

# Running Board News

OFFICIAL PUBLICATION OF THE EAST VALLEY MODEL T FORD CLUB  
MAY 2006

Volume 3 Issue 5

Applications for membership in the EVMTFC may be obtained from any current member or from the Vice President/Membership Chairman Joe Fellin at (480) 288-6463. 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

April 27-30, 2006. Fort Worth, Texas. The 34<sup>th</sup> annual Pate Swap Meet at Texas Motor Speedway. For more info call Don Moore (713) 679-0922

June 11-16, 2006. Riverside, California, the MTFCA's Western National Tour, The Orange Blossom Tour, will be hosted by the Riverside-Corona Model T Club. For information, contact Phil Emmerson, 2221 Karendale Circle, Riverside, CA 92506. Phone (951) 780-8769. E-mail: [Tengine@aol.com](mailto:Tengine@aol.com) (be sure to note Model T Tour in subject line).

June 18-23, 2006. Massachusetts. The MTFCA's Eastern National Tour, The Central Mass T Party, will be hosted by The Central Massachusetts Model T Club. For information, contact David Loving, 31 West St., Mansfield, MA 02048. Phone (508)339-9667. E-mail: [thundercastle@comcast.net](mailto:thundercastle@comcast.net).

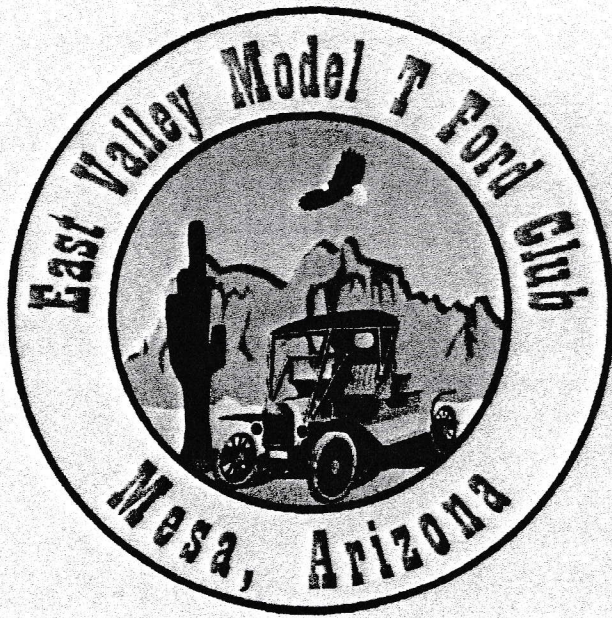
## PRESIDENT'S MESSAGE

As most of you know, we had a successful overnight tour to Tucson with four 'T's, and Joe with his trouble trailer which was used for one-half of the trip carrying Dave's coupe.

The car was driven home but was limping at the end. It earned Dave the very undesired 'hard luck trophy', which Austin was glad to get rid of.

We had great Model T cooker lunches, a good tour of the Franklin Museum and good weather. Only one incident marred the trip for me when a less than intelligent individual threw a full bottle of beer at me and broke my lower windshield. Thankfully it missed me and I avoided a more damaging incident. Is this a more common example of our today's youth?

Tune-up those T's for another overnighter to the North country in May. Details are elsewhere in this newsletter. Ruthie signed us up to go but I am not sure of it yet, as I am recuperating from major knee surgery.



## Calendar of Events

### May 2006

- 13-15 Overnight at Fort Tuthill, Flagstaff
- 18 General Meeting at Elms's Home at 7:30 P.M.

### June 2006

- 17 Breakfast Meeting at 8:00 A.M. sponsored by Bert Diehl. Location TBA

### July 2006

- 15 Breakfast Meeting at 8:00 A.M. sponsored by Steve and Claudia Linney at Bill Johnson's

### August 2006

- 19 Breakfast Meeting at 8:00 A.M. sponsored by George and Ruthann Elms. Location TBA

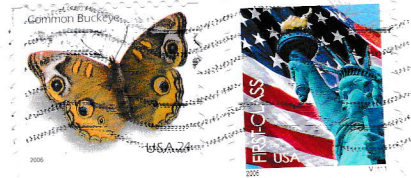
### September 2006

- 16 Pool Party & Mystery Tour sponsored by George and Ruthann Elms
- 21 General Meeting at John and Jan Peterson's

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

PHOENIX, AZ 85201

01 MAY 06 PM 2 T



John + Jan Peterson  
925 W. 11th Place  
Mesa, AZ 85201-3117

85201+3117





## REFRESHMENTS

May - Dave Veres

September - Petersons

### Cooking with Lizzie Jane

By John L. Peterson

On our Tucson trip we made good use of the Clear Lake manifold cooker. The fare for this trip was simple, prepared BBQ beef on the way down and the leftover BBQ supplemented with hot dogs on the way back.

This "T: accessory is capable of some rather creative cooking. It can be pre-loaded for a tour and kept in the ice chest until the proper point of a tour. The cooking performance is about equal to a moderate oven (350 degrees). Dishes should be moderately forgiving as to cooking time. Besides the fare on this trip I have tried bratwurst, meat loaf, and enchiladas. Vegetables such as baked potatoes and roasting ears should also work well. As for desserts something like a hot topping or cobbler should bake successfully.

If two or three cookers were used on a tour, we could set up quite a spread. I propose that we add a manifold cooking section to the *Runningboard News* recipe department. These could be tried and proven recipes or suggested adaptations.

With one cooker we had a nice lunch. With several the sky is the limit. *Bon appetit!*

## Toolin' to Tucson

By John L. Peterson

This was an overnight trip to Tucson and a tour of the Franklin Car Museum. George Elms sponsored our April 8-9, 2006, trip to Tucson. Four East Valley Model T's and a reassuring trouble trailer headed south bright and early Saturday morning. John & Jan Peterson and Dave Veres met at George's house and headed off to Florence to meet the Apache Junction contingent. Austin, Lynn, and dog Jack Graton, plus the reassuring trouble rig driven by Joe Fellin met us at the Burger King in Florence.

