

Runningboard



News

OFFICIAL PUBLICATION OF THE EAST VALLEY MODEL T FORD CLUB

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East Valley Model T Ford Club 2702 West Kiva Ave. Mesa, AZ 85202
Website: evmtfc.com FB <https://www.facebook.com/evmtfc/?fref=nf>

EVMTFC (East Valley Model T Ford Club)

Website: evmtfc.com Be sure to check our website often for new and updated information.

Officers/Contact Information:

Sandy Hart, President/ (Board Member) deeresanta@cni.net 360 431 1808

Tom Hoverson, Vice President/Membership (Board Member) tom1757@aol.com 602 292-3921

Roselynn Urness, Secretary (Board Member);

Dave Veres, Treasurer (Board Member); 480-480-415-3235. davidveres@aol.com

Ken Henry, Immediate Past President; 480-839-1716. ken_cher@cox.net

Other Assignments:

Jan Peterson, Health & Welfare/Smiley Person; 480-969-0695.

Tom Hoverson, Tour Chairman; 602 292-3921, tom1757@aol.com

Steve Nissle, Newsletter Editor; 480-226-6883. stevenissle@gmail.com

Jeff Henry, Web Master; (480) 888-6349. jhenry123_321@yahoo.com

Membership Dues: 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.

Applications for membership in the EVMTFC may be printed from the website at evmtfc.com, or obtained from any current member or from the Vice President/Membership Chairman.

Newsletters: We e-mail our monthly newsletter, *Runningboard News*, which also can be viewed on our website. All articles, photos and information for the upcoming newsletter is due to the Editor by the 26th of the month.

Members Cars (Our T's):

Steve Nissle can take a photo of your T...contact Steve if you are interested.

Dave Veres can put a photo of your T on our website. Send him a photo of your T.

MTFCA (Model T Ford Club of America): The EVMTFC is affiliated with, and is a chapter of, the 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.

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.

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

The Model T Ford Club of America
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Model T Museum
309 N 8th St
Richmond IN 47374





Presidents Message 1-2-22

2021 has come to a close and I just wanted to do a brief recap of the past two years. We have faced many challenges in how we can have meetings and some of our social gatherings. The times made it necessary to think outside the box. We were able to have meetings at our ice cream events by meeting in the parking lots or outside tables.

After most of us got our shots at the beginning of 2021, we felt more comfortable in small groups.

During the year we did attend the Western Museum, had a poker run, attended parades both normal and reverse parades, picnic in the Usery Park, ice cream events and we were able to resume meetings in September after more than a year.

It was good to get back to some normal business and see everyone.

Our Christmas party at Mi Amigos was a huge success with 45 members and guests. Thanks to everyone who helped make these events by your participation, planning and setting up the details for us to enjoy.

I am looking forward to 2022 and resuming more special events.

Our Ladies Tea and Gentlemen's Brats is scheduled for January, Lost Dutchman Days and Poker Run in February and Tractor Show in March are just a few of events in the planning at this time.

I welcome Janine Rohde to the board as our secretary for 2022 and 2023. A big thank you to our Treasurer, Dave Veres, Vice President Tom Hoverson and retiring Secretary Roselynn Urness for their support and help these past two years.

EVMTFC MINUTES – DECEMBER 10, 2021 MEETING A short meeting was held during our Christmas Party at Mi Amigos Mexican Restaurant in Mesa, AZ.

President Sandy Hart welcomed everyone to the party; her husband Larry gave the invocation. A delicious buffet was enjoyed by our members and guests. After dinner buffet and much socializing, President Sandy called the meeting to order.

ELECTION OF CLUB OFFICERS:

New elected Secretary: Janine Rohde.

Elected President: Sandy Hart who agreed to continue for another 2-year term.

AWARDS: Bob Wildman Award – Committee members were Jeff Henry, John Peterson and Bill Allen. Jeff Henry presented the award to Ken Henry. We all agreed Ken was a worthy recipient; he is always willing and able to help fellow club members with fixing their Model T's; he served as club president; he has set up tours, parades, etc. Congratulations Ken!

PLAQUES: Jeff Henry was presented a plaque for being last year's Bob Wildman recipient (since the trophy is a traveling trophy).

Roselynn Urness was presented a plaque for being outgoing Secretary (thank you everyone).

Sandy Hart was presented a plaque for being Past President. Thank you to Sandy for keeping the club together last year during the CoVid pandemic. She has done a great job of holding meetings while social distancing at many outdoor locations such as the meeting held at Culvers with social distancing and wearing of masks. Hopefully this upcoming year we can meet as usual in our normal meeting location.

TROUBLE TROPHY: Past winner J. Walker presented the Trouble Trophy to Jeff Henry (fan shaft issues).

DOOR PRIZES: Thank you to President Sandy, Vice President Tom Hoverson and Christ Tulipana for shopping for all the prizes, and to Sandy for the beautiful gift wrapping.

Names were drawn (one per couple) and we had a choice of one from two prizes. At the end, there was an extra prize so that was auctioned off with that money going into the Club Treasury.

