



**OFFICIAL PUBLICATION OF THE
EAST VALLEY MODEL T FORD
CLUB**

SEPT./OCT., 2007, Volume 4, Issue 7

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

NATIONAL EVENTS

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

The 100th 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. For info about hotels & campgrounds, go to www.visitrichmond.org. Several of our members have made reservations; if you want to go, it would pay to make your reservations soon. Contact Joe Fellin for information about planning your trip.

President's Message

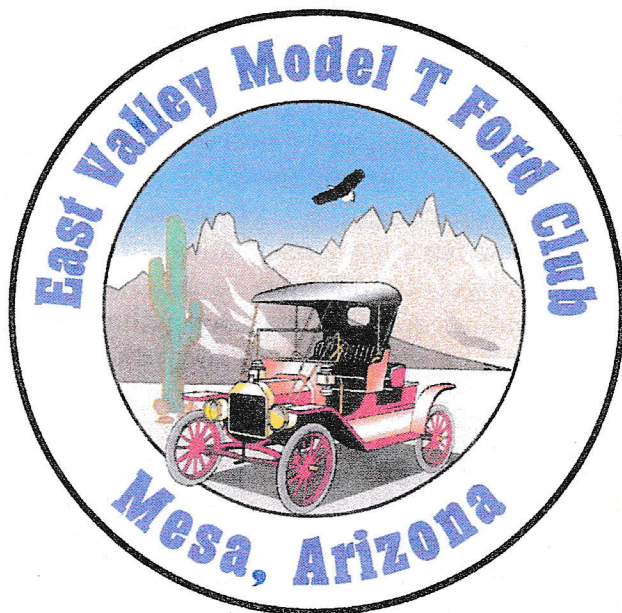
Oh, what an active club we have in the off season! Do we need a winter project, also? As a result of selling hot dogs at our yard sale last year, we are building our own [hot dog vendor] trailer.

This is primarily the work of John Peterson and Dave Veres but with assistance or commentary of Joe Fellin and Austin Graton. Other members are pitching in, finding the "T" parts to make it a "T"-era appearance. This project may be worthy of another Joe Fellin article for the "Restorer."

Most of us have already gone or will be making some "out-of-state" trips. Don't we need some "show-and-tell" at our meetings about our summer travels?

We will need to organize some monthly driving events. Anyone want to host a September tour? Remember—our next meeting date has been moved up a week to Sept. 13th at the Petersons'!

George



Calendar of Events

September 2007

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

Note: DATE CHANGE

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



Petersons

LOCAL 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

Because Petersons are planning a trip at the time our meeting would regularly occur, the September meeting will be the 2nd Thursday of the month, not the third (September 13, 2007).

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

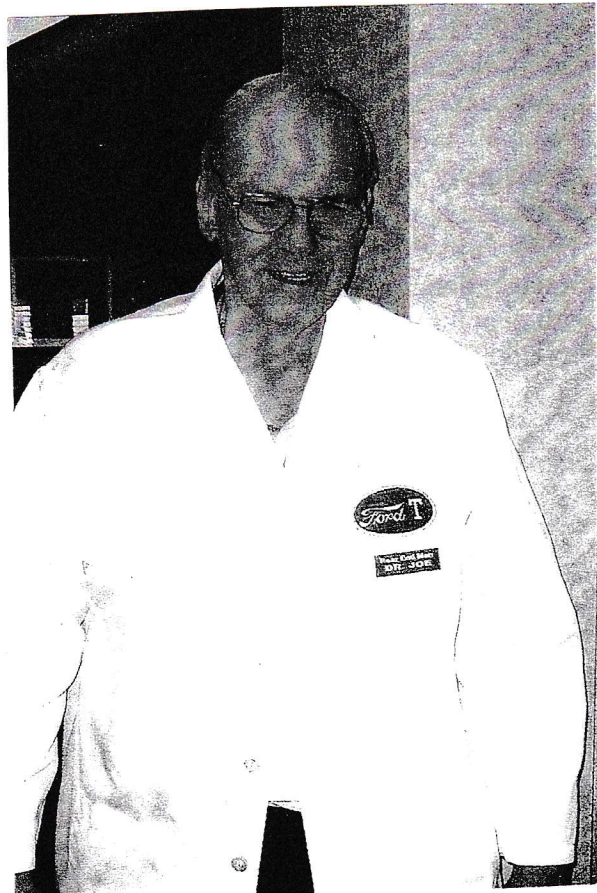
As a Chapter of the Model T Ford Club of America at least 50% of our members must be members of the national club to keep our free insurance.

