



T – Times

Volume 31 Issue 6
September 2011

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

“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.

2011 Officers

Club President Marlene Coder
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Vice President Dean Stokes
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Secretary Wanda Stokes
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Newsletter Editor Dale Peterson
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Board Members

1 Year -- Marlene Coder
2 Year -- Russ Armstrong
3 Year -- Fred Fraser

Special Dates

Birthdays for September are: Ivan Dike 9/5, Linda Porter 9/8, John Lackey 9/18, Lamar Barnes 9/24. **Happy Birthday** to each of you.

Anniversaries for September are: Rush and Jane Armstrong 9/11, Paul and Doris Burma 9/17, Gary and Sandy Ellington 9/30. **Happy Anniversary to everyone.**

Meeting Minutes

August 18

Tonight's meeting was opened by President, Marlene Coder with a good number of members present. Wanda read the minutes and all approved. Mike Porter gave his treasurer's report - we have money in the bank. Dale Peterson presented his bill from 2010 for newsletter expenses and was reimbursed.

Old Business

Marlene reported that we will be giving rides to the seniors at Sun Terrace Assisted Living in Sunnyside, this Saturday, August 20th. She spoke with Linda Dium regarding this fun event. As always, please come and give the seniors a ride in your Model T. Lunch will be provided by Sun Terrace. The time is 9:00 a.m. from the Prosser Interchange. From there, we will travel to Sun Terrace.

Bill Sheller gave an update on his upcoming tour to [Lyle, Washington scheduled for September 12-14th](#). He had one couple cancel, so there is a room available at the hotel. We will be [leaving from Prosser on the 12th](#). If you are planning on attending, [be at the Prosser Interchange at 9:00 a.m. for a 9:15 a.m. departure](#). This should be a wonderful tour for everyone.

Mary Fraser made a scrap book that she passed around from the Pincher Creek, Alberta, Canada tour. Fred Fraser mentioned the reason why Canadian Mounties wear red. The reason why they wear red is to let the "bad guys" know that the Mounties are in town and to "clean up their act". [Thank you both!](#)

Several members reported that they attended Wayne Williams' car show and were well received. Wayne and Lorraine are doing well, we are happy to hear that.

Dale and Sharon reported their tour to [Ritter Hot Spring](#) was well attended despite 50% of the cars broke down. Everyone agreed that this tour was exceptional and appreciates Dale and Sharon for going to great lengths to make everyone comfortable and well fed. [Thank you!](#)

New Business

Kennewick High School asked if we would be interested in bringing Model T's for this year's Homecoming parade. After some discussion it was decided that Marlene will contact Ray Porter and find out more about this. Some members felt that this might be good exposure for young people to learn more about Model T's.

Marlene will be gone for the next meeting and asked if Dean Stokes will fill in for her. Dean agreed to do just that.

Bill Sheller told the members that he is also a member of the [Rocky Mountain Model T Club](#) and what they did to rejuvenate their club. They **stopped** having monthly formal meetings and instead get together for breakfast, lunch or dinner as a social meeting. This has worked wonderfully and we are pondering if this would work for our club as well. Wanda mentioned that our club is dwindling with members participating except when we meet for dinner. We could have a formal meeting once every three months or so. We all felt that communication is the key and several suggestions were mentioned. We could have a telephone committee calling with pertinent information ~ the [Three River's Model T website](#) is a wealth of information. It was also noted that several car clubs are doing just what Rocky Mountain Model T club is doing and thriving as a result. We all agreed to think this over and bring it up in future meetings.

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

Respectively Submitted,
Wanda Stokes, Secretary

Coming Events

Sept. 12-14	Tour to Lyle, WA with Bill Sheller
Sept. 15	Monthly Meeting in Richland
Oct. 20	Monthly Meeting in Richland
Nov. 17	Monthly Meeting in Richland
Dec.	Annual Christmas Party
Jan., 2012	Annual Dinner Meeting

Lessons Learned the Hard Way

By Dale Peterson

In the past several newsletters, you have had to read about lessons learned while restoring and driving Miss Daisy. So why should this month be any different? It took 15 years and several lessons learned before our 1915 Touring was on the road. The next two years were spent working out the bugs and getting Miss Daisy road worthy for long distance touring. Only once has she not finished a tour due to breakdowns, returning home on the vulture trailer. That was the one of the first tours, to Joseph, Oregon when number 2 piston seized. Now, I would not have you believe that there have not been problems!

At the 100th anniversary tour organized by Bill Sheller first there was a front tire tube that was leaking air at a fair rate, a stop at Les Schwab and a tube of leak stopper seemed to fix the problem. However, after returning to the hotel I was bragging about my fix and kicked the tire. As quick as you could take a breath, Daisy let out a breath and the tire went flat, just that fast. No whistle or slow decent, just a whump, and the wheel went to the pavement. Seems there are problems with the rubber stemmed tubes. I have had two now that didn't leak from between the rubber and stem as some report, but the round patch that holds it to the tube peels off.

Oh yes, Miss Daisy did ride home in the trailer, unable to complete the last day of that tour. Not because of a breakdown, but for being in the way of a robbery getaway car!

Over the years of restoring Miss Daisy, I have collected a few spare parts that came along with the parts I needed. The first time was when I went to Boise to pick up the car and the owner piled a bunch of spare parts he had collected and threw them in on the deal. Later at an auction I had to buy a truck load of Model T parts to get that needed tapered rear spring. Surveying all those spare parts once Daisy was together, I could see that there were enough parts for at least one complete chassis. Lacking was a good 26-27 block. A trip to Uncle LaVar's didn't turn up an acceptable one.

