

OFFICIAL PUBLICATION OF THE EAST VALLEY MODEL T FORD CLUB**February 2014****Volume 12, Issue 2****CALENDAR OF EVENTS****February 2014**

- 1** Motoring Thru Time
- 8** Florence Historic Tour
- 8** TCH Charity Car Show
- 15** Ruckstell Tech Clinic-Ken Henry
- 20** AJ Elks Club Car Show
- 20** General Meeting, 7:00 p.m.
Berge Ford, US 60 & Mesa Dr
- 22** AJ Lost Dutchman Parade

March 2014

- 8** AJ Tractor Show

April 2014

- 4-6** Prescott Tour
Arizona's Model T Ford
Roundup



"Joe's New Years Eve visit with the Tin Lizzies of Albuquerque".



East Valley Model T Ford Club 3733 E Minton Place Mesa AZ 85205
Website: evmtfc.com

PRESIDENT'S MESSAGE*By: Steve Nissle*

Thanks to all for a great meeting in January!

I am really excited about our Prescott tour in April! It will be great fun as a club and especially with the other T groups as well! We should have a lot of cars together at one time! Put April 4, 5 & 6 on your calendar!



For those of you who need a good photo of you and your T for our website, it will be perfect in Prescott! I will plan on taking them for you.

Check out the calendar as we have a number of scheduled club events and others that you might want to attend.

Thank you to Jan and John Peterson and Jack Forsell for filling out the personal questionnaire. Would love to have everyone's info and a couple photos of you when you were young. Knowing that you left them up North in the cold country ... you can bring them in the Fall! Thanks!

February 22nd is the Lost Dutchman's day parade. Thanks Larry & Sandra Hart for opening your home for early Coffee & Doughnuts and after the parade a potluck! See you all there!

It's great to have so much participation in planning our year! Thanks to you all for suggestions, ideas, clinics and friendship!

Keep on Driving! -Steve

Please let me know the date of your birthday. We don't need the year. We will have a section in the newsletter each month wishing those special members a "Happy Birthday".

Please fill out the questionnaire that was sent out via e-mail as a single person, so we have one individually for each member to use for our meetings. I also need a digital photo of you as a child, a youth and current. The photos can be you with your family or spouse. If you only have photos and not digital photos let me know. I can scan it for you. I would like to get as many as possible. Thank you!

Name_____ Birthplace_____
Elementary school town_____ High School name & town_____
What I learned from my parents_____
1st car_____
How I met my spouse_____
How many Children_____ Grandchildren_____ Winter home_____
Model T year and make_____
Best Model T experience or story_____
Hobbies_____
Other_____

January 11th - MESA; MODEL T GENERATOR CLINIC *By: Tom Hoverson*

Gary Schicketanz and his wife, since she helped with refreshments, were hosts of the clinic. We were pleasantly surprised with how warm it was in Gary's nicely appointed garage. We had 14 attendees and every one brought something different to this training session.



Joe Fellin took lead, maybe because that meant he had a nice cushy seat to sit on for most of the proceedings. Jerry McKinney's generator was the first to be disassembled. The old open bearing on the brush end stuck in the housing and with a drill and punch it was able to be removed. The next issue was the brush plate. Parts of it were cracked so with the help of another generator disassembly, I think from Austin, we now had a good brush plate. I was given the opportunity to use Gary's Harbor Freight soda blaster to clean off the plate, it worked very well on this small part. Another challenge usually is removing the field coils from the generator housing.

Dave Veres had 2 tools, a special large flat screwdriver tip attached to a ratchet wrench and a c-clamp and a properly sized muffler pipe expander that helped hold the coils while the screws were removed. He also did the same for Jeff Henry on his generator disassembly. After checking the armature on Gary's unit it was found non functional, I think Austin then donated an armature to the list of supplies from his inventory. Jerry had purchased for about \$85 the rebuild kit for his generator and the reassembly started. The kit had the new sealed bearings so no oiling will ever have to be done again. As each part had been cleaned the assembly was fairly smooth until some of the smaller brush wire securing screws did not seem to fit. We let the owner of the generator make the final decision to use brute force to finish those screws, someone has to take responsibility. The screws did thread properly, it was determined that there had been some corrosion in the threads that made them hard to assemble. All went well after that.



Now we were ready to test the generator. This had comic relief to it.

Imagine 4 or 5 wires, 1 meter and at least 3 grown men trying to hook up and test this generator with a gallery like an operating room. After about 10 minutes all proper connections had been made and the generator had been wired as a motor and was running off a 6 volt car battery, putting out about 6 amps. Everything had come out nearly exact how and where it should have. At this time it seemed the herd thinned, some people left, some went outside to enjoy the sun and now just 3 people were left to work on the 3rd brush adjustment on the generator, that took another 10 minutes and everyone was happy allowing for the final screw to be tightened.

In all, one generator was completely rebuilt and tested and one generator was disassembled ready for a parts kit to reassemble. It only took 14 people and support staff, refreshments, and 3 ½ hours to complete the job. Only 49 man hours, of course we all enjoyed the experience and the added knowledge that we left with.

