

**OFFICIAL PUBLICATION OF THE EAST VALLEY MODEL T FORD CLUB****March 2013****Volume 11, Issue 3****CALENDAR OF EVENTS****March 2013**

- 2** East Meets West Tour
- 9** Scottsdale Home Tour  
Cheery Lynn Historic District
- 9** AJ Tractor Show
- 21** General Meeting 7:00 pm  
Berge Ford, US 60 & Mesa Dr
- 22** Zelma Basha Gallery  
of Western Art

**April 2013**

- 13** Riparian Reserve at  
Water Ranch
- 18** General Meeting 7:00 pm  
Berge Ford, US 60 & Mesa Dr
- 22** St. Anthony's Greek Orthodox  
Monastery

**May 2013**

- 16** General Meeting 7:00 pm  
Berge Ford, US 60 & Mesa Dr



February 20, 2013

Photo submitted by Joe Fellin.

Rare remarkable sight! Snow covers the Superstition Mountains in Apache Junction. The snow capped peaks could be seen 20 miles away in Mesa. Snow, hail and rain also left a blanket of white in parts of Phoenix metro area.



**PRESIDENT'S MESSAGE**

By: Claudia Linney

The weather is becoming Arizona weather. Time to get those T's on the road. We have a lot of wonderful tours planned over the next few months and hope you can join us.



I want to thank the Harts for hosting the Apache Junction Lost Dutchman Parade potluck. It was a great success. I think we had over 50 people; a lot I didn't know and am working on that. It would be wonderful if everyone would start bringing their badges and wear them. If you are not able to locate yours, please let me know and we'll get a new one ordered for you. The club is growing and the mind is shrinking. HAHA.

Looking forward to seeing everyone this weekend at the East Meets West tour. Happy Touring!  
Sincerely, Claudia Linney

**WELCOME - NEW MEMBERS**

Jeff and Janice Henry, Mesa

We hope you can join us in many future events and tours.

**East Valley Model T Ford Club (EVMTFC) MEMBERSHIP DUES**

Applications for membership in the EVMTFC may be obtained from any current member or from the Vice President/Membership Chairman Tom Hoverson at 602-292-3921 or may be printed from the website at:

<http://evmtfc.com/EVMTAPPL.pdf>

Dues are \$20 per year and include all family members. Please make payment by check payable to East Valley Model T Ford Club. Submit application in person at any member meeting or mail it to: David Veres, Treasurer EVMTFC, PO Box 24502, Tempe AZ 85285.

**GENERAL MEETING REFRESHMENTS**

March 21—Henrys

April 18—

May 16—

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.

**MODEL T FORD CLUB OF AMERICA**

Are your MTFCA dues paid up? If your MTFCA member number is not listed on the roster, please call Claudia or Dave with the number. The number is shown on your mailing label when you receive your *Vintage Ford* magazine.

Membership in the MTFCA includes six issues of *The Vintage Ford* and a vote for the Board of Directors. Dues are \$35 annually. Life memberships are available. Payment may be made by check, credit card or PayPal.

The East Valley Model T Ford Club is affiliated with and is a chapter of the Model T Ford Club of America (MTFCA), a national and international organization. Membership is strongly encouraged. As a chapter of the MTFCA, at least **50%** of our members must be members of the national club to keep our free liability insurance. Our club is doing very well in, as almost all of our members belong to the national club.

**The Model T Ford Club of America**

PO Box 126

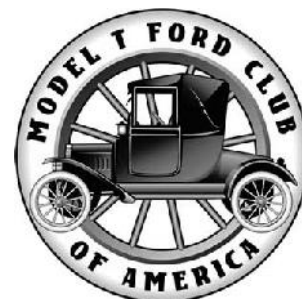
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**FEBRUARY 2—PHOENIX; MOTORING THRU TIME**

Bert Diehl, Joe Fellin and Dave Veres displayed their classic cars. The event featured several classic and antique cars, trucks, travel trailers, fire engines, a replica of the USS Arizona and much more. Plan on displaying and/or attending next year...generally the first Saturday in February.





**FEBRUARY 4—MESA; VALLE DEL ORO 30th ANNIVERSARY CAR SHOW & CARNIVAL**

By: Thomas and Joan Auterman

Five members of the East Valley Model T Ford Club showed their cars at the 30th year anniversary celebration at Valle del Oro Resort on Monday, February 4th. They were Austin Graton with his 1925 Model T, Joe Fellin with his 1922 Model T, Jack Forsell with his 1925 Model T, Tom Auterman with his 1930 Model A, and Jerry McKinney with his 1926 Chrysler. Many people stopped by the cars to visit, to reminisce, to ask questions, have pictures taken with the car, or just enjoy looking at the cars.





**FEBRUARY 9—TEMPE; THE RACING HEARTS CHARITY CAR SHOW**

By: Bert Diehl, Jr.