Health and Welfare of Members

As far as we know, everyone in the club is doing well. We haven't been informed of any problems. The summer has been good to us!

Members helping members

Thanks to Joe's help in making differential repairs, he was awarded with a doctor's jacket at the September breakfast.



Dr. of Differential Dysfunction (DDD)

Joe says he already has his engine stethoscope....and he makes house calls.

New, Improved Club Logo

by Joe Fellin

Have you noticed the appearance of our club logo on the September issue of *Runningboard News*? This look is the result of the logo's being redesigned in vector graphics rather than the earlier bitmap technique which was used for our club patches. You will recall that we have been pursuing this redesign for some time, and a redesign was previously approved by our club membership. Vector graphics allows the image to be expanded as desired without image deterioration as compared with bitmapping which creates serious pixilation as the image size is increased.

The net of this redesign means that we can now create excellent quality 15" images for use on car doors or other applications requiring large image sizes.

We owe a debt of gratitude to Dan Conder of Cicero, Indiana, who volunteered to create this image. Dan also designed the logo used for *The Model T Ford Club of America's* 100th Anniversary celebration scheduled for next July.

Forbes Publication Model T Article

by Joe Fellin

The August 13, 2007, issue of *Forbes*, a respected international business periodical, contains an article by Emily Lambert entitled, "Muscle Car." This article is a very positive review of the beloved Model T Ford, describing how it

"scales mountains, fords streams, crosses deserts." It even discusses a hill climbing contest between a Model T and a Hummer. Ms. Lambert visited the MTFCA offices in Centerville, Indiana, visited our new museum, rode in a T, and attended both a speedster run and a Model T tour in preparation for the review.

If you haven't seen it yet, be sure to obtain a copy and learn all about the exciting capabilities of the Model T from its earliest days to current-day restorations. If you are not able to obtain a copy, check it out on line at www.forbes.com. This article gives us some great publicity and is sure to pique interest in Model T's by many individuals who are unaware of its existence. Paul Harvey even mentioned the article in one of his recent radio programs.

Centerville Visit—July 2007

by Joe Fellin

The *Model T Ford Club of America* held a regular semiannual Board meeting in Centerville, Indiana, in July. During this visit, in addition to the Board meeting, much time was spent preparing for the opening of our new Model T Museum as well as planning for the 100th Anniversary birthday celebration on the Model T, scheduled for July 16-21, 2008, in and around Richmond, Indiana.

MUSEUM

The museum is progressing well. As of our visit, the building was essentially complete, and eight T's were in place,

including the following:

- 1914 Touring Car
- 1923 English Town Car
(limousine)
- 1924 Ambulance
- 1925 Truck
- 1925 Fire Truck
- 1926 Speedster
- 1926 Touring Car
- 1927 Doctor's Coupe

In addition, a cutaway engine and transmission assembly is available for demonstration as well as a very special one-cylinder T engine and transmission which was constructed by cutting apart the front and back ends of a standard 4-cylinder engine and re-fastening together as a single cylinder engine. An imaginative creation, to be sure. The facility also contains an area with a gift shop which includes Model T gifts, clothing, and copies of MTFCA technical manuals and VCR/DVD's. There is some space remaining for a few additional vehicles. Photos of the vehicles are included in this newsletter.