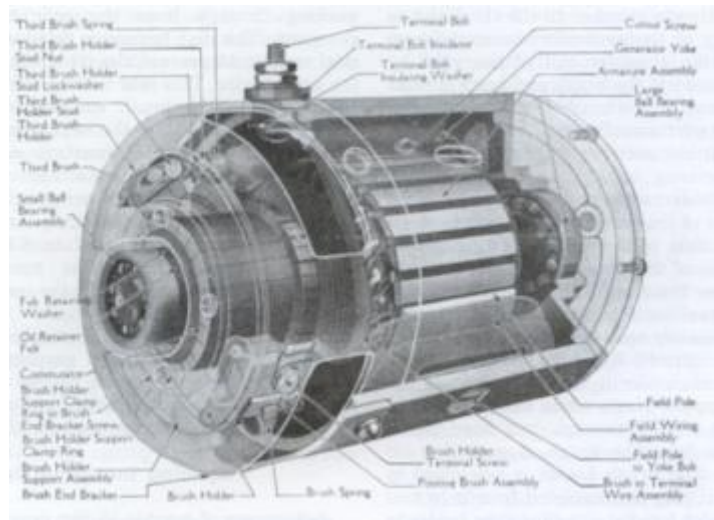
Now it was time to have lunch. 8 or 9 of us went to a restaurant I recommended. I've been there once before and this time was just as good. It is the Red Mountain Cafe on the Northeast corner of University and Greenfield in Mesa



Here is a web site that has information on Model T generators, operation and repair that will help if you are interested in tackling this project.

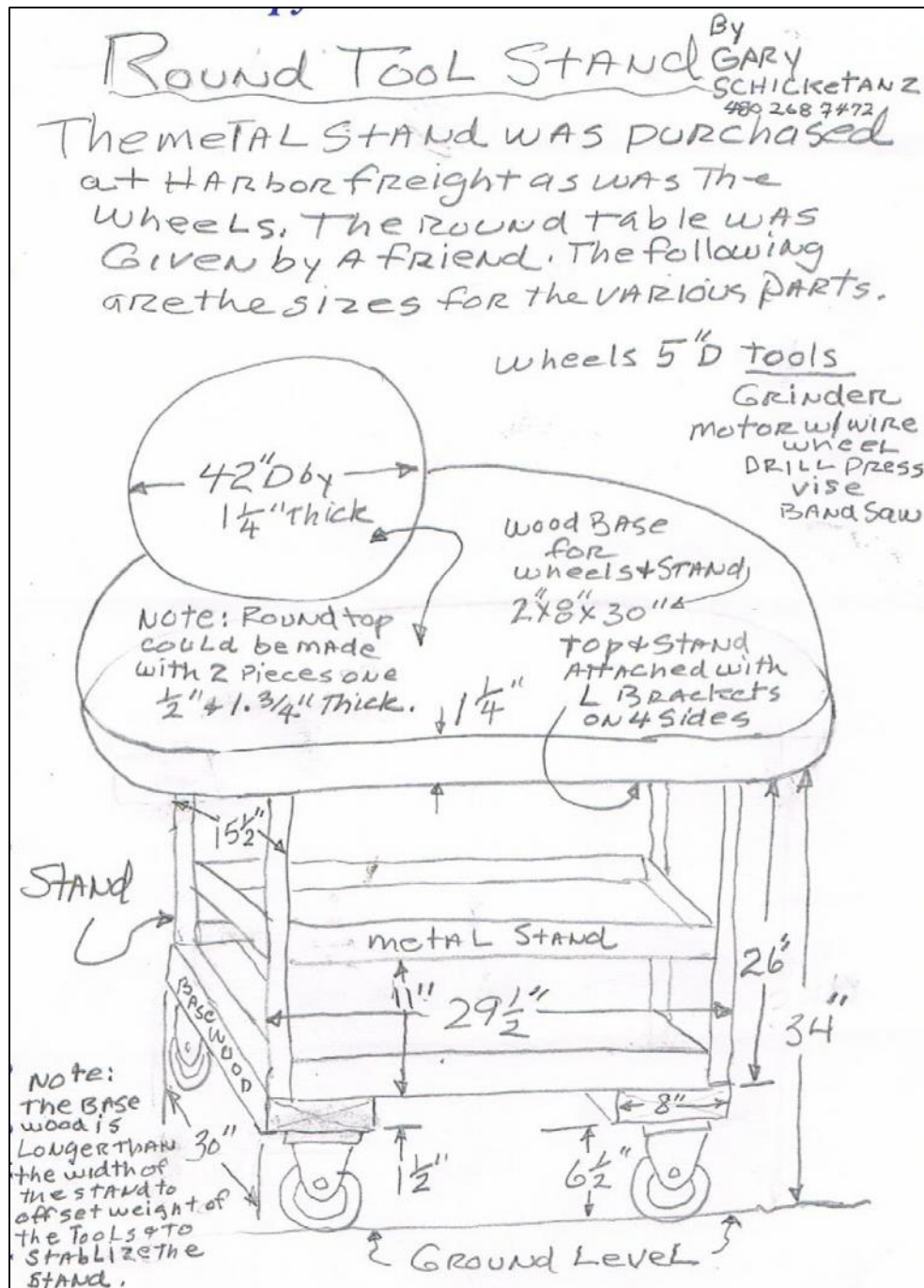
<http://www.modeltcentral.com/model-t-ford-generator.html>

It sounds like a well rebuilt Model T generator runs \$260-\$350 so you rebuilding your generator sounds cost effective.