The Racing Hearts Charity Car Show was held at the Centers for Habilitation located at 215 W. Lodge Dr., Tempe, AZ on Saturday, February 9, 2013 from 10AM till roughly 2PM. The weather cooperated somewhat in that it rained early in the morning, but by the time that cars started to arrive, the rain had moved off to the east, the clouds were breaking up and there was the promise of sunshine. It stayed that way till about 1PM when dark gray clouds began to roll in and the wind picked up encouraging folks to begin leaving. Fortunately, all of the raffle prizes had been awarded, the free lunch to car drivers had been completed, and a good deal of shopping at the rummage sale had been done.

The three Model T's (thanks to George Elms, Austin Graton, and Dave Veres) that participated were definitely the oldest vehicles in the parking lot, but there were vehicles of all types to suit the fancy of many kinds of car people. Included was a 1942 Dodge pickup truck in military colors, a 1926 Cadillac, a red 1958 Chevy Impala, 1965 Thunderbird, a variety of Model A Fords, 1938 Chevy Coupe, custom 1940 Ford Coupe (2013 Grand National Roadster Show class winner), southwest sprint car, and many more.

Mark your calendars for February 8, 2014 because we're going to do it again and we'll keep doing it till we get it right!







Lunch at Tortilla Flat - February 13, 2013



**FEBRUARY 16—MESA; TECH CLINIC-Steve Nissle's 1912 Speedster Rear End**

By: Steve Nissle

8am, Saturday, February 16th, about fifteen Model T men started gathering. By 9am we had the rear end out of the red speedster and on a table completely apart! We examined the parts and found a number of problems with wear and unusable parts. Steve brought out a rear end he had in storage and by 10am that one was completely in pieces! Between the two, we were able to find most parts for a good rebuild. There are still parts, gaskets, bearings, etc that are needed. Austin donated a ring gear in good condition. Steve will gather parts and schedule a rebuild day! Thank you to all who participated! It is a pleasure to rub shoulders with so many great friends!





**FEBRUARY 23—APACHE JUNCTION; LOST DUTCHMAN DAYS PARADE**

By: *Larry & Sandy Hart*

The morning was crisp as the Model T's started to arrive at the Hart's home. Coffee was hot and muffins were in the warmer awaiting the guests. The ladies made their way to the house with offers of help. The men stayed close to the cars and visited as each vehicle arrived. At about 8 am a five minute warming was given and the cars were started for the trip to the staging area. We followed Joe Fellin in his Center Door to the parade route where Austin and Lynn Graton, Jerry Griffin and Dave Veres were manning the Lazy Lizzie grill preparing pancakes for the members.

In all we had 16 vehicles including the following: Austin and Lynn Graton in 1925 Tudor with the Lazy Lizzie behind, Dave Veres in his 1929 Model A, Ed and Dolores Stolinski in 1925 speedster, Joe Fellin with Grace and Jerry Robinson in Joe's 1922 Center Door, Bill and Kae Allen with guests Jo Young and Margaret in Bill's 1924 touring car, Mike and Kathy Sandberg and Jack Young in Bill Allen's Tudor, Larry and Sandy Hart in Gerald Hurysz's 1913 Touring, Jack and Laraine Forsell in 1925 Fordor with Ronnie Johnston as their guest, Reg and Roselynn Urness drove Bill Allen's 1924 Roadster, Reg said it was the first time he had driven a Model T in Arizona, Robert and Donna Enyart drove John Jackson's 1923 Touring with Tom Hoverson in the back seat, Bob and Susan Stone with Van Phillips and Wayne Case in the back seat of Bob's 1925 Touring, Tom and Joan Auterman in Model A, John and Cherri friends of Larry Hart drove Larry's 1926 Roadster, George, Ruthann and Isaac Elms in 1917 Roadster, Bill Davisson in 1925 Roadster/speedster, and Mel and Lorie Poppe with guests Dale and Marcia Gunther in 1926 Touring. The 1913 Touring lost it's fan belt as the parade started, but Larry and Gerald were able to make repairs and get back in line for the parade.

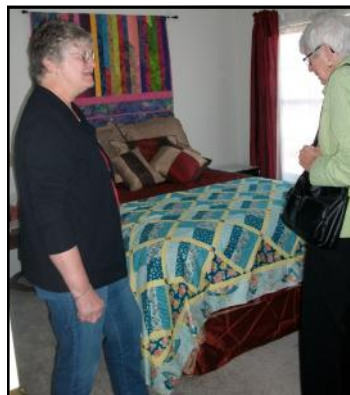
A lot of visiting and picture taking took place before the parade begin. It took us about 45 minutes to cover the parade route with a very warm response from the crowd as we passed. Young and old signaled for the drivers to honk their horns. After the parade, we traveled back to the Hart's for food and fellowship. Additional guests including President, Claudia Linney and her children and others joined us for the potluck meal. The sun was warm and food was great. More visiting took place before the men started their engines for their trips home.

