
T TIMES

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November 2012

Another Year Winds Down

Dale Peterson

Yes, another year is rapidly coming to an end, at least as far as driving Model T's is concerned. And a good year it has been. Bill got a new crank in Henry and the Stokes did the same for their 26 touring. Both cars joined in on several great tours. Every one ran so well we are going to have trouble assigning the trouble trophy this year.

The year started out with a wonderful breakfast at the Langdon's in Hermiston. Then there were the tours, the first one to see the hummingbirds in Dixie. A favorite of all that attended was the tour to Black Rock Canyon with Dean Stokes, onto gravel and two track trails into the countryside. I think the cars were more at home on these roads than we were!

June and July were difficult this year to schedule tours since there were several regional and national tours that several members decided to take in. First was the Montana 500 in Butte, Mt. None of us had been to one of these events and all that went found it quite interesting, though planning was limited to the routes

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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.

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2012 Officers

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1 Year -- Russ Armstrong
2 Year -- Fred Fraser
3 Year -- Jim Elenbaas

and schedules for the actual racers. The touring class was more or less on their own. But we found interesting routes to get to the locations of the day and had a rather interesting time of it. Some have even said they plan to do it again. I still don't plan to follow the freeways as the racers prefer to travel.

Only one from our club made it to the National Tour in Lincoln, Nebraska. That didn't keep the rest of us from a vicarious experience as Jim and Sandi brought back a great report on the event. I will have to admit that I cheated a little bit here. One reason we did not go is that Sharon and I had been there just one month before for our middle son's graduation. We took in the Speed Museum and as many of the sites the Model T's would be seeing later as we could. I must admit that it would have been better in the midst of a crowd of old cars than by ourselves!

The crowning event for the year was a trip to Mount Rainier in early August. Most of us had been there before, but never like this! Now, some would rather have found more comfortable accommodations for the first two nights since it started out so unseasonably hot. But, you have to admit that staying in a 100 year old hotel in Packwood was truly authentic to touring as it would have been 90-100 years ago. The sights up at the park were just beyond description. I for one had not been up to Sunrise. The trip at 30 MPH was an experience of a lifetime. The crowds were actually sparse for summertime and traffic in the park was not a problem at all. Even the trip to and from the park was great with low traffic. Of course, the road work on Highway 12 helped keep traffic down and we missed it by taking the scenic drive south of Rimrock Lake. The only real problem encountered was the experience at Whistling Jack's but even that we can laugh about now that it is behind us. The drive south from Yakima through the reservation was again one of those memorable authentic Model T era experiences.

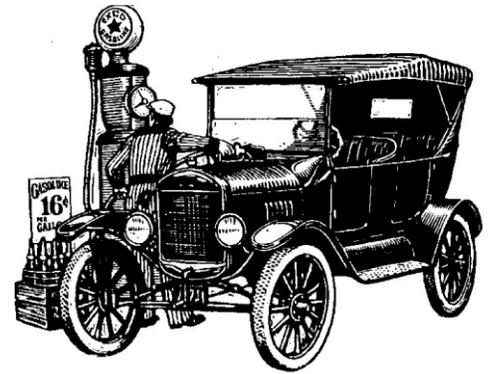
There were other excuses to get the cars out for a drive or visit member's homes for great food and visiting. But, we all seem to enjoy sharing a common love for these old cars, cantankerous as they can be at times. If you have not been to one of the meetings lately, come on out November 15 at Round Table Pizza for a great visit about everything T. And take in a local tour next year! We don't mind if your T is not running and you want to go along in your modern car.

Birthdays in November

Doris Burma 11/1
Joan Dianne 11/13
Hattie Huetson 11/19
Dale Peterson 11/19

Anniversaries in November

John and Linda Carraher 11/25



Coming Events

- | | |
|--------------------|-----------------------------------------------------------------------------------------------------------|
| November 15 | Monthly meeting at Round Table Pizza, 3300 W Clearwater Avenue in Kennewick |
| December 17 | Annual Christmas Party 1:00 PM at Dean and Wanda Stokes, call 509 391-9912 if you need directions. |
| January 17 | Annual Dinner Meeting |

Monthly Meeting Minutes
October 18, 2012
Round Table Pizza, Kennewick, WA

Tonight's meeting was held at Round Table Pizza with 18 members present. President Dean Stokes welcomed everyone. Because we didn't have an American Flag for tonight's meeting, the Pledge was omitted.