Acknowledgment: The diagrams and technical images on this page are courtesy of the MTFCA and Dykes Automotive Encyclopaedia. Colour images are the property of Modeltcentral.com

On a side note: Many of us appreciated the round work bench attached with power tools and vises that Gary had in his garage. It allowed many such items to be permanently attached and widely useable in a very small space. Here is a diagram of it.



Good luck and keep it charged.

-Tom Hoverson

LOCAL CLUB EVENTS**GENERAL MEETING REFRESHMENTS**

Refreshments will be provided by:
February 20th—Hoverson & Francois
March 20th—McKinney & Graton
April 17th—Veres & Fellin
May 15th—_____

Please let Steve Nissle know which month you would be able to bring “light” refreshment snacks to our “General Meetings”. You could also team up with another couple.

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

EVMTFC WEBSITE

Check out our website at:
evmtfc.com

To see the monthly newsletter or any of the following information, click on the corresponding tab.



Home Page including Upcoming Events
About EVMTFC
Contact Information
Membership Application
Newsletters
Members Cars (Our Ts)
‘T’ Tools & Techniques
MTFCA

Dave Veres 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 features on the “T Tools & Techniques” page.

HEALTH & WELFARE OF MEMBERS

Please keep Howard & Daphene Downs in your thoughts and prayers. Howard is recovering from a head on collision auto accident.

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. **Membership dues for 2014 are due ASAP!** 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.

Lynn Graton
Ken Henry 12
John Peterson 15



Happy Birthday

EVMTFC OFFICERS

Steve Nissle, 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)

Claudia Linney, Immediate Past President
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

LOCAL CLUB EVENTS**FEBRUARY 1—PHOENIX
MOTORING THRU TIME**

Historic Heritage Square and Science Park,
Downtown Phoenix.

Don't miss this opportunity to see antique and classic vehicles (auto, truck, bike, motorcycle) and/or other early auto related artifacts including travel trailers from the 1900-1980s era at their fun transportation event. Food and beverages available for purchase at the event.

**FEBRUARY 8—FLORENCE
FLORENCE HOME TOUR**

The Town of Florence is presenting the 29th Annual Home Tour Event. Visitors will be able to view and experience the history and unique culture of public, commercial and residential structures built between 1878 and 1931. A variety of architectural styles will be on display in the state's sixth oldest community.

This event will include food vendors, music, historical exhibitions and a car show for Classic Cars (preferably pre-1940) on our Town's historic Main Street.

Contact John Nixon at 520-868-7699 or e-mail
John.nixon@florenceaz.gov

**FEBRUARY 8—TEMPE
TCH RACING HEARTS CAR SHOW**

Lake Country Village Shopping Center Parking
Lot at Rural & Baseline.

10am-2pm

Pre-registration fee \$10. (\$15 at the door).

Register online at www.tch-az.com

<http://tch-az.com/racing-hearts-charity-car-show-2014>

Questions contact Dawn
480-730-4221.

If anyone is interested in
participating, please let
Bert Diehl know.

**FEBRUARY 15—MESA
RUCKSTELL CLINIC**

8:30am

Ken Henry, 2702 W Kiva, Mesa
(Baseline & Price)

Come on out and join the club members
to learn and help!

**FEBRUARY 15—FOUNTAIN HILLS
CONCOURS IN THE HILLS**

10am-3pm

Arizona is arguably the greatest car lovers' state in the country. Local and informal car shows are held almost every weekend somewhere, in shopping malls and car dealer parking lots.

Now, for the first time, there is an Arizona state-wide Concours where classic, collector and high performance cars will come together to be viewed and judged in an ideal and dramatic setting on the beautiful green grass of Fountain Park in Fountain Hills, with the famous fountain as a backdrop.

The Concours is supported by the leading car clubs of Arizona representing Ferrari, Lamborghini, Porsche, Jaguar, Ford GT, Viper, Corvette, Lotus, De Tomaso, DeLorean, and others.

Judging will be by exhibitors and "People's Choice", allowing visitors to participate.

There will be just three classes: Best Import, Best Domestic, and Best of Show.

Participation is a minimum donation of \$50 per vehicle. Spectator admission is free.

All proceeds will go to the Boys & Girls Clubs of Greater Scottsdale and tax receipts will be issued to sponsors.

