
T TIMES

Volume 34, Issue 9

September 2013

Club Events

<i>September 9</i>	<i>Gary's 4 Banger Tour</i>
<i>September 19</i>	<i>Monthly Meeting</i>
<i>October 1-3</i>	<i>Chinook Pass Tour</i>
<i>October 17</i>	<i>Monthly Meeting</i>
<i>November 21</i>	<i>Monthly Meeting</i>



"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

Birthdays in September

Linda Porter 9/8

Anniversaries in September

Russ and Jane Armstrong 9/11

Paul and Doris Burma 9/7

Gary and Sandy Ellingson 9/30

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

INSIDE THIS ISSUE

- 1 *Club Events*
- 1 *Special Dates*
- 2 *Chinook Pass Tour*
- 4 *The Problem of Ignition*
- 5 *Banger Tour to Benton City*

Who, What, Where, When - Tour of Autumn Leaves.

Who --- As a member of the 3 Rivers Model T Club you are invited to a fall tour.

What---- This tour will let you see the change of seasons on beautiful **Chinook Pass**. Hopefully, you will see the turning of leaves from their summer green to all shades of red and yellow which rivals anything New England has to offer. You can sit along or dangle your feet in the Naches River and perhaps sip a glass of wine. We will drive up toward the headwaters of the Little Naches River on a 1930's road that winds along the edge of the Naches River. We will take a break in Longmire Meadow where the wagon trains used as a rest stop on their trip to the Yakima Valley from the Seattle area. Lunch will be in the Chinook Pass Community Park followed by a shopping trip to local gift and craft shops or a tour up to the elk feeding area near Clover Springs. Total distance traveled about 250 miles for entire trip.

Where---- Tour leaves the Stokes' Home in Sunnyside and travel about 80 miles to a beautiful area on Chinook Pass called Deer Cove. The Stokes' Cabin and another home in Deer Cove will be available for our accommodations.

When---- Tour leaves at 9AM on October 1st and will return on Oct 3rd. You will be gone from your home for two nights.

Lodging----Everyone staying in a cabin will share in the cost. Total cost of the two cabins will be \$150 a night. A total of seven bedrooms are available. Two of the rooms have dormitory sleeping with a shared bathroom. Breakdown of cost per night depends on how many rooms are taken.

1st bedroom----
2nd bedroom----
3rd bedroom \$50.00 per night
4th bedroom \$ 37.50 per night
5th bedroom \$30.00 per night
6th bedroom \$25.00 per night
7th bedroom \$21.43 per night

There are only 7 private or semi-private rooms available. If someone wishes to double up in the dormitory style rooms, it will further reduce the cost of all the rooms. If necessary there is a local motel.

Don't let the cost of the accommodations fool you. These are very nice cabins in a beautiful setting. We guarantee it!!!

Meals---You will be responsible for lunch and dinner on the first day. Breakfast, Lunch and Dinner will be provided on the second day. Breakfast will be provided on the morning of your trip back to Sunnyside. You are responsible for lunch on the trip home.

Trouble Truck---Cost of trouble truck depends on how many attend the tour. Cost of trouble truck will be gas. We will also pay for the trouble truck driver's meals and lodging.

Number of cars for this tour is somewhat limited by accommodations available. Make your reservations for the tour early, first come, first serve.

Call Dean by September 15th at 509-391-9910. If no answer, please leave a message.

The Problem of Ignition

By Dale Peterson

Today, we take it for granted that cars use spark plugs for ignition. The first known electric sparking device was invented in 1839 by Edmond Berger. It was in 1860 that Etienne Lenoir employed an electric spark to ignite the charge in the first successful internal combustion piston engine. For this he is considered to be the inventor of the spark plug. Several patents followed but it was not until the work of an engineer working for Robert that a commercially viable spark and magneto ignition system was available in 1902.