This was the first serious cross-country trip for Dave Veres in his '24 coupe. First trips seldom go smoothly, and this was no exception. It will get better, much better, Dave. We had ideal toolin' until George made a brief stretch stop about fifteen miles outside of Florence. Dave's car was reluctant to go again because of balky ignition problems. With coaxing we made it into Florence. Joe, John and Dave climbed under the hood with some guesswork fixes, including a timer change. Meanwhile Austin changed one of his Wards Riverside tires; I changed one of mine in Tucson. Imagine—only forty plus years, and these tires are already failing. Austin and I are now in the market for new shoes. Oh, well, off to Tucson. It was a great day for touring. After a few miles Dave's car lost speed, so we loaded it on the trailer for a schedule parking lot

repair session at the hotel in Tucson.

We "T" folks eat well on the road (some of us at other times, too). I loaded the manifold cooker with BBQ beef, and when we got to the Tom Mix monument, we set out a real spread. The joke was that Dave was getting terrific gas mileage on the trailer. Actually, I was quite surprised with how thrifty Lizzie Jane was. With comfortable Model T speed and the carburetor screwed down pretty lean, we did twenty mpg on the way down and twenty-one on the way back. Maybe this shows that we push these poor old beasts too hard with higher speeds.

We rolled into the Franklin Car Museum about 1:30 p.m. and enjoyed close to a two-hour tour. The seven of us were joined by **Steve Linney** who drove his modern car down for the museum tour and our dinner--yes, we ate again. This museum is the work of one man and is the world's largest exclusive Franklin collection. He started doing Franklin restoration for Harrah's. In several years these cars will move back to Syracuse, NY, where they were made.

These cars are a very interesting contrast to the Model T. Franklin and Henry Ford were friends but served very different market segments. Franklins were large but light-weight cars with custom bodies and high aluminum content. The air-cooled, aircraft-quality engine was the identifying feature. Some of these engines were very unique.

The oldest car, 1904, had a transverse front mounted in line four engine and chain drive. That car was one of the first to cross the continent.

The engine I found most interesting was a 1912. This was a conventionally mounted, in-line six with copper fins welded to each barrel. The valves--all were overhead valve--were concentric. The intake valve was in the center of the exhaust valve! The intake valve must have seated in a hole in the center of a large exhaust valve that moved on a sleeve instead of a stem. A large plenum chamber enclosed most of the engine and was maintained at a negative pressure by a large flywheel mounted squirrel-cage blower.

From the mid-1920's on they used front mounted blowers and had the engines enclosed in shrouds. Most engines were in-line sixes, but they did make a monster V-12 that was supercharged. The engine and custom body were their fortes; the rest of the chassis was not impressive. Up to the mid 1920's they used wood frames (spruce), drive shaft brakes, and full elliptical springs, definitely not state of the art.

Our motel was located almost across the street from Tucson Mall and about four miles from the museum. The seven travelers plus Steve Linney were joined by George Elms' son and family for supper.



In the morning more diagnostic work was done on Dave's car, but it was left on the trailer for our hill climb. What's a Model T tour without a hill climb? We went west on Speedway and up onto Gate's Pass. This offered a nice view of the Saguaro Monument and the general area. We visited with a number of tourists, including car enthusiasts from England. The road down from the pass was a tad steep, low pedal plus brakes. Jan was mighty nervous; she is a Colorado Rocky Mountain girl but has lost her nerve in recent years.

At the bottom of the hill Dave unloaded his car and drove the entire distance home, an exciting first cross country for him. We went through Saguaro National Monument, Marana, and Picacho Peak. The access road along I-10 is lightly traveled and a great "T" route. We loaded the cooker with hot dogs at Marana and had a picnic lunch at Eloy.

The entire trip down and most of the trip back was very pleasant with light traffic and most other drivers pleasant and happy to see us. The downer was coming back from Coolidge to Chandler on the Gila Indian Reservation. Traffic was very heavy. I was crowded by a U-Haul, and much worse, George was hit by a thrown beer bottle that shattered his windshield. You are really a sitting duck in an open roadster.

Other than this bottle incident, this was a wonderful trip. We all made it home under power. Austin's car

seems rock solid now--he does not have further need for the "hard-luck trophy"; Lizzie Jane hung in there; and George only had a low band problem. Dave limped home with multiple electrical issues. Welcome to the trials and tribulations of "T" touring, Dave!

If you didn't make this tour, you missed one fund weekend!

### **Club Meeting Decisions**

**Official club address.** The membership decided that the club address would be the home address of the current president. The Model T Ford Club of America will be notified each time a new president is elected.

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

September 2006 - Peterson  
October 2006 - Joe Fellin  
November 2006 - Stolinski  
December 2006 - Christmas Party  
January 2007 - Graton  
February 2007 - Elms  
March 2007 - Woods  
April 2007 - Griffin  
May 2007 - Linney (tentative)

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.





**Good Luck Trophy** Lynn's proposed good luck trophy will instead be a participation trophy which will rotate on an annual basis and will have a plaque with the names of the recipients engraved on it. For this year the qualification period will begin on 1 May and will end on 31 December. Thereafter it will be from 1 January through 31 December. Points will be awarded and totaled to determine the winner. Ties will be determined by vote of the club officers. Points will be given for the following: Attendance at monthly general meetings - 1, attendance at tours or other club sponsored events - 1, attendance with a Model T at club sponsored tours or events will gain 2 points. Ruthann Elms has agreed to keep track of the points.

