

# Running Board News

OFFICIAL PUBLICATION OF THE  
EAST VALLEY MODEL T FORD  
CLUB

JUNE-AUG., 2007, Volume 4, Issue 6

Applications for membership in the EVMTFC may be obtained from any current member or from the Vice President/Membership Chairman Bert Diehl at (480) 325-6308. Dues are \$20.00 per year and include all family members.

The East Valley Model T Ford Club is affiliated with and is a chapter of The Model T Ford Club of America (MTFCA), a national and international organization. Membership in the MTFCA includes six issues of **The Vintage Ford** and a vote for the Board of Directors. Dues are \$29.00 annually. Membership is strongly encouraged. Direct correspondence to:

The Model T Ford Club of America  
P.O. Box 126, Centerville, IN 47330  
(756)855-5248 FAX(765)855-3428  
E-mail:[admin@mtfca.com](mailto:admin@mtfca.com)

## NATIONAL EVENTS

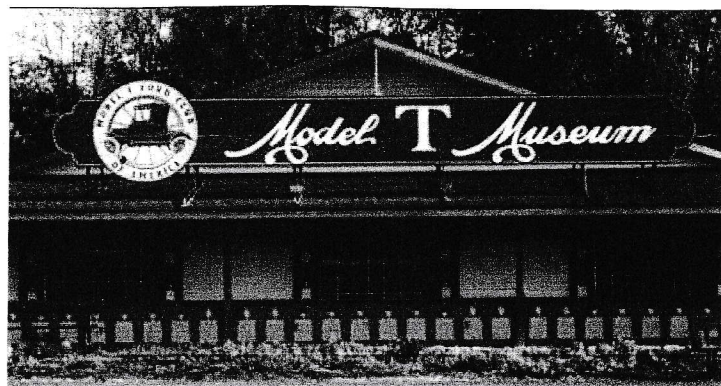
June 17-22 Maryland—MTFCA Eastern National Tour hosted by the Blue and Gray Chapter.

July 13-August 10—Alaska. Tour Alaska by inland sea and highway.

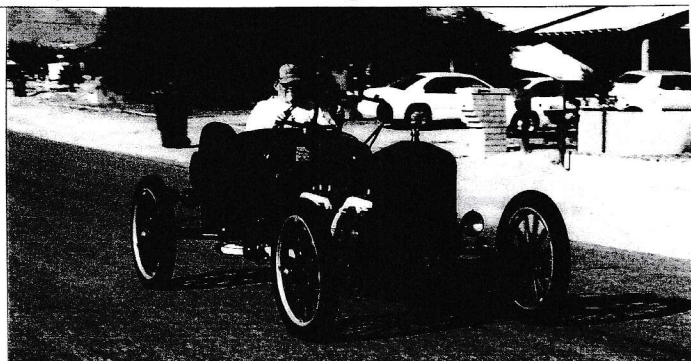
July 28-29—Long Beach Swap Meet.

September 1-8—Springfield, Missouri—National Tour hosted by the Heart of the Ozarks Chapter.

The 100<sup>th</sup> Birthday Celebration for the Model T will take place July 21-26, 2008 in Centerville, IN. To register & obtain the latest info, go to [www.tparty2008.com](http://www.tparty2008.com). For info about hotels & campgrounds, go to [www.visitrichmond.org](http://www.visitrichmond.org).



---No President's Message This Month---



Is George having twice the fun?  
See inside article.



## Calendar of Events

### June 2007

- 23 Breakfast Meeting 8:00 a.m.  
Farmhouse Restaurant,  
228 N. Gilbert Rd., Gilbert  
Sponsored by Linneys

### July 2007

- 7 Breakfast Meeting 8:00 a.m.  
2055 E. Rice Drive, Tempe  
Sponsored by Elmses

### August 2007

- 18 Breakfast Meeting 8:00 a.m.  
Village Inn  
1663 E. Main St., Mesa  
Sponsored by Smiths

### September 2007

- 20 General Meeting 7:30 p.m.  
at Petersons' home

### October 2007

- 18 General Meeting 7:30 p.m.  
at Stolinskis' home

### November 2007

- 15 General Meeting 7:30 p.m.  
at Fellin's home

**East Valley Model T Ford Club  
2055 E. Rice Drive  
Tempe, AZ 85283**





## **LOCAL EVENTS**

During the summer we will have no evening meetings. Instead, we will gather for breakfast, each one sponsored by a member. Look at the schedule on the *Running Board News* cover under Calendar of Events.

**Meeting locations.** The general meeting location will change from month to month. Members have volunteered to host the general meeting as follows:

September 2007—Petersons

October 2007—Stolinskis

November 2007—Fellin

Other members who were not in attendance and would like to host a meeting should contact George Elms. Some of those already scheduled may have to cancel due to unforeseen circumstances.

The member(s) hosting the meeting will provide the refreshments.

### **Membership in the Model T Ford Club of America**

As a Chapter of the Model T Ford Club of America at least 50% of our members must be members of the national club to keep our free insurance.

### **Health and Welfare of Members**

Our concerns go out to our president and his family. Ruthann is better and is now working 2 full days and 3 half days a week, plus undergoing dialysis 3 days a week. Their son is now in Iraq; he had to leave on the weekend of our overnight tour. Grandson Isaac is now spending a

lot of time with them.

In his "spare time" George is now putting his Model A together and repairing the broken "T" transmission. Let's cut him a little slack for not getting the "President's Message" in this issue.

