model T rides at the Archway festivities which were very popular!



MODEL T TOUR - MTFCI CANYONLANDS IV TOUR**July 21-26, 2013—Kanab, Utah** *By: Steve Francois*

I first signed up for this tour a year ago, volunteering in any capacity that would help our Flagstaff club. As luck would have it, our 1924 T Touring took a dump around the first of this year, necessitating an engine rebuild. I finally got the engine back about a month before the Kanab tour, too late for getting it done for the tour. Shortly after this, my friend, Russ Furstnow, assigned duties to the various club members that had volunteered for this undertaking. Since I had no T, I was assigned trouble truck duty all 5 days of the Kanab tour. Now, to most people, this would be no big deal; however, I had nightmares over this assignment. I had limited experience in backing trailers, I had a "new" 5-year old previously untested Harbor Freight winch, a deep cycle 3-year old battery, and a brand new (untested) Harbor Freight "come-along". I could only imagine those narrow one-lane roads on all the five days of touring in and around Kanab, Utah. That, plus the fact that there would be around 200 Model T's from all over the U.S. (mostly from the East unfamiliar with Western driving conditions).

The first Saturday was a bad omen. Russ's son, Russ Jr., towing his T on a single-axle trailer with his family, had broken down near Tuba City; he blew out an axle bearing, leaving a mess. Russ called on Dave Chance with his TT (trouble trailer) to pick up Russ Jr., and John Renkema and myself, with his TT to pick up the broken trailer and haul it back to Flagstaff and then return to Kanab. We arrived back in Kanab around 9:00 pm Saturday night.

After a very busy weekend, six TT drivers reported for duty around 8:00 am on Monday for a tour to Bryce Canyon. Russ had drivers departing every two hours, with the last truck leaving at 2:30 pm each day. Well, my turn had come at 10:30 am. I left alone (later I found that this was wrong). I was trying to pass slower-moving T's when I could, all the while trying to spot T's in trouble along the roadside. (I was really hoping that I would find no one in trouble, remembering my expertise at trailer-backing). My first encounter with someone experiencing trouble with their T was with a gracious couple in a 1926 T Touring. I did not do too well with backing my trailer. I got out and walked up to the couple; as it turned out, it was a gas stoppage problem which the driver was able to fix. Great! I was off the hook. My second run of the day, this time with my wonderful wife as spotter, was fairly uneventful; I only had to stop to give a guy some water for his radiator that had boiled over.

The second day, a tour to the Coral Pink Sand Dunes and Colorado City, was cut short. Several family members from Texas in two T's flagged me down on the sandy road. Both cars decided to return to Kanab without going further. I had to trailer one of the T's back to Kanab. Once again, I lucked out. The T's owner even turned it around and pulled up to the trailer. We decided to push the T on the trailer. I tied it down and off we went. The rest of the day passed without incident.

The third day was a trip to Cedar Breaks. The tour itself was up to 10,400 feet with grades of 8%. I braced for the worst. Nothing happened. That was great!

The fourth day had me really worried. It was a round trip to the north rim of the Grand Canyon. This was the longest of the daily tours and was on very narrow roads. My one and only encounter was with a couple from New York and their grandson. This driver lost a tire and tube due to under-inflating the tube. I thought the time of reckoning had finally come. But my luck held. The driver suggested that he drive his model T on the trailer without the tire. He drove it on, we tied his T down, and we were off. When we got back to the hotel in Kanab, I helped the guy with his wheel and had him running by suppertime.

The fifth and last day, the shortest of all the tours, was slated for Zion. My wife and I took off about 10:30 am. We turned onto the highway leading to Zion. Two other TT's preceding me were already loaded with cars experiencing car problems, and returning to Kanab. Then the terrible news of the accident reached us. We were the first TT on the scene but could do nothing. I picked up the victim's husband's T speedster and headed back to Kanab. The rest of the day was sad. I did manage to pick up one other car at the bottom of Zion Canyon with no problem. Another of our TT drivers went with me on this last trip and helped me load the car. I was deeply gratified.

In retrospect, the experience I had in driving a trouble truck on such a tour was wonderful. The people my wife and I met were really wonderful. Each one was so glad to see us and help us load their T's on the trailer. And on the way back the stories that were exchanged were wonderful. I feel that we certainly got our "money's worth" by having such a wonderful time with each of these tour participants. It really made our week.

**MODEL T TOUR - MTFCI CANYONLANDS IV TOUR
July 21-26, 2013—Kanab, Utah**

By: Mel Poppe

We were fortunate to have the opportunity to attend our second national Model T tour. We trailered our 1926 Touring from Nebraska to Utah with some of our Nebraskaland Model T Club members. One of our first events was a car show and radiator cap competition with over 170 Model Ts on main street. Tour participants along with Kanab residents voted on their favorite radiator cap.