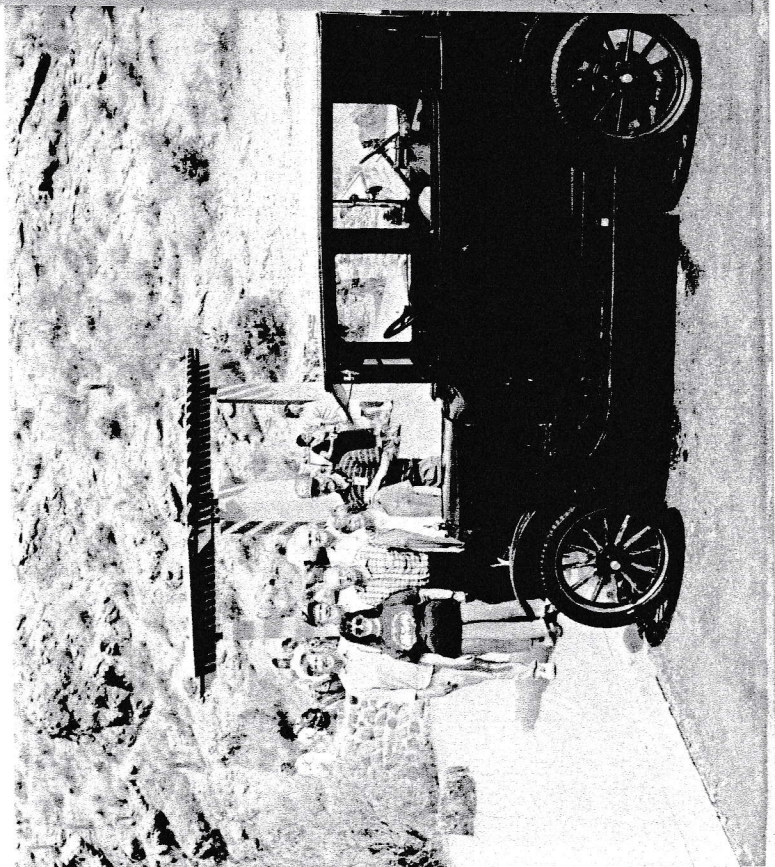
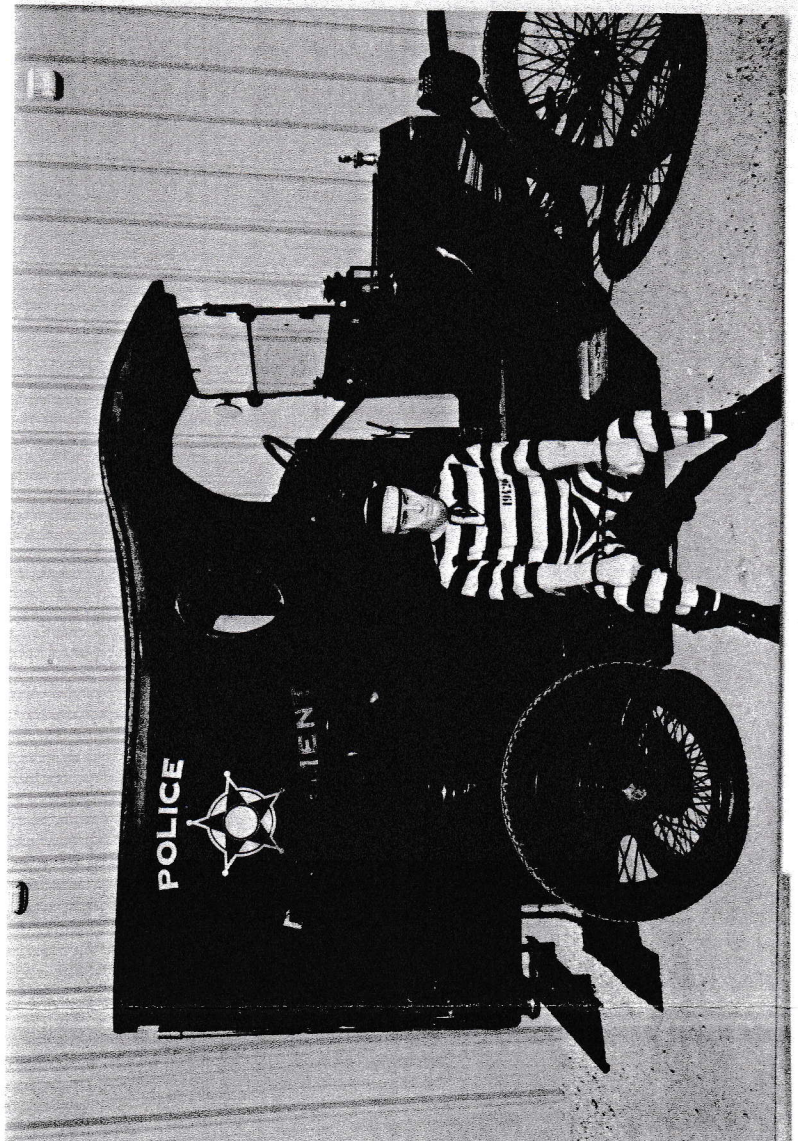
### **2006 Membership Rosters**

New rosters were passed out at the April meeting and are being mailed with this newsletter to those not in attendance. If you know someone who is interested in joining, sign them up!!