Contact Peter Volny at
concoursinthehills@cox.net

**FEBRUARY 20—APACHE JUNCTION
ELKS CLUB CAR SHOW****Kickoff for Lost Dutchman Parade**

Annual car show at the Elks Club in Apache Junction on Hwy 88. (2455 N Highway 88, the NE corner of Lost Dutchman (Brown Road) and Highway 88.

This is the kick off for Lost Dutchman Days. Have cars there between 11:00am and 12:00noon. FREE BRAT AND DRINK.

**FEBRUARY 22—APACHE JUNCTION
LOST DUTCHMAN PARADE**

We will assemble at Larry & Sandy Hart's beginning at 7:00am at 1875 N Monterey Dr in Apache Junction. There will be breakfast goodies.

There is room to trailer in and unload if you are a distance away. Please be prompt as we must be in the parade lineup no later than 8:30am.

For those who don't have a T here and may want to ride in the parade, come on out. Most of the time someone has a vacant seat they are willing to share.

The parade will begin at 9:00am. Parade route is on Apache Trail, between Idaho and Ironwood-begins at Phelps, just west of Idaho and goes west to Ironwood and returns.

After the parade, we will return to Hart's for a potluck lunch. Bring a dish to share. Even if you are not coming out for the parade, try to join us for the potluck lunch.

**MARCH 8—APACHE JUNCTION
ANTIQUÉ ENGINE & TRACTOR SHOW**

Rodeo Park (Lost Dutchman Blvd between Idaho and Tomahawk Roads).

9:00 am—4:00 pm. 1:00pm Parade of vehicles.

Adults \$5.00. Kids (12 & under): Free

(If you bring a T, there is no charge to get in).

Food and beverages available on show grounds.

Let Steve Nissle know if you plan on attending.

Watch for more information.

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.

[http://nationwidecarshows.com/index.php?
page=cruiseins&stateid=AZ&cityid=Phoenix](http://nationwidecarshows.com/index.php?page=cruiseins&stateid=AZ&cityid=Phoenix)

Check the links for time and place, and the calendar, for weekly "cruisin'-ins".

[http://www.desertcruisers.com/index.php?
page=events&stateid=AZ&cityid=Phoenix](http://www.desertcruisers.com/index.php?page=events&stateid=AZ&cityid=Phoenix)

Check the dates, times and events for upcoming shows.

www.arizonacarshows.com

<http://www.arizonaautoscene.com/events>

<http://www.cruisinarizona.com/carshows.html>

**RECIPE OF THE MONTH
SOFT MOLASSES COOKIES**

By: Marcia Taillefer

3/4 cup shortening

3/4 cup packed light brown sugar

1 large egg

1/2 cup molasses

2 1/2 cups all-purpose flour

1/4 teaspoon salt

2 teaspoons baking soda

1 teaspoon ground cinnamon

1 teaspoon ground ginger

1/2 teaspoon ground nutmeg

+granulated sugar for rolling cookies

Preparation:

1. In a mixing bowl with electric mixer, cream butter and sugar until light.

2. Beat in egg and molasses until well blended. In another bowl, combine the flour, salt, baking soda, and spices. Stir into the creamed mixture until blended. Chill for 1 hour, or until firm.

3. Heat oven to 350°. Lightly grease a baking sheet, or use parchment paper.

Shape the dough into small balls about 3/4 inch in diameter; roll in the granulated sugar and place on the prepared baking sheet, leaving about 1 to 2 inches between cookies. Bake for 8 to 12 minutes, or until set. Cool in pan on a rack for 2 minutes; remove to a rack to cool completely.

Makes about 4 dozen cookies.

The East Valley Model T Ford Club
Invites other Arizona Model T Clubs to join us for the following event

ARIZONA'S MODEL T FORD ROUND-UP

A gathering of the old Tin Lizzies
in Prescott, Arizona April 4 thru 6, 2014

Arrangements are in the beginning stages so this is a preliminary draft. The dates and location (Prescott) are firm. Dry camping will be available without charge compliments of Whiskey Row Flivvers (Model T Ford) Club. They are also working with us to make arrangements for local hotel discounts and trailer parking.

There are a lot of great museums and sites in the area to visit as well as the schedule of events we are working on. Whiskey Row Flivvers have offered to prepare a pancake breakfast for the attendees.

TENTATIVE SCHEDULE OF EVENTS

FRI 4/4/14 Arrival and set up. Burgers or picnic lunch in the camping area for attendees arriving early. Possible local road tour in the afternoon.

SAT 4/5/14

7 am to 8 am Pancake Breakfast hosted by the Whiskey Row Flivvers Model T Club. **9:00 am** Road tour to Harley Dave's eclectic collection of automobilia, from there on to Jim Shultz collection of over 40 Oldsmobile's followed by lunch at a local restaurant of your choice.

2:30 – 6:00 pm Gathering back in town at the Sharlot Hall Territorial Museum parking lot for a show of the Model T's.

SUN 4/6/14

8 am to 9 am Chuck wagon breakfast or on your own. No further events scheduled.

