

# THE PEDAL PUSHER

Official Monthly Publication  
REDWOOD EMPIRE MODEL T CLUB

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



OCTOBER 2020



# THE PEDAL PUSHER



Volume 30 Number 10

Established 1990

October 2020

## PRESIDENT'S MESSAGE



Well, it definitely feels like Fall is in the air. I can see the Oak tree leaves changing color and a coolness in the air when I take the Phantom out for a morning test run. Yes, I'm still tweaking the 1915 but as I do each run I can see that the old car is finally coming together.

We finally had our "twice postponed" Calistoga tour last weekend. Only eight cars showed up....where is everyone!!!! It was a beautiful day though. You couldn't have asked for better weather, and a fun group of participants. It was nice seeing some new faces on the tour, and getting out on a leisurely drive on some nice back county roads.

*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](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.

## 2020 BOARD MEMBERS

President	Mike Chirhart
Vice President	Steve Vining
Secretary	Jean Chirhart
Treasurer	Cindy Vining
Past-President	Andy Clary

## CHAIRPERSONS

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

September 3, 2020  
**GENERAL MEETING MINUTES**



**Redwood Empire Model T Club**  
held outside  
at Cavalli's backyard, Santa Rosa, CA

**President:** Vice President Steve Vining called the meeting to order at 7:06pm.

**Attendance:** All board members were present, and only 3 chairpersons were present. We had a total of 14 people socially distanced in the very botanical backyard of the Cavalli's nice home.

**Secretary's Report:** Jean Chirhart read the minutes and they were approved by Larry Summerfield and Andy Clary.

**Treasurer's Report:** Cindy Vining said there was one deposit for a business card in the newsletter and one expense for printing pictures. So we are still viable.

**Tour Report:** Larry Summerfield mentioned that there is only the rescheduled Calistoga tour on September 12<sup>th</sup>. No one has come forward with another tour. Come on people. We can stay safe doing a tour!!! Someone please come up with a simple, short tour.

**Special Events:** Steve Vining said that the Montgomery Village display will not be happening for this year.

**Sunshine Report:** It was decided that Cindy would send a check to the donation of choice for the passing of Andy Clary's father, Dexter.

**Librarian Report:** No news.

**Webmaster Report:** Steve Vining's new machine is set up, and the older software works on it, so we don't need to spend money on a new program.

**Editor's Report:** Mike Chirhart gave an 'attaboy' to Steve Cavalli for articles he has written in every Pedal Pusher

this year! 🍌

**Membership Report:** Ted Shimkowski sent an application to Bill Kaufman.

**Historian Report:** No report.

**Old Business:** We've been good at holding meetings. Those that attend would like to see more people at them. Dianna will be looking into how the Villa is going to work for our Christmas party. It may just get postponed until later in 2021.

**New Business:** The October meeting will be at the Chirhart's **at 6:30PM** because of the light.

**Model T Moments:** None

**Dessert provided by:** There was none.

**Meeting adjourned:** at 7:25PM

Respectfully submitted by *Jean Chirhart*, REMTC Secretary





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



## OCTOBER BIRTHDAYS

Patrick O'Halloran

Fern Newlin

Robin Summerfield

Jaunice Bobrow

Dick Winterhalder

Pete Rich

Fran Faraudo

Cori Kelly

Judy Smith

Jeanette Harm

Rochelle Berizzi

Jack Mulkey

Fred Byl



**October - 2020**

*Bill & Fern Newlin - 7th*

*Dick & Anne Marie Winterhalder - 10th*

*Con & Fran Faraudo - 24th*

*Steve & Debbie Cavalli - 25th*

## 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 - Bring your own

OCTOBER 1st - Bring your own

NOVEMBER 5th - Fran Faraudo

DECEMBER 3rd - Donna Jones



When Steve Vining wants to step back-in-time to gas up his Model T or have it serviced, he can walk across the street to Edsel Ct. and head up Ford Fairlane Blvd. to the Fairlane station. The service station attendant is waiting just inside the door to assist with dry goods purchases or to direct you to the 'necessary' room.