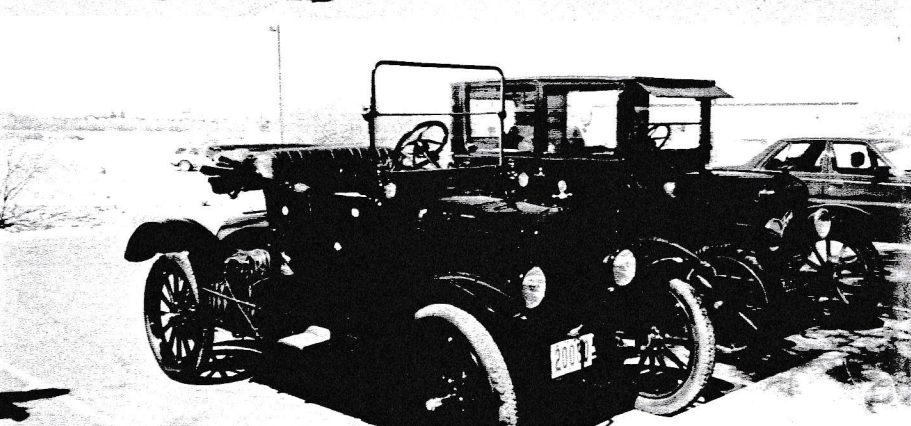
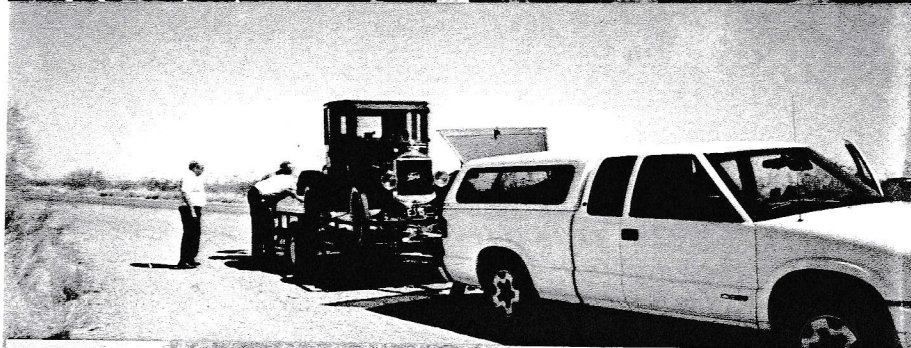
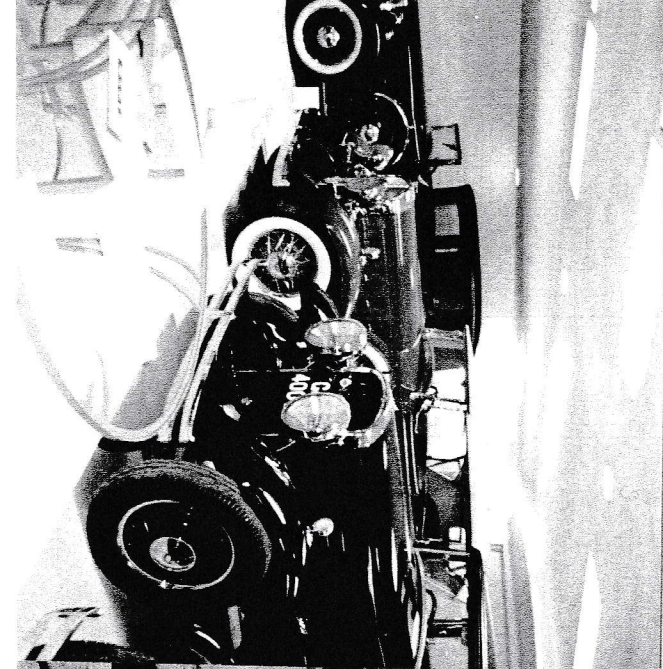
**Pictures** of the 12 Mar Car Show, 22-26 Mar National meeting, the Tucson overnight trip, and Stolinski's Paddy Wagon are on the following pages.

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

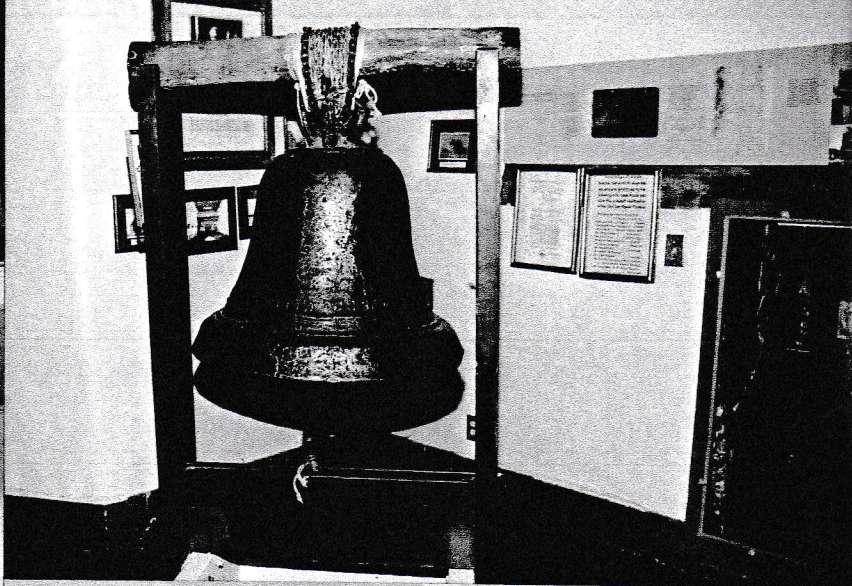
As a Chapter of the Model T Ford Club of America at least 50% of our members must be members of the national club to keep our free insurance.



