
T TIMES

Volume 34, Issue 12

December 2013

President's Message

Brrrrr.....It is so cold outside. It makes me give thinks to modern conveniences such as the electric blankets to warm my bed, an oven to easily provide a deliciously warm loaf of bread, and the telephone to easily contact friends and family but especially to our modern vehicles . Can you imagine having to crank up the Model T and drive during these cold and possibly snowy days to get wherever we need to be for the day? No, I do not want to think of having to driving an open car right now-but it does not stop me from making plans for the spring and summer tours. Now is the time to heat up the garage, tune up the engines, change your spark plugs, and maybe a bit of cosmetic work on the old cars as we mentally drive thru the warm green rolling hills of future tours. Yep, it is fun to plan a tour. Marlene and I are wishing everyone a Very Merry Christmas.

Larry Coder, President



“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, places to be announced in the newsletter prior.

2013 Officers

Club President Larry Coder
m.coder@hotmail.com
Vice President Jim Elenbaas
Treasurer Mike Porter
Secretary Dale Peterson

Newsletter Editor Dale Peterson
dpeters0258@gmail.com

Board Members
1 Year -- Fred Fraser
2 Year -- Jim Elenbaas
3 Year -- Gary Ellingson

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Year in Review

As we look back on 2013, the Three Rivers Model T Ford Club has made some good memories for the active members. The meetings have changed from the Reatta Springs Baptist Church to the meeting room at Round Table Pizza on Clearwater Avenue in Kennewick. For the most part this has been a good move. Members arrive, often early, to choose from the menu and it is brought in to us as we visit before the actual meeting. When discussed at the last meeting whether this was working out, most present felt this was a good change and did not want to change.

A library was started at the suggestion of Gary Ellingson. Several books, DVD's, and technical manuals produced by the National Club have been collected and donated. Gary is no longer able to carry the box, but it will continue to arrive weekly under the care of Dale Peterson. A listing of what we have will be soon coming so all will be able to know what we have and check out items.

The favorite part of the club is getting out to enjoy our cars. There have not been as many tours this year, but the ones that took place were well attended. First Bill Sheller planned a tour to the Wild Horse Casino in Pendleton. We were not able to go, but from the report submitted to the newsletter, it sounds to have been a lot of fun; if not the destination, at least for the route and chance to drive at 35 MPH.

The Lavender Festival in Hermiston made for a good excuse to get our cars out to show as well as support the Agape House in Hermiston. Also, in Hermiston, Jim and Phyllis Langdon invited the club to their place for a breakfast feast in their shop. Food was also an event when Dave Ottem invited the club to his ranch in Othello. This is always a treat and a well-attended event by our club as well as invited community members.

July found some of our members traveling to southern Utah for another Kanab tour of the National Parks of that area. Many of us with memories of the last tour down there wished we could have joined in this fun.

And, who could forget the wonderful tour, eats and comfortable accommodations we enjoyed on the Stokes Chinook Pass tour! That is all but Dean who suffered a second broken crank on the way!

All in all, it has been a good year. Good memories, good scenery, good friends! Join us for another year of activities in 2014. The planning starts at the January meeting, but it can start now in our minds, dreams.

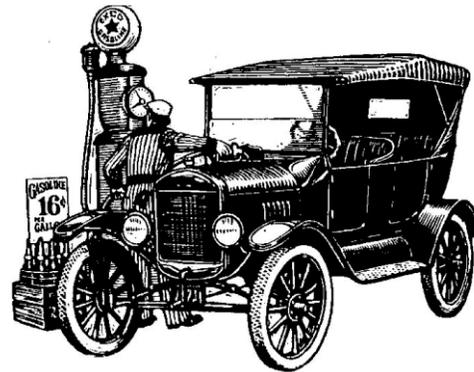
Dale Peterson

Birthdays in September

Bill Sheller 12-03, Fred Fraser 12-10,
Raymond Lehrman 12-17, Lorraine Williams 12-18,
Lynda Carraher 12-22, Bernice Termaten 12-22,
Virginia Lackey 12-25, Jim Elenbaas - 12-28

Anniversaries in September

Paul & Joan Dion - 12-14
Dale & Sharon Peterson - 12-17
Dean & Wanda Stokes - 12-30



Coming Events

- | | |
|--------------------|--|
| December 15 | Annual Christmas Party
1 PM at <i>Old Country Buffet</i> in Columbia
Center Mall, Kennewick |
| January 16 | Annual Dinner Meeting
and Officer Installation |
| February 20 | Monthly Meeting at
Kennewick Round Table
Pizza, 3300 W
Clearwater Avenue at
6:00 PM |

Meeting Minutes

November 21, 2013

The November meeting of the Three Rivers Model T Ford Club was held at Round Table Pizza 3300 West Clearwater Avenue, Kennewick, Washington. President Larry Coder called the meeting to order and led those present in the Pledge of Allegiance.

