

THE PEDAL PUSHER

Official Monthly Publication
REDWOOD EMPIRE MODEL T CLUB

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





THE PEDAL PUSHER



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PRESIDENT'S MESSAGE

This has been another strange month so far for REMTC. The fires earlier in the month canceled our last outdoor meeting. **I will be starting ZOOM meetings in November. Information will be e-mailed to you around November 1st with the portal to use to get together.** This will be the norm until we can get together later in 2021 either outdoors again or at Round Table.

This is our first time putting together a meeting at this level. I'm sure there will be a few hiccups so please, be patient. Jean has been having ZOOM meetings with her Rotary Club every Tuesday and they work out very well.

I hope to see all of the board members, chairpersons, and many members at this first-of-a-kind REMTC meeting.

Best Regards,

Mike Chirhart

Quote for the month:

What's right about America is that, although we have a mess of problems, we have great capacity - intellect and resources - to do something about them. *Henry Ford*



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.

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



NOVEMBER BIRTHDAYS



Andrew Clary

Pam Johnson

Diane Burns

Betsy Randolph

Nancy Byl



November - 2020

Dudley & Kelly Stone

John & Rochelle Berizzi

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 - Chirhart's hosted meeting
AUGUST 6th - Vining's hosted meeting
SEPTEMBER 3rd - Cavalli's hosted meeting
OCTOBER 1st - smokey air Meeting cancelled
NOVEMBER 5th - Zoom Meeting planned
DECEMBER 3rd - Donna Jones

Five Day Southern Utah Tour

Story and photos by Steven Chase

This was the Southern Utah Tour hosted by a wealthy Mormon hardware store owner, Cam Sidwell. October 4 - 8, 2020. Along with owning an incredible collection of the very best brass era automobiles he has recently purchased the world's largest collection of brass auto lanterns which he will display in their entirety, along with an equally impressive collection of cast brass hubcaps, in his corporate headquarters.

continued next page



Photo above: Barbecue lunch on a remote ranch



The Model T on the far left lost its brakes and rear-ended the back of this \$400,000.00 Pierce Arrow, crushing its wicker basket trunk, and rearranging its own passenger side headlight. Ouch!



He guided us for four 100 mile days into Zion National Park, and through other epic valleys, deserts, and Utah mountain ridges. He and his wife (only one in his case) arranged for pay-as-you-go lunches and dinners that kept the 20 or so Silver Ghosts, Pierce Arrows, Model T Fords, and others, together as a friendly group. This allowed us to get to know every participant by tour's end; a super way to do things.

This is definitely a tour that the Redwood Empire Model T Club should consider doing. Cam will also be hosting a similar style gathering around Ogden, Utah next year. I am very much looking forward to that.



This is one of the many beautiful roads, these newbie drivers got to tour, in these twin 1915 Model T Touring cars.

Story and photos by Rich and Betsy Randolph

Saturday, September 19th was a busy one for REMTC Model T's: At long last, a tour was readying. A pleasant jaunt to Healdsburg, onto Calistoga, then back home. However, for Betsy and me, and "Davey" our '19 Touring car, a more local excursion was on tap here in Oakmont. I had promised two 'twenty-something' enthusiasts a ride and possible driving lesson on familiar turf.

After making the final fluid level checks, I set the fire extinguisher and spare gallon of water on the rear floorboard. We were ready to go!

"Davey" fired right up and we were off to the Polo Field in Oakmont. It has a nice long straight parking lot, normally empty of cars, and this day was no exception. Temperature was in the high 80's and "Davey" was cool. At the polo lot, I drove to the far end and offered the wheel to Tyler. His automotive curiosity had been in high gear from the start, asking about the engine, transmission, and horsepower.



His similar displacement engine cranked out nearly 200 horse power, nearly 10 times that of the T.

Nevertheless, he was impressed with the relative performance of "Davey" at 24 hp.

For some reason, "Davey" was getting warm, hot in fact, and as we turned around, I told Tyler to park under a tree to keep the interior cool. Tyler saw and reported flames under the steering wheel.

Within seconds, we three were out, extinguisher in hand and 911 on the line: "Car fire! We are out of the car. We are at the polo field across from 545 White Oak Drive."

Within minutes, it seemed like an hour, the red Station 7 tanker engine arrived and sprayed the fire out; containing it to the T's firewall. Apparently an ignition lead wire shorted, and was accelerated by oil and flammable materials, wood, and wiring insulation. Fortunately the full gas tank remained uncombusted!

Now what? I can't drive or push it home. Where do I take it? AAA got the call, and by the time the flatbed trouble truck arrived, my initial anxiety had subsided when Pete Rich OK'd "Davey's" tow to Pete's Model T Garage.

Pete's trained eye spied the probable culprit ignition wire hanging in unfamiliar territory. Recently having identified a similar 'pathology,' Pete strongly suggested a fusible link be installed to prevent a future mishap.

Several take-a-ways have come from this experience:

1. Keep the fire extinguisher ready. Even some suppression can reduce spread. I suggest at least one 2A-10BC model. The smaller disposable model was not enough.



2. The fumes were caustic, I am sure toxic. Get away from the vehicle no matter how much it means/meant. You and your passengers are priceless.

3. Make sure your tow service understands the nature of your vintage car. 1900 era cars need flatbed trouble trucks!

4. Tour with friends and/or family: When the going gets tough, many hands and heads help smooth the bumps.

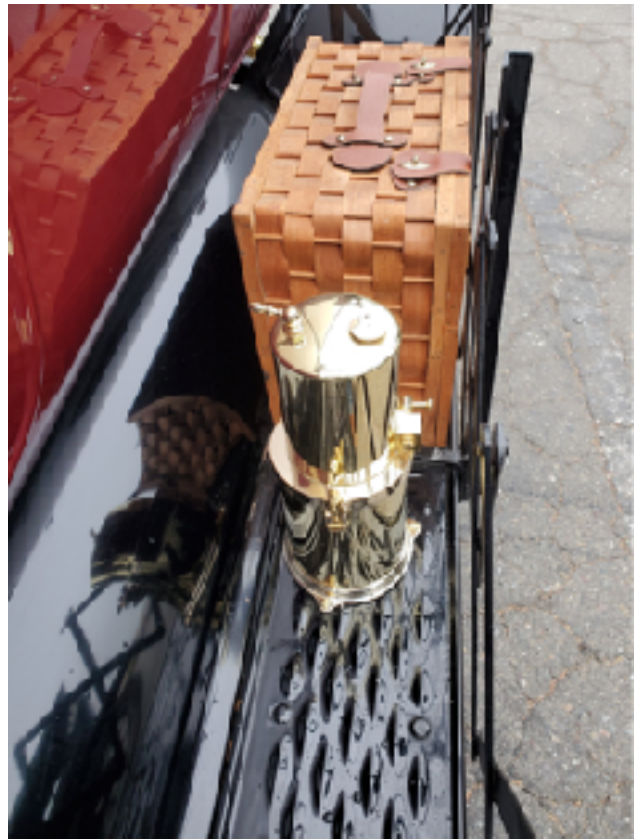
Do any of you have a road warrior survival tale to tell?

*Fall
Colors
Flash
Tour*



Fall Colors Tour photos by Steve Cavalli





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