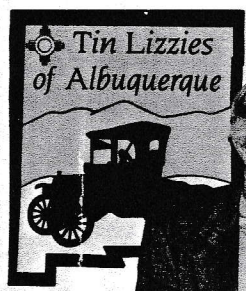




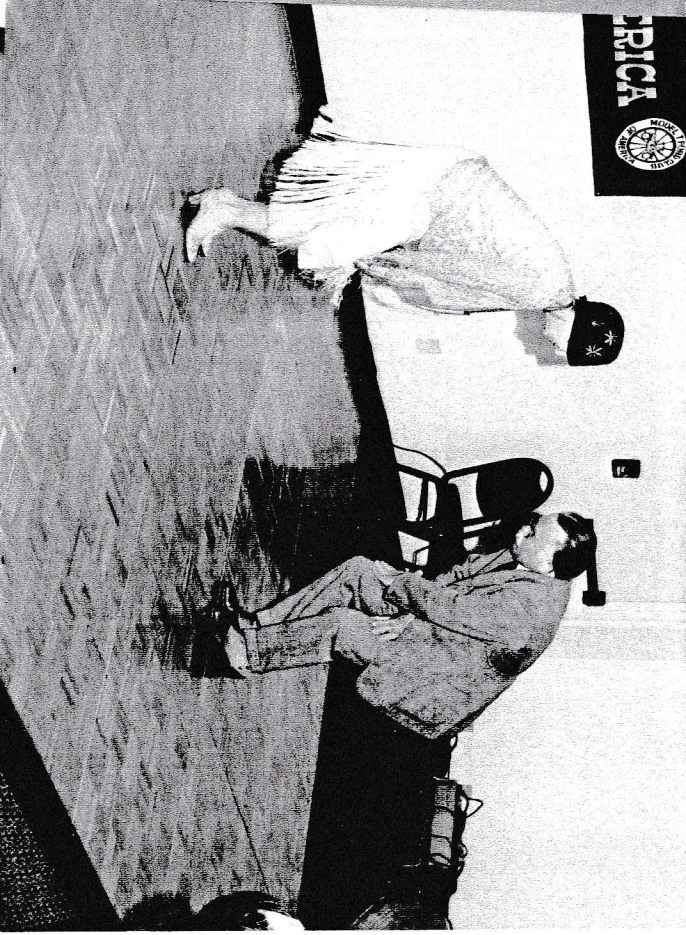
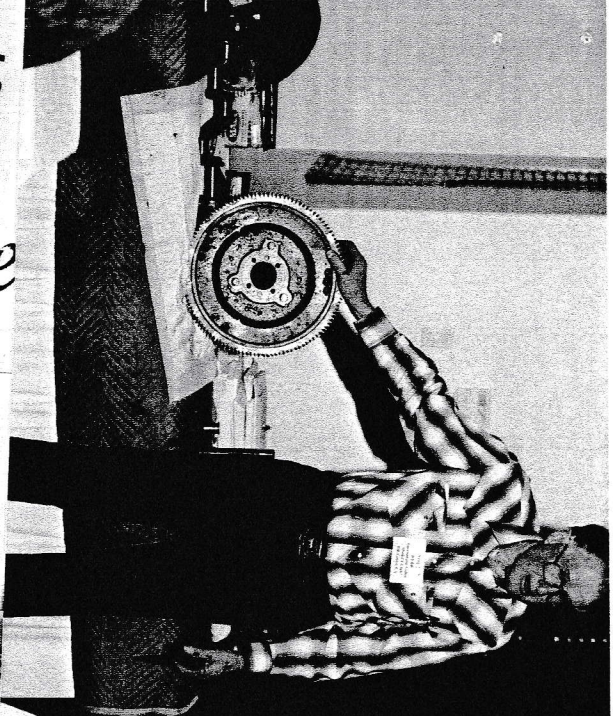