All times are approximate until a headcount is obtained.

Information needed from each participating club no later than Feb 1, 2014

Number of members interested in participating.

Number of Model T's.

Number of total attendees including family members and guests.

Number of attendees interested in a DRY camp site.

Number of attendees requiring hotel rooms.

Number of attendees wishing to participate in the pancake breakfast.

If no one in your club will be attending please advise accordingly. Please ask your club representative to respond by email to austgrat@q.com with the above numbers. Members of the East Valley Model T Ford Club, respond individually.

"Convertible Weather - No Heated Seats"

Photo submitted by: Kae Allen



Little chuckle moment...

Submitted by: Austin Graton

While attending a marriage seminar on communication, Jack and his wife Deanna listened to the instructor declare, "It is essential that husbands and wives know the things that are important to each other." He addressed the men, "For example, can you describe your wife's favorite flower?" Jack leaned over, touched his wife's arm gently, and whispered, "Pillsbury All-Purpose, isn't it?"

The rest of the story is not pleasant.

The Tale of Dolores and Ed Stolinski

The year was 1950 and Dolores had a steady guy,
he was not the love of her life and he made her cry.
He broke up with Dolly and then tried to win her back,
but Dolly said "heck no, I'll date this guy Ed, from work instead".
They both were working at Carsons warehouse and Dolly had a plan,
Ed had asked her out before, but at the time she had a man.
So Dolly asked her friend Betty, who worked at her side,
to tell Ed that she was free and swallowed her pride.
He was quite thrilled and jumped at the chance,
and said "I'll ask her again and maybe to a dance".
They dated about a year when Ed asked her for her hand and
Dolores said "Yes, but we will have to wait to exchange wedding bands".
Ed had to serve his country and headed off to war
but he knew he needed that band on her finger to score.
Ed returned in 1953 and the wedding was all planned
Ed was ready for Delores to be his wife & for Delores- Ed to be her man.
Ed's family was skeptical and said it wouldn't last,
but you have proved them wrong as 60 years has passed.
The first years of marriage were so much fun,
they lived with the in-laws and welcomed to sons.
By 1959 they saved and realized a dream,
by building a house in Palos and then adding to the Stolinski team.
A third son was soon joining the group,
but when the fourth child was a girl, Dolores let out a whoop!
So happy was Dolores that she had a little girl,
she decided another girl would be worth a whirl.
They thought they were through, but God had a plan and along come number six
to join in the big mix.
So there you have it—six kids and you're done,
but Ed and Dolores wanted more fun.
They have travelled the world, Vegas, Bahamas, and Paris to name a few-the list
of their travels and adventures always grew.
They headed to Colorado and many cruises with friends-
they have had so much fun and it still doesn't end.
Cross country in a Model T was a fun trip,
they even had a boat on Lake Michigan they kept in a slip.
So many adventures and talents to boot,
Ed and Delores keep busy and they really are a hoot.
We are thankful for their love of 60 years,
if it wasn't for them, we wouldn't be here.
Six children, 14 grandchildren and great-grandchildren that number 9.
We would say that it all turned out mightily fine.
Let's raise our glasses to Dolores and Ed-
blessings to you both for many more years of health, love & happiness.

Ed & Dolores celebrated their 60th
wedding anniversary in the snow.
But they had fun
and their daughter,
Julie, wrote this poem.
They are currently travelling
in the Bahamas.
Congratulations! Ed & Dolores!

Celebrating
60
Years...



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 Steve N. or Dave V. with the number. The number is shown on your mailing label when you receive your *Vintage Ford* magazine.

Membership in the MTFCA includes all the privileges of the Club, including six issues of the *Vintage Ford* and one voting ballot per member-family for election of the Club's Board of Directors. Annual dues are \$40. Lifetime 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

PO Box 126

Centerville IN 47330-0126

Phone: 765-855-5248

Fax: 765-855-3428

E-mail: admin@mtfca.com

Website: www.mtfca.com



July 13 to 18, 2014 The San Diego Model T Club will host the Americas Finest City Tour. This tour has been designated as the **MTFCA Western National tour for 2014**. The tour will be centered in the city San Diego at the Four Points by Sheraton which can provide plenty of accommodation, including Model T's, tow vehicles and trailers.

The tour will take the participants to the many sites that make San Diego quite unique. These will include the North county beaches, Torrey Pines, La Jolla, Mount Soledad, Point Loma, Mission Beach, Mission Trails, Coronado, the Coronado Bridge, a tour of the aircraft carrier Midway, the famed San Diego Zoo, Balboa Park and Old Town. Reserve the date now on your calendar.



**PLAN TO JOIN US
FOR THE
2014 MTFCA
BUSINESS MEETING
AND WINTER
GET-AWAY CRUISE**

February 24 – March 1

**ABOARD THE ROYAL CARIBBEAN
"LIBERTY OF THE SEAS"**

For further cruise information contact:
Bernice Young at modeltdoctor@centurylink.net
or phone 505-294-7450

March 8-11, 2014 Springtime Tour to Sierra Vista
The Hidden Valley Model T Club is holding a four day tour to the Sierra Vista region of Arizona March 8-11.

