



T – Times

Volume 32 Issue 1

January 2012

Three Rivers Model T Ford Club

P. O. Box 7083

Kennewick, WA 99336

2012 Officers

Club President Dean Stokes
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Vice President Bill Sheller

Treasurer Mike Porter

Secretary Wanda Stokes
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Newsletter Editor Dale Peterson
dpeters0258@gmail.com

Board Members

1 Year -- Russ Armstrong

2 Year -- Fred Fraser

3 Year – Jim Elenbaas

“T-Times” is the publication of the Three Rivers Model T Ford Club and is published monthly solely for its members and exchange with other antique automobile groups. Editorial copy and advertisements should be sent to: Editor 218 NE A Street College Place, WA 99324 by the 25th of the month for inclusion in the next month’s issue. Email: dpeters0258@gmail.com

The Three Rivers Model T Ford Club is a chapter of the Model T Ford Club of America. Membership is recommended and encouraged. Make membership requests to: MTFCA P.O. Box 126 Centerville, IN 47330. Annual local club dues are \$20. Monthly meetings are held the third Thursday of the month at the Reata Springs Baptist Church, 2830 Leopold Lane, Richland, WA at 7:00 PM.

From the Editor

A new year is upon us. The last year ended with a wonderful Christmas party at the Stokes' home in Sunnyside December 15 at 5PM. Many of our members were present, the rest of you were missed. Dean invited a special guest, Dr. Dave Johnson, from Sunnyside and he was welcomed and enjoyed by all.

Dean and Wanda supplied ham and the rest of the spread was completed "potluck" from those attending from far and near. You cannot believe what good cooks we have in the club! Salads, fruits scalloped potatoes, rolls, and deserts of many kinds. The "snow balls" were especially good. Unfortunately, I enjoyed too much of the first part of the meal to be able to indulge in much of the pies. From the smiles on everyone, I would say it was all a huge success.

Following the meal, we all settled to the living room for our annual gift exchange. Compared to last year, this was calm as some of the more notorious members behaved. Not many gifts changed hands, but there were three that reached the three possession limit. A number of T related gifts and coveted sweets made their appearance. The special gifts we will all remember were Jane's snowman headwear and Bill's cat in a bag. We expect to see the cat on upcoming tours. That is if he did not let it out of the bag on his way home as threatened!

All too soon, the evening came to an end. Everyone headed down the road with good memories, except Sharon and me. We took Dean and Wanda up on the offer of a bed for the night. In the morning, we were treated to some of Dean's special oatmeal. Of course, I just could not bring myself to partake of it chilled, but rather added the brown sugar and cinnamon we are accustomed to.

Dean took us on a tour of his projects in the barns. I found out, though that this was a pretense to get me to the final barn where his newly acquired 1914 roadster needed help to get started. After a lot of cranking and adjusting, it did finally roar to life, but is going to need some more adjusting before it will be running smooth again. I am still banking on an intake manifold leak. An update will be expected at the next meeting, Dean.

The coming year promises to hold many memories to be made. January 15 is our next meeting at Applebee's in Kennewick at 1::00 PM for our annual dinner and officer installation. This is a change from the previous plans of January 22 due to another party scheduling first. The meeting is planned early due to the time of the year, to allow a safe return home before dark for those living out of town.

We will likely also discuss plans for the upcoming year's tours. Those that have come up so far include a trip up Pike's Peak in Colorado with Bill, a Mt Rainier sightseeing trip, and some are planning a trip out to the National Tour in Nebraska. We are sure to have several local tours and other activities locally, so come give your input on what you would like to do with us.

Our last directory was printed in 2004. It is time to update this resource as well as catch up on our membership. At the end of this newsletter is a form for you to fill out and mail, bring to the club, or email to me at dpeters0258@gmail.com. We are looking forward to a great year with Henry's T's!

No meeting minutes to report this month, see you at the dinner meeting at Applebee's Jan 15, 1PM.

Light in the Darkness

Headlights for the Model T, as well as for all automobiles, went through a process of development along with other aspects of this new mode of transportation. Early on, automobiles were not supplied with lighting for night time driving. When the need arose, some type of lighting was fastened to the front of one's horseless carriage. Soon after, provision was made for lighting the way in darkness. Polished brass acetylene lights adorned these early vehicles. However, they were not very convenient. A generator of acetylene similar to the lamp used in the mines had to be placed on the car. When needed, a water valve needed to be adjusted to drip water onto calcium carbide and piped to the lights. Once this was done, the lights had to be lighted. For those that have used acetylene torches in your shops, you could just imagine how that went, especially if taking too long to strike the match. I have never driven by gaslight, but I can imagine that the light provided was nothing near what we currently drive by.

In time Thomas Edison led the way in development of electric lights. This provided a much improved method of illumination for drivers. All one needed to do eventually was to activate a switch and continue on without so much as a slowing of the pace.

