



Calendar of Events

September 2010

16 General Meeting, 6:30 PM,
Berge Ford, US60 & Mesa Dr.

October 2010

21 General Meeting, 6:30 PM,
Berge Ford, US60 & Mesa Dr.

November 2010

11 Veteran's Day Parade (Mesa,
AJ?)

18 General Meeting, 6:30 PM,
Berge Ford, US 60 & Mesa Dr.

**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**

September, 2010 Volume 7, Issue 6

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 MFTCA 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

As most of you know we have spent the summer and will be spending the fall in NH. We will be back in the valley in

early November.

I hope those of you that needed to get repairs done on your T have had a chance to do it over the summer so you are ready for the fall/winter touring season. I know very few drove their Ts to the summer breakfast meetings.

I have received no volunteer over the summer to sponsor a tour although we had quite a few good suggestions at our last general meeting. If anyone would like to host a tour either contact Dave or me. It is your club, so let's do what you want to do!

To acquaint ourselves with each others background as to how we became interested and involved with Model T's, I think it would be informative to have a feature article in each newsletter called "A Man and His Model T". I realize this may not be a politically correct title, but I am willing to risk the backlash. As a start, I have put my own story in this newsletter. I would like each member to do a similar article on yourselves. If you are "not a writer" please indicate your willingness to be interviewed about your history with the Model T.

Looking forward to a very active touring season. See you on the road!

Austin

Peach Pickin' Tour by Austin Graton
On the 8th of May several of us gathered up at the Stolinski's for a great breakfast snack prepared by Dolores.

Among those assembled were the Nissles who trailered their touring to the Stolinski's. This would be the longest tour the Nissles have taken with our club (even with trailering to the Stolinski's).

It was late morning when we headed down the road toward Queen Creek. Steve had to make a stop along the way to add water to the radiator on this T. After that I decided to follow behind him. A few miles later Lynn noticed liquid coming from under their car. At first I thought he may have filled the radiator too full and it was probably just coming out the overflow. At the next stop light I noticed it was flowing from the center of the car instead of toward the side where the overflow is located. I stopped him to investigate. It was not water but gasoline leaking from the carburetor onto the block and running off the oil pan. After several attempts we were unable to stop the leak. Steve had just put the carb off his speedster onto the touring that morning so it would run good. As it turned out Ed had a new carb in his trunk because he had been having trouble with his as well. We changed the carb and were back on our way.

Steve reported that due to the front end clinic and the repairs done during the clinic his T handled very well.

We made it to Schnef's Farm without further incident. The peaches were not ripe yet so the peach breakfast was postponed for a week. We looked around the farm and visited the gift shop. Then it was on to the Queen Creek Olive Mill. This place is always changing and expanding. By the activity there, you couldn't tell we were in a recession. Ed led us to where we were going to eat

lunch. I had no idea where we were going and after circling the parking lot a few times, like an airplane coming in for a crash landing burning off excess fuel, I didn't think Ed did either. It turned out well though and we got to have lunch at the Paradise Bakery Restaurant before they closed for the day.

After lunch we toured back to the Stolinski's where we parted. Thanks Ed & Dolores for a great time!!

How to Fix a Broken Heart by Gary Smith.

On a nice sunny day at the end of January I asked my wife, Janice, if she wanted to go to the car show at Kmart. We loaded into my 'T' and off we went. Everything was good! The 'T' seemed to be running fine. What a mistake to think that! We had just passed Higley Road; riding along at about 38 mph...I asked Janice if she noticed how quiet the car was running and how well...BAD thought! All of a sudden a LOUD bang came from the front of the car. What was that??? I shut off the engine and coasted to the side of the road. In looking for the **problem**, I surmised I had a rod **problem**; it was only a small **problem**...a hole about the size of a softball!!! Well, I looked up and down the sides of the road, trying to find parts that had gone astray, no such luck. One lucky thing; a really nice young man stopped and gave us a tow home. However, he asked if I wanted to sell what was left of my car so he could turn it into a custom rod. Enough of the small **problems**. Now, how to solve this hole in the block. (I hate giving up on little **problems**.)

I asked questions about different blocks and costs; how to fix what I have, if

possible. There is hope! I asked John Cook, a man who rebuilds A's & T's, what could be done. He referred me to a company in Phoenix. After talking to this guy, I decided to let him fix my block. Here's what he had to do. Heat the block up to a RED HOT 725 degrees, then weld brass into the hole. This could only be done if he had a piece to fit into the hole. Back to Arizona A's & Sammy Guthrie to see what he might have that would fit. Sammy offered an old 'A' block that could be cut up and made to fit. Well, now we are on the road to salvaging my motor. After all of the research and running around...they start to heat and mould the 'fix' into the hole that's to be welded. During the heating and cooling process the cylinders will develop waves; this means a bore job to bring them back into shape.

