



The Backfire

21st Century

Vol. 26 No. 8
August 2025



The official newsletter of the Santa Clara Valley Model T Ford Club

The **SCVMTFC** is a chapter of the Model T Ford Club of America. The club was founded in 1968 to promote the history and the enjoyment of Henry Ford's Famous Model T.



Members from the SCVMTFC Attending the National Tour in Stettler, Alberta, Canada
(L->R) Donna Jones, Ed & Karen Archer, Pat Meneely, David & Becky Harrison, Karen Korbiak (guest), Bob Meneely, and Barbara Beach (Not in Photo)

Monthly Meetings:

Third Friday of
Every Month

@ 7:30 p.m.

Brading Associates

3620 Charter Park Dr. San Jose
Join us! You don't have to own
a Model T to belong to the club

IN THIS ISSUE

President's Message	Page 2	Featured Article-The Montana 500.....	Pages 14-17
Club Officers & Chairpersons	Page 2	Remember When	Page 18
Club Calendar	Page 3	Tech Tips	Page 19
Upcoming Activities.....	Pages 4-6	Member News.....	Page 20
Community Relations-July	Pages 7-8	General Meeting Minutes	Page 21
Recent Activities-July	Pages 9-13	Marketplace.....	Pages 22-24

<http://www.scvmtfc.org>

PRESIDENT'S MESSAGE



We enjoyed some beautiful weather in July – perfect for driving a Model T. On July 4th, some from our club participated in the Rose, White and Blue parade in downtown San Jose. This parade was started in 2008 but is based on a tradition of Rose themed parades that started in 1896. Large crowds all along the parade route again this year. Others from the club attended the annual pancake breakfast at Sveadal (which roughly translates to Swedish Valley). Later in July, 5 cars from our club travelled all the way to Alberta Canada for the National Model T Tour. High five to everyone for getting those Model T's out of the garage.

The Endurance Run/Lowland Tour is now history and Cars-in-the-Park is on the horizon. The team is busy getting word out to attract as many antique vehicles as possible, this year featuring race cars and speedsters. They are also lining up all the special activities that make the event what it is. History Park is responsible for promoting the event to bring in as many spectators as possible and it seems they have made some improvements to try and reach more people. The Model T Put Together will be featured again this year and I'm hopeful we cut some time off our previous record.

My wife and I recently returned from a trip to the great Northwest. Logging and mining were/are very important industries in many areas and we stopped at some very interesting museums depicting the history of these industries. I saw old photos that sometimes included a Model T. While the Model T was not a major work horse in either of these industries long term, the ability of the T to be adapted to power various machines represented an early step towards mechanization, replacing animals and manual labor. More examples of how the Model T changed the world. Of course, management made good use of the Model T to visit their remote logging or mining sites. We spent time in Yellowstone and during the early 1900's, the automobile became the preferred method of exploring the beauty and wildlife in the park. We had a herd of bison walk down the road and pass by right next to our vehicle on both sides. I felt secure in the enclosed cab as opposed to experiencing the same from the front seat of a model T. Yellowstone sold an Automobile Blue Book for \$.95 in the early days that explained the rules of motoring in the park and included a list of 67 items you should consider packing. Tires, tubes, tools, etc. along with a 12" roll of chicken wire and a bolt with leather and metal washers. The chicken wire was to put under the wheels for traction if you got stuck and the bolt was to plug a hole in the radiator should you be so unlucky.

Motor on,

Lynn

2025 Board Officers

President*	Lynn Alens	(408) 205-5806
Vice President*	Chris Bhirdo	(408) 505-0153
Secretary*	Pam Caldeira	(408) 888-9671
Treasurer*	Mary Beaman	(408) 838-9224
Backfire Editor*	Nancy Alens	(408) 679-2780

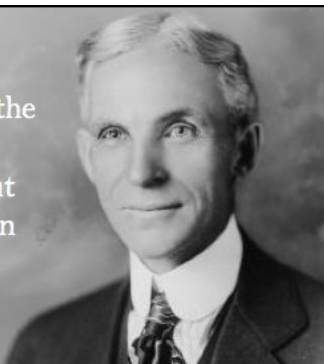
2025 Committee Chairs

* Denotes Board Members

Touring*	Barbara Beach	(408) 887-4857
Programs*	Mark Edwards	(650) 576-1481
Membership*	Ivan Jorgensen	(408) 874-6373
Tech & Safety*	Dan Smith	(408) 287-3908
Endurance Run	Chris Bhirdo	(408) 505-0153
Lowland Tour	Lynn Alens	(408) 205-5806
Librarian	Michele Brading	(408) 472-6688
Webmaster	Nikkie Gulko	scvmtc@gmail.com
Refreshments	Bill Bratt	(650) 341-8859
Historian	Lucy Greenberg	(408) 997-0879
Sunshine	Helen Christensen	(408) 739-8424
Public Relations	Matt Allen	(408) 605-2310
CitP	Peder and Maria Jorgensen	(408) 358-3398
	Allan and Lucy Greenberg	(408) 997-0879
Past President*	Barbara Beach	(408) 887-4857

"My best friend is the one who brings out the best in me."

Henry Ford



The Backfire



CLUB CALENDAR

2025 SCVMTFC Board Meetings

Board Meetings held every
other month via Zoom
(unless otherwise noted)

Sept. 15, 7:30 p.m.

