

# THE PEDAL PUSHER

Official Monthly Publication  
REDWOOD EMPIRE MODEL T CLUB

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

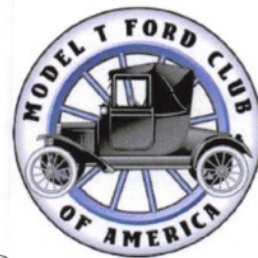


THE PHANTOM

MAY 2020



# THE PEDAL PUSHER



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## PRESIDENT'S MESSAGE

Well I'm sure by now the "stay in place" is probably getting old but on the bright side it has allowed us to focus on getting projects done around the house....like Model T projects!!!

You all know that I've been working on the "Phantom." It's my 1915 speedster that Vince Gregoire named because I kept talking about it but no one ever saw it. Well, after some more tweaking and tinkering, Jean and I finally took it out for a test drive on Sunday. It was a GREAT run. The engine ran well, it had plenty of power, and with the Warford, I had the low and high end gearing I needed to tackle the hills and the flats.

We decided to make a few stops to show that the car was real. First stop was Andy and Jeannine Clary's. We sounded the horn and they came out and we had a "social distancing" talk. Andy has giving me lots of help and guidance in my building of the T and I thought it was appropriate that he see the finished project. They both approved!! Next stop was Vince and Joan Gregoire. Vince was quite surprised to see the "Phantom." He really liked the paint job and

*President's Message continued on next page*

## 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](http://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](mailto:admin@mtfca.com)

Website: <http://www.mtfca.com>

National dues are \$40 per year which includes the *Vintage Ford* magazine subscription.

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April 2, 2020 **GENERAL MEETING MINUTES** - *was cancelled*

## Redwood Empire Model T Club

### MEETINGS CANCELLED UNTIL FURTHER NOTICE

#### **PRESIDENT'S MESSAGE** *continued from previous page*

detail work. It was nice to see him and I think he appreciated our taking time to stop by and visit with him. He's hoping to get more involved with the club this Summer.

The end results of the test drive... A few oil leaks that I was able to stop, a couple of items working loose which I corrected. Too much play in the steering which I am in the process of correcting. Oh!! One last thing, Jean thought the ride was a little too rough. It also felt like something was bottoming out on the differential when we hit a bump. Upon inspection, I found that the spare tire holder was hitting the differential housing. Why??? Turns out I only have 5 leafs in my rear spring instead of the normal 8. I guess this was pretty common on speedsters. When I moved everything back on my Speedster of course the weight load went further back so the current number springs I have cannot handle the load. Well!!! One more thing to do...add some leaf springs to the rear. Well, I figure in another 20 years, I'll have the knowledge not to miss these kind of things.

Going back to my first paragraph. I know we are stuck at home but I encourage you to get your Model T in Tip Top condition and drive and test it so that when the time comes to tour, you are ready.

We're looking forward to touring with you all (in the Phantom) sometime this Summer.

Take care, stay healthy, *Mike Chirhart*

## CRYPTOGRAM

A cryptogram is a deciphering puzzle where one letter stands for another. If the letter T represents the letter M, it will do so throughout the puzzle. Write your answer in the box over the coded letter. Short words like A, AND, THE, and I are common. Words may frequently end in E, S, and ING. Here are clues to get you started.

**CLUES: L = E O = S, QUOTE BY HENRY FORD**

" X V A C S U G V U L G F L T C O N Z L U C S S C S U ;  
C O E T V U T L O O ;  
K V T M C S U G V U L G F L T C O O P I I L O O . "

ANSWER ON NEXT PAGE

# Learning to drive an old Ford in Sonoma

*by David Stoneberg*

*Reprinted with permission from the St. Helena Star*

Recently one of my co-workers asked how my weekend was, and after I told him I had spent the weekend learning how to drive a 1915 Ford Model T, I got a blank look. Obviously, I had to explain. Because you don't just get into the car, turn the key and drive off. Oh, no. First, there's a key, but turning it doesn't crank an electric starter, because on most of the Ford Model Ts, there is no electric starter. (Ford wouldn't put in electric starters until 1919. Fifteen million Model Ts were built from 1908 to 1927.)

To start it, you have to insert a crank into the engine, give it an upward clockwise pull and, then, maybe, if you're lucky, the engine will start. (There's a whole set of instructions on how to start the engine, but that's another story.)