### **Welcome to new members!!**

**Jack & Laraine Forsell**

**Duane & Carolyn Helman**

**Leon K. & Carole Humble**

**Ryck (Richard) & Jan Kramer**

Welcome aboard!! Hope to see you soon at an event. You don't have to be driving a "T" to come to any of our events. We will be glad to see you even in your modern ride. Rides with others are usually available, too!

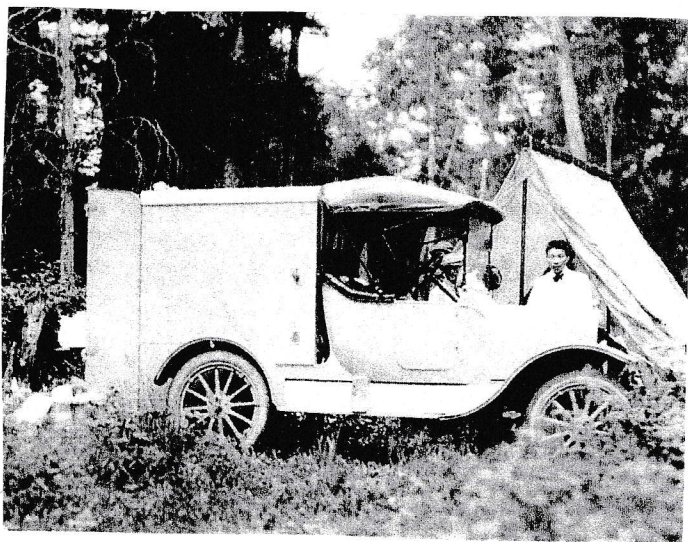
### **2008 100<sup>th</sup> Anniversary T Party**

Several of our club members are planning to attend the 100<sup>th</sup> Anniversary of the Model T Ford at the Model T Ford Club of America celebration 21-26 July in Centerville, Indiana.

### **Members helping members**

Doctor Joe is rapidly becoming our Differential Dysfunction Expert (NOTE: I raised this discussion to high-level alliteration instead of tacky jokes about the "rear-end man").

Last week Joe helped Harold Hall repair and set up the differential in his paddy wagon and is now consulting with Dave Veres about metal flakes in his gear oil. Is there no end to these dire rear problems?



*(Vintage Ford, 29-2-16)*

### Club Chuck Wagon by John Peterson

This picture is of Henry's chuck wagon on a roadster chassis. The general shape—with the crowned wagon roof—might be something to consider.

Let's all be on the lookout for cooking utensils, accessories such as kerosene lamps, a small pitcher pump, and any other period pieces that would be functional and look good on the wagon. Lynn Graton donated the first utensil, the pancake griddle we used on the May tour.

At the last meeting Austin submitted sketches of an idea for a universal clamp-on hitch which would fit most T's with a standard spare tire carrier.

A worthwhile goal would be to have this construction as a winter project and have the wagon ready for a spring tour.

### Driving Two T's at Once-- by John Peterson

--quite a trick unless you have a 2-engine speedster. The car seen in this issue has been in the Valley since the late '20's or early 30's. It was built by a local garage for dirt track racing at the time. The fact that it has remained intact and in running condition for all these years is a testament to the engineering that went into its construction.

The car was displayed in essentially its present condition, without the firewall and cowl section, at the 1992 MCTFA business meeting in Tempe.

The man who currently has the car, Al Fisher, called George for help in evaluating the car. George, Joe, Austin, and John went to see the car, pronounced it sound, and offered advice on getting it to run.

The following week Al called and said it ran but had poor high gear performance. George correctly diagnosed this over the phone as a clutch adjustment. George, John, and Joe then went over, adjusted the clutch, and took the car for a spin.

And did this car run? It is very un-T-like. Tapping the throttle results in a bark like a modern racing engine. This response with puddle-type carburetors is amazing. There are only the two speeds, no auxiliary transmission. Torque is impressive.

Come to the June breakfast meeting to hear more about this one-of-a-kind car.



A Weekend in the Chiricahuas  
by Jan Peterson

What's the most fitting way to cap a very busy EVMTFC year? By participating in a weekend tour in scenic Arizona, of course! Led by John Peterson, a group consisting of Austin & Lynn Graton, Dave Veres, Ed & Dolores Stolinski, and John and Jan Peterson left the Valley on Friday morning, May 4, 2007, trailering our T's, and joined each other at Florence. Then we sped on through Tucson to Willcox to our motel and added George & Ruthann Elms to our group for the evening; the Elmses were visiting their son at Tucson before he embarked for a military term in Iraq, so they were with us just for the evening.

In Willcox, the windy city of the Southwest, we learned about Rex Allen in the museum named for him. A friendly caretaker kept it open extra late to convenience our group because he was impressed with our array of T's parked in front of the museum. We then visited the old railroad museum which is now filled with municipal offices. Nearby was an old railroad dining car restaurant where we partook of BBQ dinners.

Saturday morning we trailered our T's to the Bonita Campground at the Chiricahua National Monument. A good site was found to leave our trailers. We found two adjacent campsites that were perfect for our group. After getting settled, we took the plunge and drove our T's up the winding mountain road to the top of the monument and looked

over the scenic vistas. The wind stuck to us like glue all day. Returning to the campsite and lunch with food cooked in Petersons' & Stolinskis' manifold cookers, we embarked on tour #2 of the day—to old Fort Bowie about 25 miles away. Tooling along the highway and then the worst washboard road we had ever experienced, we saw reptilian fauna—ssssnakes!—basking in the sun on the sides of the road; Jan saw three altogether. A young, friendly park ranger who had admired our cars at the campground was amazed to see that we made it to the Ft. Bowie parking lot. He kindly called a confederate, and the two of them transported our group the last 5 miles to the walls of the fort and ranger station and back to our cars after we looked around. Austin and Dave walked a 1 ½ mile trail, which was more direct, back to the cars.