The schedule is: Saturday March 8, 2014 will be a simple run from Sierra Vista to Bisbee, the route out will be through Hereford, which is quite flat and a more direct route back which includes a long hill out of Bisbee, mileage is about 60 miles. Sunday March 9, 2014 will be run north from Sierra Vista north to visit the Kartchner Caverns, then on to Benson, then south to Tombstone and then direct back to Sierra Vista with a distance of 80 miles. Again there are no serious hills. Monday March 10, 2014 will be out from Sierra Vista to Patagonia for lunch through Sonoita, visit an auto restoration shop and a museum, a little dirt road and a ford then back thru the Army base over some really narrow, quiet but paved roads, with a distance of 90 miles with no serious hills. Tuesday March 11, 2014 will be a run from Sierra Vista out to Douglas, with lunch at the historic Gadstone hotel and back to Sierra Vista for a run of 110 miles.

The tour is open to all Model T's (and Model A's if you must). Tour cost includes Tour book, 2 entrances to Kartchner Caverns and two lunches at the Gadstone Hotel (per car with driver & passenger) \$95. Additional passengers (price each) \$41. The Group Rate (10+ rooms) will be \$75 plus tax at the Windemere, the phone number is 1-520-459-5900 and is located at 2047 South Highway 92, Sierra Vista, 85635, AZ. Closing day for booking is February 24, 2014.

For more information contact Tony Bowker phone 760-789-3954.

The following article by Joe Fellin was in the recent Vintage Ford magazine!

A Ruckstell Power Shifter

By Joe Fellin
Apache Junction, Arizona

Throughout my Model T years, I have occasionally seen old-time ads for aftermarket devices that permit Ruckstell shifting by means of a simple switch using engine vacuum. For some time, this idea has appealed to me and I decided to do some experimenting to determine if, indeed, engine vacuum could be used to shift the Ruckstell. The idea began by testing manifold vacuum using a suction oil pump of the type commonly used to evacuate oil from the rear axle. A vacuum line was connected between the outlet of the pump and a fitting on the intake manifold. With the engine running at idle, it was a simple matter to connect a pound scale to the handle of the pump. The results indicated that my engine was able to pull the piston into the pump with a force of twenty pounds. At idle, my engine creates manifold vacuum of about fifteen inches of mercury, which is about half an atmosphere or seven psi. This was the evidence needed to begin the design and construction of a Ruckstell Power Shifter.

Searching a plethora of air cylinders online located what seemed to be an ideal match for this application. A double acting air cylinder with a three-inch piston diameter and five-inch stroke by Bimba Mfg. Co. was ordered as the prime mover for the shifter. The unit, a stainless steel heavy-duty surplus model with a 3/4 inch cylinder piston rod including attached yoke, will be used in reverse as a vacuum cylinder. Surely, this would be ideal for this application. Upon receipt, a quick test of available force indicated thirty-three pounds with idle vacuum.



Double acting air cylinder by Bimba Mfg. Co.
Three-inch diameter piston, five-inch stroke



Back pivot end of cylinder



Expanded view of shifter parts



View of cylinder mounting rail with front support bracket

A five-way, two-position hand lever pneumatic valve was also located online allowing the cylinder piston to operate in both directions with a simple movement of the toggle on the valve. And no bat-

teries were required, at that! The only additional materials required were about twenty feet of auto store vacuum hose plus a few sections of hardware store angle iron and bolts. The valve was fitted in a standard plastic electronics enclosure.



View of five-way, two-position hand lever pneumatic valve and enclosure



Intake manifold connection for rubber vacuum line to pneumatic shift valve

The only real challenge of the project was to establish the geometry and layout of the cylinder and linkage to the Ruckstell Shift Lock assembly. After spending quite some time on my back staring at the rear axle assembly, it was decided to mount the cylinder on a length of 2" x 2" x 1/8" angle iron positioned on the left side of the driveshaft. The rear of this mounting rail was fastened to the left side of

the pumpkin where the axle tube is fitted by using a 3/8-inch U-bolt. The front end of the thirty-two inch rail was bolted to the left radius rod by fashioning a bracket of 3/4-inch angle iron to permit the rail to align flat and parallel to the driveshaft. This positioned the rail surface approximately four inches to the left and five inches below the radius rod. This installation provided a solid mounting platform for the vacuum cylinder.



Views of Ruckstell Shift Lock assembly with cylinder shift linkage attached



View of assembly ready for installation

The cylinder was mounted on the rail by clamping short sections of 4" x 4" x 1/4" aluminum angle stock to each end of the cylinder. Initially, it was envisioned to clamp the cylinder solidly to the rail and actuate the shift link extension arm by a coming motion. However, this proved to be unsatisfactory and "double centers" on the cylinder were selected. This involved fastening a pivot for the rear of the cylinder on the rail and connecting the front of the piston rod to the shift link arm using a pivot connection. Each pivot employed a bronze bushing to assist in smoother functioning. Using this approach, however, required the entire cylinder to pivot a small amount on the rear mount. A simple measurement and calculation determined that his movement at the front of the cylinder was approximately 1/2-inch (or about 2.7 degrees). A thin section of brass was cemented to the bottom of the front cylinder angle plate and another to the top of the rail. This provided a smooth brass-to-brass contact during piston movement.