Steve DePaoli lost count of the hours spent on detail work. He also did the restoration on the ice chest and gas pump.

Steve and Cece DePaoli's  
Fairlane Station  
Est. September 2020





# CALISTOGA TOUR

Story by *Mike Chirhart*; Photos by *Jean Chirhart, Steve Vining, and Nanette Chuck*

After two postponements the Calistoga tour finally happened. The day started off perfect. Nice cool Fall weather with clear skies. A nice change from the past few weeks of smoke and heat.

Eight T's showed up for the trip. It was nice to see some new faces on the tour. Richard and Nanette Chuck and Con and Fran Faraudo joined us. *Continued next page*







## Calistoga Tour

*Continued from previous page*

We headed out at 10:00 AM with a drive through Coffee Park to see all of the new homes that have been rebuilt since the Tubbs fire. It was nice to see so much headway being made. After that we worked our way over to Laughlin Rd, and headed North past the Air Museum, up to Shiloh Road, and then worked our way over to Chalk Hill, enjoying the fresh air and the vineyard views. Eventually, we turned onto Hwy 128, and did our slow drive through Knights Valley, and then on to Calistoga.



We had a nice lunch stop at Calistoga. Some of us had brown bagged it, and had lunch by our T's, while others ate outside at some of the local restaurants in town. Of course, we all practiced social distancing. Napa county now allows indoor dining so it was a nice change from other tours. After lunch, we walked around Calistoga enjoying this quaint town.

I had a chance to look at Con and Fran's new "T". It's pretty cool. However, I think Con needs a co-pilot as the "T" has two different shifters on the floor and I would think it would be hard to steer when you need both hands to shift. I'm sure Con will figure it out!!!



After lunch, we headed back on Hwy 128 with a detour through Franz Valley. This was a pretty drive with lots of shade covered lanes, many vineyards and fantastic views of the Mayacama area as we dropped down to Porter Creek Road and then headed back home for the day.

All in all, a nice first Fall tour!!!



The following story is included as it was received (author unspecified). Thank you *Ted Shimkowski* for sharing it.

## LIZZIE AWAKES AFTER 40 YEAR NAP

Who says there are no more Model T's awaiting discovery in barns? I recently found one stored for forty years in the California Wine Country. Within an hour, we had it running and the next day we drove it home - 150 miles!

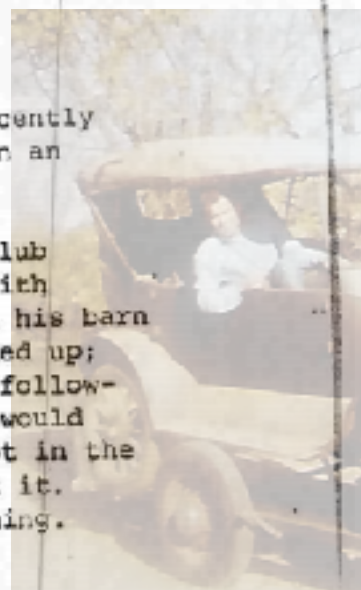
Actually, it was Steve Fisher, fellow Santa Clara Valley Model T Ford Club Member, who traced down the sleeping beauty after a chance discussion with a college friend. "My uncle has some kind of old car which has been in his barn as long as I can remember. . . .", the story went. Steve's ears perked up; he armed himself with name, address and phone number and began a quick follow-up. Indeed, the car was there - and it was a Model T Ford. The owner would consider selling it, but only for a rather substantial price. I was not in the market for another T at the time, but a friend was, so I told him about it. Time went by, the friend took no action and I forgot about the whole thing. Three or four months passed.