Guest Bob Jackson from Zilla was introduced and welcomed.

Treasurer's Report was presented by treasurer Mike Porter. The rent for the post office box is due and it was moved seconded and passed by vote to pay the bill. Otherwise, we have money in the bank with the amount presented to the members.

Secretary Dale Peterson presented the October Minutes in the November T Times Newsletter. With no changes offered, it was moved, seconded and voted to accept the minutes as printed.

Old Business

The Christmas party is planned for December 15 at Old Country Buffet in Kennewick. We have the meeting room reserved from 1 pm to 3 PM. Since we are limited to 2 hours, it is being recommended we arrive at 12:45 to go through the line and ready to start promptly at 1PM. The cost will be \$12.95 for the meal, drinks, and gratuity if we have a minimum 20 people. If fewer attend the cost will increase to \$14.27 not including drink or gratuity. Therefore, we plan to wait to check in until there are 20 people gathered. By popular demand, we will again have a gift exchange. Everyone planning to participate will need to bring a gift, limited to \$20 or less. We will have music and Sharon and Mary plan to will decorate. This is always a popular meeting so plan to attend.

Nominating Committee Report. Names were presented by the nominating committee for the 2014 officers. No further names were added and the following will be voted on at the December meeting/Christmas party:

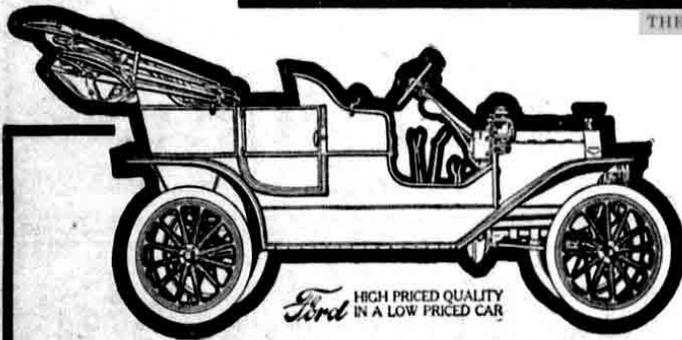
- President Gary Ellingson
- Vice President Jim Elenbaas
- Treasurer Mike Porter
- Secretary Lynda Carraher
- Newsletter Editor Dale Peterson
- Library Custodian Dale Peterson
- Board Member Jim Langdon

New Business

Tours for 2014

Discussion was heard on planned tours for 2014. There are several tours being bantered about and some members have a desire to continue events from the past. It was decided that at the January Dinner and Installation meeting we would further discuss this and make a list of members responsible for tour/activity for each month. Be thinking of ideas and ready to put your name down on the list to lead an activity or tour for this coming year.

No further business to discuss, it was moved, seconded and voted to adjourn the meeting.



FORD—The car that won the New York to Seattle contest

When the Model "T" Ford Car completed the 4,106-mile journey and arrived in Seattle seventeen hours ahead of its nearest competitor, it set at rest forever every argument ever advanced against the practical value of a light-weight car and clearly demonstrated the superiority of the Ford for all sorts of service.

Not Only Did the Car Win at the finish, but it won all the way across; it won on good roads and on bad; it won in the sand; in the mud and in the mountains. There was not a stage of the race from New York to Seattle that the Ford was not a winner. Out of 30 checking stations, Ford registered first at 27.

Of Course We Are Proud of the victory—so can be every owner of a Model "T" Ford. Simply because the winning Ford car was a stock car, an exact duplicate of the car that every Model "T" buyer secures (except for the body, which on the winner was special). With a stock car driven by regular factory employes, not hired professional or world-renowned drivers, Ford won the hardest, longest, most important race ever run.

We Don't Blame Other Manufacturers for staying out of the race. It was a hard one—probably the hardest test ever proposed. For seven days out of Kansas City it rained, and the FORD plowed through that gumbo mud that has made Western roads famous. Two or three inches of rain fell every 24 hours. Streams were swollen, bridges gone, roads washed away and fields flooded. A fall down a 14-foot bank resulted, but served only as a temporary setback. Then there was the sand, the meanest proposition an automobile ever tackled—not in patches, but miles upon miles of it, deep, soft, elusive sand—it was worse than the mud. And still the Ford went on.