The cylinder linkage to the Ruckstell Shift Lock assembly was welded to the shifter pivot arm at 180 degrees from the normal connection, which is used for shifting from the driver's position. The moment arm to the conventional long shift rod is about 2 1/2 inches. The position of the vacuum cylinder required a linkage of approximately 6 3/4 inches to connect to the cylinder piston rod. This was actually an advantage since the longer moment arm required a significantly smaller force



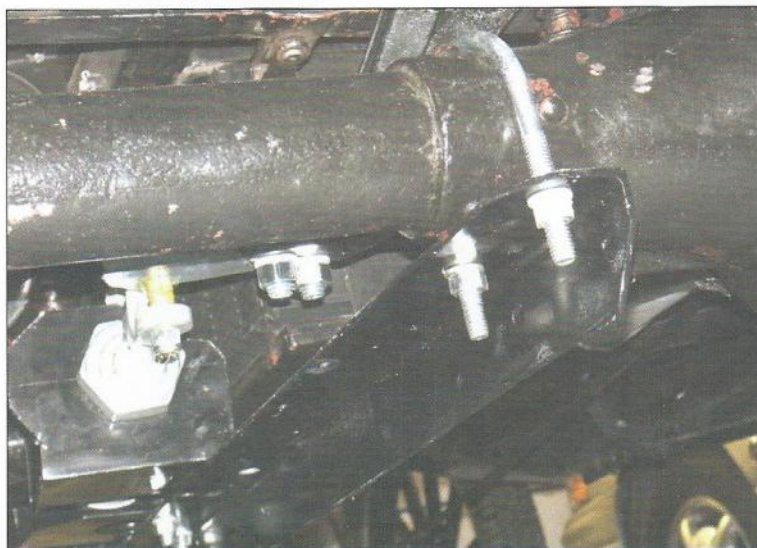
*View of Ruckstell Shift Link assembly.
Note standard shift tube on left and
fabricated link to vacuum cylinder on right.*

to shift the Ruckstell. Because of this longer arm, a heavily reinforced 3/4-inch length of angle iron was welded to the shifter pivot arm to minimize any chance of flexing of the arm.

With the cylinder temporarily clamped to the mounting rail, final alignment was established such that, with the Ruckstell in low gear, the piston rod in the cylinder would be fully extended. With the Ruckstell in high gear, the piston rod was retracted approximately two inches into the cylinder. To eliminate a constant force on the shift arm with the Ruckstell in high gear, a sleeve was fitted on the piston rod such that the piston is only able to move the necessary two inches between low and high gear positions.

To complete the system installation, the pneumatic valve was fitted into a plastic electronics enclosure fastened to the driver's quarter panel and vacuum lines were installed. A single line was fitted between an intake manifold fitting. The valve and double lines were fitted between the valve and each end of the cylinder.

After final installation and alignment of all components, the system was tested with the rear wheels on jack stands to permit Ruckstell shifting in both directions. A simple movement of the toggle valve shifts the Ruckstell either up or down as required.

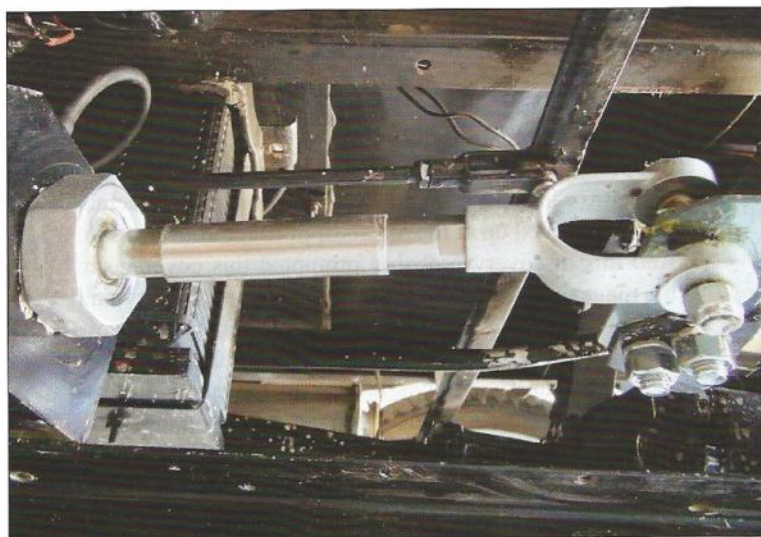


*Rear of cylinder mounting rail fastened to
rear axle pumpkin using 3/8-inch U-bolt*