We created a radiator cap with a 1918 Model T Runabout postal truck beside a mailbox holding a Model T Times and Canyonlands IV newsletter. The close up picture of my radiator cap competition entry can be found along with other pictures on the web at:



<https://www.dropbox.com/sh/tuml6elt5n7mvr1/dc0YaM56cj>



The weather was hot and in the 90s all week. Each afternoon it would rain which cooled things off, but also made everything wet. Our evening BBQ picnic in the park was delayed until the rain storm passed through.



Once again we parked all our Ts in long lines, four Ts deep. The 1925 Roadster pickup in both pictures belongs to Ken and Alice Brown of Barriangton, New Hampshire, former members of EVMTFC. These photos can be found along with other pictures of all the Ts from the tour on the web:



https://www.facebook.com/CanyonlandsIV/photos_stream

<http://www.flickr.com/photos/bruckzone/sets/>



During the week tour, we visited three National Parks which included Bryce Canyon National Park, Grand Canyon National Park, and Zion Canyon National Park. We also visited Coral Pink Sand Dunes State Park, Colorado City, Pipe Spring National Monument and Cedar Breaks National Monument. We drove through several unique tunnels, some carved into the rock formations, and some a mile long. Many times there were long lines of Ts of every size, shape, color and year.



It was nice to see Steve & Marilyn Francois from EVMTFC. They handed out our sack lunches one morning after breakfast. Steve drove a trouble truck each day.



The first day of the tour, I was pleased with how the Ruckstell and Rocky Mountain Brakes were working that we had installed. However, I was having trouble making the hill climbs. Just one-half mile from the top of the last hill, it



backfired and died in a most unhandy spot. I discovered I was having trouble with rust that had broke loose in the gas tank and plugged the fuel line. Sadly, we hung out the pink distress ribbon on our side mirror, and even though we told Steve at breakfast, "I hope we don't see you today!", we were glad that he happened on the scene to come to our assistance. We were able to clean out the clogged line, start the T, and head on with the tour, and happily didn't have to be hauled by Steve back to Kanab.

During the rest of the week, several other Ts and speedsters zoomed around us while we slowly climbed each hill. The highest elevation of the week was 10,350 feet. We had several 6 percent and 8 percent grades going downhill. The T really got a workout. Even though a 3:1 ring & pinion works well on flat roads in Nebraska, I don't think it is a good thing to have in mountainous terrain.



One of the most interesting roads we traveled on was 5 miles of sand and rocks, an original, authentic Model T road, at 15 mph maximum speed. There were a couple times we were 4-wheeling all over the road just about to get stuck in the soft sand. We learned later that one T unfortunately ended up high centered on the side mound of sand. This photo can be found on:

https://www.facebook.com/CanyonlandsIV/photos_stream



On the final day of the tour, I wasn't so lucky as the first day. The plugged fuel line wasn't letting me get enough fuel to make it back up out of the Zion Canyon. This time, Dave Chance and some of the other trouble trucks came by and hauled us back to Kanab. Relieving some of the heat, it rained again on the way home and we got to unload our T in the downpouring rain.



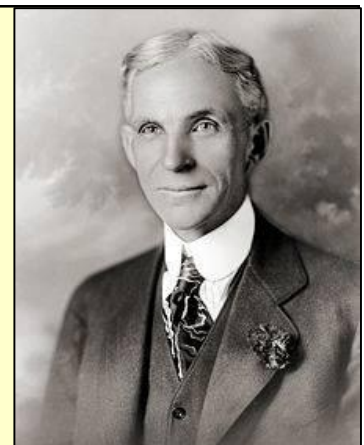
We enjoyed the tour and are looking forward to our next National tour. It is a great way to see new country and meet other Model T enthusiasts.



Former charter members of the EVMTFC, Carl & Marsha Roser, from New River, Arizona also attended the tour. You can see their photo along with other interesting articles and photos in the September-October 2013 issue of the *Model T Times*.

Happy 150th birthday Henry Ford.

Born 30th July 1863 Greenfield Township Michigan
Died April 7th 1947 Fair Lane, Dearborn, Michigan.



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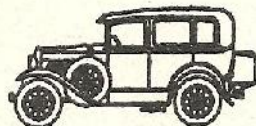
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All articles, photos and information for the upcoming newsletter are due to Mel & Lorie by the 26th of the month.
E-mail: LMP_2006@hotmail.com