Thank you to all that participated bringing food, tables, chairs and helping with set up and clean up. Teamwork made quick work of the job. Hope to see everyone again next year at this fun event.





FEBRUARY 23—APACHE JUNCTION; LOST DUTCHMAN DAYS PARADE





**FEBRUARY 25-APACHE JUNCTION; TECH CLINIC-Austin Graton & Mel Poppe Ruckstells**

*By: Steve Nissle, Austin Graton & Mel Poppe*

At Austin's shop, we pulled the rear end out of Mel Poppe's '26 touring to rebuild it into a Ruckstell. There must've been 15 people there! From 8-11:30 we pulled the rear end out, completely took it apart and began checking the clearances and putting it back together. We had to stop before assembling Mel's Ruckstell because he needs to change axles and we did not have a way to press the axle gears off. We will have to continue another day.



We started the assembly of Austin's Ruckstell up to the point of assembly of the driveshaft. Austin is waiting on receipt of the driveshaft sleeve and bearing to be able to finish the set-up. We will continue another day.

It looks like it will be a couple day project! Great turn out! Thanks to all who came, got greasy and ate donuts!

Since then, Mel took his axles to a machine shop in Mesa and pressed off the gears and pressed them on new axles. He is now ready to continue assembling the pieces back together. A tech day is planned for Monday, March 4th at Austin's.



We are curious just how many cars the EVMTFC T-Team has helped get on the road since the club started. If you have a car that has been worked on by the tech clinic team, let Austin know.







### **MARCH 2—SCOTTSDALE EAST MEETS WEST TOUR #5**



Mark your calendar and plan to attend our annual tour with Sun Country Model T Club. We will assemble at Pueblo Sereno Mobile Home Park at 9:00 am for coffee and doughnuts. Each club will arrange their own method of gathering the T's and driving to 8350 E McKellips Rd, Scottsdale (1 mile west of Rt 101 or 1 mile east of Hayden). Trailer parking on Weber next to Waterworld on Hayden.

At 10:45am we will leave for the History of Arizona Museum and return around 1:00 pm for full picnic goodies and fellowship at the Pueblo Sereno Clubhouse. Bring a dish to share.

Contact Bill Davisson 480-797-8107 or e-mail WDAZ1@cox.net for more information.

### **MARCH 9—SCOTTSDALE HOME TOUR CHERRY LYNN HISTORIC DISTRICT**

The Cheery Lynn Historic District is having a Home Tour on Saturday, March 9th, this year. This is their first public tour. They have done two others that were community only. They are expanding.

Basically there are 3 streets on the tour: Earll, Cheery Lynn and Flower. The houses will be located between 16th St. and Randolph (16th St to the Phoenix Country Club going East to West and from Osborn to Thomas going North to South). The area that is the oldest is in the area described from Earl to Flower. Tom and Chris Mansfield's house was built in 1929. Christine is the Home Tour Committee Chairperson and can be contacted at 602-595-9237 or 602-350-0132.

They plan on having some bands playing on each street to liven things up. The tour is from 10:00 am to 3:00 pm. but our club is welcome to come at any time in any way. We could park in front of the designated houses for a time and then at a certain time file through the neighborhood. They will provide water and refreshments, snacks and bathroom facilities for any and all vintage car folks.

### **MARCH 9—APACHE JUNCTION ANTIQUÉ ENGINE & TRACTOR SHOW**

Rodeo Park (Lost Dutchman Blvd between Idaho and Tomahawk Roads). 9:00 am—4:00 pm.

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

Food and beverages available on show grounds.

If you are participating, have your car in place before 9:00am. Graton's will bring Lazy Lizzie's Kitchen. Linney's & Edmundson's will bring the hamburgers, brats and buns. Dave Veres will bring chips and drinks. Everyone bring a dish to share and table service.

### **MARCH 22—CHANDLER ZELMA BASHA GALLERY of WESTERN ART**

22402 S. Basha Rd. Chandler (480-895-5230)

Arrive 10:30 am, Admission is free!

Lunch to follow at Paradise Bakery  
(1075 W. Queen Creek Rd. /Alma School)

### **APRIL 13—GILBERT RIPARIAN RESERVE at WATER RANCH**

Guadalupe/Greenfield Rd. (480-503-6200)

Arrive 10 am. Picnic in a ramada there!

<http://www.riparianinstitute.org/riparian.cfm>

### **APRIL 22—FLORENCE ST. ANTHONY'S GREEK ORTHODOX MONASTERY**

4784 N. St. Josephs Way, Florence

Meet at Plaza on Rt 60 at Superstition Rd. about 9 am. Leave at 9:30. (520-868-3188)

-Ladies bring head cover & long skirt.

-No slacks, men no shorts.