When there were few automobiles on the road, I am sure that these early electric lights were adequate. Yet as anyone that has driven a mid-teens Model T with magneto lights, there are limitations. Oncoming lights from newer vehicles make it near impossible to see the way. Even street lights cause one to wonder if your lights are indeed even turned on. When you can see what is ahead, it is easy to overdrive your lights as the illumination does not reach out that far ahead.

With this in mind, it seems unbelievable that there was an outcry concerning the blinding light from oncoming automobiles with electric lights. This continued to the point that states began to pass laws requiring headlights with features to limit the glare for other drivers.

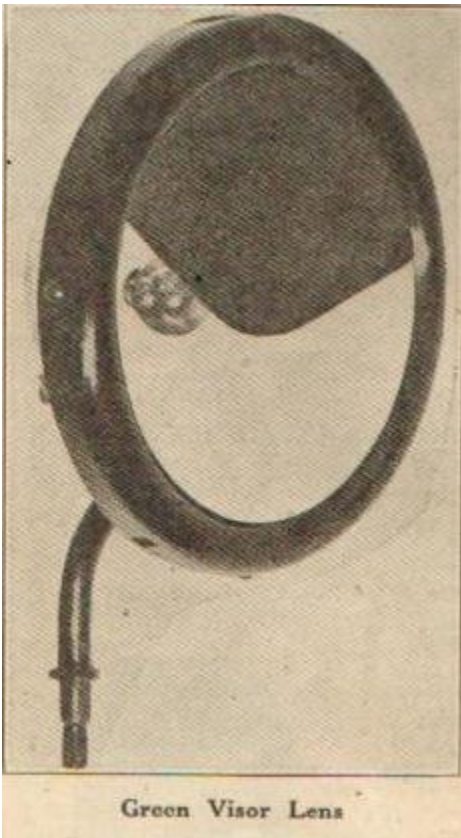
On September 1, 1921 the Oelwein Daily Register in Iowa printed details of recently passed legislation relating to prevention of headlight glare. A list of approved lenses included 25 makers. Methods of reducing the glare included painting or otherwise obstructing the upper lens, prisms to aim the light to an acceptable level, shields on the bulbs themselves, diffusion of the light, and tilting of the headlights at the approach of oncoming cars. There was even one named "Legalite". The soon to become standard called for lights that would illuminate a minimum of 75 feet ahead and no more than 42 inches above the ground.

Automobile manufacturers began to supply headlight lenses that complied with these new laws. One of the more popular was the Warner lens of the diffusing type used by Packard, Marmon and White. But, these lenses did add a cost to these makers. Some were quite attractive such as the eyebrow lenses produced under the names of Macbeth and Violet Ray. These attempted to obstruct the upper rays from the lights. However, the physics of lenses reveals that these probably did little to reduce the glare.

Ford initially responded by providing a green "visor" lens in 1921, 22. Rather than molded eyebrow the Ford lens was simply a green wedge painted onto the upper portion of an otherwise clear lens. The reason for this initial lens was most assuredly due to cost. At the same time, Ford of Canada was sending out its cars with the Patterson Lenz of the prism type. Finally, the familiar 'H' lens was developed with its familiar vertical flutes. I am

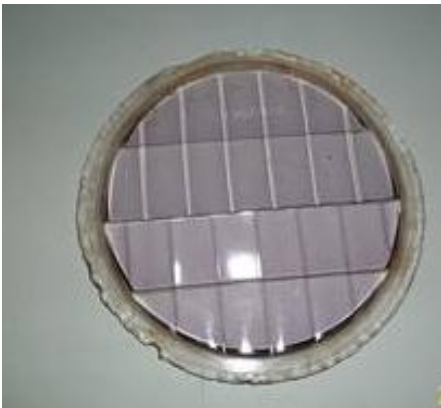
not sure, though how this lens met the legal requirement of a 42 inch limit in vertical height of the emanating beam.

Following are pictures of some of the early lenses:



Green Visor Lens

Ford 1921, 1922 visored lens



Patterson Lens as on Canadian Fords

Why Pay More



→ **Smith**

When You Can Get These Better Legal Lenses for Less



→ **Standard**

Conformity to Pennsylvania's new headlight law, which is to be rigidly enforced beginning September 1st, is going to result in greatly improved driving conditions.

Get right with the law as quickly as you can and do your part for the general good.

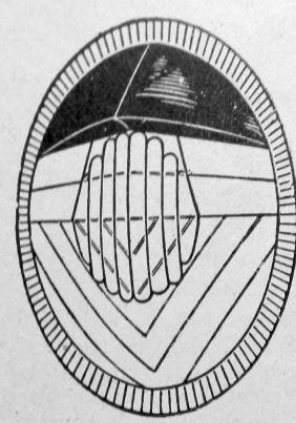
Both the *Smith* and the *Standard* have been officially approved in Pennsylvania and are legal in all other states. They give all the light where you want it.