After all of the small **problems** we started the rebuild; all with reabbiting and other things completed. **NO PROBLEM!** Hope to see you on the road again soon! See attached photos for repaired block.

A Man and His Model T - A feature article by Austin Graton

My original thought was to write about the 1925 Tudor you are all familiar with. Then I remembered that was not my first Model T. Actually the one I am working on in New Hampshire is my first one.

While most of my friends in high school were interested in more modern cars, my interest was clearly in the antiques. To this day I cannot say exactly why I was interested in the historic cars. It may have been a fascination with the artillery, wooden spoked wheels or the challenge of being able to make the old iron run.

I bought my first auto, a 1927 Chevrolet truck, which I still have, when I was 13. I drove that one to high school for a couple of years - great fun. I and a friend used to go on tours with it and camped in the back.

Prior to my acquisition of the Chevy, I had spotted a rusty but running model T Touring. I talked my dad into taking me to see it. If I recall correctly the owner wanted \$500 for it. Dad said "no" and reminded me he had bought and sold Model Ts for \$7.50 each so he probably thought \$500 was overpriced.

When I was about 15 a friend and I biked (as in bicycles) about 50 mi one way to look at a Model T chassis he had found out about. I did not own a bike and had not done any riding so I was really sore when we got there. The last 2 miles were quite a steep uphill.

We found the T - a rusty chassis. It had the engine, radiator, drive line, rear end, wheels, transmission, front fenders, splash aprons and running boards. It was sitting out in the weather. We made a deal for it and got it for - SURPRISE - \$7.50. Now to get it home. We couldn't tow it, there were no tires and we were on bikes. I talked by 18 year old brother into going to get it with his new 1955 F8 dump truck.

When we got the chassis home it was unloaded outside and remained there for probably at least 20 years. One year I hung it up to the trusses in what was then my dad's shed. Two years ago my brother, who now owns the shed, got it down and asked me to take it away.

Last summer I decided I wanted to see if

I could get it running and on the road. Remember it was a rusty, non-running hulk when I got it **55** years ago. Last summer I spent a lot of hot, sweaty and dirty days sandblasting and painting the chassis. My cousin worked on the engine over the winter.

This summer I got the rearend back under it and finally finished the engine and transmission. The engine was installed about 2 weeks ago. Since then I have been working on the remaining components to be able to drive it. I decided it would be a speedster style without fenders or running boards, at least for now. The tin work would take several more months and I wanted to get it on the road and be able to use it, not just work on it.. Today I put the final coat of polyurethane on the deck and installed it. Within a day or two I should have the seat and gas tank installed so that I can actually run the engine.

Montana Majestic Mountain T Tour by Joe Fellin

Just outside of Whitefish, Montana at the Whitefish Mountain Resort Village, the Rocky Mountain Model T Club hosted a National MTFCA tour from August 1 thru 7, 2010. Based on sold-out registration, months in advance, it was sure to be an outstanding event and a superb week. It was with about 150 Model T's and approximately 300 guests in attendance. Magnificent T's were trailered from as far as Indiana, Texas, southern California as well as a vehicle from New Zealand. And, of course, with the proximity to Calgary, quite a few Canadian vehicles were spotted during the week.

Registration was open during the

weekend with the opening barbecue at the resort on Sunday evening. An introduction by organizers Mike Cuffe and Rich Bonebright included a description of the planned weeklong tours. It was impressed that this included some significant mountain driving through Glacier National Park with the need for well tuned engines and, of course, excellent brakes. Because this was to be remote in some areas, cell phones would not always function and, in fact, a Ham radio network was established for trouble vehicle operators. Fortunately, there were no serious incidents during the week.

A particularly interesting part of the goody bag was the magnetic door sign with a unique number assigned to each car. The background for this design was based on the artwork of renowned western artist Charlie Russell in the early nineteen hundreds. The owner of the art granted special permission for the use of the design for our door decals. Refer to the photo section and note the native American motif including the Russell logo and date of this specific design. We are indeed fortunate to have such a famous memento of our tour!