### **The Story of Charlie and the Dead Possum**

*By: Dolores Stolinski*

Charlie was visiting our Model T friends when he ran to their house, grabbed his Grandma's hand and lead her out to the garden. Hands on her hips she said "You want me to sing for a dead possum?" We went down into the pines, and dug the grave. Charlie asked to put the dirt in the hole. After that Charlie wanted his Grandpa to say a poem. Grandpa thought, and said, "Ashes to ashes, dust to dust, we hate to put you in the ground, but Charlie says we must". Then Grandma was asked to sing a song. She cut loose with "So Long, It's Been Good to Know You". It was hard to keep a straight face, but they did.



**RECIPE OF THE MONTH ~ SNICKER APPLE SALAD***By: Claudia Linney***Ingredients:**

- 6 regular size Snickers Candy Bars
- 6 apples (I use Red Delicious... Granny Smith would also be great).
- 1 (5 oz) package Vanilla Instant Pudding dry, do not prepare
- 1/2 cup milk
- 1 (12 oz) tub Cool Whip
- 1/2 cup caramel ice cream topping

**Instructions:**

1. Whisk vanilla pudding packet, 1/2 cup milk and cool whip together until well combined.
2. Chop up apples and Snickers.
3. Stir chopped apples and Snickers into pudding mixture.
4. Place in a large bowl and drizzle with caramel ice cream topping.
5. Chill for at least 1 hour before serving.

**OTHER LOCAL EVENTS**

**Check the following links for time and place, and the calendar, for weekly “cruisin’ -ins” and other classic car events.**

<http://nationwidecarshows.com/index.php?page=cruiseins&stateid=AZ&cityid=Phoenix>

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

Weekly (Fridays) through May “East Valley Car Show” at Fulton Ranch Towne Center, 4040 S Arizona Ave, Chandler.

Weekly (Fridays) Hobby Town USA Cruise-In & Toy Car Event, 1915 E Baseline, Gilbert.

Weekly (Saturdays) Superstition Springs, K-Mart, 1445 S Power Rd, Mesa.

Weekly (Saturdays) Mesa Riverview Cruise In, Mesa Riverview Plaza 202 & Dobson Rd.

Weekly (Saturdays) McDonalds/Scottsdale Pavillions Shopping Center, 9175 E Indian Bend Rd, Scottsdale.

Weekly (Sundays) “Cruz’n at Phil’s” at 16852 E Parkview Ave, Fountain Hills. 12:00 noon—3:00 pm.

Fourth Saturday each month “Cruisin’ on Main” at 100 N Center, Mesa.

Monthly (2nd Friday) “Freddy’s Friday Night Cruise” at Freddy’s Frozen Custard and Steakburgers, 2065 E Baseline Rd, Gilbert.

Monthly (4th Sunday) “Cruise-In at Red Mountain” 3:30 pm at 6101 E Recker E Virginia (Recker & 202 NE Corner), Mesa.

Monthly (2nd Sunday) “Swap Meet & Parts Exchange” at American Legion, 1018 S Meridian, Mesa.

Friday, March 1st—Saturday, March 2nd 8:00 am—5:00 pm. 55th Annual Cactus Antique Airplane Fly-In. CG Airport—3225 N Pinal Ave, Casa Grande. <http://www.cactusflyin.org/>

Saturday, March 30th and Sunday March 31st Todd Harding & Son Phoenix Swap Meet & Car Show. Arizona’s Largest Auto Swap Meet at the Arizona State Fairgrounds, 1826 West McDowell Road (19th Ave & McDowell Rd), Phoenix from 7:00am—2:00pm. <http://phoenixcarswapmeet.com/>  
Contact: kim@phoenixcarswapmeet.com 480-288-SWAP or 818-879-3965.



**A MAN AND HIS T***By: Jack Young***TRANSPORTATION NEEDED**

In 1945, when Bob (George) Sussex and I were 14 years old, we decided we NEEDED transportation. Our objective was to build a "Bug", a term used to describe a vehicle with a motor, 4 wheels, a frame and a steering wheel. (Brakes were optional).