Returning to the campsite, several guys tackled the puzzle of pitching Dave's tent. All of us enjoyed a good steak dinner at the campfire. Stolinskis & Jan returned to Willcox for the night; John slept in his modified "camper T." Gratons roughed it in their modern camper.

Sunday morning, freed at last from the wind, brought the Willcox group back for a super pancake breakfast prepared by Lynn. Then it was *adios* to Stolinskis, who'd been to Tombstone ("been there, done that"). The remaining five trailered our T's to Tombstone where we walked the streets past the OK Corral and ate at Big Nose Kate's Saloon. Too soon we parted, with Gratons driving to Benson where they

spent the night, and Dave, John, & Jan caravanning back to the Valley.

We have lots of memories and photos to remind us of them. We all agreed it would be worth our while to return to southern AZ and look into the Colossal Cave, Kartchner Caverns, the wineries, and other spots on a future tour.

When Talk is Expensive  
(from Floyd Clymer's book *Those Wonderful Old Automobiles*)

"Hey, Bill, your doctor's out here with a flat tire, & he wants to know what it's going to cost him," announced the garage owner's assistant.  
"Diagnose the case as flatulency of the perimeter, & charge him five dollars," came the answer.

## **EAST VALLEY MODEL T FORD CLUB OFFICERS**

**George Elms**, President  
(480) 831-0835

**Bert Diehl**, Vice President /Membership  
(480) 325-6308

**Lynn Graton**, Secretary  
(480) 288-0726

**Dave Veres**, Treasurer  
(480) 897-2209

## **OTHER ASSIGNMENTS**

**Dolores Stolinski**, Historian  
(480) 986-0711

**Austin Graton**, Editor  
(480) 288-0726

## **MINUTES FOR MEETING**

**MAY 18, 2007**

### **President:**

George called the meeting to order at 7:30 P.M. @ Diehl's.

### **Vice President:**

#### **MEMBERSHIP:**

There are now 22 families in EVMTF club.

#### **INVENTORY:**

Business cards & Patches - Dave Veres

Canopy Shelter - Austin Graton (Joe Fellin has a key to the Graton Shop)

Scrapbooks & Condiment dispenser - Steve Linney

Hardluck Trophy - George Elms

### **Secretary:**

Minutes read and approved

### **Treasurer:**

Started with \$1,641.54...Income from membership \$20.00; income from patches \$18.00. Expenses Business Cards \$54.40, Newsletter & Canopy Shelter \$137.46. Leaving a balance of \$1,487.68. Dave did an audit and the club is within 17 Cents.



## **Health & Welfare:**

Jan Peterson wrote a nice thank you letter and made a card thanking the Ranger at Ft. Bowie for arranging transportation for the club members. Dash plaques were also presented.

After the trip to So. Az George Elms will be able to keep the hard luck trophy for now.

Austin Graton - Southern AZ trip: We had 4 cars and 1 modern car; we met in Florence at the Mc Donalds then proceeded to the TT truck stop for lunch. We continued on to Willcox and unloaded the cars. Then we headed out to see: The Rex Allen Museum; The RR Station that is now used for the Town Hall; wondered through some of the small shops and then on to dinner at a RR car for Bar-Be-Que (George did not fare well with his dinner...he was up quite a lot during the night with an upset stomach).

Dave Veres said he sent pictures to the curator of the museum of all of the T's lined up in front of the museum.

The next morning all of us went up to the campground at the Chiricahua Mts. Unloaded then drove to the top of the mountain. The wind was blowing at about 40 MPH but we chose to proceed on to Ft Bowie. Jan Peterson said she saw 3 snakes on the way. Once we arrived at the parking lot (about 5 miles by road away from Ft. Bowie) a Ranger came along and offered to provide transportation on to Ft. Bowie for all of us. (Jan said "a young, handsome ranger"). It was quite interesting. We returned to camp for dinner of manifold cooked food. The Stolinskis and Jan returned to the hotel for the night. The Gratons, Dave Veres and John Peterson all remained at the campground for the night. The next morning a pancake breakfast was enjoyed by all. The Gratons went on to Bisbee and spent another night there.

**Bisbee was determined to be another potential tour location.**

**Austin presented a design for a hitch for the 'chuck wagon'.**

Austin also contacted View Point RV Park and was told that the club would need to pay "a nominal fee" to justify our use of a room. Since there was not a majority of members attending this meeting it was decided to wait until Fall to further pursue a facility for our meetings.

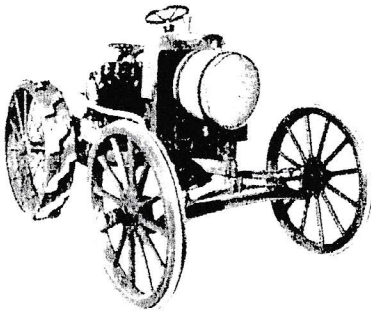
Jan & John Peterson agreed to do two newsletters...June and another in September issues. A current roster and copies of the minutes from this meeting would be helpful to them. Lynn agreed to type and send the minutes to them.

The business meetings will commence in Sep. @ the Petersons.

