



T Diggins'

Summer is here!



Monthly Newsletter of the Mother Lode Model T Ford Club
<http://www.motherlodemodelt.com>

June 2015

President's Ramblings

May 17 was another great day of touring and eating! It was good to see Jack Duncan out with the Studebaker and also Mark and Kendall with their '26 coupe on its maiden voyage after having the engine rebuilt. I recently had a chance to see the latest exhibit at the CAM. Flash and Flair. Remember those cars from the late 50's and early 60's that were so long with big fins, lots of chrome and bright colors? Well it's an exhibit well worth seeing. Congratulations to Erik Lindstedt who just graduated from the CAM Docent class and is now a *certified* docent at the museum. Hope to see you all at the swap meet. We have lots of good tours coming up this summer. The manifold cookout is always a lot of fun so check the calendar and save the dates.



John Saylor

Activities Calendar

June 6 – Ford Tri-Motor fly-in, Lincoln Airport. Meet at McBean Park, Lincoln at 8:30, be at Airport before 9:00.

June 8 – Board Meeting, Round Table Pizza, Loomis, 6:00.

June 11 – Thursday Monthly Meeting. Sizzler at 13570 Lincoln Way, Auburn. Come for dinner at 5:30-6:00, meeting will start at 7:00.

June 13 – Manifold Cookout Tour – Meet at Raley's at 9:00. Tour back roads through Cool, Salmon Falls ending in Granite Bay. Information: John Saylor, 916-202-5842.

June 16 – LOLs at Café Delicias, Old Town Auburn, Lincoln Way, Host: Mary Ramsey, 530-367-3987.

July – Local area tour – Burcher-Goodell

Aug 15 – Ice Cream Social, Toni and Jerry Moore's, 2790 China Wells Rd., Auburn, 4:00 Social, 5:00 Potluck.

Sept 13 – Antique Autos in History Park, San Jose, Sponsored by the Santa Clara Model T Club.

Sept 26 – 6th Annual Folsom Rail Fest, Celebrating the 150th birthday of the Placerville and Sacramento Valley Railroad.

Oct – Fall Colors Tour, Lindstedt.

Dec 6 – Annual Christmas Banquet at Auburn Valley Country Club, 3:00.



March of the Blunt-nosed Mechanical Beetles

Summer is here and many are headed to out to the great outdoors. Driving down the highways and byways is a seemingly never ending cavalcade of happy campers in vehicles ranging at the top, the most luxurious motorhome with the amenities of a five-star hotel down to the family “beater” minivan complete with all the the kids, tent, fishing poles, Coleman camp stove and overstuffed cooler in the back. Of course, there are those who really like to rough it in the outdoors... backpackers and mountain climbers in their air conditioned Subarus anticipating with excitement the launch of the wilderness trek from the remote trailhead and let’s not forget those equine enthusiasts with their fine trailers and “Ram Tough” Cummins diesel powered super trucks just waiting to see what Good Ol’ Moffat will do this time and hoping the saddle sores on this trip are fewer than last time. Whatever the ride, rig, destination or route, the goal is the same... to get away from the hustle and bustle of regular life and experience a bit of nature and the wonders that it holds.



It is hard to imagine what it must have been like to get away from it all in those early days before the automobile. Just think of the challenge it would have been to visit “The Yosemite” when it first became a National Park and you lived in the Auburn, California area. You might have read some of the newspaper accounts of the beautiful scenery, flora and fauna. Perhaps you came across the early writings of John



Muir that inspired and intrigued your interest and you just had to go to see the wonders for yourself. Unfortunately, traveling there was a lot more difficult than the three and a half to four hour pleasant outing in a modern car, motorhome, or truck of today. Good Ol’ Moffat may have been good for 10 to 15 miles a day. Some of the best stagecoaches were traveling perhaps 20 miles a day depending on terrain. So, leaving Auburn and heading south on a very dusty and windy road now known as Highway 49 would take you about 10 days just to get to the park boundary. A practical solution for those longing for the trip would be take a locomotive into one of the

San Joaquin Valley towns of Madera, Modesto, Merced or Stockton where connections for Yosemite staging were established early on by various operators hoping to cash in the transportation needs of those original happy campers. However, the roads into the park were treacherous with grades of over 20 percent in places and there was always the risk of a hold-up by bandits also hoping to cash in on the unsuspecting travelers themselves.