Nov. 17, 7:30 p.m.

2025 SCVMTFC General Meetings

General Meetings held on 3rd
Friday of every month at
3620 Charter Park Drive, San Jose
(unless otherwise noted)

August 15, 7:30 p.m.

Sept. 19, 7:30 p.m.

Oct. 17, 7:30 p.m.

Nov. 21, 7:30 p.m.

Dec. TBD Holiday Luncheon/Meeting

2025 TOURS & EVENTS

	Date	Event Type	Contact	Details
AUG	August 2	Public Relations Event	Matt Allen	Santa Clara County Fairgrounds Fair See details Page 4
	August 16	Public Relations Event	Matt Allen	Spirit of '45 History Park San Jose
	August 23	Combined Club Tour	Glenn Wildman	Joint picnic with South County Mount Madonna; see details Page 4
SEPT	Sept. 13	SCVMTFC Hosted Event	Greenbergs & Jorgensens	25th Annual Cars In The Park @ History San Jose. See Details Page 6
OCT	October 4	SCVMTFC Tour	Jim Lukash	Pancake Breakfast at Lukash home
	October 4	Public Relations Event	Matt Allen	Santa Clara Parade of Champions Downtown Santa Clara
	October 16-19	Combined Club Tour	Barbara Beach	San Diego Model T Club—Last Roundup Tour
NOV	Nov. 11	Public Relations Event	Matt Allen	Veterans Day Parade San Jose
	November TBD	SCVMTFC Tour	Barbara Beach/ Chris Bhirdo	Proposed farm visit
DEC	December	SCVMTFC Tour	Barbara Beach	SCVMTFC Annual Holiday Lunch
	December	SCVMTFC Tour	Barbara Beach	SCVMTFC Holiday Lights Tour
	December	SCVMTFC Tour	Barbara Beach	SCVMTFC Last Chance Tour

TOURS/EVENTS: CONTACT BARBARA BEACH

PUBIC RELATIONS: CONTACT MATT ALLEN

UPCOMING ACTIVITIES

MARK YOUR CALENDAR

THE SOUTH VALLEY MODEL T FORD CLUB

Invites you to our

THIRD ANNUAL

BBQ & POTLUCK

SATURDAY AUGUST 23, 2025

Mt Madonna county park in the Hilltop picnic site

11:00 am to ?

What to bring:

\$6.00 CASH to expedite park entrance

Something to BBQ and something to share

Your favorite beverage, utensils, and a chair

We will have Fire, BBQ Utensils, Garlic Bread & Ice

A WELCOME TO THE

Santa Clara Model T Ford Club

Santa Clara Model A Ford Club

Past members of Valle del Sur Antique Automobile Club



SANTA CLARA COUNTY FAIR PARADE PARTICIPANTS INFORMATION

PARADE DATE: SATURDAY – August 2, 2025

PARADE LOCATION: Santa Clara County Fairgrounds

PARADE STARTING TIME: 6:00 p.m.

REPORTING TIMES: All participants - 4:30 p.m. (or as listed on your staging letter)

ALL UNITS: PLEASE REFER TO YOUR COVER LETTER FOR YOUR ENTRY NUMBER, REPORT TIME AND STAGING LOCATION.

REPORTING LOCATION

Staging will be within the Fairgrounds property, on the south side, nearest the amusement rides. Entrance to this area will at Gate F on Umbarger Road (near 240 Umbarger Road). Proceed on the Gate F roadway, then turn right. You will be directed to your entry number, which will be placed on traffic cones in the roadway. Please form your unit at the number assigned to you. Parade personnel will be in the staging area to assist you. **Please stay in order to facilitate easy placement in the parade.** Once the unit in front of you moves up, please move your unit forward. **You may park your vehicle in the area located on the map indicated Participant Parking.**

There is **NO PARKING** on the roadway other than those vehicles in the parade.

PARTICIPANT PARKING

Participant parking is available in the parking lot nearest the staging location and on the south end of the Fairgrounds. See map.



Contact Matt Allen (408) 605-2310

August 2025

UPCOMING ACTIVITIES



28th ANNUAL ORANGE COUNTY MODEL T FORD CLUB

PRE WAR (WWII)
PARTS EXCHANGE & CAR SHOW

Searchlight Ministries

2311 E. Chapman Avenue, Fullerton, CA 92831

SATURDAY, OCTOBER 4, 2025

Vendor Set Up - 6 am Buyers-7 am – 1 pm **RAIN OR SHINE**

		Nutwood	
N ↑	Raymond Avenue ← 2311 E. Chapman	State College ← Avenue	57 Fwy ←
		91 Fwy	



Spaces will be assigned as you come in.

Pre War (WWII) Cars & Parts Preferred. Tools and Supplies OK!

FIREARMS ARE PROHIBITED

Space Reservation Donation - \$20.00 received by October 1st

October 4th the day of Swap Meet Donation - \$25.00

Swap Meet coordinator: Fred Spivey (714) 504-0899

fredspivey@roadrunner.com

XX

Name: _____

Address: _____

City: _____ Zip: _____

Phone: _____ Email: _____

\$ _____ No. of spots _____ 20' x 20' each

Payable to: ORANGE COUNTY MODEL T FORD CLUB (OCMTFC)

Mail to: Dale Moody, 331 S. Flower Avenue, Brea, CA 92821



DID YOU KNOW?