To get behind the wheel of the car, you have to go in through the passenger door, because there's no driver's door. Once seated, there are three pedals on the floor. It's easier to tell you what the pedals don't do, rather than what they do: There is no clutch and no gas pedal ... because the throttle is on the steering column, where you'd find the windshield wipers in a modern car. There are no windshield wipers on a Model T, so you don't need a stick to turn them on and off.

So, back to the pedals. The one on the left is NOT a clutch. Push it to the floor and you've engaged low gear. Somewhere between pushed all the way to the floor and not pushed at all, is neutral. If the pedal is all the way up, you're in high gear. The gear shift to your right doesn't shift gears in a transmission, instead, it shifts gears in the rear end to either low or high. You don't want to be in low gear except for starting from a stop, because low gear makes quite a racket.

The pedal on the right is the brake. Push it to the floor and you'll tighten a band that goes around the spinning transmission. If you want to engage the rear brakes, pull hard on the emergency brake lever to your left. If you pull it back halfway, then you will be in neutral and the car will stop, as long as you push on the right foot pedal. Note: There are no front brakes on the car.

There are two stalks on the steering wheel – the one on the right is the throttle. Pull it down to give the carburetor gas and the engine will go faster. Push it up and the engine will go slower. Fast is a relative term in a Ford Model T ... the top speed is 40-45 mph, although a comfortable cruising speed is somewhere between 30-35 mph. There's no speedometer, so I used an app on my smartphone to tell me how fast we were going. The slightest hill is a challenge for the car and forget about going up a mountain, except slowly in low gear.

The stalk on the left of the steering wheel is to advance or retard the timing. To start the engine, put it all the way up, otherwise, the engine may backfire and the person doing the cranking could break his thumb or his arm. To avoid that, you grip the handle with your thumb next to your index finger, rather than around the handle. Once the engine is running, turn the key from battery to magneto, so you don't run down the battery. There's no alternator or generator on the Ford Model T, so there's no way to recharge the battery, which is just an oversized lantern battery.

The oval gas tank is under the front seat and there's no gas gauge on the dashboard. To find out if you have any gas, you have to take out the front bench seat, open the screwtop closure and use a measuring stick to give you an answer.

Before starting the engine, you should spin the crank one full revolution, with the manual choke on. When you do this, you'll hear the buzzing of each coil that delivers an electric spark to each cylinder.

The car's carburetor can be choked either from inside the car or from the front, near the right fender, because there's a wire there that runs to the carb. Pull the wire and the carb is choked. Inside the car, there's a silver knob that you turn to tune the carburetor. Turn it one way to richen the mixture, that is, more gas. Turn it the other way to lean it out. You're done when the engine runs smoothly.

My uncle, Tom Brown, has owned this beautiful red Ford Model T touring car since 1950 – he painted it red with pin stripping in 1954 — and my brothers and I grew up cranking it, riding in it and enjoying a spirited, windy ride, both when it was in Illinois and in California.

A few years ago, Tom sold the car to my brother, Peter. At this point, Peter's a better driver than I am, although I hope to get some more driving practice sometime soon.

The best thing is that whenever we work on or take out the Model T for a drive, our 86-year-old uncle is with us ... and that's the true blessing of this 103-year-old Ford.



Would you like to share your Model T memories? This newsletter would like to feature your story, which could include photos along with your written memories. Please email or mail your stories and photos to the editor: [4RNetMail@comcast.net](mailto:4RNetMail@comcast.net)

The following are topic ideas:

How did you first become interested in the Model T?

Did your grandparents own a T? Were they good drivers, and where did you go? Did you travel only in good weather?

Where did you purchase your first T, and how did you get it home? Have you ever purchased a "barn find" and restored it?

Have you had a bad experience getting restoration work done? Would you highly recommend a place to have work done? Or get it painted?

Have you ever built a T from pieces? Have you added aftermarket parts to a T?

Have you made a T into a special purpose by adding benches in a truck, or into a work vehicle such as mail truck, school bus?

Have you ever had a bad experience such as an accident or a close call?

Have you ever used or displayed your T in a special event exhibit or wedding?

What was your most memorable tour or experience with REMTC and why?

Do you have children or grandchildren who are interested in continuing your interest in the Model T?

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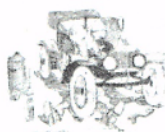
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