Monday was a fairly easy drive north through Eureka and on to the Canadian border crossing through Customs for a short run into Canada. Traveling through the Tobacco Plains Indian Reservation, our tour had a lunch stop at the reservation hall with an opportunity to purchase handmade native items. After this brief visit, the tour returned south stopping at Eureka for a photo opportunity. A professional photographer was commissioned to do a group photo of as many T's as were possible to be squeezed into a local

parking lot. Because of the large number of cars, a lift was used to capture the total group. From here, it was an equally easy drive back to our home base resort. In fact, the most difficult part of the trip for the entire week was the ride up to the resort from the valley floor. Although the uphill climb was a mere five miles, sections of the route included a 9% grade, a most significant climb for Model T's especially when fully loaded. However, almost all of the vehicles took the climb in stride each and every day. Only a few T's were observed during the week stranded along the road because of overheating. This evening was on our own and Model T's were seen all over the Whitefish area at the many restaurants. Total mileage for Monday was 165 miles.

Tuesday was the "big" tour, a ride up and over Logan Pass through Glacier National Park. The "Going to the Sun" highway, as it is aptly called, appeared very foreboding although not as steep as the road to our home base. However, with multiple hairpin turns, the west approach to the pass may be described as not for the "faint of heart". In sections the road was limited to one lane because of repairs and work crews were seen precariously positioned near the extreme edge with steep deep dropoffs. Unfortunately, as we neared the top of the pass, we were in the clouds preventing any views of the magnificent scenery. The parking lot at the top was completely full indicating the popularity of this awesome trip. The ride down the eastern mountain side to St. Mary's was much less intimidating. From the bottom, our prescribed route around the southern area of the mountain included a region known as "Goat Lick Overlook", frequented by nearby Mountain Goat inhabitants who appear to enjoy the

exposed mineral salts. Refer to the attached image of a goat ascending the steep cliffside (from an earlier trip). The route continued around to the north until returning to home base. Total mileage for this day was about 200 miles and, again, the evening was on our own.

Wednesday was more or less of a "free day" with local driving in and around Whitefish and Kalispell. In the morning, the MTFCA Board of Directors held its semi-annual Board meeting. Normally, this meeting is conducted in Centerville, Indiana although for this year it was decided to be held in conjunction with this national tour. During the afternoon, a local Ford dealer, De Pratu, invited as many T owners as were interested to display their vehicles in the new car parking area for an impromptu car show which included a free lunch. Perhaps a hundred or so T's arrived throughout the afternoon. As might be expected, cars were proudly displayed along with countless photographs taken. A really fun was to spend the afternoon. Typical mileage for this day was perhaps around 70 miles. And again, evening was on our own.

Thursday was a tour of about 80 miles through Bigfork and Kalispell and around Flathead Lake. A very scenic route, to be sure. In addition, the many cherry orchards located around the lake were at the height of their harvest season providing much opportunity for delicious sweet cherries. At various locations on the tour, antique shops could be found as well. And the highlight of the day was a visit to the "Miracle of America" museum which can best be described as a huge assortment of Americana. A truly great stop! Upon returning to home base after about 82 miles of touring, we were

treated to a ride up the resort chairlift to a mountain top restaurant for dinner. As one might expect, the western views of the Flathead Valley as well as eastern views of the Rocky Mountain were absolutely inspiring. Because of the large size of the tour group, dinner was served in two separate sittings. A great ending to an outstanding day.

Friday was the final scheduled day of the tour. Target destination for this trip was Bigfork, the “Village by the Bay” which has been highlighted as one of the best small towns in America. A must-see in northwest Montana! Located in a sheltered bay leading into huge Flathead Lake, the town offers many attractions for boating, fishing, hiking and other water recreation with a magnificent mountain backdrop. Enroute to Bigfork, we were invited to visit the private antique auto collections of Dave Cooley and Lyle Axlestad, a delightful experience. Model T’s, A’s and several other marquees were available for our close inspection (including drooling). Travel this day required about 3 hours roundtrip with mileage dependent upon local side trips.

Friday evening was the closing banquet at a resort nearby home base. And quite a banquet it was with a bit over 300 guests enjoying an outstanding dinner plus closing ceremonies for the week. Overall, the tour was simply outstanding and, to quote a much overused expression, “A good time was had by all”.

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:
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!!

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. You may also be carrying a membership card in your wallet which has the number on it.

RECIPE OF THE MONTH

Would you believe? - Potato Peel Pie

Mix 2 cups raw, grated potato skins (reserve potatoes to make mashed potatoes for filling) with 1/3 c. grated onion, one egg and 3 Tbls.

Flour. Press into a buttered pie plate to form a crust and bake for 20-25 minutes at 400 degrees. Cook reserved potatoes, drain and mash. Add your favorite flavorings such as butter, milk, sour cream, chives, garlic or cheese. Fill the crust with mashed potatoes. Bake at 375 degrees for 10 minutes or until browned.