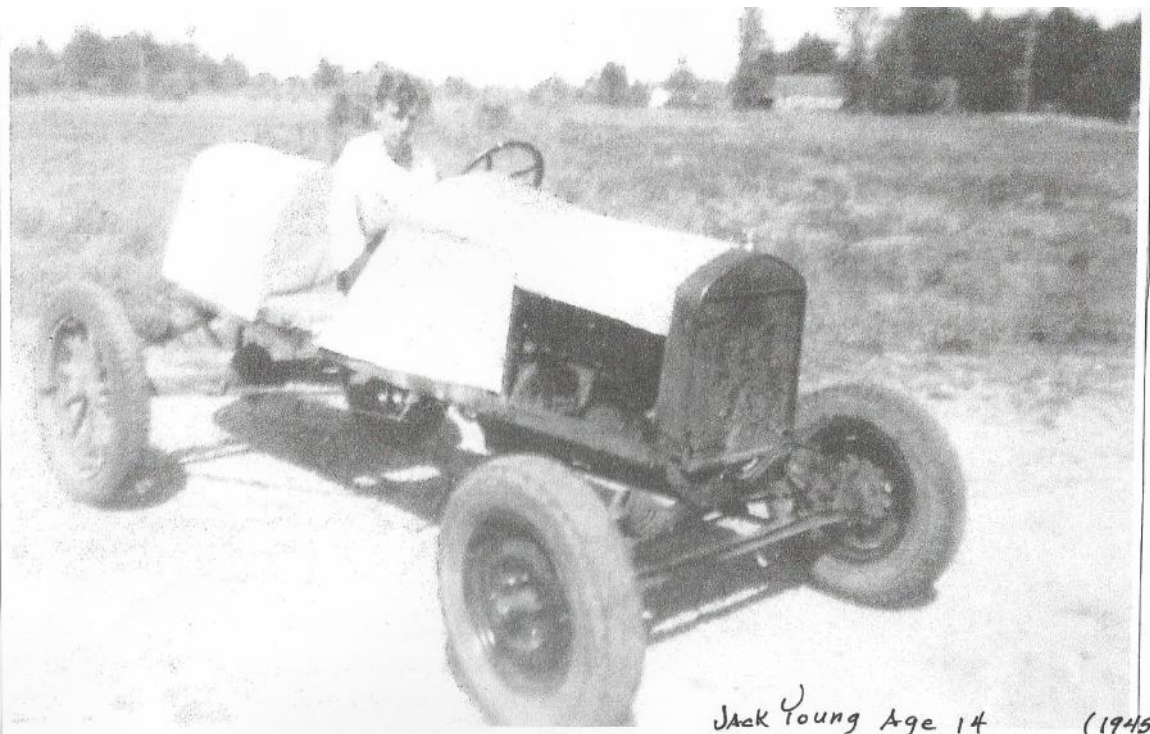
We purchased a motor for \$5.00 at an auction held at Mr. Fish's home at the 500 block of Grover Street. The motor was on a stand with a belt pulley on the transmission. It had one bad connecting rod so we went to Sussex Motor Co. (The Ford dealer in town, owned by Bob's Dad-George Sr.) We purchased a rebabbitted connecting rod (in stock). We installed the new rod, got the motor running then had a chance to sell it for \$25.00. We sold it to Jim Morrison's cousin to be used to power a winch for underwater logging. Logs that sank in the mill pond needed to be winched out.

No motor-so Dad offered the motor on his buzz saw, which included a running motor complete with a radiator, late style coil box, a Holley vaporizer carburetor and exhaust pipe (no need for a muffler).

Clarence Handy, our next door neighbor on Double Ditch Road, had parted out several Model T's to make wagons to move equipment from farm to farm with his hay and straw baling business. From him we received a frame, rear end with wheels, front end with no wheels just hubs, a steering shaft and steering wheel FREE! Note the cut off wooden spokes on the front wheels and Hassler "shocks" on both front and rear.

The steering shaft was lowered and shortened. Since no electric welders were available, Mr. Knittel, the local blacksmith, welded it in his forge. The rear rims and tires were not intended to fit a "T" but by elongating some of the holes and using long bolts they worked—not exactly concentric.

The picture taken on East Grover which was owned then by George Sussex, the former site of the Klockee Mill, shows one of the proud owners, Jack Young, taking it for a spin.



Jack Young Age 14

(1945)

*THANK YOU...car club for the warm welcome you gave us. It is always fun to mingle with folks with a common interest. If you get to Lynden, WA, please give us a call and drop in for coffee. ~ Jack & Jo Young.*



**Gary Schicketanz's 1926 Roadster...** in process of being restored here in Arizona. The car was a delivery car for a piston ring company with the logo on the car.



**1925 Pickup...**with a wood cab and box made of oak by owner. This truck was built over a period of 38 years from 1973 to 2011. The truck has a Ruckstell rear axle, and Rocky Mountain brakes.





### Driving a Model T for the First Time

By: Joe Fellin

*I had a call recently from Bill LaBrie of Phoenix. It was a rather unusual request. It seems that Bill had heard many stories about his Dad's automotive adventures in driving a 1922 Model T. Now Bill has never even ridden in a T but has been interested in driving one for many years to repeat the experiences of his Dad. I invited him out to my place to gain this new experience of driving a T with "three on the floor" and "two on the tree" or whatever it is that folks nowadays use to describe their modern contraptions.*

*What follows, in Bill's own words, is a very elegant description of his new experience which, coincidentally, was every bit as rewarding to me, as it was to Bill. Thanks, Bill, for sharing your experience with me.*

### Riding a Mile (or Two) on my Father's Wheels: Around the Block in a 1922 Model T

By: Bill LaBrie

I turned the key on a car that was built when Warren G. Harding was President, there were still only 48 states in the Union, broadcast radio was still a curiosity, and women had only just gained the right to vote.