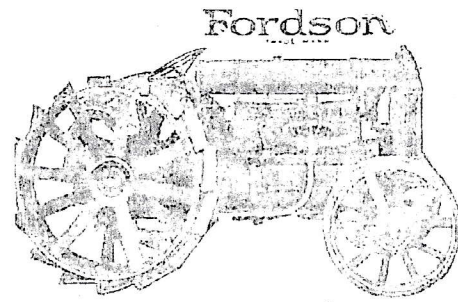
October Event - Bert will check out the restaurant at Williams Field. Possibly have the event on the 2<sup>nd</sup> Sat. of Oct.

Nov Event - Elms Thanksgiving meal (potluck) @ the Elms home.

The meeting was adjourned at 8:40 PM.



First Experimental Tractor



Fordson Model F Tractor

Reprinted courtesy of Robert Taylor of  
the Cowtown T's, Fort Worth, Texas

## THE FORDSON TRACTOR STORY

Henry Ford is well known for his role in automobile history, but his agricultural contributions are equally significant. The man who put the world on wheels wanted to put farmers on tractors too. At the same time that he developed the Model T, Ford experimented with tractor design and production. In 1915, American farmers owned over 20 million horses to pull farm machinery. Though American companies had manufactured tractors since the 1890's, no one imagined that farmers would begin to shift to machines to pull farm equipment.

As the son of a farmer, Henry Ford disliked horses and the drudgery of farm labor. Beginning in 1906, he directed his engineers to develop an agricultural tractor to replace the horse on the farm. At the time, most tractors were large, weighing more than two tons, and cost about \$1,000. Ford hoped to create a small, inexpensive tractor that most farmers could afford. Sort of a Model T for the soil.

The first experimental tractor, completed in 1907 under the direction of chief engineer Joseph Galamb, is now in the Henry Ford Museum. The term "tractor" was never applied to this machine, as it was not a widely used term at this time. It was instead called an "automobile plow." It used many of the same parts from the Ford line of cars in order to save time and cut production costs. Henry Ford's efforts to start production of a tractor were delayed by a board of directors that was satisfied with the sales and profits of the Model T cars. Despite the opposition, Ford continued development work on his tractor. It became clear that the Ford Motor Company and its directors were unwilling to produce a tractor.

In July 1917, Henry Ford set up a new, independent company to manufacture tractors under the name Fordson, the Henry Ford & Son Corporation, with Henry Ford firmly in control. The company was so named because there already existed in the US a Ford Tractor Company. The first mass produced tractor, called the Fordson Model F, rolled off the production line on October 8, 1917. Model F Fordson's were made in the US between 1917 and 1928. They were produced in Cork, Ireland – the hometown of Henry Ford's father, and in Russia. In 1932, British production was consolidated at a large plant set up in Dagenham, England. Fordson had a 77% share of the US market in 1923 before facing increased competition from the International Harvester Corp.



(Tractor Story continued.)

The outbreak of World War I in 1914 gave the tractor a big boost. In Europe, many young men – and horses – who ordinarily worked on farms were called into the armed forces. Henry Ford & Son received a contract from the British government to make 6,000 tractors to help war efforts in Great Britain. Fordsons were also shipped to Russia in 1919, and starting in 1924, the Soviet Union manufactured a Fordson-Putilovite tractor at the Leningrad “Red Putilovite” plant. From 1921 to 1927, the Soviet Union purchased over 24,000 Fordson tractors made in the USA. When Ford assumed sole control of Ford Motor Company in 1920, the Henry Ford & Son Company was rolled into the Ford Motor Company, but the Fordson name was kept. The Fordson was revolutionary foremost because it was smaller than many of the tractors produced by other companies at the time. The Fordson lacked a conventional frame. The engine, transmission, and axle housings were all bolted together to form the structure of the tractor. In 1909, Henry Ford obtained a US patent for the frameless tractor.

The early Fordson had its problems. It was difficult to start and get going. In cold weather, the oil congealed on the cylinder walls and on the clutch plates. It had to be hand cranked with great effort. Sometimes farmers would build a fire under the tractor to warm up the crankcase and gear boxes to make it easier to start. When in use, the tractor was fueled by kerosene, but gasoline was used to start it. Combustion heat from the cylinders would build up through the tractor making the iron seat hot, and the foot rest nearly unbearable. The exhaust pipe would glow. The sturdy Fordson tractor would keep working until it wore out the rear wheel bearings, which had to be replaced after a few seasons of operation.