Model T Driving Class

Every Third Sunday

from 10 am to 5 pm

California Automobile Museum

2200 Front Street, Sacramento, CA

UPCOMING ACTIVITIES

25th Annual

"The largest annual antique & classic auto show in the West"

A Living History Day

Cars in the Park - Antiques & Classics



Entrance Fees:

Adults: \$10

Seniors: \$8

Children (6 - 12) & HSJ Members: \$5

Participants & Children Under 6: Free

Adjacent City Parking: \$10

Saturday, September 13, 2025

11:00 AM to 4:00 PM

History Park, 693 Phelan Ave.

San José, CA 95112

Presented by the Santa Clara Valley Model T Ford Club

&

History San José

Period-Correct Vehicles and Motorcycles through 1949

•Antique Bicycles •Antique Fire Equipment •Early Day Gas Engines

•Handcraft Demos •Antique Collectibles •Dixieland Band

•Tonic Trio Singers •Vintage Clothing •Historic Buildings

•Trolley Rides •Children's Activities •And More

Featured Event:

Model T Put Together



scvmtfc.org



historysanjose.org

Food and Ice Cream are Available

Allan Greenberg

COMMUNITY RELATIONS-JULY

July 4th Rose, White and Blue Parade

A tradition for several years now, members of the SCVMTFC brought out their finest to drive in San Jose's Rose, White & Blue parade on July 4th. Dignitaries rode in the vehicles; Dan Smith carried Councilmember George Casey and family, and Allan and Lucy Greenberg carried Councilmember Bien Doan. The beautiful weather brought out many, many people! The streets were lined several rows deep, and the kids loved seeing the old cars. Lynn Alens' 1925 Fire Truck was paired up with two Highway Patrol vehicles, so the sirens and lights brought a lot of excitement.



(Continued)

August 2025

COMMUNITY RELATIONS-JULY

The TPC Harding Golf Course Centennial Celebration

On July 18th, Matt Allan represented the SCVMTC at the Centennial Celebration at TPC Harding Golf Course. Matt says, "I took El Camino most of the way up stopping at just about every single red light possible, but got lots of waves and short conveying with passing cars and bystanders. When I arrived they were just about to have a speech and a ceremonial tee off...It was a bit chilly at the golf course 53-54° but the drive back was very beautiful driving down 35 and staying on foothill. I stopped in San Bruno to take a photo of the airport." A momentous occasion, both the Centennial Celebration and the drive back and forth to the event.



RECENT ACTIVITIES-JULY

July 4th Breakfast at Sveadal

The Swedish American Patriotic League purchased 110 Acres in Uvas Canyon in April 1926. The property was given the name of "[Sveadal](#)", which roughly translates to "Swedish Valley". The League hosts a number of events to celebrate Swedish heritage, including the annual 4th of July Breakfast—a favorite of the SCVMTFC for years. Enjoy a few photos from this year's July 4th Tour!



RECENT ACTIVITIES-JULY



Steam'n T Party
MTFCA National Tour, Stettler, Canada
July 13-18, 2025

By Becky Harrison

Just a few days on the road, a cracked windshield from flying rocks on a Montana freeway, and an easy border crossing, and one arrives in Alberta, Canada. Rolling hills of vibrant yellow canola and billowing wheat extend as far as the eye can see. Approaching Stettler, the land turns into knob and kettle terrain. There are small hills and hollows alternating in the landscape. Most of the hollows are occupied by ponds. These are the result of ancient glacial activity, the pockets of buried ice melting to form depressions in the land.

The town council of Stettler, population under 6,000, attended the welcome event on Sunday afternoon to roll out the red carpet to the tour members who brought 54 cars to the event. We had music and refreshments as we visited with old friends and new, then learned about the activities for the upcoming week.

Monday's steady rain made for some unpleasant driving conditions, especially for those without the luxury of roll-up windows, but participants braved the rough road for the 65-mile drive to Drumheller. After a damp burger BBQ at the Drumheller Ford dealership, we shuttled to the Royal Tyrell Museum along with hundreds of other tourists eager to get out of the rain. Here you could learn everything you ever wanted to know about dinosaurs and then some. Dinosaur skeletons of every shape and size left you grateful to be living in a different era.

What would be more appropriate than visiting a place called Ford's Farmstead? Tuesday morning took us a short distance from Stettler to savor some tasty ice cream, browse the small market, pet the farm animals, and check out the not-so-rustic wood or canvas cabins available for rent. After fueling up with that yummy treat, we headed to the other side of town to catch a ride on the Alberta Prairie Railway. The 22-mile train ride gave us a leisurely view of the countryside until suddenly we were under attack! There was a shootout with the train robbers on horseback prevailing. A gun-toting masked bandit forced us to give up our cash before releasing us to proceed to our destination. Phew! At the end of the line was Big Valley where we explored a 1912 Canadian Northern railway station, a blue church on a hill (painted blue because the paint was free and they couldn't afford to buy white paint), and a collection of museums displaying hand tools, autos, and more. Here we were fed a dinner of steak, beans, baked potatoes as big as your plate, salad, and dessert to settle our nerves for the ride back to Stettler.