I pressed the separate starter button and the flathead four cranked and sputtered to life yet again, as it had consistently for most of the last 91 years. I pulled the ignition advance lever located to the left of the steering wheel and the idle speed increased. Quickly, I turned the key from "battery" to "magneto" position, and after a slight hiccup as the source of electricity for the ignition system switched from the battery to the spinning generator attached to the engine, I was on my way to my first experience driving the car in which my father started his automotive adventures: A 1922 Ford Model T.

My father was a rather unique individual, just like the man providing the opportunity for me to retrace my father's footsteps this sunny day in the late Winter in the Arizona of 2013. Joe Fellin is a former IBM engineer who worked in the semiconductor field for most of his long career. He's the sort of terminally-curious guy who surrounds himself with the objects of his various fascinations, most of them mechanical. His mantle is crowded with old mining lamps, model aircraft engines, and various other immaculate mechanical things collected over the years, all perfectly arrayed. He's a recent president of the national Model T club, And he shares his knowledge generously.

"When you let off that left pedal, you release a 105-pound spring that--through leverage--exerts 600 pounds of pressure on a clutch pack. That puts you in high gear." he explained while pointing to the left pedal of the 3 on the floor before me. In form they looked familiar, though the assigned functions of most of them were entirely different from those in any car made in the last 85 years or so. So many things to understand differently in driving a T! I tried to remind myself that for many of the original owners of the 15 million Model T's made, it was not only the first car they owned, but the first one they had ridden in--or in some cases--even seen.



"It's not hard to drive a T. They're a hard car to break." Joe reassured me. It was the perfect car for the time. When it debuted in 1908 there was a world-wide need for affordable, basic transportation that actually worked for most people. Before the T, cars were largely seen as luxuries for the landed gentry, many of whom kept paid drivers and/or mechanics.

Fussy, temperamental, less-than-robust and expensive: Those were most of the cars made before the T. It took the pragmatism of a former farm-boy turned apprentice machinist and self-taught engineer to assemble all the right elements for a car that would come to define its age and change the world.

“Ok, now bring up the idle a bit. Give it some speed, and then we can go”. Joe pointed at the other unadorned steel lever, this one to the right side of the steering column. I remembered stories from my father about how my grandfather would provoke my grandmother on Sunday drives by pulling that hand-throttle back to an area where the paint hadn’t yet worn off. Without a speedometer, it was the only way to tell when one was speeding: The deeper the lever dipped into the still-painted part of the serrated metal arc providing friction beneath it, the more likely you were getting close to the almost-45 MPH terminal velocity of a stock Model T. And you were--quite honestly--probably pretty close to dying.

I looked down at the floorboards. I could see the ground beneath the car through the holes around the pedals linked to the brakes and transmission underneath. That’s how they were made.

Remembering the 105-pound clutch spring, I pressed the leftmost pedal to the floorboard, starting from the half-depressed position that constituted “neutral”. This was low gear, where the famous planetary gears did their jobs. I heard a distinctly mechanical growling sound as the car lurched forward and the idle dipped. “Go ahead and give it a little more gas.” I pulled the lever back, hoping there wasn’t something I had missed, and that the 20 horsepower figure for the little 2.9 liter 4 wasn’t pessimistic. This car really should never have had more than 20 horsepower. It was definitely no more than necessary, and no more than was relatively safe.

And with that we were on our way, 78-year-old Joe in the back seat keeping my 6-year-old boy Henry company and narrating our voyage in a 91-year-old car.

Halfway down the block with Joe’s house gradually--very gradually--disappearing behind us, Joe said “Ok, now you can drop the throttle a bit and let the pedal up. Then you’re in high gear.” I did as he said and as I closed the throttle, the car seemed to almost come to a halt. I released the pedal and pulled back on the throttle lever. The engine surged. After a brief stumble, we were in high gear at something around 10 MPH. I looked back over my shoulder to see my son’s beaming eyes as he sprawled out on the rear seat, projecting some sense of majesty as he surveyed the passing desert from the tall vantage point the car provided.

And now, I had to remember how to stop. “Remember: “ said Joe, “these aren’t power brakes. They’re just manual.” I recalled that the pedal to the right activated them. I pressed, and at first -- nothing. I pressed harder, and the sound of large eraser being rubbed on craft paper came through the cabin. The car slowed. I remembered to half-depress the left pedal again to put it in neutral. Our dramatic, glacial deceleration from about 15 MPH had completed without incident, and I hadn’t even killed the engine. Then the process started again as we continued our circumnavigation of the sparse desert neighborhood.