In the early years of the development automobile, other ignition systems were being experimented with. These were primarily the flame igniter, hot tube ignition, the make and break ignition and sliding make and break ignition.

The flame igniter required a constant flame which was transferred to the combustion chamber. This was usually accomplished by some type of sliding plate system. Not only did this require a complicated mechanical linkage, but the flame was susceptible to being easily snuffed out. An open flame in the vicinity of gasoline also does not seem like such a good idea.

Hot tube ignition involves a metal tube that is closed at one end and connected to the combustion chamber at the other. The tube is heated to red hot, again by an open flame. As the fuel rich air is compressed in the cylinder, it also is pushed into the tube until it reaches the heated area of the tube and ignites. The only way to affect the timing with this system was to vary the length of the tube and the location of the flame on the tube. Another disadvantage was the 6-12 inch length of tube that was required. In addition, if the tube was excessively heated, it could be easily damaged and could burst explosively.

The make and break spark ignition worked similar to the points in a distributor ignition. The difference is that the points were located inside the combustion chamber. The points are normally in contact, then at the appropriate time a shaft connected to one of the points is rotated, opening

a gap between the points, generating a spark. The electricity was supplied by an on board battery.

The sliding contact ignition was used mostly on stationary engines. The tip of a moving rod slides on a contact, generating a spark as it pulls away from the contact. The mechanism for this becomes complex when multiple cylinders are involved so was not practical for the automobile.

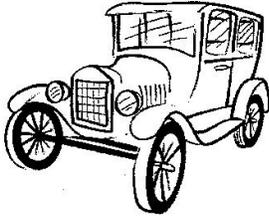
In the early 1900's France dominated the spark plug manufacture. These were expensive and of substandard quality. A bicycle and motorcycle racer, Albert Champion found it difficult to find parts while in the United States. In order to cover his racing expenses, he started making spark plugs and selling them to his friends. After returning to France, he began to manufacture spark plugs and magnetos. Upon returning to the U.S., he founded the Champion Ignition Company in 1904 to manufacture spark plugs here.

In a familiar sounding story, Albert Champion soon found himself at odds with his investors and without a job. In 1908 he formed a new company with the backing of the Buick Motor Company. His new venture, interestingly, was called the AC Spark Plug Company! So, soon after came the connection of AC with General Motors. And as Cadillac and Ford continue in existence today, so do Champion and AC spark plugs.

With this introduction, we are ready to look at some interesting points in the history of Ford.

In 1901, Henry Ford was attempting to start over after being pushed out of his Detroit Motor Company. The way to get the attention of new investors seemed to be to make a good showing in the racing scene. He put together two racers, 999 and Arrow. On October 25, 1901 he entered a race with 999 in which Alexander Winton was expected to win. Winton had even influenced the selection of trophies, a crystal punch bowl set he expected to take home.

The race soon became a race between Winton and Ford. In the last lap, it was the ignition systems that made the difference. Ford's spark plug ignition proved the reliability, not as much for Ford over Winton, but for spark ignition over the temperamental hot tube ignition. Both men had a good product mechanically, but it was Henry that was able to come away with the victory and a boost ahead with a new auto venture.



GET THAT 4 BANGER OUT!

**3 Rivers Model T's and A's Pre 34'
Back Roads Driving Tour & Pot Luck
to Legion Park, in Benton City**

Where: Benton City - Legion Park

When: September 9, 2013

Time: 12:00pm (Noon)