The Ford dealership in Stettler wanted to extend their hospitality, so they provided a burger BBQ in Wednesday's sunny yet windy weather. Afterwards, we drove to Stettler's Town and Country Museum. Our cars were on display and the public was invited to visit. The pioneer village contained eleven historic buildings from schoolhouses, to smithies, to storefronts, and homes that we perused throughout the afternoon. For such a small community, they had lots of memorabilia on display. For extra entertainment, there was a Model T teeter totter that stumped most of the brave souls that dared to give it a try. One tour member tried multiple times, finally getting out of his car and trying to reach a balancing point by slowly inching his body forward. All to no avail. We were supplied with a yummy pulled pork dinner with individual pies in various flavors.

A 78-mile drive northwest of Stettler took us to Wetaskiwin on Thursday where the Reynolds-Alberta Museum is located. While operating a car dealership, Stan Reynolds accumulated a collection of vehicles and farm machinery some of which is on display. The signage in this museum is excellent. A larger collection of vehicles remain in the warehouse. We were allowed 20 supervised minutes to view the warehouse collection – 4 rows stacked three high – of various makes and models. Canada's Aviation Hall of Fame is also part of this museum.

RECENT ACTIVITIES-JULY

Friday was a day of leisure. A drive of 75 miles round trip took us northwest of Stettler to Bashaw where we visited a small private auto collection while munching on ice cream sandwiches. A bit farther down the road and we arrived at Buffalo Lake. Hold on to your hats! The wind was stronger than ever here. Lawn games were brought out for entertainment followed by a pulled pork lunch. Tour members didn't stick around long after that as everyone wanted to get back to the hotel to load up for the drive home and prepare for the closing banquet which was held within walking distance of the hotel at Stettler's Recreation Center. Here we had time for final visits, a tasty meal of Alberta beef, cooked vegetables, and a variety of interesting salads. (Cowboy coleslaw anyone?) Door prizes were won, trophies were awarded, and the committee was thanked for their outstanding tour organization efforts.

All week long we felt welcomed by the friendly Canadians who showed us such generous hospitality. Our cars even garnered the interest of the local Hutterites. One couple stopped as they were driving by on Tuesday morning. The wife said the sight of the cars "made her husband's blood boil" and he just had to get out to examine each car.

Another anecdote – there is no roadside trash! In Alberta, we saw frequent pull-outs along the road with garbage and recycling bins ready to collect your castoffs to prevent people from littering.

The drive home was clearer as a new windshield had been installed by one of Stettler's glass shops at a very reasonable price.



RECENT ACTIVITIES-JULY



Steam'n T Party
MTFCA National Tour, Stettler, Canada
July 13-18, 2025

By Bob Meneely

We recently trekked to Alberta Canada to attend the Steam'n T Party, which was in Stettler Alberta hosted by the Foothills Model T Ford Club.. Five members from our club were in attendance at this meet. This included the Meneelys, Barbara Beach, Donna Jones, Harrisons and the Archers (and you know that Ed drove #4 there). There were 53 Model T's, lots from the northwest but a few from far away, Florida being the farthest.



This was our fourth old car tour in Alberta Canada, and I must say that Alberta is just a really great place to visit with an old car. The roads are good. The traffic is light at this time of year. It is absolutely beautiful. It is a patchwork of green and gold. The gold is canola which farmers are raising by the hundreds of thousands of acres for the canola oil and the green is spring wheat which is also raised in hundreds of thousands of acres. The ranches in Calgary are absolutely huge. Any given field is at least 1000 acres maybe 2000 acres.

I would like to report that the Canadians are not mad at us and it's no hassle crossing the border (about one minute) and everybody was extremely friendly and the dollar is very strong against the Canadian dollar. We spent five touring days in Stettler, two long distance days and three days with a shorter distance. The first day touring was 130 mile roundtrip in the rain. It was raining when we got up and it was raining when we finished the tour and it rained all day very steadily. We had full side curtains so were relatively dry compared to some folk who were in open cars wearing ponchos and slickers. Fortunately, that tour was to the Royal Tyrell Dinosaur Museum in Drumheller which of course was an inside tour. I must say that museum is a world-class museum in this little town out on the Alberta Prairie. The dinosaur bones that they have found in that location and that they have on display is absolutely mind boggling.



We spent one tour day on the Alberta Prairie Railway steam train, taking a rather lengthy ride down to Big Valley, which had several rather novel museums to peruse. One was a tool museum with every hand tool known to man. After exploring the town, we had a barbecue steak dinner and ice cream and then we rode the train back to Stettler. There was actually even a train robbery. A bunch of masked bandits firing six guns came riding up on horses to stop the train and demand donations for worthy causes from all the passengers. It was exciting to be held up by cowboys with real guns!

(Continued)

August 2025

RECENT ACTIVITIES-JULY

We spent a couple days exploring locally. One destination was the Pioneer Village in Stettler itself. Another destination was to the Ford Farmstead just outside of Stettler for ice cream and other goodies. I might mention that on two of the days Ford dealers hosted us for lunch. The Ford dealer in Stettler hosted us one day and the Ford dealer in Drumheller hosted us for one day. The last day's tour took us to the beach at Buffalo Lake and we enjoyed a big barbecue lunch and had a few car games to participate in.



Our other long distance day tour took us to Wetaskiwin Alberta (pronounce that if you can) to the Reynolds Alberta Museum, which is a museum of transportation, aviation, agriculture, and industry for Alberta and is kind of a Smithsonian Institute for that area. It is another world class museum hosted in this rather small town. It is worthy of being a destination if you ever visit Alberta.