When Oliver Lippencott, a big man who drove his little Locomobile steam car to the Yosemite Valley in the summer of 1900, no one could foresee the future of how the automobile would not only change our lives in so many ways, but impact the future expansion of our national and state park systems. As more motoring pioneers ventured out to Yosemite concerns were raised by the stage coach operators and in 1907, the park Superintendent with approval of the Secretary of the Interior abruptly banned the automobiles saying that the roads were “too steep and narrow” to allow for stage coach teams as well as the auto to co-exist. Then in 1912 with increasing pressure from automotive clubs and enthusiasts, the new Secretary of the Interior, Franklin Lane, announced that the order banning automobiles in Yosemite was to be



lifted in 1913 saying: “I want to make our parks as accessible to the great mass of people.” And by that time, the Model T was fast becoming the car of the masses. During the debate, even John Muir himself weighed in his opinion:



“All signs indicate automobile victory... and doubtless, under certain precautionary restrictions, these useful, progressive, blunt-nosed mechanical beetles will hereafter be allowed to puff their way into all the parks and mingle their gas-breath with the breath of pines and waterfalls, and from the mountaineer’s standpoint, with but little harm or good...”

As the years passed more and more cars came to visit the wonders of Yosemite and the many other national and state parks. The increases in visitation increased rationalization and funding of more parks and protections of public lands, not just for commercialization, but for preservation of their natural beauty. Roads were improving and “car camping” and all of its variations was born. While it is reasonable to acknowledge some of the negative environmental impact of the automobile on public lands, it is important to acknowledge, that without those happy campers in their “mechanical beetles”, many of the parks would be non-existent or stripped of their natural resources for profit and stripped of their essence and natural beauty.

So, as we head out this summer, regardless of modern vehicle type or even in our Model T’s to experience the magic that only nature can provide, remember what it must have been like before the automobile and how the automobile has made so many beautiful areas accessible to all. And always remember to care for, respect and love our land not only for ourselves, but also for our future generations.

EL (Reference: Yosemite’s Yesterdays, Hank Johnston, Flying Spur Press, 1989)



May Sunday Drive Tour – May 17

After our Donuts at "The same old place" (Raleys parking lot for the new members), we took the back roads to Lincoln. Jack Duncan was kind enough to let me ride with him to lead the way. After we turned on to Gold Hill Rd. we stopped to let the eight other cars catch up, we waited and waited and waited with no cars arriving behind us. We soon received a call from Susie saying John had lead them astray down Virginia Town Rd. It is hard to read directions and drive a Model-T at the same time. Jack and I drove to meet them and we were once again on our way. We had a delicious brunch at Kim's County Kitchen and

then returned a different route back to Auburn. It was a beautiful day for a Sunday drive, the weather was perfect. Thank You all for coming. Junette Avey-Brown

Manifold Cookout Tour – Saturday, June 13

Our June tour will be a manifold cookout experience. If you have never done one of these, it's a lot of fun. You can cook on the manifold several ways. There are cookers made for the Model T and Model A. You can very easily make one from a 9" bread or loaf pan by attaching a bracket or two and attach it to the manifold or simply wrap your food in a couple of layers of foil and wire it

to the exhaust manifold. Check our website for photos from prior tours...Sept 2012, Sept 2011 or May 2010. We will meet at Raley's at 9 am and leave by 9:30. Also bring a potluck side dish to share. Tour route will run across the

Forest Hill Bridge, down the canyon to Cool, Pilot Hill, Salmon Falls Road into Folsom and ending at Granite Bay Park. If you don't want to cook on the manifold pack a picnic lunch and come on out and enjoy the day. John Saylor



LOL Gathering for June

This month's LOL (Ladies Out to Lunch) is scheduled for Tuesday, June 16th at 11:30 am at Café Delicias restaurant located at 1591 Lincoln Way in Auburn. Mary Ramsey is hosting the event and can be reached at 530-367-3987.

Gasoline (by Bob McCoy)

Owning several antique cars, I would like to share some personal experiences that I have dealt with regarding using modern gasoline in antique engines. Gasoline has a new set of challenges for our cars. Ethanol gas, 10-15%, absorbs water from the air fifty times more than standard gasoline. To make matters worse, our classic cars have vented gas tanks. This brings down the good life of the gas to 30-45 days as compared to a 90 day product life for a closed cap. Ethanol causes water to be absorbed and creates phase separation lowering octane by three points. For example, 87 octane minus 3 equals 84.



I have experienced the following:

- Gasoline split the fuel hose. This happened on my Mercedes 190Si resulting the engine compartment being sprayed with gas. The hose split where the hose clamp connected to an aftermarket clear fuel filter which was filled with junk.
- The rubber tip on the float valve sticks on my Stromberg carburetor when the car sits for more than a month. I rap it with the handle of a screwdriver to unstick it or I have to take it apart. Keep those brass float valve tips.
- I had sticky intake valves on my Model T. I have taken the head off twice to free up these valves. Finally, I drained the gas and cleaned the valve guides.