FOR SALE BY ALL DEALERS

Manufactured by L. E. Smith Glass Co., Mt. Pleasant, Pa.

The Smith	
Recommended for use on all cars on which lamps are set horizontal.	
Sizes up to 8¼ in.	PER PAIR \$1.00
Larger Sizes	1.50
The Standard	
Recommended for use on all cars on which lamps are tilted.	
Sizes up to 8¼ in.	PER PAIR \$.70
Sizes 8½ to 9½ in.	1.25
Sizes 9¾ to 11½ in.	2.00

VIOLET RAY LENS.



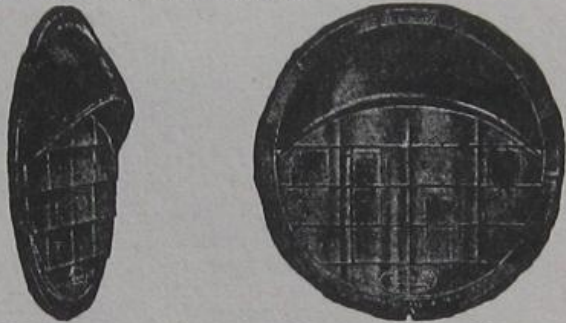
The Violet Ray Lens not only lights the road directly ahead with the clear illumination of daylight, but the diffusion is equal on either side. In fact, a pure, clear, even luminant reveals the entire road. When a driver can see the road at night as clearly as by day, one great source of danger is effectually removed.

Sometimes a device that is of advantage in service is detrimental to appearance. The Violet Ray Lens is very attractive, and adds distinctiveness to any car.

All sizes. Per Pair **\$3.00**

MACBETH LENS

AN AUTOMOBILE HEADLIGHT LENS WHICH IS BUILT ON THE SAME FUNDAMENTAL PRINCIPLES OF LIGHT CONTROL AS THE MARVELOUS MACBETH LIGHTHOUSE LENSES.



THE green visor and the scientifically accurate prisms on the front together with the concave recesses on the back eliminate all glare and give long range and side lighting necessary for safe driving. The Macbeth Lens is distinctive—this because of the green visor.

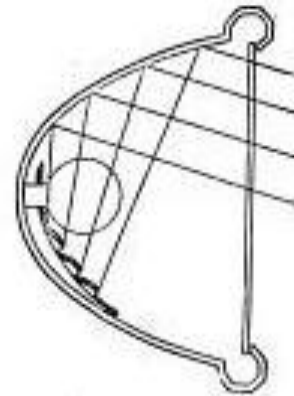
It took four years to develop the Macbeth Lens and it takes 72 hours to manufacture one lens. It has solved the headlight problem.

Macbeth Lenses are made in all sizes to fit standard lamps.

PRICE LIST

All sizes.....	\$5.00 per pair
Denver and West.....	5.75 per pair
Canada	6.00 per pair
Winnipeg and West.....	6.50 per pair

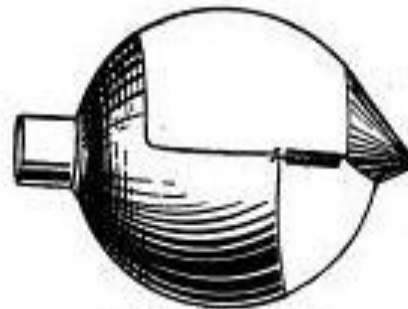
Macbeth-Evans Glass Company
Pittsburgh



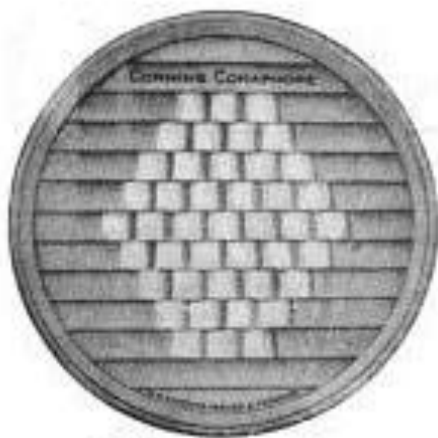
Letts ray deflector



Sun-Ray lens



Stryker deflector bulb



Corning Compakore lens



Pittsburgh Parabolite

MOTORAGE

Three Rivers Model T Ford Club

P.O. Box 7083

Kennewick, Washington 99336

Date: _____

Name: _____ Birthdate: Month _____ Day _____

Spouse _____ Birthdate: Month _____ Day _____

Anniversary: Month _____ Day _____

Children (under 18) _____

Address _____ Phone _____

City _____ State _____ Zip _____

E-mail address _____

Cars

Condition code: OC (original condition) U (unrestored) PR (partially restored) FR (fully restored) SIAB (stored in apple boxes)

Year	Model	Condition code
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____