



THE PEDAL PUSHER

Official Monthly Publication
REDWOOD EMPIRE MODEL T CLUB

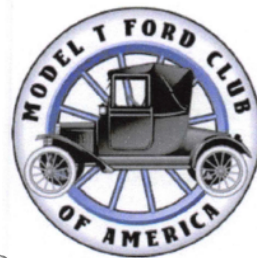
REDWOOD EMPIRE MODEL T CLUB
P.O. Box 1058
Forestville, CA 95436



August 2020



THE PEDAL PUSHER



Volume 30 Number 8

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PRESIDENT'S MESSAGE



Remember when if you wanted to go somewhere you just got in your Model T and went without thinking about social distancing, face masks and places being closed. Well, welcome to the new norm. This is not going to change for quite a long time.

This doesn't mean we can't do our club functions. It just means we have to be more flexible, creative and smart. Our "Break Out Tour" in June and our "Two Rock Tour" in July are 2 GOOD examples. We practiced our social distancing, wore face masks, packed our own lunches, had a great time and everyone was safe.

We also held our first club meeting in July, and again practiced social distancing, wore face masks, and everyone was safe. This brings us to August. We plan to have our club meeting on the first Thursday of August at Steve and Cindy Vining's house. It will be outdoors, and of course, we will practice social distancing and face masks. I hope to continue this each month at least through October, after that, we will probably look to ZOOM for meetings as the weather will be turning colder.

There is a tour planned for Aug 22nd. It will be either up North or over towards Calistoga. Again, because most public places are closed, we have to make sure we have a shady lunch spot, and of course restrooms. My only concern is what Sonoma County plans to do regarding social gatherings, and if they plan to start imposing fines. This is a process that is evolving, but we should know more in early August. I enjoy seeing all of you in person, even 6 feet apart and with face masks on. I know there are concerns about safety, but so far we have all been very responsible. I feel that if we keep up our social distancing and face mask protocol, we can all have a safe REMTC year.

Mike Chirhart

CHAPTER INFORMATION

The Pedal Pusher is a monthly publication of Redwood Empire Model T Club (REMTC)
P.O. Box 1058, Forestville, CA 95436

The Dues are \$30 a year for an individual or for a couple.

Students - no fee - includes only the emailed REMTC newsletter.

Charter members at age 85 - Honorary

The club holds a general meeting on the first Thursday of the month at the Round Table Pizza Restaurant's meeting room on Marlow Rd., in Santa Rosa.

Members and guests are welcome to attend.

REMTC Website
www.remtc.org

NATIONAL AFFILIATION

REMTC is an official non-profit chapter of the Model T Ford Club of America (MTFCA),
P.O. Box 996 Richmond, IN 47375-0996
Ph:(765) 373-3106. Email admin@mtfca.com
Website: <http://www.mtfca.com>
National dues are \$40 per year which includes the *Vintage Ford* magazine subscription.

2020 BOARD MEMBERS

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Vice President	Steve Vining
Secretary	Jean Chirhart
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Past-President	Andy Clary

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Tour Chairman	Larry Summerfield
Newsletter Editor	Nanette Chuck
Historian	Jeanne Nelson
Sunshine Reporter	Fran Faraudo
Membership	Ted Shimkowski
Librarian	Patty Girman
Webmaster	Steve Vining

July 2, 2020

GENERAL MEETING MINUTES

Redwood Empire Model T Club

at

Outside Chirhart's Home, Santa Rosa, CA



President: Mike Chirhart called the meeting to order at 7:05 pm.

Attendance: See picture of 16 members present with just Andy Clary, board member, missing. We were all seated 6 feet apart and wearing our masks.

Secretary's Report: Jean Chirhart read the minutes from March 5th. It was approved by Steve Vining and seconded by Larry Summerfield.

Treasurer's Report: Cindy Vining said we are in good standing after writing checks for refunds from cancelled tours.

Tour Report: Larry Summerfield said it was a great tour in June with a good turnout. Dick Winterhalder and Mike Chirhart are planning one for July 18th.