Then Steve announced at a Friday night club meeting that he and another member, Dick Beckert, were going up the next morning to get a Model A which Dick had bought. Steve said that T was still there in case anyone was interested. Never having seen the proverbial "Model T in the barn" I decided to join them. I had no intentions of purchase; it just seemed like a fun day. But by the time we got to the wine country my interest had built to the point that it was hard to contain and impossible to hide. Resisting the urge to run, I walked briskly by Steve and Dick working with the Model A and headed for the barn - a very imposing structure. Built in 1922 as a winery, it had foot-thick concrete walls, concrete floor and a sound roof. What better place to store an old car?

In a dark corner, nearly hidden by boxes, farm equipment, book cases and antiques, I could see the faint outline of a T touring. I moved closer, my eyes adjusted to the low light level and there she was, sitting in dusty dignity on concrete blocks. A '24 touring - and she looked pretty complete. Wheels, fenders, hood, headlights, top. Closer examination, with more light, showed her to be very complete and authentic. The 1938 license plates front and back still showed bright yellow and crisp black. Headlight reflectors were silvery beauties behind Ford H lenses. Both floorboards were in place (no mats, alas) and all the seat cushions (though tattered) were there. The radiator cap was still installed.

Lifting the hood revealed a well-ordered engine compartment. The only items missing were the spark plug wires. The carburetor heat pipe was in place, both choke wires and the mixing control were operational. The horn had been moved aft one headbolt to accommodate the water engine pump. And, believe it or not, the engine pans were still in place! I could easily believe the story that the car was running well when it's owner stored it forty years earlier.

The sheetmetal, although showing substantial surface rust on the horizontal parts was virtually free of dents, tears and other hurts. Absolutely no rust-out and quite a bit of shiny black original paint showing under the hood and on back of the front seat. The wood wheels looked structurally perfect and all five rims still showed some of the original plating. The two rear tires appeared to have been new when the car was retired; the mold flashing was still evident and "Wearwell Cord by Western Auto" was crisp and clear. Mounted on the space carrier was a very respectable Ward's Riverside. The front tires, on the other hand, were sad to behold and should have been laid to rest long ago. After finishing my checklist (I had decided to be methodical so I could answer questions about what the car had and didn't have) I was amazed to see that the only items missing were plug wires, windshield glass, dash light cover, the cowl clip which locates the center hinge of the hood and the speedometer cable and housing. Also, the speed-





ometer glass was gone, exposing a little over 30,000 miles on the odometer. There were no coils in the coil box, but eight coils were available and the owner even had the ignition key and original instruction manual. What a car!

Almost without meaning to, I made an offer. At that point, I encountered a very nice lady with a very firm will (it had been made clear that she was the person to deal with). She dismissed my offer politely but in a manner which made it absolutely clear that she would not "dicker". I headed home, resolved not to get further involved personally. After all, I already had more T (and other) projects than I could handle. Besides, the price was too high.

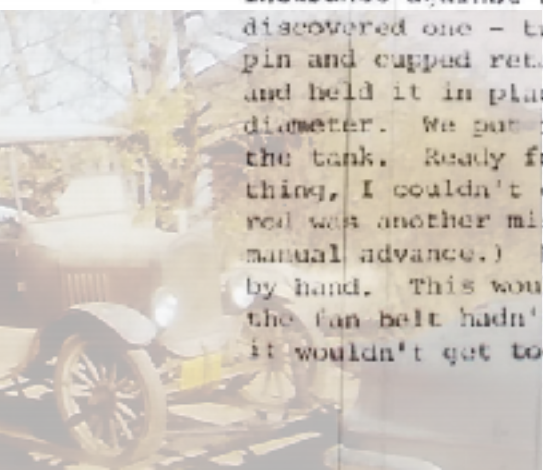
But sleep didn't come easily that night. I kept inventorying all the goodies. And thinking how much fun it would be to restore a car which was so complete and so authentic to start with. And how it looked exactly like the first family car I can remember, a 1925 T touring. And how much fun it would be to crank one up after 40 years of storage. And how ...maybe...considering it's apparent condition...I might even be able to drive it home under it's own power. That did it. I rationalized that the extra fun would be worth the extra price. I called and bought the car!