GOOD OF THE ORDER: Treasurer Dave Veres received a “special gift” of a Model T toy model which was anonymously given (but Dave figured it out that it was from Bill Allen). This model was at an auction where both Dave and Bill were bidding on. Dave ended up outbidding Bill for this toy model and later felt guilty about doing that. Subsequently during the Christmas Pot Luck at the Allen’s home, Dave snuck the toy model into Bill’s office. Bill and Kae are selling their home in Apache Junction and moving back to New Hampshire (great location for Model T’s, give them a call) and didn’t want to take it back with them to New Hampshire so Bill wrapped it up as a re-gift to Dave. (Why do I think this won’t be the end of the re-gifting. Look out Bill I think it’ll be coming back to you).

Newsletter editor Steve Nissle gave a Christmas Challenge to everyone to send him photos of your family celebrating Christmas. He will publish them in the next newsletter.

THANK YOU for all the donations to this year’s charity “New Leaf”. Treasurer Dave Veres will report the total amount donated once it is all counted. The Arizona qualified Charitable Organization number for New Leaf is 20075. A big thank you to Sandy, Kae, and Kathy for the table decorations and treats at each table setting.

CLOSING: Ice Cream Sunday is December 19th at Culvers on Crismon. Next regular scheduled club meeting is January 12, 2022 at usual location (Mesa Utilities Building) at 7:00 p.m. Sandy suggested that at the meeting a Christmas Party committee should be formed to look into next year’s party (locations, caterers, prizes, charities, etc.) The meeting was adjourned. Respectfully submitted,
Roselynn Urness

**Need a little hand with your T?
Contact President Sandy and she’ll get you scheduled for a
“CLINIC”**

deeresanta@cni.net 360 431 1808

It’s what we do

EVMTFC Christmas Party 2021



Thank you Sandy for a great 2 years! And...we support you as president for 2 more!



Congratulations Ken Henry for receiving the Bob Wildman award.



Thank you Roselynn for serving as Secretary!



And Jeff Henry gets the famous “Trouble Trophy”



Dave and Bills toy or is it Bill and Daves toy?







Heh!

We'd sure like to hear from you all and have you share some photos and a write up of your recent adventures! We definitely need to hear the story of you and your car...with photos of course!

Give us a bit of info on how you're doing and what you've been up to!
Photos, recipes, stories, jokes...all welcome!

Thanks,
Steve Nissle / newsletter
stevenissle@gmail.com

REMINDER..DUES ARE DUE!

Contact Treasurer Dave Veres at 480-480-415-3235. davidveres@aol.com

January 2, 2022

Another nice day for a drive. Tasty treats and good company for today's ice cream fling at Cold Stone.









Joan Crawford

26th September 1934: American actress Joan Crawford (1904 - 1977), goes for a drive in her '34 Ford convertible.

REMINDER..DUES ARE DUE!

Contact Treasurer Dave Veres at 480-480-415-3235. davidveres@aol.com

Woodstock won the uphill battle

Vt. town home to first ski tow



In January 1934 a group in Woodstock, Vt., rigged a Model T Ford, turning it into the first known ski tow in the US. (Photo courtesy of Woodstock Historical Society)

By T.D. Thornton

Globe Correspondent / January 1, 2009

It's about a mile outside of town on Route 12 in picturesque Woodstock, Vt., and if you aren't specifically looking for it, you'll drive right past the birthplace of modern skiing in the United States. All that's left is a marker by the side of the road, the skeletal framework of wooden poles snaking up a sloping cow pasture, and memories that grow a bit more hazy with each passing winter as fewer and fewer locals remain alive to tell personal tales of the nation's first ski tow.

Seventy-five years ago this month, dairy farmer Clint Gilbert thought he was getting a steal of a deal when he rented his hillside for \$10 for the entire season to a group of pioneering skiers. They jacked up a Model T Ford, removed one rear wheel, and rigged the other to drive a loop of rope around a spoked hub at the top of the hill. The tow operator sat in the driver's seat of the truck and stomped the gas pedal, and when the first adventurous volunteer rocketed up the slope, the contraption that would be the genesis of chairlifts as we know them today came into existence.

"A bit of rope that didn't go much more than 150 yards, and now it's a multi-billion dollar industry," marveled Jack Anderson, director of the Woodstock Historical Society.

"Very frankly, I don't think Woodstock gets anywhere near the credit it deserves for being the birthplace of the ski tow," said Phillip Camp, who grew up in Woodstock and is a member of the Vermont Ski Museum Hall of Fame. "It all started in this quiet little town in central Vermont, and it transformed an activity into an industry."

To set the scene for what the Gilbert's Hill rope tow meant to Woodstock, and later, for winter tourism in the Northeast, you have to go back to the early 1930s. The country was in the midst of the Great Depression. The railroad that serviced Woodstock had gone out of business. Although the town was well known as a summer destination, business was so slow that several inns closed for the winters. Woodstock had plenty of snow sports amenities - even a toboggan run lit with electricity - but when trainloads of tourists arrived at White River Junction 13 miles away, rival innkeepers in New Hampshire whisked them away in automobiles so they could spend their money on the other side of the Connecticut River.