HEALTH AND WELFARE

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

Dave Veres, Treasurer
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George Elms, Immediate Past
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(480) 288-0726

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

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

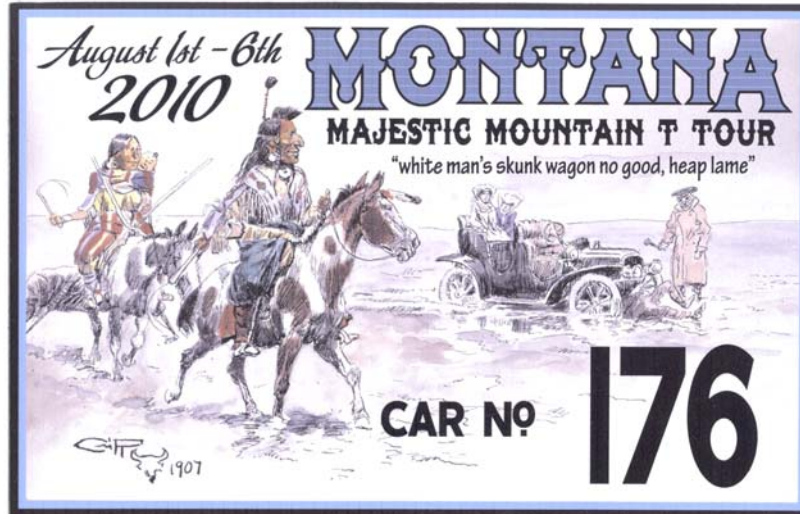




Peach Pickin' at Schnef's Farms in Queen Creek, May 8, 2010



Breakfast at The Egg & I in Mesa - August 21, 2010



Magnetic Car Door Decal





1916 Stanley Steamer





Steve Nissle composing a photo for a cover shot on the monthly newspaper *THE GROVES*



Gary Smith's repaired engine block



Alaska Pipeline - "Proof" of Dave's visit



LeMay Museum - Tacoma, Washington
(Collection of 2300 cars)



1920 Argonne
- only car in existence

Fountainhead Antique Auto Museum - Fairbanks, Alaska

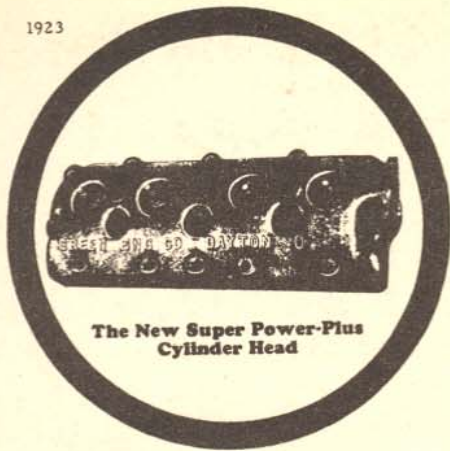
Dave Veres' Summer trip to the Pacific Northwest and Fairbanks, Alaska



From the creative workshop of Austin Graton in Holderness, New Hampshire



A portfolio by Jim Huggins of Kearney, Arizona



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Cylinder Head**

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Does away with the complications and noise produced by overhead valves. Lasts a life time—no expensive replacement parts to buy. Just a constant joy and continuous round of satisfaction and pleasure.

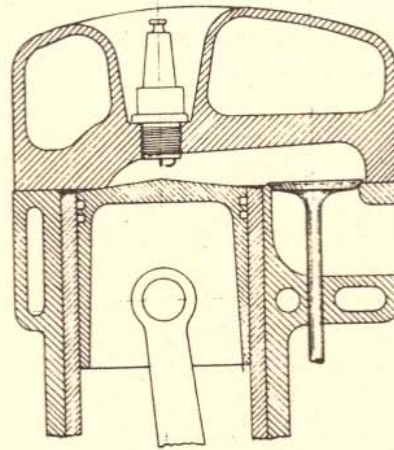
We Have Attained Speeds of More Than 100 Miles Per Hour

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**Complete as shown
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It is necessary to use special ALUMINITE 12 ounce Pistons with the "Super-Power-Plus" cylinder head in order to get the correct compression. We, therefore sell the head and pistons as a combination and do not sell the head alone.

Wonderful results are obtained with the regular Ford carburetor, and camshaft when used with the "Super-Power-Plus" cylinder head and only when a great excess of speed is required is it necessary to use a special carburetor or special cam shaft. Our No. 189 camshaft can be used with wonderful results with the "Super-Power-Plus" cylinder head.

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PRICES OF EQUIPMENT FOR RACING CARS

No. 322 "Super-Power-Plus" Racing Head complete with four special racing ALUMINITE Pistons. Price.....	\$75.00
No. 323 "Super-Power-Plus" Racing Head complete with four racing ALUMINITE Pistons, also special racing camshaft, price	\$105.00

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