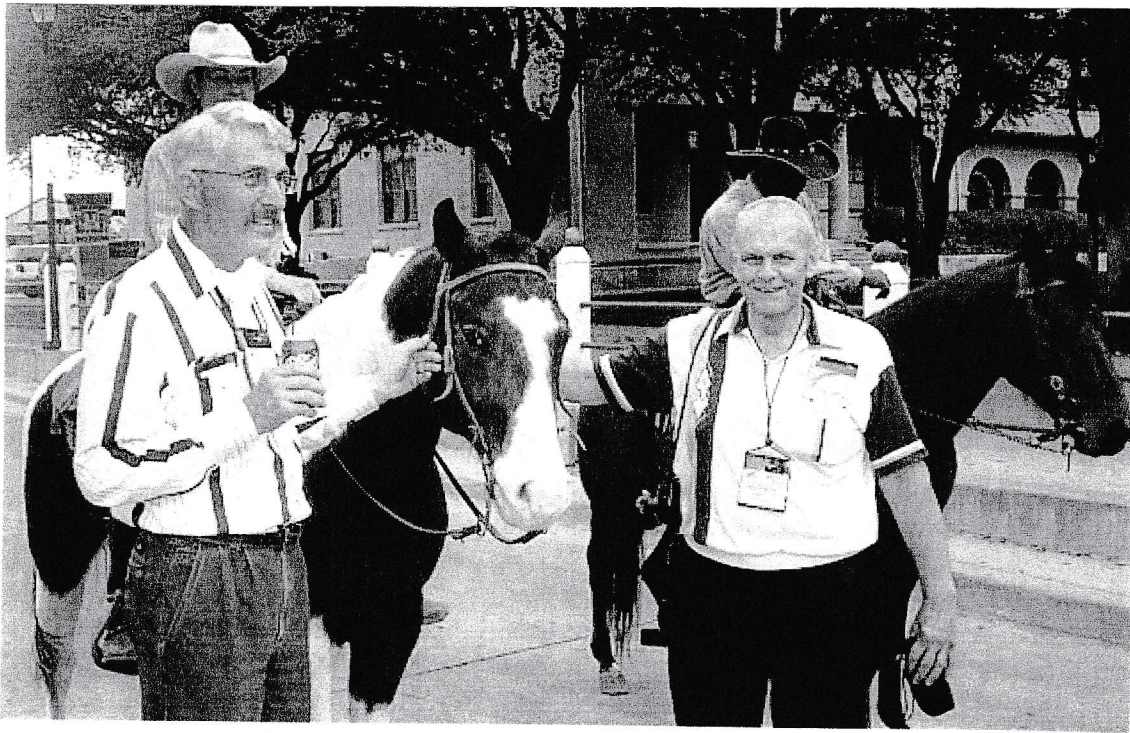
The Fordson also quickly developed a bad reputation for its propensity to rear up on its hind wheels and tip over, which proved disastrous – and sometimes fatal – for its operator. No doubt, some accidents were due to farmer’s unfamiliarity with tractors. Most farm implements during this period were designed to be horse-drawn. When a horse-drawn plow hit a large rock, the horse stopped. The tractor tended to keep going, which could result in the tractor flipping over. In 1924, Ford made modifications such as extended rear fenders and added a “kill switch” to shut off the engine if the tractor turned over.

Production of Fordson tractors in the US ended in 1928. In 1938, Ford introduced the Ford 9N tractor using the Ferguson three-point hitch system. Henry Ford had looked for years for a better mechanism to attach implements to his tractors. Harry Ferguson had visited Ford and brought with him a Ferguson-Brown tractor, then being produced in England. This tractor impressed Ford with its Ferguson hitch system. The two came to a handshake agreement (*no contract or legal arrangement!*), whereby Ford would produce tractors using Ferguson’s patents, and Ferguson, in turn, would market these machines. The Fordson name and models would be sold in Europe, but the Ford N-series would grow to dominance in the US.

Following the deaths of Edsel Ford in 1943 and Henry Ford in 1947, Henry’s grandson, Henry Ford II, was the President of Ford Motor Company. Henry II disliked his lack of control over the tractor business, since all marketing and distribution was handled by Ferguson under the original handshake agreement. Henry II announced that Ford would be establishing their own marketing and distribution to sell an improved version of the 9N tractor. Because Ford continued to use the Ferguson hitch system, and the handshake agreement had been terminated, Harry Ferguson filed suit against Ford for patent infringement. Ford lost the lawsuit and this enabled Ferguson to produce his own designs in this own business. In 1986, Ford expanded its tractor business when it purchased the Sperry-New Holland skid loader, hay bailer, hay tools, and implement company from Sperry Corporation and formed Ford-New Holland, which brought out new tractors in 1988. In 1991, Ford sold its tractor division to Fiat with the agreement that they must stop using the Ford name by 2000. In 1998, Fiat renamed their tractors “New Holland.” Like the Model T, a lot of Fordson and Ford tractors still exist around the world.

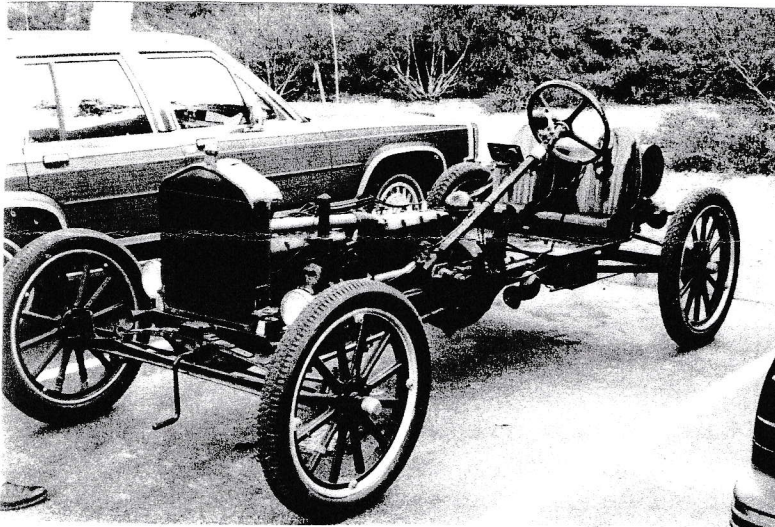
(This story was excerpted from: [www.ssctractor.com/features/Ford\\_tractors.html](http://www.ssctractor.com/features/Ford_tractors.html), [www.en.wikipedia.org](http://www.en.wikipedia.org), [www.thehenryford.org](http://www.thehenryford.org), and [www.media.ford.com](http://www.media.ford.com).)