Planning for the awakening and second-aiden voyage turned out to be quite an operation. I enlisted long-time Model T-er Dave Swartz as mechanic and consultant. Dave's had T's continuously since the early '40's. Another friend, Fred Rios volunteered to take time from his '28 Model A pickup restoration project to drive a modern pickup with trailer "just in case". I made up a detailed checklist to prepare the car for the 150 mile trip to Los Altos Hills. Most of the items were concerned with safety: Mount new tires, install windshield glass, check and pack wheel bearing, install lined hub brakes, check steering system, change bands, check cotter pins, make sure lights work, add stoplight kit, etc. The other general category was to maximize chances for reliable operations: Change gas line and carburetor, add filter, install rebuilt water pump (original was frozen) new timer and plugs, put in coils known to be good.

To simplify matters, Fred and I made an interim trip to the barn and returned with the windshield frame, water pump and five rims and tires. These would be refurbished and taken back ready for installation on the big day.

After a couple of false starts caused by conflicts between various people's schedules, the day arrived. And not a moment too soon. The anxiety had become almost painful. We arrived, late but eager, about seven p.m., armed with checklists, tools, gas and oil, boxes of parts (how could you know what you's need?) and lots of enthusiasm.

We decided to try to crank her up that night even though wife and friends were due at 10:00 the next morning for the "cerimonial crank-up". We hurriedly changed plugs, installed timer wiring which apparently had been cut long ago as insurance against unauthorized crank-up. We started to put on the new timer and discovered one - two, in fact - parts we needed and didn't have: The roller pin and cupped retaining washer. Undaunted, we fashioned a pin from a nail and held it in place with bailing wire - or something similar, if smaller in diameter. We put in the coils, installed a new battery and put some gas in the tank. Ready for crank-up, but it would be a little involved. For one thing, I couldn't control the spark from the steering column. The spark advance rod was another missing item. (I had been running an American Bosch with no manual advance.) No matter, Dave would handle the spark by rotating the timer by hand. This would be easy enough, since the radiator was off for flushing and the fan belt hadn't been installed. And if we didn't run the engine very long it wouldn't get too hot. So we were ready! Rejecting the temptation to turn





it over by hand, make sure each coil "buzzed", etc., we decided to go for broke. Such derring do!

The starter responded instantly-as if it had been in regular use. The machine tried to start. I flooded it. "Wait and try again", etc. After two or three minutes of cranking, she roared to life! Maybe "wheezed" would be more accurate. But she was running! A spontaneous cheer went up. She was running alright, on three most of the time, but she was running, and limbering up as she did so. We shut her down and started her up again, this time it was easier and faster. Tried to switch to "MAG" and she died. Then we found the MAG wire was disconnected. With this corrected, she ran on MAG! Now, would she move under her own power? Indeed she would - and did!

So much for phase I, but what a thrill! Now to the make-ready checklist. We worked until 11:30 that night, by which time Fred and I were exhausted. But Dave was still going full speed. We had to walk off and leave him to get him to quit for the night.



After midnight pizza and some fine Napa Valley wine, we slept the sleep of honest working men in our hosts comfortably appointed "bunk house". By seven the next morning, we were at it again. By about noon-time we pronounced her ready for the road (or as ready as we could make her). After a delicious lunch prepared by our gracious (if firm-dealing) hostess, we gave everyone a ride around the farm and prepared for the journey to Los Altos Hills.

Before leaving, we decided to put the top - or what was left of it - down. Maybe it was the stiffness of old age or rigor mortis from non-use, but lowering this "one-man" top was almost more than five of us could handle! Persistence and expletives paid off, however, and we were on our way.