The facility is leased from the Warm Glow Candle Co. which recently moved into a new, larger facility on the grounds. Sharing a common parking area, the T museum and the candle/gift store provide a synergism for both activities. Although not officially open during our trip, visitors have been invited for some weeks, and during a recent Sunday morning we had almost 50 visitors within a few hours. Because of its high profile location at the Centerville exit of Interstate 70 near the Ohio state line, we will be exposed to much traffic on a daily basis. A museum

attendant was hired recently to staff the facility. During any visit to this area, be sure to stop by for a visit.

The museum was officially opened on August 20 with a grand opening planned for later.

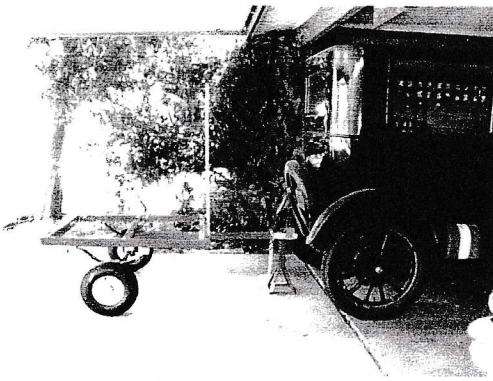
T 2008 Party July 21-26, 2008

by Joe Fellin

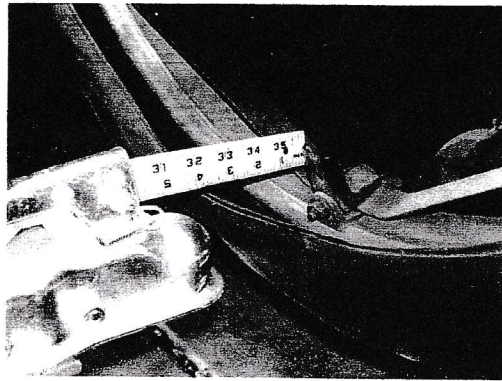
Planning is in high gear for what is sure to be the "Party of the Century for the Car of the Century." This was the theme of a kickoff meeting held during our visit at the Wayne County fairgrounds in Richmond, Indiana (home base for the celebration). Community leaders and interested persons were invited to hear about our upcoming party. There is already much enthusiasm locally, and much volunteer labor by local residents and out-of-towners has already been contributed to this huge planning process.

During our visit to the area we were fortunate to have a preview of a vintage airplane show, courtesy of a group of vintage aircraft owners who graciously demonstrated aerial maneuvers. Included in this show were a number of pristine vintage aircraft including a Pietenpol aircraft powered by a Model A engine. Apparently earlier versions of the plane were powered by Model T engines. A few select aircraft photos are also included in this newsletter.