- On my 1926 Buick Roadster a brass fitting in the carburetor partially gummed up from old gas and caused the car to go a maximum of 35 miles an hour.

What I suggest in the future:

- Buying 92 octane gas in the belief that it has better additives, stabilizers, and detergents and the loss of octane will be less.
- Adding fuel stabilizers to add life to the gas.
- Keeping track of the dates when I buy fuel.
- Considering buying aviation gas which is 105 octane with no ethanol for cars stored for long periods of time.
- On tours, add new gas 92 octane at the start of the tour for the approximate length of the tour.
- Change the fuel filter more frequently.
- Drain the gasoline out of your car.
- Drive the cars more frequently.



And here is how people fueled up back in the day...a Model T Roach Coach!

On another note: Small engines such as chain saws, lawn mowers, etc. should be run dry before winter to keep the gum from plugging up the idle jet which will cause it to not operate in the spring. A simple carburetor rebuild cost between \$50- \$80. You can use a welding tip cleaner to ream out the gum.

(Thanks once again, Bob for sharing a great tech article - EL)

General Meeting Minutes

Mother Lode Model T Club

General Meeting Minutes, May 14, 2015

The May 2015 general membership meeting was called to order at 7:03 PM by President John Saylor. The meeting was held at the Sizzler Restaurant, Auburn, CA.

President's Report – John Saylor opened the Meeting with a request for approval to spend \$300 to pay ACCC expenses. A motion to approve was offered by Richard Wetzel, seconded by Edward Rodriguez, and approved by unanimous voice vote. Gary Krezman then provided a brief legislative overview of AB550, wherein the State is considering charging significant annual “Abatement Fees” for older automobiles that are presently exempted from Smog Checks. It has not yet been approved (and is being resisted)

Greeter Report – Junette Avey was not present and no new faces were noted.)

Sunshine Report – Susie Krezman had no information to report

Secretary Report – Steve Short reported the minutes of the April 9th 2015 General Meeting were printed in last months “*T Diggins'* Newsletter”. As there were no corrections or additions requested, the April Minutes were declared to stand as published. Correspondence from other Clubs was then passed around the room.

Treasurer Report – Steve Short delivered a summary overview of the Club's Monthly Income & Expense Report for the period through May 2015 on behalf of Kitty Goodell who is out of town this week. Overall, the Club remains in a lesser cash availability position due to ongoing Swap Meet expenditures and increased costs. We are planning for a strong turnout for our most important fundraising event to replenish our Coffers.

Vice President's Report – Suzie provided a brief overview of the events calendar for the rest of

the Year. (See Below). She also introduced Steve Short to provide an overview of the annual September Rail Fest that will be held by the Placerville & Sacramento Valley Railroad preservation organization. They have invited our Club to attend and place our historic cars on display alongside their many other railroading antiques and fun filled family activities. The Owner of each car that shows up, will be awarded 1 free ticket to ride their rails.

Old Business

Club Trailer repair – Gary Krezman reported that the May 2nd work party to prep the Club Trailer for the upcoming swap meet was a success, and we are “Good to Go”!

MLMTC Cups - Steve Short still has Club insulated travel cups for \$10 a “pop”. Contact him directly if you would like to purchase one!

Sweat Shirts - John reported that he still had a small stock of MLMTC shirts. If you are interested, please contact John directly to see what sizes are available.

Schedule for upcoming Events – Susie Krezman, Club V.P. provided a general summary and updates of upcoming MLMTC Events and activities for the Membership:

T-Diggins Update – Erik Lindstedt thanked all the Members who have been providing a steady stream of stories and information for inclusion in the Club Newsletter. He also acknowledged that last month’s work was incorrectly printed in full color, and should not expect this in the future.

Show and Tell – Vern Marriot was awarded the Club “Break down Trophy” for parking his T backwards into a ditch at Jack and Cleona Duncan’s Home during the Annual Shakedown Tour. Rumor has it that Louis (AKA “Louie”) Burcher was very pleased to finally surrender this historic and lovely treasure!

50-50 – Vern Marriot volunteered to pick up the reins to restore this much loved event as soon as

possible to feed our “hungry for action” Membership. He would prefer to have a youthful volunteer to be involved, and will be looking for a long term solution.