Car and driver both started out rather tentatively, feeling their way along, getting to know each other. You could feel her limbering up and getting stronger. (Was the STP in the oil and in the gas helping?) We were beginning to breeze along at a cool twenty-five! The motorists queued up behind us probably weren't all that cool. Nor was the weather. Then the red line in the newly installed motometer zoomed skyward. The new fanbelt had come off. This was to happen several times until we replaced it with a used belt, which worked fine!

At one fan-belt stop, in Rutherford, Dave noticed our left front tire was flat. The car had been pulling to the left a bit, but I hadn't suspected a flat. The new tube was ruined, the stem gone. Fred made a rush try back to the Ford Barn in St. Helena but they were out of 30 x 3 1/2 tubes. So we mounted our forty-plus year old spare - one of those new-old stock Wearwell Cords from Western Auto. And we came all the way home on it! Speaks well for pre-World War II natural rubber!

The rest of the trip was delightfully simple. The used fan belt stayed on. The weather cooled. And the T ran with increasing confidence on all four! We were glad we had fixed the lights, for it was dark before we got home. The drive took six and a half hours. No speed record, but not bad for a T just waking from a forty year nap!

Dan





Thank you Steven Chase for sharing this photo of our REMTC "World Traveler" member, **Donna Jones**, having fun on yet another adventure.

She is on Day 3 of a *Modoc County Tour* that will loop into Oregon.

SEE YOU  
IN  
OCTOBER

FOR THE

## October 1, 2020 Monthly Meeting



### Location:

Santa Rosa  
in the back yard

### Time:

**6:30PM** on October 1, 2020  
half hour earlier due to sunset

### Parking:

driveway

### Hosts:

*Mike and Jean Chirhart*

## For Sale

1913 Speedster professionally rebuilt 2010, radiator, Rajo C head, engine, model B carb, Warford transmission & Ruckstell axle. Includes 12 volt system w/electronic ignition, speedometer, 20" Buffalo wire wheels w/Rocky Mt. brakes.

[E-mail rwinterhalder@thegrid.net](mailto:rwinterhalder@thegrid.net)

for more details

\$25,000 or part trade for early classic car.  
(707) 623-9898



# PLEASE SUPPORT OUR ADVERTISERS

## DAN McEACHERN

EARLY 4-CYLINDER FORD SPEED EQUIPMENT  
AND MACHINE WORK  
GEAR CUTTING  
DYNAMIC BALANCING

Shop: 510-532-8228  
Shop: 3009 Elmwood Ave.  
Oakland, CA 94601

Home: 510-769-7524  
Ship/Mail: 920 Pearl St  
Alameda, CA 94501  
dmcgears@yahoo.com

## North Bay Automotive Radiator & Air Conditioning Complete Auto Repair

**707.542.5778**

Mon-Fri 8am-9:30pm | Sat by appointment

1239 Cleveland Avenue  
Santa Rosa, CA 95401  
www.northbayauto.com

**Ron Roma - Owner**  
Cell 707.494.5496  
rroma@att.net

Ron L. Welsh, Broker/Owner



## SONOMA COUNTY PROPERTIES

*7 Generations of Buying and Selling Sonoma County Real Estate*

Residential • Commercial • Investment • Ranches • Land • Vineyards

Ron L. Welsh

CALBRE 001122975



9056 Graton Rd. Graton, CA 95444

707.823.2533

707.523.3300

text: 707.484.9372

Ron@SonomaCountyProperties.com

www.SonomaCountyProperties.com

## NORTH BAY VEHICLE REGISTRATION SERVICE



Angela Cordova

707.577.8277



## ANTIQUE FORD GARAGE

Model T Hobbyist  
Since 1955

**Early Ford  
Repair . Parts . Service**

*by appointment*

Pete Rich  
707-887-8735  
modelt@sonic.net

5900 Van Keppel Road  
Forestville, CA 95436

## Car Detailing

At home service...

Classic cars  
Antique cars  
Exotic cars  
All brands  
All Years



Call or text Xavier, Ph: 707-849-9037

Recommended by Richard Randolph

Your Ad Here