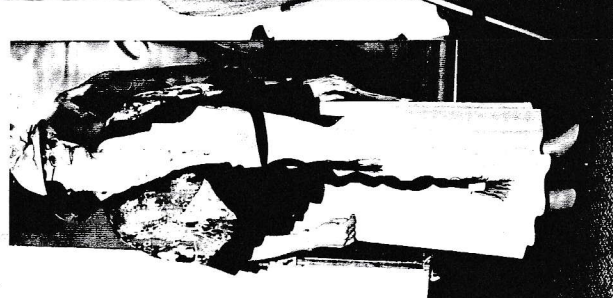
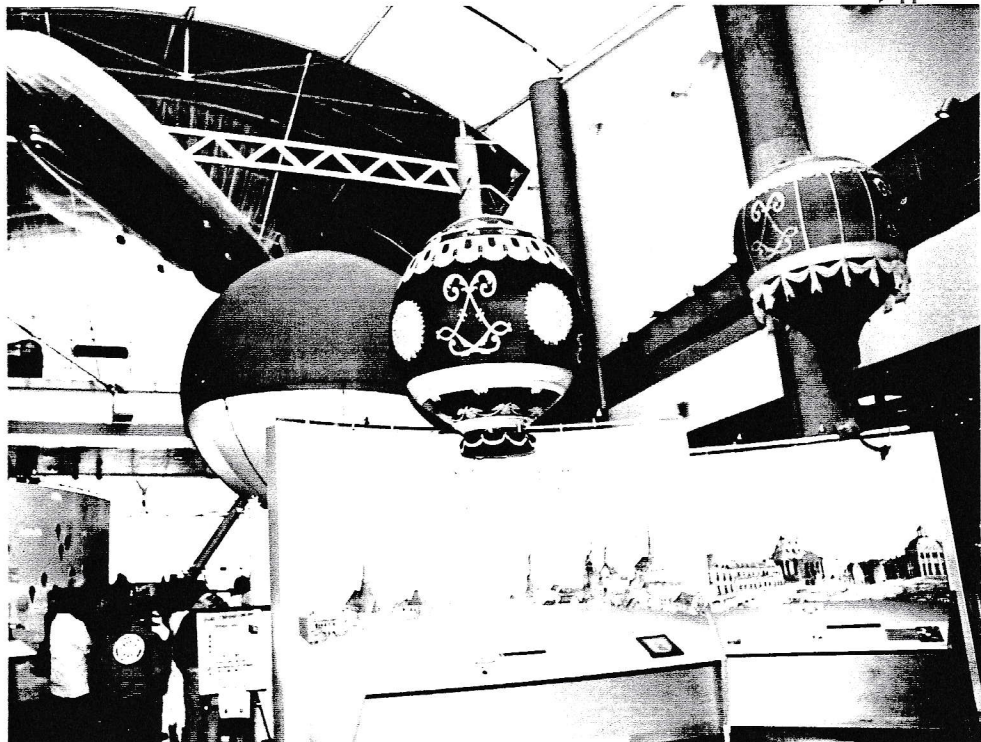
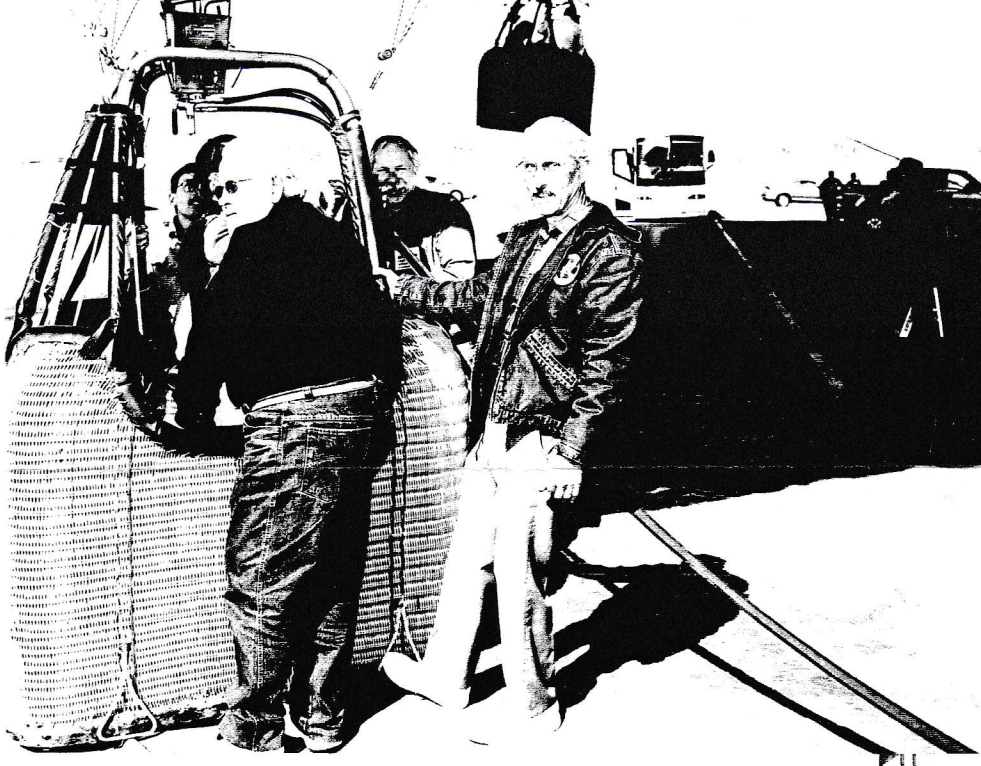