New Business

Swap Meet Report - Gary Krezman provided an update on overall preparations for the Swap Meet:

- He has negotiated a relatively modest \$66.00 increase in our expenses at the Fairgrounds after some successful (and hard bargaining) negotiations with their financial staff.
- Porta Potties and other detailed arrangements have been largely completed at this time.
- He requested a Motion to advance \$175.00 to him to purchase the spray paint needed to stripe the Vendor stalls in the field.
- Motion made by Darren Saylor / seconded by John Boorinakis / passed by unanimous voice vote.
- Brad Lusk and Philip Lawrence have volunteered to assist (“and learn the ropes”) of how to stripe the Field with veteran Bill Finkbeiner. (They will meet at the fairgrounds at 6:30 AM).

Swap Meet Report - Joyce Weitzel provided an update on Food Booth preparations for the Swap Meet:

- She reminded everyone to attend the Club BBQ gathering on Saturday afternoon. John Saylor will be cooking, the traditional Tri Tip Beef, and everyone should bring a dish of their choice to share.
- She will be bringing the usual small mountain of donuts for sale on Sunday morning. This Secretary noted a small smile on Gary Krezman’s face as he involuntarily licked his lips!
- We need more Pies, cookies, to sell!

Trading Post

Wanted: 1912 – 1915 Model T Ford– Other Pre-16 cars considered

Touring, Roadster or Roadster Pick-up, Does not need to be a “show Car” but needs to be running, tour-ready and presentable. Prefer car retrofitted with a starter, Rocky Mountain brakes, Ruckstell or Warford and demountable wheels. Cash buyer David@Pava.com 530-677-2923

For Sale: 1925 Oakland Coach – Older restoration of a solid original and authentic car. Oakland was the parent company to the Pontiac. Recent rings, valves, connecting rods, tires, battery, etc. Tour proven and parade ready!
\$11,900 – Erik Lindstedt, 530-878-2491 or 530-848-5910



Happy June Birthdays

Rose Cardinal	1
Erik Barrett	2
Carol Kitchen	5
Mike Bashore	9
Richard Weitzel	9
Bob Nowack	12
Mary Ramsey	13
Anthony Moore	14
Nathan Cutler	19
Steve Elliott	22
Carol Ogrey (Scheideman)	26
Cliff Hyatt	28



I wonder how
the T is
running?

I'm done with
this silly party.
Let's go for a
Model T ride...

I'll drive!

Happy June Anniversaries

Anthony & Shelly Moore	5
Cliff & Norma Hyatt	11
Wayne & Lynne Lyndon	17
Erik & Julie Barrett	20
Mark & Kendall Porco	21
Jerry & Toni Moore	24





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2015 Officers

President ----- John Saylor 916-723-1613
Vice President -----Susie Krezman 530-823-7957
Treasurer -----Kitty Goodell 916-334-5904
Secretary-----Steve Short 916-791-7087

Board Members

Gordon Goodell-----916-334-5904 - 2014-2015
Lewis Burcher ----- 530-885-6912 - 2014-2015
Junette Avey Brown --916-436-4176 - 2014-2015
Erik Lindstedt -----530-878-2491 - 2015-2016

Sunshine ----- Susie Krezman
Newsletter Editor ----Erik Lindstedt
Website -----John Saylor

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Published monthly to keep members informed of club activities and to promote participation in club events. Publication copy should be sent to the editor by the 20th of the month to be included in the next issue. Send all copy to: Erik Lindstedt, P O Box 705, Applegate, CA 95703 or email to thelindstdets@gmail.com.

Club Website

The Mother Lode Model T Club maintains a website at <http://www.motherlodemodelt.com>. The website keeps members informed of club activities, photos of club events and members cars. The website also provides a membership information and application. The website also introduces those new to the hobby to the club.

The *Mother Lode Model T Club* was organized during 1967 and became a member of the *Model T Ford Club of America* in 1969. The club is a non-profit organization dedicated to the personal enjoyment of its members through the preservation and restoration of the Model T Ford and especially through activities involving the use of Model T Fords.

Meetings are held on the second Thursday of each month with the exception of December, at the Sizzler, 13570 Lincoln Way, Auburn, Ca. 5:30 pm for dinner, 7 pm meeting.

Membership is open to anyone with an interest in Model T Fords. Ownership of a Model T is not necessary.

Dues - Annual Dues are \$20 per family.

Members are encouraged to join the Model T Ford Club of America. MTFCA members receive the bi-monthly publication *The Vintage Ford*, voting privileges in national club and can participate in the many national club tours and events. Annual dues for the MTFCA is \$40.00 payable to:

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