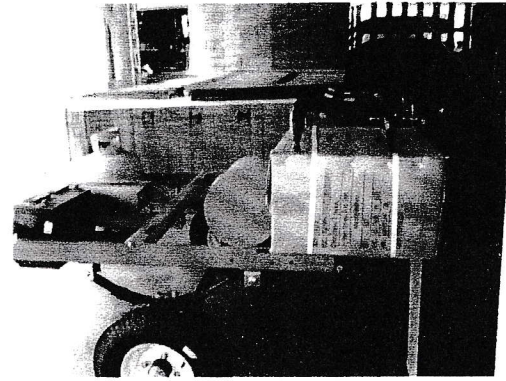
CHUCK WAGON PROGRESS



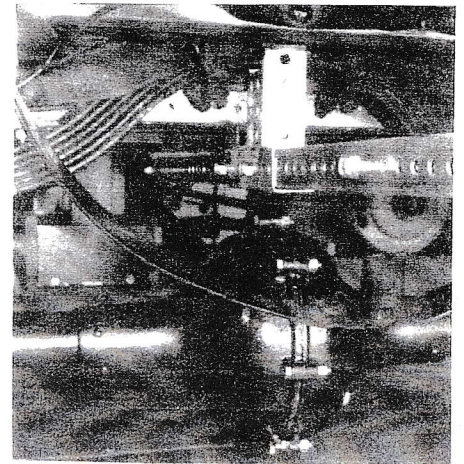
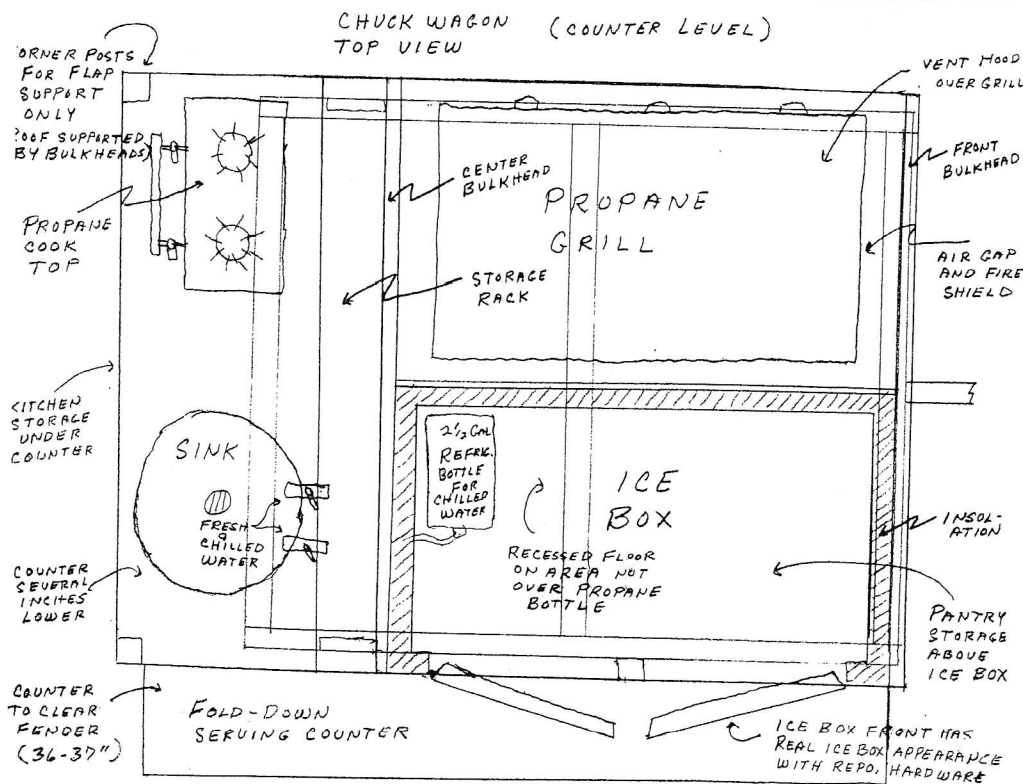
INITIAL MEASUREMENTS



LET'S PUT THE BALL ABOUT HERE.



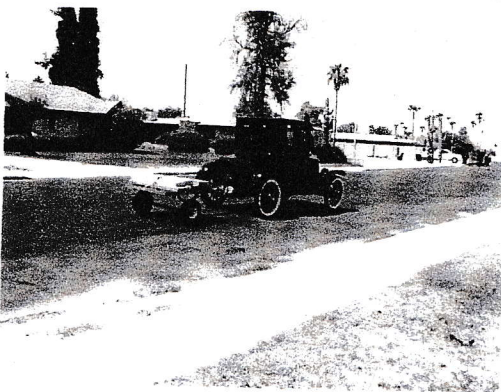
LOOKS AS IF THE SYSTEMS WILL FIT.