Special Events: Steve Vining said the Power Museum tour has been postponed to September, and the Montgomery Village show will be held either the last week in August or Labor Day Weekend. We will be the only group there!

Sunshine Report: Fran Faraudo was not present so Mike will contact her regarding a card to Earl Holtz. All present approved sending a \$50 donation to the Ag Foundation in Dot's memory.

Librarian Report: Patty Girman was not present as it was their anniversary.

Webmaster Report: Steve Vining said the pictures are up on the website and it is a way different way of programming to insert them. It will take a new Editor program in the future since the old one is obsolete. The new one will cost \$300 - \$400.

Editor's Report: President Mike was disappointed in the size of the Pedal Pusher---way too small. Club members need to send in articles about anything interesting they have been doing.

Membership Report: Ted Shimkowski said there was no new interest.

Historian Report: Ted also mentioned Paul and Jauneice Bobrow's garage fire was caused by a gasoline leak. They are busy now with repairing their home. Not sure they will be back with a T or not.

Old Business: Discussed having the meeting at member's homes through October. Steve and Cindy Vining volunteered to host August's meeting.

New Business: There will most likely be Zoom meetings beginning in November.

Model T Moments: Steve Cavalli was impressed with how great the Golden Gate tour was, and then discussed his experiences with the many different failures happening with his car; one of which was flat tires. Steve Chase watched and learned how to do it and needed to do the same thing a week later, so happy for Steve's teaching!

Dessert provided by: There was none because we wanted to be safe.

Respectfully submitted by,

Jean Chirhart, REMTC Secretary



"YOU CAN DO ANYTHING IF YOU HAVE
ENTHUSIASM." *Henry Ford*



AUGUST BIRTHDAYS

STEVE DEPAOLI

BOB SMITH

CLARE PEARSON

BARBARA MORRISON

SEBASTIAN AMBRA

DAVE HAASE

LARRY SUMMERFIELD

TERRY STORM

LESLIE KONVALINKA

JOHN AVAKIAN

PETER STONEBERG

JEANNE NELSON

BILL HARM

DON JOHNSON

JEANNINE CLARY

MIKE CHIRHART

JUDY KONVALINKA

FRED JOOSSE

LINDA SOLOMON

IRENE TURNER



August - 2020

No Anniversaries

MEETING DESSERTS for 2020

*Please bring dessert for 40 people,
and if needed, bring paper plates and plastic forks.
If you can't make the meeting you have
signed-up for, please call a substitute.*

JANUARY 2nd - Jeannine Clary

FEBRUARY 6th - Fran Faraudo

MARCH 5th - Dianna Shimkowski

APRIL 2nd - Meeting was cancelled

MAY 7th - Meeting was cancelled

JUNE 4th - Meeting was cancelled

JULY 2nd - Bring your own

AUGUST 6th - Bring your own

SEPTEMBER 3rd - Steve Cavalli

OCTOBER 1st - Robin Summerfield

NOVEMBER 5th - Fran Faraudo

DECEMBER 3rd - Donna Jones

The Golden Gate Tour That Didn't Go As Planned

by *Steven Chase*

On June 1st, REMTC members; Jim and Margie Pappakostas, Donna Jones, Jeff Stevenson, Steve and Debbie Cavalli, and Lee Chase and his son Steven courageously headed out of their temporary home in the Mill Valley Travelodge to pioneer out on the first day of this year's Golden Gate Tour. They were joined by five other Model Ts from Southern California, Arizona, and Utah.

Twenty cars and 40 participants had originally sent in their deposit for this six day tour of Marin and Sonoma Counties but we lost half of them due to concerns over the Covid-19 pandemic. In fact, the corona virus had so rattled our plans that we also lost almost every one of the week's invitations and special use permits. However, as Alexander Graham Bell said, "When one door closes another door opens..." so, the remaining 20 of us, still stubbornly intent on getting out and touring, collected our hand sanitizer, antiviral wipes, and face masks and pledged to just roll with this "new normal," and make the best of what is to come. As you will soon read, we were glad we did.