Bob and Betty Royce owned the White Cupboard Inn on the town green, and they had regular guests who visited from the Amateur Ski Club of New York. Back then, you had to hike or herringbone the hills first, and the skiers were starting to complain that the reward wasn't worth the effort. The guests kicked in \$75 each and challenged the Royces to come up with machinery that would haul skiers uphill. They had heard rumors that during the winter of 1932-33, at Shawbridge in the Laurentian Mountains of Quebec, an entrepreneur named Alec Foster had hooked a four-cylinder Dodge to some rope and had done just that.

The Royces thought that a ski tow was as good an idea as any to revitalize winter tourism. They shared the concept with a few close friends, but otherwise kept the plan secret. Foster sent rough sketches from Shawbridge, and local mechanics worked to transform them from paper to reality. Soon, a prototype was ready. Total amount of time and money for research and development? Two weeks and \$500.

January was not exactly the ideal time to be driving iron supports into the frozen ground, and the rope stretched and shrank according to the elements. But on Jan. 18, 1934, Gilbert's Hill tow was good to go, and a 17-year-old phenom named Bob Bourdon catapulted into history by becoming the first

person in the US to successfully ride a mechanized device to the top of a hill for the purpose of skiing right back down.

"Successfully" is the key word in the previous sentence. Sherman Howe, who grew up not far from Gilbert's Hill, and these days volunteers his time as president for the Friends of Woodstock Winters, pointed out a little-known fact: Another local had actually been given the honor of first ride up the rope tow, but he couldn't negotiate the difficult, bumpy ride through rutted crust.

"Someone had gone up ahead of Bob and fell down," Howe said. "He never made it up the rope tow, and to this day no one knows who it was. Bob, on the other hand, became a minor celebrity. He was a natural skier with a beautiful technique."

Word spread fast, and by the next weekend, Woodstock was mobbed. Some 70 members of the Boston Ski Club reportedly arrived en masse. The tow fee was \$1 for the day, and the 10-miles-per-hour rope could haul five skiers at a time, arriving at the 640-foot summit in a minute.

"It was a fever," said Camp. "Early on, it just possessed people."

Howe recalled the ski tow was such a curiosity that people traveled to Woodstock just to see it, and that early photographs show more onlookers than skiers.

Howe said there was a learning curve to mastering the rope tow, because there was nothing to sit on and no handle to grab. Primitive tows could be frighteningly dangerous, because they were few - if any - safety mechanisms to keep clothing and equipment from getting caught up in the tow line.

As Anderson put it, "It's safe to say that OSHA [Occupational Safety and Health Administration] was not around."

The rudimentary tow could not handle its own popularity, and gave out within two weeks. A Buick and a tractor were brought in as backups, and they limped through the remainder of the ski season. Wallace "Bunny" Bertram took over Gilbert's pasture the next winter, renaming it Woodstock Ski Tow. He switched to an electric motor, began adding additional tows, and within several years, there were five competing ski areas with 11 different tows operating nearby. A 1937 New York Times article christened Woodstock as "New England's towiest town" where thousands flock to "mitigate the laws of gravity."

The rope tow was copied and improved upon. J-bars, T-bars, and Poma lifts began to pop up. Sun Valley in Idaho unveiled the country's first chairlift in 1936, a breakthrough invention that allowed skiers to sit on a bench and zoom uphill without their feet ever touching the ground.

Somewhere along the line, the original Gilbert's Hill machinery was dismantled. Camp speculates that working parts were salvaged to fix other tows, but for the most part, the scrap was "just chunked in a barn" in nearby South Pomfret.

"Nobody had a historical concern back then," Camp said.

When Woodstock was preparing for the tow's 50th anniversary in 1984, Camp said some of the original parts were located and incorporated into a commemorative version in Gilbert's pasture. But that equipment, too, has been taken down and partially lost (the poles visible on the hill today are from that restoration 25 years ago).

Like a ghost that lingers without haunting, Camp said the lost framework has once again popped up in another barn, and has recently been donated to the Friends of Woodstock Winters for a demo tow that will be put on display somewhere in town.

Today, Suicide Six, located almost directly behind Gilbert's Hill, is the lone remaining ski hill in Woodstock. Anderson said that in some ways, it's a blessing that the surrounding geography (peaks not much higher than 700 feet) spared Woodstock from the rampant development that has swallowed up other ski towns in Vermont. Yet overall, he's grateful that his community can lay claim to such a revolutionary invention.

"The technology came along just when we needed a boost out of the Depression," Anderson said. "A cow pasture and a Model T - who would have thought it could happen?"

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This year, in conjunction with the California Antique Farm Equipment Show.

At the International Agri Center, Tulare, CA.

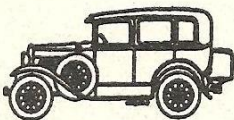
Registration Info: (559) 688-1030

Secondary contact: S.Chase: NewNorthSouth@gmail.com or (323) 497-0601

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Send us some photos and stories!



Shirley Temple

circa 1935: American child actor Shirley Temple smiles while sitting in a toy car.