Our five day tour ended with a great banquet, Alberta beef you know. Kudos to our hosts, well organized, well done. All in all, great visit with our northern neighbors, and they even let us back into the USA.



Teeter Totter



Wetaskiwin Museum



New use for Ford Lightening

FEATURED ARTICLE

Ivan & Wayne's Excellent Montana 500 Adventure

By Ivan & Wayne Yurtin

On New Year's eve, my Dad & I talked about an event we'd heard & read about - the Montana 500. A 3-day, 500 mile race, through the beautiful country of Montana, in stock Model T's. Now that sounds like an Adventure! Of course, we didn't own a Model T, didn't know how to drive a Model T, and had no idea just how challenging that event was going to be. But, in the back of our minds, we thought...just maybe. So, as 2025 got underway, we started researching & talking to people about Model T's and learning as much as we could. We joined our local club, the Santa Clara Valley Ford Model T Club, joined the national Model T Ford Club of America, and started searching for a car.

The first introduction we had to Model T's was earlier this year visiting nearby San Jose resident, and fellow SCVMTFC member, Allan Greenberg. We went over to his house, and he showed us his 1915 and 1923 T's and answered a bunch of our dumb questions like: "How do you drive one of these cars?" and "Where's the gas pedal?"

By February, we decided we really wanted a 1926 or '27 Touring car with both a Ruckstell rear-end and Rocky Mountain brakes. We began driving to far-away places looking at various cars for sale. No luck. Then, in March, we came across a '27 Canadian Model T Touring for sale by Tim Craig (of Southern California) that he had actually completed the Montana 500 in back in 2017. That sounded pretty ideal. I was going to be in S. California later that month, so I scheduled a time to go look at it. When I got there, I knew that was the car. Tim asked if I wanted to go for a quick test drive, and I jumped at the chance. He proceeded to take me on a 2 hour drive through all his surrounding towns and gave me a bunch of pointers on driving a Ruckstell and routine maintenance. Afterward, I called my Dad and told him all about it. Fast forward a few months and here we were with that '27 Canadian T sitting in our shop and we were learning how to drive it.



The car ran great! Well, it ran great until we blew the head gasket going up the long steep grade to my Dad's house. Ughh. We pulled the head, looked it over, and had concerns that maybe we had done some damage to the engine. We called long-time SCVMTFC member's Bob & Pat Meneely and they were at the shop that same day to take a look! We had the head off, and Bob looked everything over, gave us some advice, and he felt pretty confident it was just the head gasket. So, we ordered the new head gasket, watched some YouTube videos, and replaced it. It ran great, so we continued our driving lessons. By then, we had done a lot of research on the Montana 500, and talked to some of the organizers. My

gut told me that the odds of this car actually making the entire 500 miles, at non-stop high RPM's, would probably be a long-shot. By then, we had started to cautiously ask club members about the 500. Most suggested our first event should probably be a 50-100 mile starter tour. Hmmm.

FEATURED ARTICLE

We also reached out to a few guys from the Montana Chapter as well. Their advice? "Man, this year is going to have a lot of climbing and a lot of elevation!" They said we'd be going over the Continental Divide multiple times. And that there would be multiple 7,000+ foot mountain passes that we'd have to climb. Yikes! One guy said, "You kind of picked the toughest year for quite some time. But, come on out and run!" Hmmm. In the end, we signed up! :))

In the weeks leading up to the event, we received a lot of great advice from SCVMTFC members. I think they all thought we were nuts. And looking back, I think we probably were! But, nonetheless, we got lots of good pointers. We put on fresh tires from Lucas, new spark plugs, a new battery, flushed the radiator, a new timer, got our coils tuned by a former Montana 500 winner (Garrett Green in S. California), greased & lubed everything, and we were ready to go! So we thought...

On June 12th, with the car on a trailer, we headed to Helena, Montana! Highway 5 to 80 east, north on 93 through Jackpot and into Twin Falls, Idaho, east to Pocatello, north on I-15 to Butte and finally into Helena, Montana! By Saturday, the car was there and we were pre-driving portions of the course in our pickup truck. For this year, the home base was a motel in Helena. On Sunday, the cars are inspected to ensure they adhere to the "stock" rules and the engine, carb, oil pan, etc. are sealed so that they cannot be removed during the event. The brake band is checked to ensure sufficient brake adjustment, and the hogs head is also marked with paint - so that the cover can't be removed without detection. For us, we also had to disconnect the Ruckstell - as it's not allowed in the 500. This was the first year that Rocky Mountain brakes were allowed, so those were fine. By the end of Sunday's inspections, we had learned a lot. Given the Model T is only approx. 20 hp, any little gain or advantage that can be taken by Montana 500 competitors, is taken. Not only were we one of the few touring cars in the event (for weight reasons, most guys run a 'turtle back' roadster), but we were also the only car to start the event with 2 occupants (again for weight reasons). Additionally, seasoned entrants don't run a fan, fan belt or generator. Too much drag on the motor. They run block-off plates where the generator mounts. They also run a straight pipe back from the exhaust manifold...they don't run a muffler. Lot of folks also run a very lightweight AGM battery vs. the heavy duty original style we had. The Montana 500 rules are very specific as to what you can & can't do. The organization is very thorough when it comes to the rules. It was clear that we had the most "stock" Model T there, but certainly not the fastest!