This first sunny day we paraded through the little village of Sausalito, CA with the San Francisco Bay just a few feet from our tires and then up and over the Marin Headlands to tour the Golden Gate Recreation National Park.

The road was blocked, "closed to all except service vehicles". Ouch! Foiled at our very first turn. However, as it turned out, I had been chatting, almost weekly, with the Bay Area Director of National Parks about perhaps allowing our club to simply pass through the park without stopping. I had not received an answer on this so we sheepishly crept around the government's

blockade and went in search of a Park Ranger to clarify the question. This hour long meandering search took our ranks all the way down through this former military base's pristine coastal valley to Fort Cronkhite and Rodeo beach, then up to the coastal highlands and past the Nike Missile Silo installation and to Battery Mendell's main canyon bunkers overlooking the Pacific flank of the Bay. From there our quest to find this allusive Park Ranger took us along the cliff tops overlooking the Golden Gate Bridge and the San Francisco skyline beyond. We eventually spiraled back down to bridge level and snuck out of the park's rear access. The only small issue thus far

was a nail in Steve Cavalli's tire and a second nail found later that day. The upside was that we learned how to change tubes "with only 3 men" today, a skill that will aid me later on this tour.

Anyway, this renegade tour continued twisting further downward, tunneling under Hwy 101, past a second unmanned roadblock, and eventually to the water's edge on neighboring Fort Baker under the northern foundation of the Bridge. It was here, trapped in the Presidio Yacht Club's empty parking lot, while taking a panoramic photograph of our Ts, that we finally met a Park Ranger. He introduced himself with lights and siren. Donna immediately wanted to get her picture with him.



In any case, he politely, yet sternly, informed us that “no,” we were not currently allowed in these national parks, even to just drive through, and now he would like for us to please exit and keep out until further notice. We, of course, immediately jumped into our cars; luckily Ed Archer’s and mine easily crank-started this time, and we skedaddled on out of there. This *Day One* then ended not far away with afternoon cocktails on the deck at the Trident Bar and Restaurant, creaking in the tide, on its antique wooden pier, overhanging the Sausalito Bay. Just our luck, it was the first day since April 1st that they were allowed to host “on property” customers. A magical door had opened.



Day Two found our Special Use Permit at Muir Woods

National Monument revoked, not because of our shenanigans yesterday but because that park is taking advantage of the pandemic closures to overhaul their parking lots. We also lost access to the Mount Tamalpais State Park through which would have been our primary route to Bolinas, CA. These treats will have to wait until next year’s tour because today those spectacular vistas and redwood forests were locked up tighter than a drum. So, we took the panoramic route over the Corte Madera Watershed and back down to the pacific coast at Stinson Beach and then north to pick up our catered lunches in Bolinas. The residents of this hamlet remove any road signage, directing non-locals to their little hideaway, as soon as the State installs them. However, they welcomed our Model Ts which dominated the curbs along their historic one block Main Street. After lunch in their park, we headed south along the coast and back up along the Pacific cliffs with blue sky ocean views so expansive I swear I could have seen Hawaii. This wonderful countryside loop ended back in Mill Valley with screwdriver cocktails (believe it or not) delivered directly from John Pablo’s radiator. He calls this Model T contraption *The Rusty Water Bar* and it flows freely until his last patron goes up to their room.



Day Three took us first to the charming and colorful houseboat community on the shore of Sausalito, however, although we were able to see them up close and get some sweet photographs, we were not allowed ‘this year’ to stroll the docks, chat with the residents, and admire their hanging gardens. This treat too will have to wait for next year. Next, we traveled a backroad to sneak onto the Golden Gate Bridge right at its northern foothold, and as a group, toured our way across at 35mph, and onto the Presidio Army Base National Park



where we found our next catered lunch waiting for us on a historic barracks porch overlooking the expansive Parade Grounds and Alcatraz Prison off in the distance. Once again we scored a perfect 80 degree clear sky day. After lunch our caterers jumped aboard as we threaded our Ts like infantry over every path and trail that the installation has, then we took a detour into San Francisco's wealthiest neighborhood atop Pacific Heights. These brief but steep hills caused a bit of concern for two of our Ts (not REMTC members) but once their low bands cooled for a few minutes, we were back on our way, and once again crossing that grand rusty-red bridge to a second debrief on the Trident's rickety deck bar.