# Tin Lizzies of Albuquerque

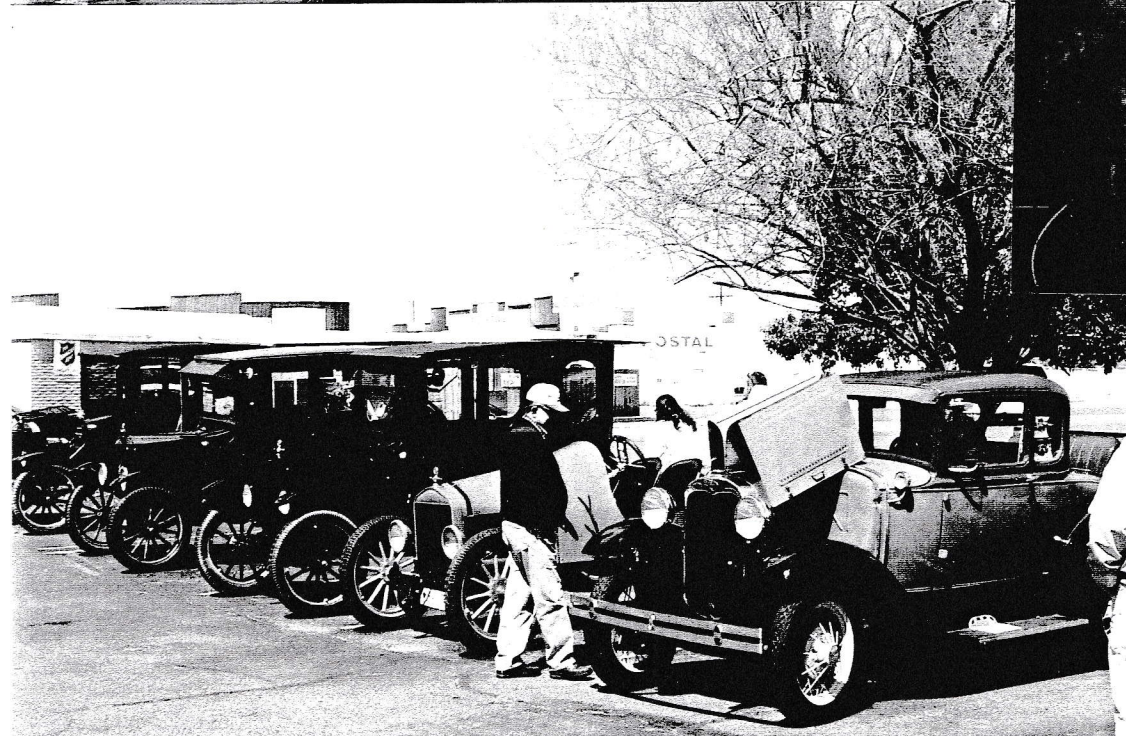
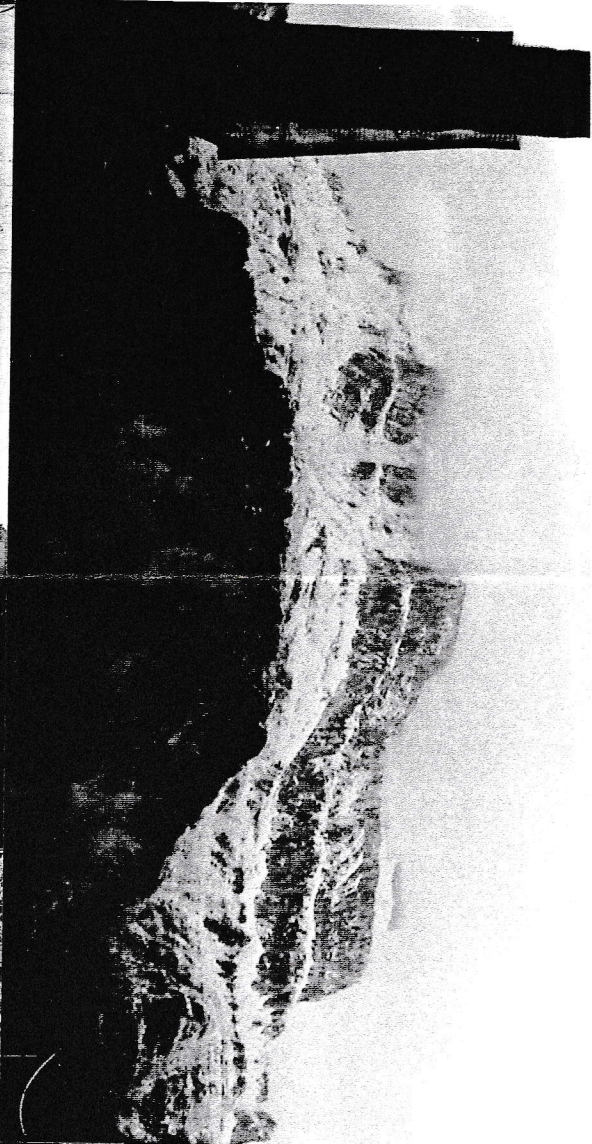
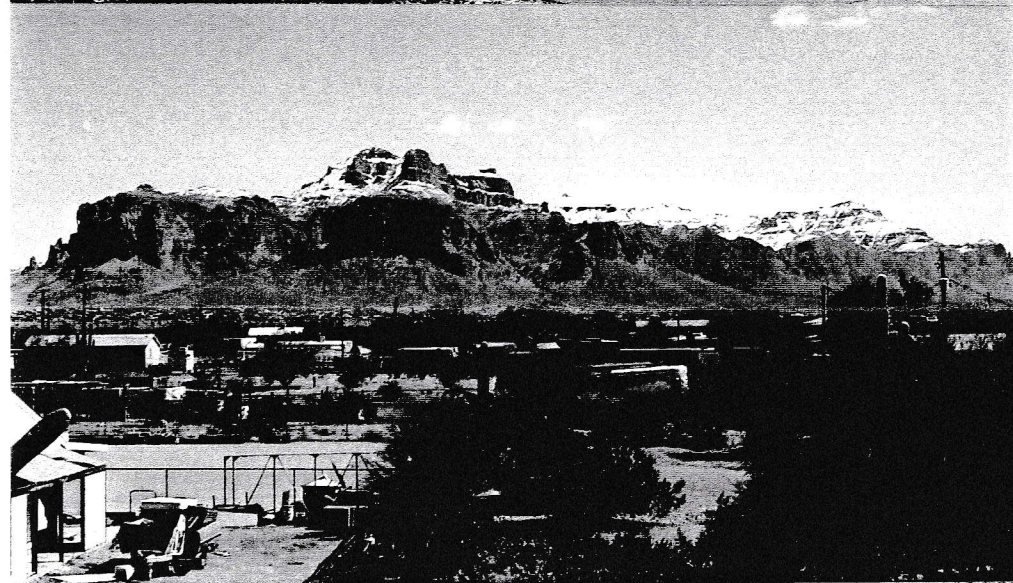








This was our  
COOL car show  
at The Grand  
Hotel Antique  
Mall in Apache  
Junction, 12 March.



Note The snow  
on The Superstition  
We assembled at  
The last minute  
due to the bad  
weather on the  
11th.



## **Weekend to Fort Tuthill, Flagstaff**

Plans are in the final stages. We will meet at the intersection of AZ 87 and Beeline Highway between 07:30 and 08:00 AM on Saturday 13 May. We will travel from there through Payson to Happy Jack and turn on to Lake Mary Road to AZ 87A at the I17 underpass in Flagstaff and South on AZ 87A about 3 miles to Fort Tuthill.

Plan on taking a picnic lunch for Saturday. Check-in time is after 3PM, so upon arrival we will unload and set out for a tour of the Riordan Mansion and then on to the Elden Pueblo Ruins Site for a guided tour. Russ Furstnow has invited us to stop by to visit and take a garage tour, so we may have time to do that.

Upon return we will check-in to two Yurts and one hotel room.

Saturday evening we will eat out.

Sunday the men will prepare a breakfast for the ladies (it's Mothers Day you know) and themselves.

For Sunday our quarters are one hotel room and a two story A-frame so will move from the Yurts sometime on Sunday.

Then we are off to the Museum of Northern Arizona and then to the Watpaki National Monument. We plan on eating out for lunch.

Sunday evening will be a group barbecue. Bring your own meat, drinks and a dish to share.

Monday morning we will again do a group breakfast ( Mother's Day is over, boys but we will still have to cook!).