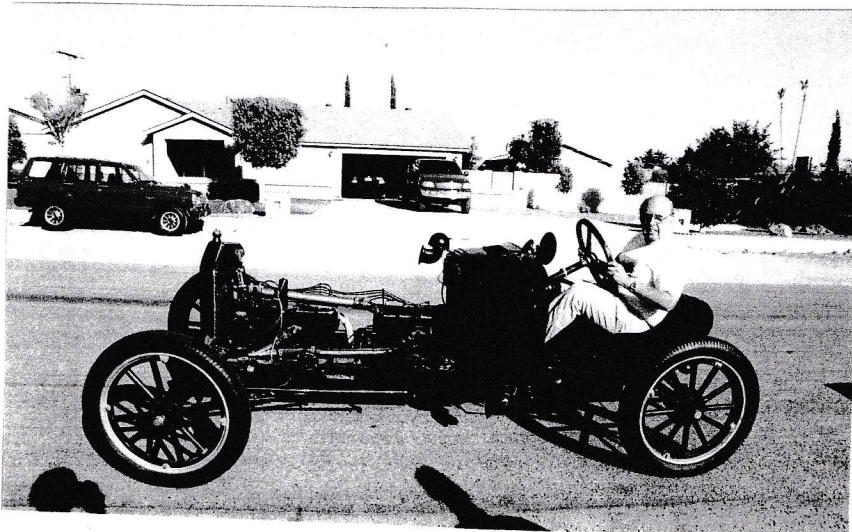
2007 MTFCA  
National  
Meeting

Again! our club has  
highest attendance other  
than the host club.

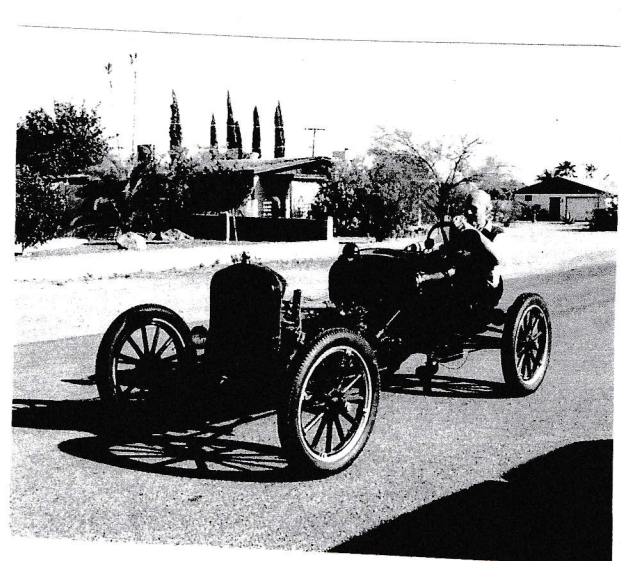


Dual engine car  
at 1992 MTFCA National  
Meeting in Tempe, AZ,

*(Vintage Ford, 27-3-14)*



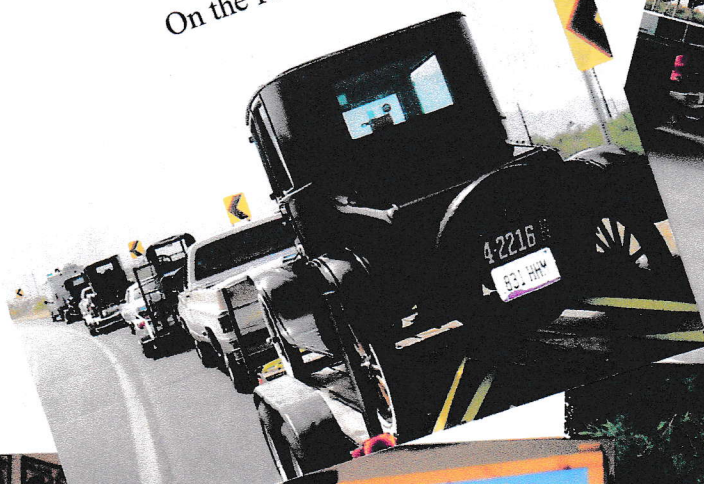
John at wheel first to take a spin



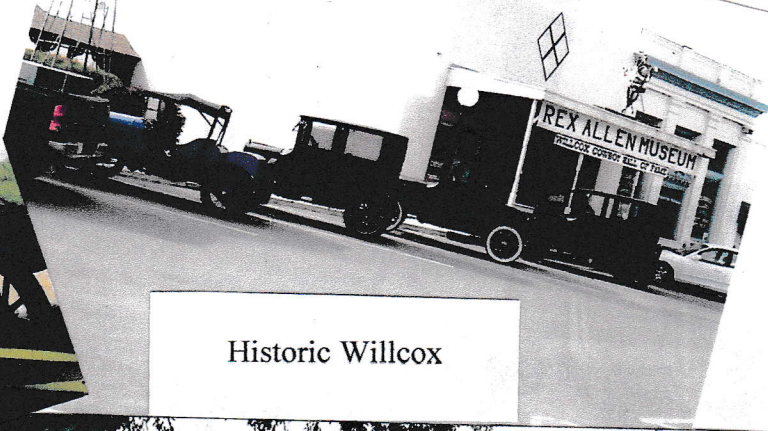
Joe, Second Test Driver



On the Road



Historic Willcox



At the Top



Campground



Too much comfort?