On **Day Four** we packed up for three days travel to and from Healdsburg, CA, our trailers and trucks left behind in Mill Valley. This tour first snaked us over shady lanes through several of Marin County's sleepest neighborhoods,

last of which was the hippie village of Fairfax, CA where a *groovy cat* had creative sandwiches and 'out of this world' dill pickles ready for our pickup. We then meandered over the Marin grasslands past (closed) Marin French Cheese Co., Stubbs Winery (open, beautiful and welcoming, but too expensive for this crowd) and on through rural pastures and family farms to Freestone, CA. and that day's picnic stop. After enjoying our euphoric creations from the Fairfax Deli, followed by his obscenely decadent brownies, and after christening the portable outhouse that traveled everywhere with us, we drove on via Forestville and Westside Road, destinations the L&M Motel, The Rusty Water Bar, and our dinner at the just reopened Wurst Sausage House and Brewery. Then, later that night, with a screwdriver toast, we celebrated Lee Chase's 91st birthday (MTFCA member #29) over "two" candle covered carrot cakes. This was an engaging 95 mile day, with no gas stations or cell phone service until west Sebastopol, that went beautifully without problem or issue just like it was sketched out to be way back in January.



On sunny **Day Five**, the day Steve Cavalli's exhaust system tumbled down Route 128, we were blessed with two additional Model Ts and four really fun guys from the Mother Lode Model T Club in Auburn, CA. This day our now swollen group headed for Calistoga via Chalk Hill Road and Franz Valley School Road, a route that, parts of, even locals had never crossed. We were rewarded at the end with a gourmet meal provided by the Calistoga Inn Restaurant, that was a highlight in itself, before heading back west down that famous REMTC trail: 128 - passed by Jimtown Store - north through Geyserville - and back to Healdsburg over relaxing West Dry Creek Road. I ended up with a flat tire, but because of Steve's two flats before me, I now knew how to replace the tube. Erik Barrett from the Rumble Seat Garage gave me additional tips like inserting the irons from the back of the wheel so the scratches don't show. He also had me completely readjust my low pedal linkage and band. I didn't know I needed this but my transmission now engages 100% better. Thank you to all of you who pass your greasy knowledge onto us neophytes.



The next morning, **Day Six**, our final day of touring, we headed west along the Russian River, through Guerneville, to Jenner by-the-Sea before veering south along the rocky coast, through the town of Tomales, and



Bodega Bay on our way to our final luncheon on Rancho Nicasio's quaint backyard lawn. After this satisfying western bar-b-que banquet we took one final group photograph, touched elbows instead of hugs, and said our heartfelt farewells. But not before agreeing that we would all like to meet back here to do it all again next June.

The 2020 Golden Gate Tour is now over. It definitely did not go as planned. However, in the end, no-one seemed to notice. Rather, I expect our week together will be remembered for what it turned out to be; a wonderful

tour with other swell Model Ters, amidst a flood of challenges, all of which were overcome with defiant cheer, and old fashioned fellowship.

BUTTONWILLOW

by Steve Cavalli

I have heard it said that owning a boat is like finding a hole in the lake that you keep putting money into! Owning a Model T is much the same! These "old girls" somehow came into our possession, and like an old wife,

you can't just get rid of them!



We bought "Buttonwillow" (our 1925 Touring) in Los Angeles about 7 years ago. She was in pretty good shape when we got her and gave us about 2 good years of driving, but then, stuff started breaking down (as it does with our aging human bodies). First it was a head gasket, then several burned valves, a new and persistent overheating problem, a bad carburetor, then a loose and malfunctioning distributor! Each intervention helped things for a while, but not for long. These 95 year old

machines WILL start showing their age, no matter what you do. In the last 6 months alone, she needed the bands replaced, the radiator replaced, a new water pump, and her tires are bald!