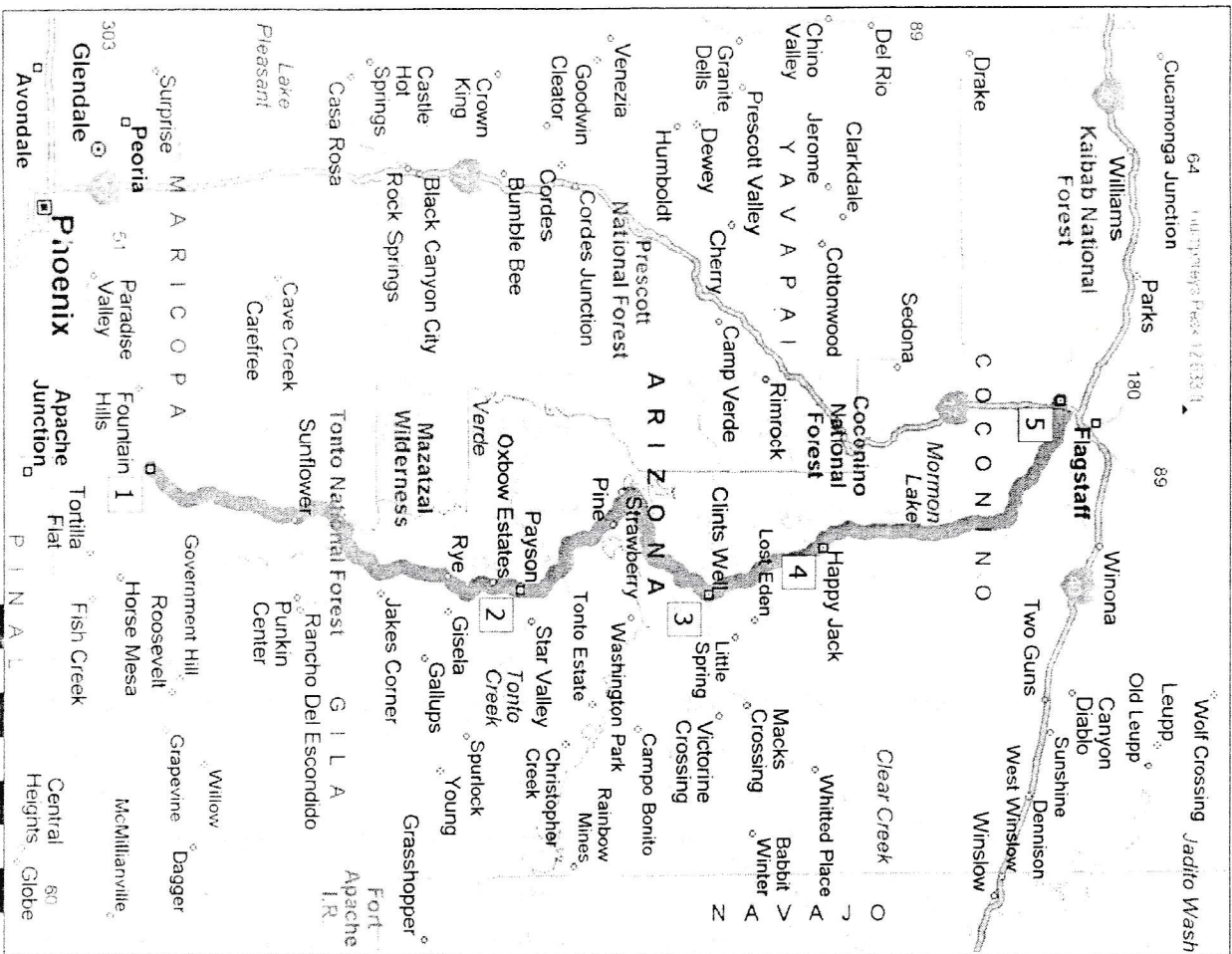
Monday AM is open.

We should probably load up and start back by 1PM. We could stop near Lake Mary, a short distance on the return trip, for a picnic lunch, and then on home.

We will see you there!! Any questions call Griffins at (480) 983-1513.

# Bush Hwy to near Fort Tuthill

146.1 miles, 3 hours, 20 minutes



7:30 AM	0.0 mi	1 Depart Bush Hwy on Bush Hwy (West) for 0.1 mi
7:30 AM	0.1 mi	Turn RIGHT (North-East) onto SR-87 for 4.1 mi
7:36 AM	4.2 mi	Continue (North-East) on SR-87 [Beeline Hwy] for 48.8 mi
8:41 AM	53.0 mi	2 At near Payson, stay on SR-87 [SR-260] (North) for 25.5 mi
9:14 AM	78.5 mi	Continue (East) on SR-87 for 6.5 mi
9:24 AM	85.0 mi	Continue (North-East) on SR-65 [SR-87] for 5.8 mi
9:31 AM	90.8 mi	3 At near Clints Well, turn LEFT (West) onto SR-487 [CR-209] for 14.9 mi
9:51 AM	105.7 mi	Turn RIGHT (North-East) onto Local road(s) for 0.3 mi
9:52 AM	105.9 mi	4 At Happy Jack, return South-West on Local road(s) for 0.3 mi
9:53 AM	106.2 mi	Turn RIGHT (North-West) onto SR-487 [CR-209] for 36.0 mi
10:41 AM	142.2 mi	Bear LEFT (West) onto E Frontier Ave for 1.3 mi
10:44 AM	143.5 mi	Turn LEFT (West) onto Pullman Fld for 0.1 mi
10:44 AM	143.7 mi	Bear LEFT (South-West) onto John Wesley Powell Blvd for 1.1 mi
10:46 AM	144.8 mi	Bear RIGHT (West) onto Shamrell Blvd [Pulliam Fld] for 0.4 mi
10:47 AM	145.2 mi	At I-17 Exit 337, continue (West) on SR-89A [Fairgrounds Rd] for 153 yds
10:48 AM	145.3 mi	Continue (West) on Fairgrounds Rd for 0.4 mi
10:49 AM	145.7 mi	Continue (West) on Fort Tuthill County Park for 0.2 mi
10:50 AM	145.8 mi	5 At near Fort Tuthill, stay on Fort Tuthill County Park (South) for 0.2 mi
10:50 AM	146.1 mi	6 Arrive near Fort Tuthill