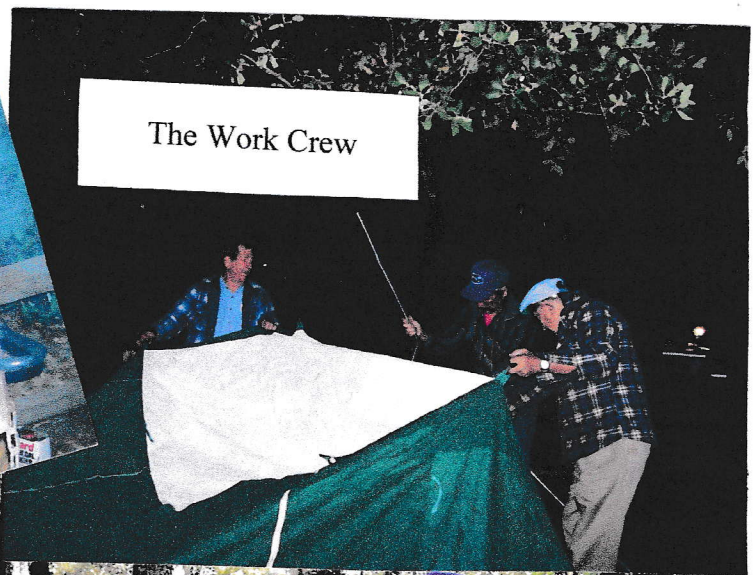




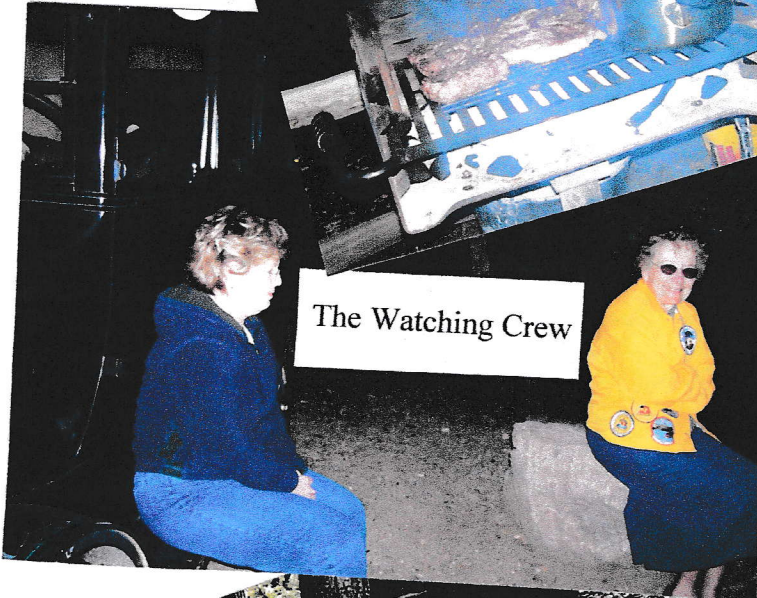
Do we eat well?



The Work Crew



The Watching Crew



Fire up for Breakfast



The Eating Crew



Headlight Lens Repair



Fort Bowie Museum



Tombstone, Lunch Watering Hole



URNES, REGINALD & ROSELYNN----- (480) 396-4082  
 5735 E. McDowell Road #130  
 Mesa, AZ 85215 (Nov-Mar)  
 1926 Runabout  
 1927 Tudor  
 1931 Model A Roadster  
 3510 Belmont Road  
 Grand Forks, ND 58201 (Apr-Oct)----- (701) 772-4609

**MTFCA #00822**

1940 4 Door Sedan Super Deluxe  
 1979 Ford Ranchero

VERES, DAVID (DAVE)----- (480) 897-2209  
 2531 E. LaJolla  
 Tempe, AZ 85282  
 1924 Coupe  
 1966 Fairlane  
 1929 Model A Tudor

**MTFCA #27215**

WILDMAN, IDROS----- (480) 464-9540  
 1050 E. 7th Street  
 Mesa, AZ 85203  
 1914 Depot Hack

**MTFCA #24050**

WOOD, TIM----- (480) 983-5066  
 961 E. Mesquite Avenue  
 Apache Junction, AZ 85219  
 Email: [mode60@msn.com](mailto:mode60@msn.com)

**MTFCA #25911**

**EAST VALLEY MODEL T FORD CLUB 2006 OFFICERS**

George Elms, President #11723  
 (480) 831-0835

Bert Diehl, Jr., Vice President/Membership #25927  
 (480) 325-6308

Lynn Graton, Secretary #24635  
 (480) 288-0726

Dave Veres, Treasurer #27215  
 (480) 897-2209

Dolores Stoliniski, Historian #17467  
 (480) 986-0711

**East Valley Model T Ford Club**

**2007 Roster**

**REVISED 6/1/07**

ALLEN, BILL & KAE-----  
 960 S. Wickup  
 Apache Junction, AZ 85219  
 E-mail: [ibrd4bill@comcast.net](mailto:ibrd4bill@comcast.net)  
 Cell: (603) 534-1250  
[kacallen@hotmail.com](mailto:kacallen@hotmail.com)

**MTFCA #18824**

1923 Roadster  
 1925 Model T Truck  
 1964 T-Bird Convertible

ALLEN, BILL & KAE----- (603) 868-1250  
 83 Mill Rd  
 Durham, NH 03824 (Apr - Jan)