Although, I thoroughly enjoyed Steve Chase's five-day Bay Area Tour in June, Buttonwillow had 2 flat tires the first day, and dropped the entire exhaust system on the highway on the last day! I Managed to put her back together with the help of a few club members; but within minutes I heard a loud clanging and banging, coming from the engine compartment, that ceased after a few minutes. I was able to drive her home, but the next day she "gave up the ghost" and the clanging and banging was back with a vengeance. Some magnets apparently broke off the magneto, and some rivets were completely sheared off!

She now sits in Pete Rich's garage with the entire engine torn apart. She is getting new aluminum pistons, new clutch discs, new bushings to replace the badly worn ones, new gaskets, and a new exhaust.



Remember, my friends, you can't just "marry" an old girl and not take care of her.

The Bible says, "Whatsoever God has joined together, let no man put asunder" (Mark 10:9)

... Just joking!

Two Rock Tour

Story by Mike Chirhart

Thirteen Model T's showed up for the Two Rock Tour. The weather couldn't have been any better. It was just a bit cool but clear with no fog. We headed out at 9:30AM and took a leisurely drive through the pasture lands of West Sonoma County as we weaved our way out to the coast.

Steve Chase took us on some pretty rural roads and we ended up at a high point among some beautiful rocks with a view towards Dillon Beach. After that we proceeded down the road to Hwy 1 and enjoyed miles of ocean views as we leisurely drove South on Hwy 1 towards our lunch destination at Nicasio.

There was plenty of parking for the T's at Nicasio. Some of us ate at the outdoor dining at Rancho Nicasio Restaurant and the rest of us enjoyed our own lunch under shade trees close by. It was a nice hour's stop.

We then took off for the last leg of our tour up through Northern Marin County and into Sonoma County. We took a side trip on Hicks Valley Road to Wilson Hill Road and were treated to a spectacular view of Southern Sonoma County all the way out to the bay. It was spectacular.

After that, we headed back to the Washoe House and departed on our way back to our homes. From door to door for me it was a 94 mile trip. A perfect way to spend a Saturday!!!



TP
Tee Prepared

Some Local History About Two Rock

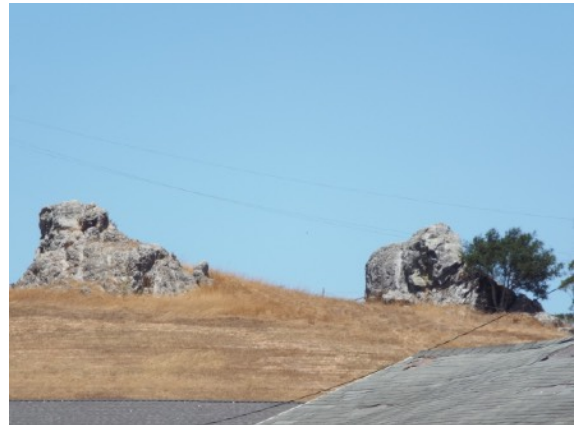
by Jeanne Nelson

Since this was called the “Two Rock Tour, I thought you might like to read some interesting facts you didn’t know about the area.

The Two Rock Valley was named because of two rocks at the northwest corner of Spanish land grants. Claiming the area at different time were Mexican, Spanish, and Indian peoples. This community was a closely knit group where everybody knew everybody else. Steve and I were married in the Church. There were no secrets around. The farms were cows, pigs, turkeys, sheep, potatoes and, of course chickens.

Other facts you might not know: There was the “town” of Two Rock, “county store,” lumber yard, an electric train (which brought lumber to the yard and took potatoes back), beauty shop and barbershop, Grange Hall, church, an Army base (which is now the Coast Guard Station), volunteer fire department, post office (until 1953), “Social Hall,” championship baseball team, “Sewing Club,” Ladies Aid Association, 3-one-room schools until 1954 when the three schools united under Two Rock Union School.

I was born and raised in Two Rock until I was 18. My siblings and I often climbed all over the “Two Rocks.” One is said to look like an elephant and one like a lion. Stop and take a look at them and you might see them!



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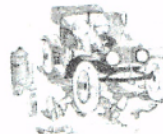
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