*Undercarriage view of cylinder assembly in place.
Note front rail mounting bracket bolted to radius rod.
Ruckstell is in high gear with cylinder piston rod
positioned toward front of vehicle.*

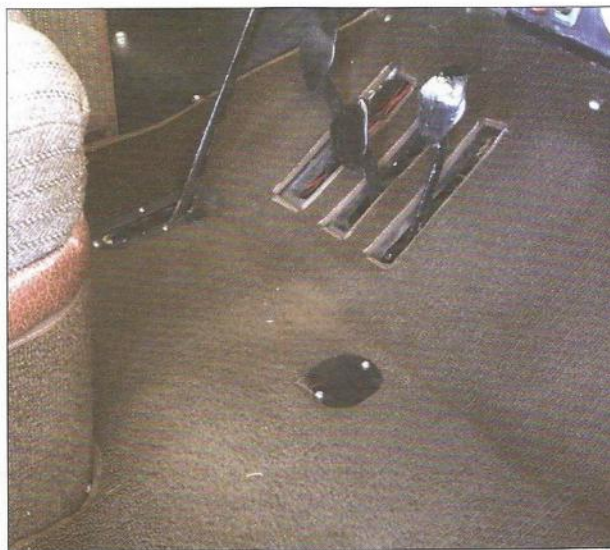
Since the driver's shift lever is no longer required, it was cut off below the floor line. The lever and bracket assembly were drilled and tapped for a 3/8-inch bolt to permit the lever to be reinstalled for emergency use.



*View of cylinder in low gear position.
Piston rod is fully extended toward rear of vehicle.
Note sleeve on piston rod.*



*Vacuum shifter control housing
fastened to driver's quarter panel*



Ruckstell lever position in floorboard covered with blank

Finally, it is necessary to describe a Ruckstell shifting technique. During the past ten years of Model T driving, I have been in the habit of always driving the T as a three speed, that is, always using Ruckstell as a second gear even on level surfaces. My technique to shift is to close the throttle completely, pop the clutch into neutral, and do the Ruckstell shift either into high or low. Because of this technique my engine is always creating maximum manifold vacuum during shifting, which is ideal for vacuum shifting. Vacuum shifting is identical with manual shifting and the resultant shift is smooth and effortless. □

CAR TRIVIA *Submitted By: Ken Henry*

Q: What was the first official White House car?

A: A 1909 White Steamer, ordered by President Taft.



Q: Who opened the first drive-in gas station?

A: Gulf opened up the first station in Pittsburgh in 1913.



Q: What city was the first to use parking meters?

A: Oklahoma City, on July 16, 1935.



Q: Where was the first drive-in restaurant?

A: Royce Hailey's Pig Stand opened in Dallas in 1921.



Q: True or False? The 1953 Corvette came in white, red and black.

A: False. The 1953 'Vett's were available in one color, Polo White.



Q: What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?

A: Carroll Shelby's Mustang GT350.



Q: What was the first car fitted with an alternator, rather than a direct current dynamo?

A: The 1960 Plymouth Valiant.



Q: What was the first car fitted with a replaceable cartridge oil filter?

A: The 1924 Chrysler.



Q: What was the first car to be offered with a "perpetual guarantee"?

A: The 1904 Acme, from Reading, PA. Perpetuity was disturbing in this case, as Acme closed down in 1911.



Q: What American luxury automaker began by making cages for birds and squirrels?

A: The George N. Pierce Co. of Buffalo, who made the Pierce Arrow, also made iceboxes.



Q: What car first referred to itself as a convertible?

A: The 1904 Thomas Flyer, which had a removable hard top.



CLASSIFIED ADVERTISING**FOR SALE:**

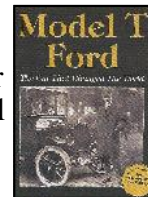
2 - 1926 front fenders
 2 - 1926 rear fenders
 2 - 1926 running boards

1 - set of windshield stanchions
 2 - 1926 splash aprons
 4 - wood 21" wheels

All of the above are original and ARE NOT rusted through. They will need to be reworked and have a few welded spots. Total price \$2,000 OBO. Call Gary Schicketanz at 480-268-7472.

FOR SALE: Rebuilt T short block \$1600. Various Model T parts. 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



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. If you haven't purchased a club t-shirt yet with the EVMTFC logo, I have different sizes in either gray or yellow colors for \$15. - Dave Veres



FOR SALE: 1930 Model A Deluxe, Four Door Sedan with Murray Body. New interior, rebuilt engine with new clutch. Less than 6000 miles on rebuild. New tubes and 6 Volt alternator, Turn Signal and Siren. Asking \$14,500 OBO

Bill Johnson, Lot 182, 12200 E. SR 69, Dewey, AZ 928-772-1959, 520-850-8798 cell

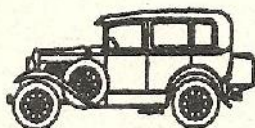


www.bergeford.com • Phone (480) 497-1111
 460 East Auto Center Drive • Mesa, Arizona 85204-6500

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

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