On Sunday evening, the night before the event, we had a driver meeting where the organizers reviewed the course, went over the rules, and talked about the next day's start. Most of the posted Interstate speed limits are 80 mph in Montana, and each competitor is required to obey all posted speed limits. They even have surprise event organizers with radar guns (especially where the speed limit is reduced coming into towns). If you're caught speeding, you take a significant time penalty hit. During the driver meeting, we drew numbers for the Day 1 starting order - my Dad & I drew #8....of 16 cars.

Day 1:

Day 1 of the Montana 500 was 211 miles long with 2 mountain passes. Our goal was always just to finish - yet we tried our best to represent SCVMTFC! Given our car was so stock, it quickly became evident that we were a bit out of our league. Although we started 8th, within the first 20 minutes, the eight cars behind us had all gone by us like we were standing still.

FEATURED ARTICLE

But, it was all good - we were having fun, the scenery was amazing, and the car was running. Unfortunately, we noticed it wasn't running as well as it should have been. The NH carb was telling us that it wasn't happy with the elevation. We made some adjustments at the first gas stop, but it still wasn't quite right. Throughout the day, we were both riding in the car and trading off driving duties. By the end of day 1, four cars had broken down and we were sitting in 12th place. Prior to Day 1, the fastest we'd ever gone in our T, was 41 mph. But, coming down those mountain passes gave us a Day 1 top speed of 57 mph, with an average speed of 41.40 mph for the day. The leader was averaging over 53 mph! Pretty impressive given we climbed over 5,600' of total elevation gain that day! That evening, a fellow Californian - Sonny Bishop, helped us dial in the carb adjustments. That made a big difference for us on Day 2.



Day 2:

Ignorance is bliss. We were not prepared for what Day 2 had in store. For the second day of the Montana 500, the race is always started in reverse order. Given we were in last place (of the cars still running), we started first. That was a real eye opener, as we got to see just how fast all the cars ahead of us were, as they flew by. The fastest vehicle out there was a yellow pickup truck raced by Ed from Kansas. He and I both have some background in auto racing as we learned over drinks the night before, and when I saw him coming up on us in my rear view mirror, I gave a few joking weaves of the car as if I might be planning to block his pass. He went by us like we were standing still! A big smile on his face, and a toot of his horn. Within a couple minutes, we couldn't even see the back of his vehicle in the distance. Day 2 ended up being 248 miles with just ridiculous elevation climbs. We did 8,222 feet of elevation gain that day. We were absolutely exhausted by the end of the day. We could also tell that we weren't the only one's feeling exhausted...our car's motor was feeling it as well. During Day 2, we had to add about 4 quarts of oil throughout the day. The radiator had also developed a leak, so we kept adding more coolant at every gas stop. We were also jumping out and spraying the radiator with a spray bottle periodically - thanks for the tip, Pat!



We were cleaning the timer regularly and that evening we also changed our spark plugs. Bars-Leak has never seemed to work for us on our classic cars, but we were desperate. We made a run to the auto parts store that night and started dropping tablets into the radiator as the leak was getting worse. The good news? As you can imagine, attrition is high in this event, and by the end of Day 2, we had moved up to 8th place (of the 16 cars that started). Now in second-to-last place of all the cars still running...but hey, we were still in it! The other good news was that tomorrow was the final day, and it was only 45 miles <fingers crossed>. We were getting close!

FEATURED ARTICLE

Day 3:

Day 3 was going to be short (mileage-wise), but of course - the organizers weren't going to make it a slam dunk. We still did over 2,200 ft. of climbing on Day 3, and it was very steep at times, so we were in low gear a bunch. Even so, we managed to average 39.40 mph that day - giving us a 506 mile total average speed of 42.20 mph. And best of all, we Finished!

In the end, our '27 (car #8), finished in 8th place out of the 16 starters. Not bad for a couple of rookies that didn't even own a T six months ago! And we were super excited to finish. We had completed the full 506 miles - what a grueling event and such a huge accomplishment. By the end of Day 3, the car was leaking oil everywhere. And I do mean everywhere. From the chassis, the floorboards, the axle, the wheels, the tires - places that don't contain oil! It was everywhere! It was likely mostly from all the 'blowback' of the oil dripping from the motor/seals.

The afternoon of Day 3 is always dedicated to tearing down the winning car(s). And the quick overview is as follows: the winning car is torn down to see if it meets all the rules. Carb removed, tested. Head removed, tested. Gear ratio determined. If at any time something is found to be out of compliance with the rules on the 1st place finishers car, the tear-down committee moves to the 2nd place car and begins the same process. In this year's Montana 500, the tear down of the winning vehicle (Ed Wright's yellow truck) passed all inspections and he was awarded the trophy!

It was a grueling race, and by Thursday morning we were exhausted. And don't be mistaken...this is absolutely a race! The fastest car, from point A to point B, wins. And folks are super competitive. But, everyone will drop what they're doing, at any time, to help you out. It reminds me of land speed racing at Bonneville. Everyone was friendly, helpful and supportive. We had a lot of fun, met a lot of great people, and the scenery was spectacular. We crossed the Continental Divide multiple times, and up 'n over breathtaking mountain passes. Our top speed was coming down the Continental Divide on Day 2 at 58.63 mph (per our Garmin GPS). In total, we did over 19,700 ft. of elevation ascent over the 506 miles. Even today, it still amazes us that this car held up so well. The Montana 500 literally has you at near red-line RPM for the entire 500+ miles. What a testament to the design and ingenuity of Henry Ford's Model T automobile.