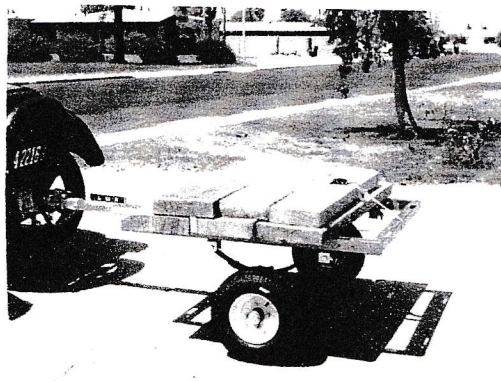
HITCH UNDER CONSTRUCTION



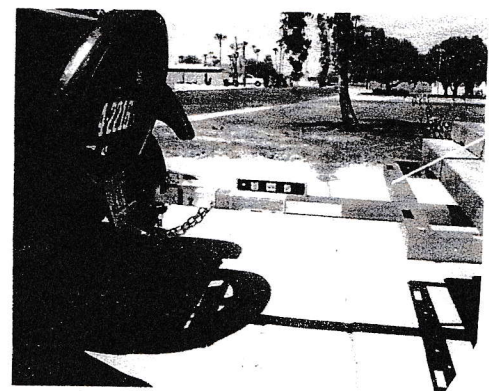
FINISHED HITCH



FIRST TEST SPIN WITH TRAINING WHEELS



BODY KIT ATTACHED—SOME CUTTING AND FITTING STILL REQUIRED



LEVEL! ACCORDING TO PLAN

Chuck Wagon Report

by John Peterson

It may be the hot days of summer here in Arizona, but the chuck wagon project is cooking. Design, parts procurement, and fabrication are being done here and in New Hampshire. At this time we have components at three locations. Austin Graton and Bill Allen are working on the axle and wheel assembly back East. Dave Veres has designed and fabricated a universal clamp-on hitch which is now installed on his coupe. I have the trailer chassis (a small Harbor Freight utility trailer kit). Major components have been mocked up on the chassis and weight budgets and distribution calculated.

Rough design is well along, but features and construction details will remain fluid until we all get together in the fall. As currently detailed, the trailer will be self-contained with propane; 12 volt battery with 120 volt AC inverter; water supply tank with pressure pump; and a holding tank.

The trailer will be roughly the height and width of a "T" sedan with a hard cover top and fabric flaps that can be lifted for access or extended to provide awnings on both sides and rear. The road side (left) will contain a propane grill with a surface of about 700 square inches—about twice the size of a backyard grill. The rear will contain the kitchen unit with sink and a 2-burner propane cook top. Door and drawer storage will be available under the kitchen counter and a display storage rack located above

counter height. The other side (right) will have a 10-cubic foot ice box and pantry storage space above the ice box. A full length (5 foot) fold-down serving counter will also be on this side.

Construction is well enough along that the chassis has been taken for a test tow. This was done with "training wheels" as the real ones won't be rolling out from New Hampshire until fall. The body "kit" (200 pounds of rough sawed oak) was attached, and Dave took it for a spin around the neighborhood—speed bumps, dips, and all. It tracked and rode well. However, the first backing experience did not go as well. Dave went for the gold ring with a 90° blind side back and ended up with a severe jackknife and some red chassis paint on his whitewall tire. The short lengths involved make backing ultra-sensitive. We have some plans to enhance the backing experience.

A number of the key components have been acquired, pledged, or located, and everything should come together for a serious construction effort in the fall. The building process can be separated into several modules that can be independently constructed at members' home shops. There will be a mix of metal and wood-working skills needed.

One final thing—in addition to planning the outfitting of our wagon, let's all think about a name for it. Most of the cars seem to end up with female names, but a male name might be more appropriate. How about a pun such as "Grub Steak Chuck"?

Tech Tips

by Dave Veres

Need to repair a thread? One option is to use a castle nut with the same dimensions and treads as the one you are trying to repair. Put the castle nut on backwards. The interrupted thread formed by the castle will act some what as a die does and help restore the threads. If available you can also use a thread restoring file. There are two types of these files – a type No. 1 and a type No. 2. Type No. 1 has eight of the most common UNC and UNF threads combined on one file. Type No. 2 has eight different UNC and UNF threads (extra coarse and extra fine) on one file.