Wanda Stokes, Secretary read the minutes. All approved except for one correction. Fred Fraser goes to one year remaining on the Board of Directors and Jim Elenbaas moves to two years remaining on the Board.

Mike Porter, Treasurer gave his report. We have money in the bank. Mike paid Dale Peterson, Editor, for his expenses in putting out our newspaper.

Old Business

Bill Sheller gave his report with the Nominating Committee. The new slate of officers will be:

President - Larry Coder

Vice President - Jim Elenbaas

Secretary - Dale Peterson

Treasurer - Mike Porter

The new three year board member will be Gary Ellingson. Bill noted that Board members must be members of the Model T Ford Club of America.

Dean thanked Bill and Jim Elenbaas for their help as the Nominating Committee.

New Business

Larry Coder asked when some of the guys can come and help him with his Model T. After some discussion, Larry will pick a date that is convenient and call members for help.

Phyllis Langdon brought a jacket with a logo on it and asked if our members are interested in creating jackets for our membership. After much discussion, it was decided "**YES**" we would like to have matching jackets with our Three River's Model T logo on the back. Phyllis will look into the price of the logo design to be embroidered on the jackets and the cost of the jackets too. All agreed this would be a worthwhile project. Thank you, Phyllis for your contribution of a great idea.

Christmas Party will be December 15th at 1:00 p.m. at the Stokes' home in Sunnyside.

Wanda has decided that Lasagna will be served with a fresh garden salad and French bread. Members are asked to bring appetizers or a dessert. This is something a little different from our traditional ham, but will be delicious and plenty for everyone. Members are asked to bring a non-gender gift costing no more than \$15.00. Bring your gifts wrapped and ready for the party. You must bring a gift for yourself and your spouse or

guest. If you do not bring a gift, you cannot participate in our Christmas game. This rule has been in effect for several years and no one goes away without a gift to take home. Please come and have a wonderful time.

Our next meeting will be November 15, 2012 at Round Table Pizza on Clearwater in Kennewick at 6:00 p.m.

Everyone enjoyed having our meeting here, and it was decided that we should have our monthly meetings here. Dale Peterson asked the management to book the meeting room for us and they did!

For the next meeting in November, we will be having our official elections. Please come to vote into office the members nominated.

Dean also pointed out that Tome Stone Tales will be taking place Saturday October 27th on Williams Boulevard in Richland. This is a wonderful event to attend as it is well done and very educational and entertaining.

Dean also mentioned that we have a great pumpkin grower as a member. Jim Elenbaas grew two HUGE pumpkins. One pumpkin weighed in at a whopping 385 lbs and the second pumpkin at 340 lbs. Way to grow pumpkins, Jim, Fantastic! Jim is saving the seeds for next year.

Dale asked for old spark plugs as he is collecting them. There is not much information out there about old spark plugs. If you have some or know of some, please contact Dale Peterson.

Bill drew Linda Porter as this month's winner in the meeting drawing. Congratulations Linda - she won a cute spooky light up ghost and M&M's. Thank you, Bill.

With nothing more to come before the members, the meeting was adjourned.

Respectively Submitted,
Wanda Stokes, Secretary

Me and the Model T By Bill Sheller

Henry

The first time I laid eyes on this 1924 Model T Ford Fordor Sedan was in the dim light of a long pole building that was full of old Fords. There was no electricity in the storage shed so the only light came from the open walk through door which was left open when we entered. When I first peered into the darkness my focus was on a long row of antique cars. As we entered and started down the row of cars, all of which were Fords from the teens, twenties, and thirties, the light from the open door at the south end of the building dimmed even further. Each

old Ford sat behind its own garage door. All of the individual garage doors were chained and padlocked from the inside. The owner of all these cars, Royal Little, had a large bailing wire ring with color coded keys on it that matched the color swatch painted on the padlock. We moved down the line of cars perhaps four or five from the open door and as Royal was searching for the proper key to unlock and raise the garage door, I found myself face to radiator shell with the Model T Ford I had been longing for. Wisps of disturbed dust produced visible shafts of light as the door was raised and soon the entire area was bathed in enough light to actually see the car. That very second I dubbed him Henry! It was just a natural

reaction for me and the first name that came to mind. I'm sure there are a lot of Model T Ford owners who have named their Model T Henry, in honor of Mr. Ford himself, but, that was really not my intent. I didn't know Henry at all that first meeting but, as the door was raised ... well, ... I was pretty sure I saw him squint. It was love at first sight! That first meeting certainly set the stage for a long and memorable relationship.