What an Adventure!



REMEMBER WHEN

EVENTS OR STORIES OF THE SCVMTFC PAST. COURTESY OF OUR HISTORIAN,
LUCY GREENBERG

Over the Hill Tour



Sunday, August 18, 2019. Eleven cars showed up at our starting point in Saratoga, six T's, a '32 Ford and four moderns. We advertised this tour as a search for cooler air, so after a week and a half of sweltering hot days, we went over the hill and got our money's worth. Downright chilly, and as we drove up and over on Highway 9, we found ourselves in the clouds with water droplets on the windshield. I did find myself on low pedal a couple times on the ascent, must have been those horseshoes and heavy tool bag in the back. We crossed Skyline Drive and down we went to Boulder Creek and the San Lorenzo Valley Museum. The museum folks turned out to greet us and take pictures and they had set out picnic table and benches for our picnic lunch. So we had lunch in the redwoods, still cool, overcast and faint mist in the air. As the museum folks said, "Welcome to the Redwoods."

After lunch, we invaded the museum and enjoyed looking at all the exhibits, pictures and artifacts. This little museum is housed in a former church building and has artifacts and displays showing the history of Boulder Creek and the redwood logging industry. Funny how old car folks like to look at old things. And then, the horseshoe pits were uncovered and some serious work began. A round or two of practice throws and our little tournament got underway. The tournament consisted of three rounds of throwing. Each person got to throw four shoes per round and unless you scored, you were out. Our club won't be known for its horseshoe throwing prowess. Of the thirteen people who threw in the first round, only three advanced. Only two made it to round three. The winner, Jim Lukash!!! Who was presented with an appropriate gold lettered trophy, still faintly smelling of its origins.

NAME	Round 1	Round 2	Round 3	TOTAL
Bob B.	0			
RAY	1	0		
Bob B.	0			
Jim L.	1	1	1	
Jim B.	0			
Bob M.	0			
Pat M.	1	1	0	
BARB B.	0			
Pat B.	0			
LINDA	0			
MARIAN	0			
OLIVER	0			
TROED	0			

Departing the museum, our merry group attended to one final detail at the Foster Freeze, ice cream!! And then back up over the hill to Silicon Valley. What a contrast, from the little mist shrouded, old timey town on one side of the hill to the teeming, sunny and warm tech center on the other.



Bob Meneely

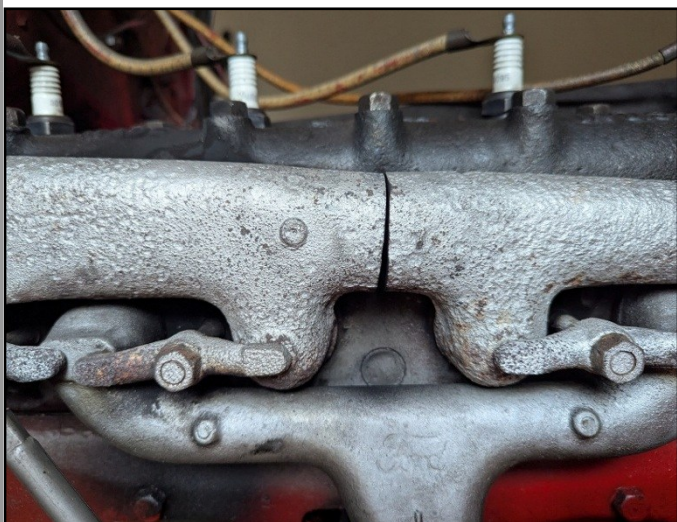
TECH TIPS

The Most Unlikely Fix

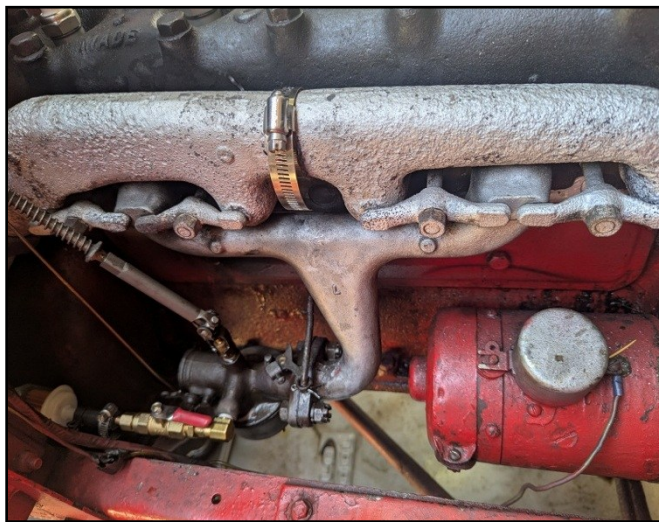
After spending some time tuning up my 1925 TT, it was running pretty well. But there was a slight exhaust manifold leak so why not fix that and see if it runs even better. I order a set of new gland rings and copper crush rings for the intake and exhaust manifolds. The steel gland rings fit half into the engine block ports and half into the intake & exhaust manifolds to keep the holes lined up. They also position the copper crush rings so when the bolts are tightened, the rings provide a seal between the block and the manifold. After cleaning up all the parts I position the glands and rings to complete this fairly simple repair. Only problem is when cylinder #1 is lined up properly, cylinder #4 is off by over 1/8th inch. I also discover the exhaust manifold is warped so all 4 points do not fit tight to the block at the same time. A quick Google search detailed how to use a torch and a custom jig to fix the problem but I don't have either and I was planning to take the truck to an event in just a few days. So, I call one of the main go-to guys in the club (B.M.) and after offering some ideas he says "or you could cut the manifold in half". I laughed until he said his speedster has been running for years with a cut manifold. After weighing all the possibilities, I got out the power band saw and, yes, cut the manifold in half. And to my surprise the 2 parts now fit up to the engine block very well but with a weird shaped gap in the middle which tells you how much the manifold was distorted. A hose clamp with a strip of muffler wrap under it and I'm a happy camper. Maybe I'll get another manifold someday but for now the TT is happy. Sometimes the most unlikely possible solutions turn out to be the best.