Through the rest of the drive, it occurred to me for the umpteenth time how relative the sense of speed really is. With the T trundling over the undulating pavement, the split windshield open and the four-banger humming and perfuming the interior of the car with mild oil and exhaust fumes, we might as well have been in a BMW blasting along an unlimited section of the German Autobahn, racing to meet a LearJet at Hamburg. It was thrilling. I was blissfully aware of every mechanical action in the car as I operated it, every texture and vibration. I recalled scooting around my mountain place in Colorado on an old 125cc dirtbike, never going much faster than 20 MPH yet feeling like I was bending light.

In our little 2-mile jaunt I was able to open it up on a long straightaway and let the ponies run. With Joe’s encouragement I pulled the throttle back--if only for a few seconds--into the no-mans-land where paint still covered metal. The aftermarket speedometer (circa 1922 as well) had recently broken, but I’d estimate we came close to 40MPH in one section before Joe counseled that I’d best be closing the throttle and preparing to stop. “Cut the gas now and start slowing down. Wait until you’re about 100 yards from the stop sign and then put on the brakes, but make sure you have enough momentum to get to the stop. You don’t want to have to start again halfway up a hill.” I let the engine handle the braking until we were a football-field away, then applied the erasers to the craft paper again.

A few more blocks and we were back where we started. By that point I was getting to be a rather smooth T operator and didn’t even notice that I was controlling the engine speed with my hand, selecting one of two forward

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gears with my left foot (with neutral somewhere in the middle of the pedal's travel), and somehow getting by without power brakes, power steering, shock absorbers, airbags, seatbelts, GPS, or electronics of any sort in a car old enough to be considered a national monument--one that also happened to be riding on rubber hoops that resembled bicycle tires.

After thanking Joe, my son and I were on the road again back to Phoenix in my 2012 Mazda 3. The intervening 90 model years had brought things undreamt-of in 1922: An engine smaller in displacement by a third that developed seven-and-half times the horsepower while using half as much gas; A body structure strong enough to protect its occupants in crashes at triple-digit speeds; air conditioning; enough digital computing power to run the entire space program circa 1969; digital computing power, itself. And yet: 80 MPH in the Mazda isn't nearly as thrilling nor as spiritually rewarding as was 40 MPH in the Model T.

And something about the transition back to the Mazda also left me a bit wistful: Considering that only 66 years separated man's first flight and his first steps on the moon, is this really all we have to show for 90 years of automotive development?



**Never squat with your spurs on....and other great rules of life!!**  
*Submitted by: Austin Graton*

Will Rogers, who died in a 1935 plane crash, was one of the greatest political sages this country has ever known. Following are some of his down to earth, commonsensical good quotes over the years.

**Some of his sayings:**

1. Never slap a man who's chewing tobacco.
2. Never kick a cow chip on a hot day.
3. There are two theories to arguing with a woman. Neither works.
4. Never miss a good chance to shut up.
5. Always drink upstream from the herd.
6. If you find yourself in a hole, stop digging.
7. The quickest way to double your money is to fold it and put it back into your pocket.
8. There are three kinds of men: The ones that learn by reading. The few who learn by observation. The rest of them have to pee on the electric fence and find out for themselves.
9. Good judgment comes from experience, and a lot of that comes from bad judgment.
10. If you're riding' ahead of the herd, take a look back every now and then to make sure it's still there.
11. Lettin' the cat outta the bag is a whole lot easier'n puttin' it back.
12. After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him.

The moral: *When you're full of bull, keep your mouth shut.*

**ABOUT GROWING OLDER...**

First ~Eventually you will reach a point when you stop lying about your age and start bragging about it.

Second ~The older we get, the fewer things seem worth waiting in line for.

Third ~Some people try to turn back their odometers. Not me; I want people to know 'why' I look this way. I've traveled a long way, and some of the roads weren't paved.

Fourth ~When you are dissatisfied and would like to go back to youth, think of Algebra.

Fifth ~I don't know how I got over the hill without getting to the top.

Sixth ~One of the many things no one tells you about aging is that it's such a nice change from being young.

Seventh ~One must wait until evening to see how splendid the day has been.

Eighth ~Being young is beautiful, but being old is comfortable.

Ninth ~Long ago, when men cursed and beat the ground with sticks, it was called witchcraft. Today it's called golf.

And, finally ~If you don't learn to laugh at trouble, you won't have anything to laugh at when you're old.

**"You're Not Getting Older,  
You're Getting Better".**



## OLD BURMA SHAVE SIGNS

*Submitted by: George Elms*

For those who never saw any of the Burma Shave signs, here is a quick lesson in our history of the 1930's and '40's. Before there were interstates, when everyone drove the old 2 lane roads, Burma Shave signs would be posted all over the countryside in farmers' fields. They were small red signs with white letters. Five signs, about 100 feet apart, each containing 1 line of a 4 line couplet...and the obligatory 5th sign advertising Burma Shave, a popular shaving cream. The signs were originally produced in two color combinations: red-and-white and orange-and-black, though the latter was eliminated after a few years.