I bought Henry in 1997. At the time I was still in the learning stage of my Model T'ing and really quite a novice. At this point I had never even driven a Model T Ford. I had been a member of the local Model T Club and the Model T Ford Club of America for about a year. In the mid 1990's there was quite a selection of Model T Fords for a new comer to purchase at a reasonable price. I was looking for a sedan, instead of a roadster or touring car simply because Roscoe Sheller always drove a sedan as his personal car during his days as a Ford Dealer. I found them (sedans) scarce. It's been said that Model T Ford sedans were sent to the scrap pile during WW II during steel shortages and perhaps that's why they were hard to come by when I was looking for one. None the less, I was un-willing to settle for an open car. I was having a great deal of fun with the local Model T Club and I had even purchased a Model A Coupe to tour with them, thinking it was much closer to the Model T's than my 1956 Ford Ranch Wagon was.

I got a call on a Friday evening from a Model T friend, Herb Mettler, who asked if I still was looking for a Model T Sedan. I responded enthusiastically that I surely was. Herb said he had located one in Yakima and he could take me there tomorrow to have a look. Herb said he had seen the car and it looked as if it would be useable, but knew nothing more about it other than the fellow said he thought it ran and wanted \$6500.00 for it. As it turned out the owner had purchased it from someone in Colorado several years before and put it in the shed

without ever doing anything with it. Perhaps he was just "collecting" I don't really know.

So, there I was in Yakima looking at this Black Model T Ford. It was just what I was looking for and best of all it was within my price range. Once out of the shed and into the full light of day I was able to inspect the Model T. I didn't understand the importance at the time of the significance of the Ruckstell shifter sticking up through the blue loop pile carpet. The paint work on the car was very serviceable and the body was straight enough for an 80 plus year old Model T. The weakest feature of the car was the blue crushed velvet pleated interior. Oh, it was very nicely done and looked almost brand new, but I just couldn't figure out why anyone would install such material in a Model T Ford. All in all though I was looking for a Model T sedan to drive and this one fit my needs. I paid Mr. Little and loaded the sedan on a trailer for the trip home. Actually I didn't load and un load the Model T as I didn't really know how all those levers and pedals worked. I was very excited and scared to pieces at the same time.

My Model T education was about to start in earnest! I literally had everything to learn about owning and operating a Model T Ford. I knew the basics of Model T operation, but I had no practical experience at it. I practiced up and down the driveway ... pull this lever, adjust that lever, push this pedal, release the hand brake lever from half way, push up the throttle lever, let low pedal come to high gear, pull throttle lever. Gosh, I just didn't have enough driveway space for all that. I had to find a better place to practice that had very little to no traffic. The road along the Columbia River heading for McNary Dam fit my needs perfectly. The only problem with that was I had to drive there and contend with other people on the road. With trembling hands I opened the gates at the end of the driveway and with great caution headed for McNary Dam. I

consider myself a fairly good driver. I have been operating a motor vehicle on public roads since 1961 and have been issued two tickets in all those years. But...here I was at 52 years old trying to remember what the heck to do next and looking down at my feet to find the right pedal to push. I surely hoped no one would get too close in front of me forcing a quick stop. There were way too many things to think about. Driving a Model T Ford is an un-natural sequence of events for someone who has operated a "modern" car all his life. Once I got to the "practice" road, I started and stopped and backed up over and over. I found myself talking to Henry, a practice I've continued all the years we've been together. I had yet to shift the Ruckstell, but my nerves started to un-tangle a bit. When the Model T was new, it was touted as the easiest car to operate. Simply push down on the "low" pedal and then let it up to go to high gear. No complicated gears to shift and clutch pedals to fool with. That was very true in the days when folks had really no concept of

mechanical things, and absolutely no experience in operating an automobile. The clutch and gear shift certainly won out and was the norm for the next 50 years or so until the automatic transmission replaced it for convenience sake. Ford stayed stuck fast on the Model T's two speed foot operated planetary transmission for all the years of its production. To the new comer, like me ... well ask a locomotive engineer if he can operate a steam locomotive? Same difference!

I have driven Henry many thousands of miles since my first nervous attempts. I am very comfortable in operating him in all kinds of traffic conditions. He has taken me many a place and returned me safely home. I have so many wonderful memories of Me and the Model T, not the least of which is the fleeting glimpse of Roscoe, I'm sure I've seen, smiling at me in the rear view mirror.

Henry built a darn good car ... Yes he did!

Three Rivers Model T Ford Club
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