Installing a Universal Joint Knuckle Pin (T2574) to hold the drive shaft in place in the universal joint? An old kingpin (T2710H) saved from your repair of the front axle assembly can be a useful tool. A kingpin has the same thread (1/2 inch x 20) as the two universal joint housing plugs (T2578). Screw the kingpin into one of the plug holes far enough to support one end of the knuckle pin while you swage the other end. Repeat this procedure to swage the other end of the knuckle pin. Note that the pin may have to be shortened approximately 1/16 inch and should be swaged the same amount on each end so as not to allow the pin to rub on the ID of the drive shaft tube.

When rebuilding the rear end, you have an option of using a fiber washer (T2506) or a bronze washer as a spacer between the axles in the spyder housing

assembly. I chose a bronze space because I thought it would last longer than a fiber one (no proof of that). You can make your own bronze washer. Purchase a standard 1 inch OD x 1/2 inch ID x 1/8 thick bronze washer from your local hardware store (ACE). Also purchase a 1/2 ID set screw collar. Glue the bronze washer to the set screw collar keeping the ID's of concentric with crazy glue. Secure the glued assembly in a drill vise with the bronze bushing facing up and perpendicular to the axis of the drill chuck. Use the front spindle bushing reamer tool (T2713C) installed in the chuck of a drill press to face off the bronze washer. Before you begin measure the total thickness of the set screw collar and the bronze washer. Remove about 0.030 of material from the bronze washer and try it for fit in the spyder assembly. The bronze washer can be removed from the set screw collar by heating with a heat gun or setting on a stove burner for a few minutes. If the axles do not turn freely with little or no end play, glue the washer back onto the set screw collar and repeat the above procedure removing a few more thousands. The final bronze washer thickness should be somewhere between 0.085 inches and 0.095 inches when the final fit is determined.

Also, when rebuilding the rear end, I have found a wide range of pumpkin gasket (T2504) thickness depending upon the supplier. The gaskets that I obtained range from 0.006 inches, 0.010 inches, and 0.016 inches. By having a range of gasket thickness on hand for a rebuild can save some time by not having to machine or sand off the face of

one of the bronze thrust washers to achieve the desired final endplay in the axle housing assembly (0.005 inches or less).

Calling All Cooks!

by John Peterson

It will soon be time for the ladies to work with Chuck. The cooks' ideas are as important as the builders for the chuck wagon to be a success. The intent is to make this a full traveling kitchen to support our day and overnight tours. Thought should also be given for its use as a vendor wagon if we choose to try fundraisers. Display appearance will also be important if we wish to run it in parades and shows.

The rear facing kitchen has a display wall about 4 x 3 feet which can be used to hang period era cookware. Also be on the lookout for items for the two-burner gas plate such as an oven, toaster, and coffee pot.

In addition, we might want to consider decorative or functional items to hang on the sides and fenders. Examples might include flour and bean sacks, canteen, metal cup, lantern, shovel, etc.

Think about it. This project can involve all our members.

Filling-Station Dialogues

A Cadillac pulls up, and the driver says, "How far is it from here to Kansas City?"

"One hundred and forty miles," replies the man

at the pump.

"Gimme twenty gallons of gas and a gallon of oil," says the driver...and he drives on.

A Buick draws up, and the driver says, "How far is it from here to Kansas City?"

"A hundred and forty miles," replies the man at the pump.

"Gimme ten gallons of gas and a half-gallon of oil," says the driver...and he drives on.

Along comes a flivver. It rattles up, the driver unwinds himself, get out and stretches, and asks, "How far is it from here to Kansas City?"

"Oh, about a hundred and forty miles."

"Is that all? Gimme two quarts of water and a bottle of 3 in 1, and hold this son-of-a-gun until I get in."

[*Those Wonderful Old Automobiles*, Floyd Clymer, Bonanza Books, USA, 1953, p. 151]

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

JULY CENTERVILLE VISIT