Bring: Your Favorite Salad or Desert, Lawn
Chairs & Table Service

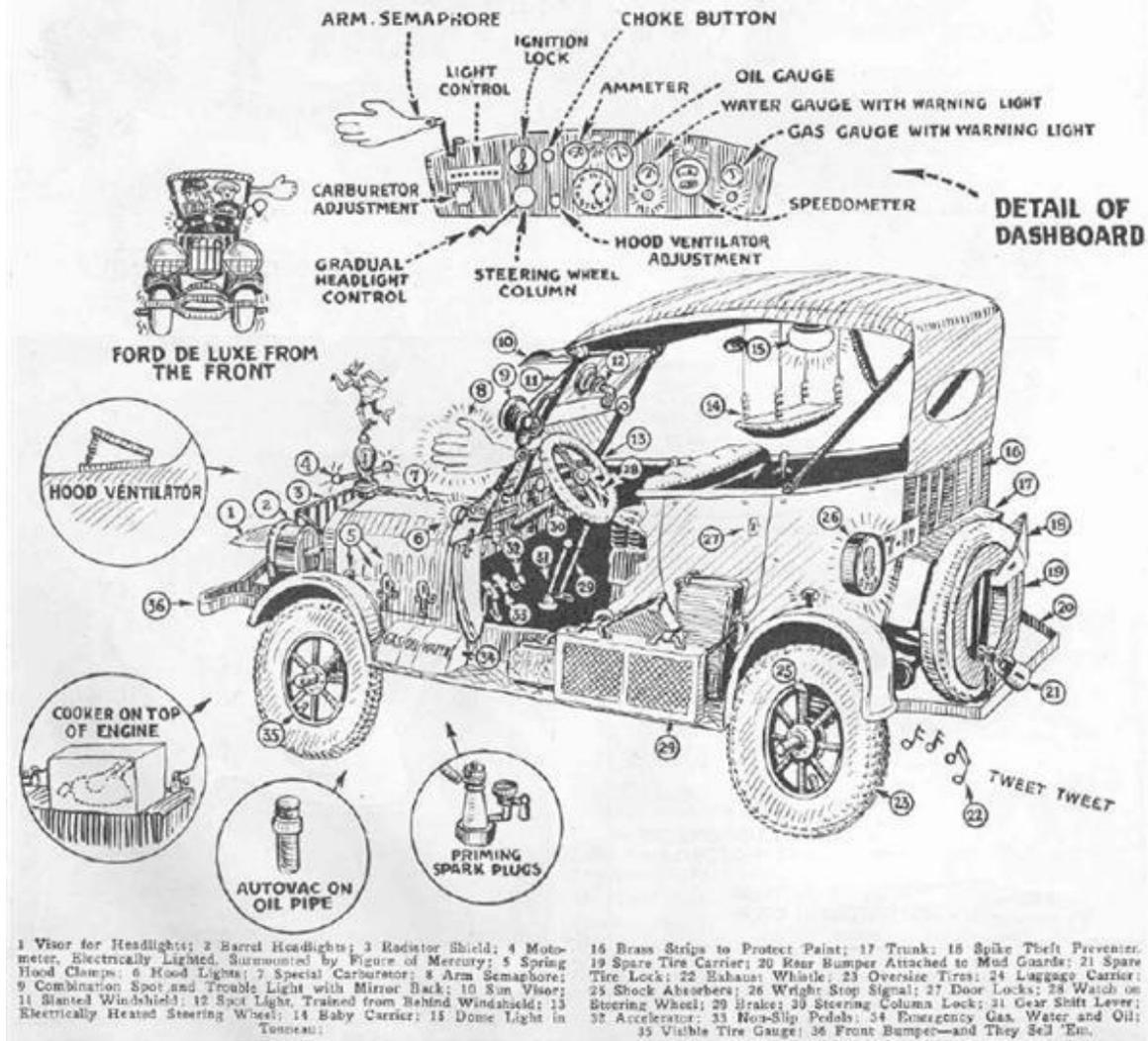
Service: The Chamber of Commerce will have their stand - a Hot Dog with a Pop at \$ 4.00 - for those not wanting to do the Potluck.

Sunnyside Group - will leave Stokes Burger Ranch @ 10:15am and leave Prosser Truck Stop @ 11:00am traveling on OIE Road.

For Further Assistance Call: (253) 459-5871

Our Trouble Trailer will be there!

If A "Ford" Used All Accessories!



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