DEIHL, BERT, JR.----- (480) 325-6308  
 4703 E. Greenway Street  
 Mesa, AZ 85205  
 Email: [bedeal@aol.com](mailto:bedeal@aol.com)

**MTFCA #25927**

1926 Roadster  
 1929 Tudor  
 1930 Deluxe Coupe  
 1930 Town Sedan

ELMS, GEORGE & RUTHANN----- (480) 831-0835  
 2055 E. Rice Drive  
 Tempe, AZ 85283  
 Email: [ruthanne@azkidney.org](mailto:ruthanne@azkidney.org)

**MTFCA #11723**

1917 Roadster  
 1929 A Roadster  
 1930 A 2 Door

FELLIN, JOE----- (480) 288-6463  
 1083 N. Val Vista Road  
 Apache Junction, AZ 85219  
 1922 Center Door

**MTFCA #19770**

FORSELL, JACK (JOHN) & LARAIN----- (320) 363-8478  
 28595 Frontage Road  
 St. Joseph, MN 56374  
 Email: [Johnforsell@aol.com](mailto:Johnforsell@aol.com)  
 Cell #: (320)493-2394  
 1926 TI Truck  
**MTFCA #**

GRATON, AUSTIN & LYNN (WINTER)----- (480) 288-0726  
 1875 N. Monterey Dr.  
 Apache Junction, AZ 85220  
 Email: [AustGraf@aol.com](mailto:AustGraf@aol.com)

**MTFCA #24635**

1925 Tudor  
 1927 Chevrolet Pickup  
 1928 Chevrolet 1 Ton Vegetable Delivery Truck

**GRATON, AUSTIN & LYNN (SUMMER)**.....(603) 968-2444  
54 NH Route 175  
Holderness, NH 03245

**GRIFFIN, JERRY & MARY**.....(480) 983-1513  
1020 N. Boyd Road  
Apache Junction, AZ 85219  
1923 Roadster  
Email: Apache-1c1@mcbsi.com  
MTFCA #27198

**GUTHRIE, SAM & BONNIE**.....(480) 963-5047  
13802 S. Gilbert Road #1  
Chandler, AZ 85225  
Not National Members

1924 TT Firetruck  
1926 T Roadster Pickup  
Lots of Model A Fords

**GUTHRIE, SAMUEL P**.....(480) 782-0266  
15802 S. Gilbert Road #1  
Chandler, AZ 85225  
Email: spg1931@aol.com  
MTFCA #

1926 T Touring  
1931 Ford "A" Coupe  
1931 Ford "A" Town Sedan  
1931 Ford "A" Cabriolet

**Hall, Harold & Gerrie**.....(520) 868-1240  
3927 N. Colorado  
Florence, AZ 85232  
1916 Depot Hack  
1922 Paddy Wagon

**HELMAN, DUANE & CAROLYN**.....(480) 380-2857  
630 S. 93<sup>rd</sup> Street  
Mesa, AZ 85208  
Email: RosewoodMachine@voh.com  
Cell #:.....(937) 441-1143  
1910, 1917, 1925, 1927  
6675 N. State Route 235.....(937) 362-2862  
Conover, OH 45317

**HUMBLE, LEON K. & CAROLE**.....(602) 229-1935  
101 N. 7<sup>th</sup> Street, Unit #267  
Phoenix, AZ 85034  
Email: lhumble@aol.com  
1919 Model T (1 Apr - 1 Jan)

**KOZAK, STEVE & GLADYS**.....(480) 984-0215  
Lost Dutchman Park  
10936 E. Apache Trail, #132  
Apache Junction, AZ 85220 (Sep-Mar)  
1926 Roadster  
1924 1/4 Ton

**KOZAK, STEVE & GLADYS (WINTER ADDRESS)**  
145-52458 Range Road  
Sherwood Park  
Alberta, Canada T8A5V1 (Apr-Aug)

**KRAMER, RYCK (RICHARD) & JAN**.....(480) 461-9791  
1022 N. 90<sup>th</sup> Circle  
Mesa, AZ 85207  
Email: ryckn60f@cs.com  
1919 T Coupe

**LINNEY, STEVE & CLAUDIA**.....(480) 833-1907  
2520 E. Pueblo Avenue  
Mesa, AZ 85204  
MTFCA #13253-LH3

1919 Speedster  
1929 Model A Sedan  
1963 VW Bug

**PETERSON, JOHN & JAN**.....(480) 969-0695  
925 W. 11<sup>th</sup> Place  
Mesa, AZ 85201-3117  
Email: jmpeterson@jnterwx.com  
1956 Oldsmobile  
1924 Tudor  
MTFCA #14059

**SMITH, GARY & JANICE**.....(480) 898-8004  
1657 E. Hackamore St.  
Mesa, AZ 85203  
Email: garysmithmesa@cox.net  
1925 Coupe

**STOLINSKI, ED & DOLORES**.....(480) 986-0711  
1060 South 81<sup>st</sup> Street  
Mesa, AZ 85208  
MTFCA #17467

1914 Depot Hack  
1922 Center Door  
1925 Speedster

**STOLINSKI, ED & DOLORES**.....(708) 614-9125  
18118 Kirby Drive  
Tinley Park, IL 60487

**SUNSET ROUTE, LLC/TORTILLA FLAT**.....(480) 288-7485  
**RAUSO, PHIL & MORELLI, DEBRA**  
4303 S. Strong Box Road  
Gold Canyon, AZ 85218  
email: info@sunsetroute.com  
1915 Model T Depot Hack