Here are more of the actual signs:

DON'T STICK YOUR ELBOW  
OUT SO FAR  
IT MAY GO HOME  
IN ANOTHER CAR.  
~BURMA SHAVE



TRAINS DON'T WANDER  
ALL OVER THE MAP  
'CAUSE NOBODY SITS  
IN THE ENGINEER'S LAP  
~BURMA SHAVE

BROTHER SPEEDER  
LET'S REHEARSE  
ALL TOGETHER  
GOOD MORNING, NURSE  
~BURMA SHAVE

THE MIDNIGHT RIDE  
OF PAUL FOR BEER  
LED TO A WARMER  
HEMISPHERE  
~BURMA SHAVE

PASSING SCHOOL ZONE  
TAKE IT SLOW  
LET OUR LITTLE  
SHAVERS GROW  
~BURMA SHAVE



A GUY WHO DRIVES  
A CAR WIDE OPEN  
IS NOT THINKIN'  
HE'S JUST HOPIN'  
~ BURMA SHAVE



SHE KISSED THE HAIRBRUSH  
BY MISTAKE  
SHE THOUGHT IT WAS  
HER HUSBAND JAKE  
~BURMA SHAVE

CAUTIOUS RIDER  
TO HER RECKLESS DEAR  
LET'S HAVE LESS BULL  
AND A LITTLE MORE STEER  
~BURMA SHAVE

AROUND THE CURVE  
LICKETY-SPLIT  
BEAUTIFUL CAR  
WASN'T IT?  
~BURMA SHAVE

CAR IN DITCH  
DRIVER IN TREE  
THE MOON WAS FULL  
AND SO WAS HE  
~BURMA SHAVE



DON'T LOSE YOUR HEAD  
TO GAIN A MINUTE  
YOU NEED YOUR HEAD  
YOUR BRAINS ARE IN IT  
~BURMA SHAVE



DROVE TOO LONG  
DRIVER SNOOZING  
WHAT HAPPENED NEXT  
IS NOT AMUSING  
~BURMA SHAVE

SPEED WAS HIGH  
WEATHER WAS NOT  
TIRES WERE THIN  
X MARKS THE SPOT  
~BURMA SHAVE

NO MATTER THE PRICE  
NO MATTER HOW NEW  
THE BEST SAFETY DEVICE  
IN THE CAR IS YOU  
~BURMA SHAVE

THE ONE WHO DRIVES  
WHEN HE'S BEEN DRINKING  
DEPENDS ON YOU  
TO DO HIS THINKING  
~BURMA SHAVE





**CLASSIFIED ADVERTISING**

Do you have any Model T items for sale OR are you looking for specific Model T parts? Let Mel and Lorie know and we can add it to this section of the newsletter.

**WANTED:** If you have a list of parts or items that you need, contact Steve Francois. He will try to locate them for you.

**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. - *Dave Veres*

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





**NATIONAL EVENTS****MTFCA 48th Annual Business Meeting  
March 22-24, Dallas, Texas**

Make plans now to join your fellow MTFCA members for a fun filled weekend with Texas hospitality, hosted by the DFW Chapter MTFCA (aka Lone Star T's). Check out the website and links for updated information.

[www.lone-star-ts.com](http://www.lone-star-ts.com) Then click the Big D link. For questions e-mail [cobbj1@asme.org](mailto:cobbj1@asme.org)

Activities include VIP Guided Tour of Cowboys Stadium, Texas Museum of Automotive History, lunch at Trail Dust Steak House, annual business meeting, located in Fair Park over 100 cars on display for viewing, and of course, socializing and food.

Hotel reservations can be made at Doubletree by Hilton/Campbell Centre, 8250 N Central Expressway, Dallas, TX. 800-245-8918. Local telephone 214-691-8700. Fax 214-706-0187. \$109.00 + tax per night (single or double). Includes breakfast buffet. For group rate mention MTFCA Lone Star T's. Room rate available until March 2nd or until group block is sold out.

Hotel reservation and registration information form can also be found at:

<http://lone-star-ts.com/2013-Annual-Meeting/>

Payment received by March 2nd is \$175 per person. Late registration is \$195 per person.

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



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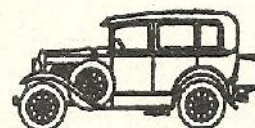
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**Ruthann Elms**, Tour Chairman  
480-831-0835

All articles, photos and information for the upcoming newsletter are due to Mel & Lorie by the 26th of the month. E-mail: [LMP\\_2006@hotmail.com](mailto:LMP_2006@hotmail.com)

**ARIZONA MODEL A, L.L.C.**

- NEW PARTS
- USED PARTS
- SERVICE
- RESTORATION
- HOUR: TUES-FRI 9-12, 1-5
- SAT & EVES BY APPOINTMENT



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