When the Vintage Ford arrives in the mail, I cannot stop myself from reading it cover to cover, including the ads in the back. One month, there was an ad for parts in Chelan, Wa., not that far away! A "short" drive to the center of the state and I was on my way back with another trailer and pickup load of "valuable" parts. Of course, the reasoning was that it was such a good deal and I could sell off some of those desirable parts to finance my hobby!

So started a 1927 Speedster. Of course I was further encouraged by Uncle LaVar who mentioned that he was thinking of building a speedster with some of his spare parts, just for the fun of it. And this started an exchange of parts between the two of us. A spare windshield station here and a spare cowl piece there and the parts exchange went on. A house fire stalled my progress, so when I went to his place last week to help rebuild his Ruckstel, he finished ahead of me. BUT, I am back at it and only have to finish the body now to be finished myself.

Once the speedster project was underway ... well, you know what happens when you leave two Model T's in the barn together! Sharon mentioned that she would sure like an enclosed car for those "Freeze your Fanny" Tours. Watching eBay for a good body resulted in a find in Sicamous, BC. Only trouble was, it also came with a complete running gear. Alas, I don't need to abandon the speedster now for an enclosed car. And, then there was Bill Betz sale of his collection and the Bakersfield swap meet with parts sufficient to get started on a 1912 Commercial Roadster.

Lesson learned today; do not let two Model T's spend the night together in the barn; you could end up with a whole stable full. But just think of all the fun, driving Miss Daisy and.... with the whole family!

Ford Model T One Man Top

by Bill Sheller

In the last fifteen years or so, since I've been actively connected with the Model T Ford and the wonderful people who operate and enjoy them, I have not paid much attention to tops on Touring Cars. Henry's top doesn't retract, which among other benefits, always leaves me stepping out of him upon arrival at any destination with ... perfect hair! However, quite a few of my Model T friends do indeed own T's with tops that retract and I have been involved with lending a hand with either putting it up or down.

Now I consider myself a fairly savvy Model T Ford enthusiast. Not an expert by any stretch of the imagination of course, but the old Ford is both in my blood and my genes, as you most likely know already! So, I at least knew about the "one man top". I just wasn't sure what one was. A bit of research revealed the one man top was introduced in August of 1922 and was available on the 1923 models. (Ford's year ran from August to August!) The basic difference is pretty clear in these photos. The top photo is a one man top.

Note there is no front top support by the front seat as in the '18 and '21 touring photos. The touring car bodies of 1917 through 1923 were basically the same, so there was nothing to prevent an owner from having one installed on his car to make his motoring life just a wee bit nicer. The Sheller Motor Company did a "land office" business in doing just that once the top became available. Roscoe's words concerning the one man top were "the top it replaced required the combined struggles of two or more persons ... Any lone person caught out in the rain with his top down was helpless and doomed to a soaking. Un-knowingly, I have helped put up and take down many a "one man top". I'm really not sure one person could actually accomplish this task. For those of you who own one, after reading the following Ford Motor Company Service Bulletin dated August 1922, perhaps you could give it a try!

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



1923 Touring with One Man Top



1918 Touring



1921 Touring

would not be sufficiently hard to hold up under service.

Raising and Lowering One-Man Top

The new design one-man top and slanting windshield which have recently been incorporated as standard equipment on all Ford touring cars, add greatly to the convenience and general appearance of the car. These improvements are in keeping with the policy of this Company to give purchasers of Ford cars the greatest car value per dollar on their investment.

In order that dealers may correctly instruct owners as to the proper method of raising and lowering the new top, we are giving below detailed instructions regarding this procedure.

First loosen wing screws which hold the front bow to the windshield as shown in Fig. 78, and the fasteners which hold the Gipsy Curtain to the rear bow. When this is done and the front bow is raised clear of windshield, go into the rear of body and remove the second bow from the clevis in the third bow by raising up on the second bow (See Fig. 79). This is done on each side. Next sit down and grasp second bow as shown in Fig. 80. A down and forward pressure throws the front bow over top center letting the top collapse as shown in Fig. 81. As on the old top it is important that the deck and pad are so arranged as to prevent chaffing. One end of the pin at the lower end of the second bow should be fitted into the bracket on rear bow, and the other end should be fitted into the hole in the second member of the front bow. The bows should then be strapped securely to the rests. Fig. 82 shows the top down and properly secured in position.

To raise the top, undo the straps, and kneeling in the rear seat raise front and second bows sufficiently to disengage the pin from the rear bow and second member of front bow (See Fig. 83). This is done on each side. Next grasp first and third bows at the center and pull forward (See Fig. 84.) Then facing forward take hold of front bow second member each side and raise top into position on windshield as shown in Fig. 85. Set ends of second bow in the clevis in the same manner in which they were removed (See Fig. 78). Draw down front end securing it to windshield and fasten Gipsy Curtains to the rear bow.



Fig. 78



Fig. 79



Fig. 80

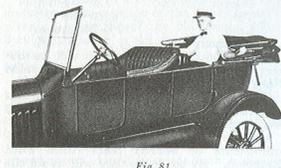


Fig. 81

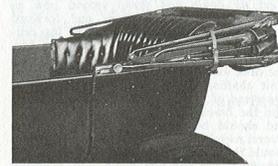


Fig. 82



Fig. 83



Fig. 84

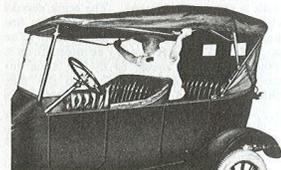


Fig. 85