There Were Mountain Ranges to cross—Catskill, Rocky, Blue and Cascade. Railroad schedules average less than ten miles per hour over these western ranges, and they run double-headers on a steel track, graded down to 5 per cent. There was snow, too, at the summit, through which the cars must run. The roads leading over were rocky, were muddy, were deep with ruts, and the Ford had to take and did take them all.

Touring Car, \$925. Tourabout, \$925. Roadster, \$900. Coupe, \$1,050. Landaulet, \$1,050. Town Car, \$1,100. Includes Magneto, an integral part of motor, 3 Lamps and Horn. F. O. B. Seattle.

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Vanadium Steel Throughout.

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Light Weight, Coupled With Quality

is what really won the race. It was light weight that kept the Ford going over the mud and sand, when those heavy cars were stalled for hours. It was light weight that enabled them to climb grades that other cars required outside assistance to surmount. It was light weight that permitted speed over those rough and often ditch-cut wagon trails, that served for roads in the Western states. It was the ability of the light-weight Ford to make quick stops and as quick getaways that made fast time possible. Without quality, the light weight could not possibly have stood the strain.

This is the Same Model "T" Ford

that every buyer gets, this winner in the first trans-continental race. We are delivering 400 to 500 every week, to all parts of the world. It's this same \$925, 4 cylinder, 20 h. p., 1,200 lb. touring car, or with any other style body at prices listed, that beat those high-powered, high-priced, heavy-weight cars in a race too severe for 99 out of 100 of the cars at any price, on the market today. Not another car in the race that sold for less than five times Ford's price, and yet they all watched the Fords go by.

And Here's What Was Accomplished

from east to west, clear across the continent, via the northern and hardest route, 4,106 miles, in 20 days and 52 minutes. The big Thomas "Sixty" Pathfinder had required over two months for the same trip, over the same route. FORD made St. Louis to Kansas City in 20 hours and 40 minutes, breaking the record for the trip. It made Buffalo to Cleveland in 7 hours 30 minutes total elapsed time, and Cleveland to Toledo, in the mud, in 4 hours less time than any competitor. It beat the big six-cylinder Acme car into Seattle by a week. It won the race that the Itala car gave up at Cheyenne, Wyo., and the high-priced Stearns gave up before New York state was crossed. These are all facts that speak for Ford ability and construction.

Bert Scott and James Smith,

drivers of this car, are on the way back. They are driving the same car in which they won first place for Ford. Everybody must admit that it takes a pretty good car just to win such a contest. It must be better than the average to then be in condition to make the return trip. To a man up a tree it looks like a mighty safe buy for anyone who wants a car for everyday average use, a car that's good on boulevard or wagon road, that doesn't require a ten thousand dollar income to buy or a five thousand dollar bank account to maintain and a college course in engineering to keep in repair.

Me and the Model T by Bill Sheller

I thought I would scare up some Model T Christmas items to share with you this month just for fun and perhaps bring a smile to your face! I have no Model T musings for you this time for, as I write this, I'm readying for the big day myself. I truly hope you all take time to share with family and friends the true joy of Christmas. Therefore, I extend to you a very warm Merry Christmas and a heartfelt wish for peace and happiness in your life. Henry built a darn good car ... Yes he did!

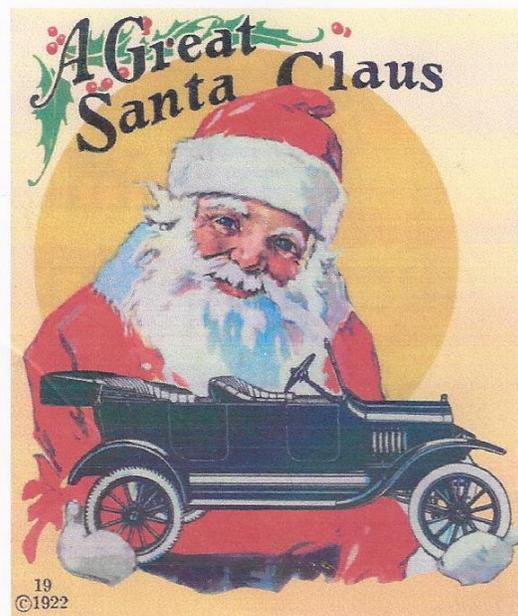


A Model T Nativity Scene

Merry Christmas



Even Santa is a Model T fan
Founding member Jim Patterson



Some national advertising from the Ford Motor Company during the Christmas season

Three Rivers Model T Ford Club
P.O. Box 7083
Kennewick, WA 99336