- Lynn Alens

2 pieces but it fits



After the repair



MEMBER NEWS

Welcome New Member!

Dodge Riedy

We're happy to have you as part of the club!

CLUB MEMBERSHIP

Applications for Membership in the SCVMTFC: <http://scvmtfc.org/MISC/membership%20forms/Membership%20Form.pdf>

Membership dues are \$30 /year. Send dues to Ivan Jorgensen, 475 W Sunnyoaks Ave., Campbell CA, 95008

Membership in the Model T Ford Club of America is encouraged. Dues \$50/year. Send dues to MTFCA, 310 N 8th St. Richmond, IN 47374

2025 DRIVING PATCHES



January

Jim Lukash

April

Bill Bratt

July

Donna Jones

Oct

February

Bob Meneely

Chris Bhirdo

Bob Beaman

Barbara Beach

May

(Potluck no tour)

August

Ivan Jorgensen

Troed Johnson

Nov

March

Mark Edwards

Chris Kent

June

(Endurance Run
Patches Awarded
separately)

Lowland tour:

Kevin O'Keefe

David Harrison

September

December

JULY GENERAL MEETING MINUTES

SCVMTFC General Meeting Minutes July 18, 2025

Attendees: 15 including 1 guest

Meeting Called to Order by President Lynn Alens at 7:30 p.m. Meeting held at Brading Associates.

President (Lynn Alens): Lynn asked for any additions or corrections to the last meeting minutes printed in *The Backfire*. There were none and the minutes were approved.

Secretary (Pam Caldeira): Pam is away tonight so Nancy is filling in. Nancy reviewed the board meeting minutes from July 14, 2025. Two key topics from that meeting included 1) How to give back to club members from club funds (T shirts, other ideas) and 2) ideas requested from the club for this year's holiday/installation event.

Reading: Shay Azevedo read Abbott & Costello's "Driving a Model T."

Vice President (Chris Bhirdo): Chris shared an issue of *The Flivver Flash* newsletter from Houston, Texas and shared Oct. 4 there will be a Model T Ford Parts Exchange in Fullerton, CA (details will be added to Backfire).

Treasurer (Mary Beaman): Mary distributed and reviewed financial reports. She also stated we will be renewing the Certificate of Deposit (3 mo. Term).

Programs (Mark Edwards): Mark announced tonight's program will be "Bingo." Prizes tonight will be gift cards, legos, and wine. August's program will be a "Tech Talk." Sept. will be Ivan & Wayne Yurtin's Montana 500 trip.

Backfire (Nancy Alens): Nancy reminded members that ads expire after 3 months; also requested "Tech Tips".

Tours (Barbara Beach): Barbara was away tonight but schedule is: Mount Madonna BBQ August 23rd, Cars in the Park September 13th, Lukash Pancake Breakfast October 4th.

Public Relations (Matt Allen): Matt was away tonight so Lynn Alens reviewed the upcoming events: Oct. 4 Santa Clara Parade of Champions, Nov. 11 Veterans Day parade.

Membership (Ivan Jorgensen): Ivan is away tonight but we have 1 new member: Dodge Riedy (drove #27 in the Endurance Run).

Tech & Safety (Dan Smith): Dan will be delivering the program next month.

Librarian (Michele Brading): Michele reported a new magazine arrived today.

Endurance Run (Chris Bhirdo): Chris read two "thank you" letters the club received for the event. The next Endurance Run and Lowland Tour will be June 6-7, 2026. Zoom meeting scheduled for July 21st 2025 to debrief on this year's event. There was a request from club members to share the methodology for scoring the Endurance Run standings including "Time off Targets", etc.

Cars in the Park (Jorgensens): Peder Jorgensen has a sign-up sheet for volunteers. If you are interested in helping, please contact him. Upcoming Tuesday will be a meeting with History San Jose to firm up more details. Attention is being paid to the arrival process to reduce confusion. Peder will be contacting Bob Meneely to discuss put-together-T event at CITP. Anyone interested in helping with the put-together, let Peder know. Gatsby Event will be on the same weekend (Sunday) at History San Jose.

Website (Nikkie Gulko): No Update

Historian (Lucy Greenberg): Chris Bhirdo mentioned that Lucy has received information on this year's Endurance Run and Lowland Tour for the club's records. Also, "Remember When" will be included in the next Backfire.

Refreshments (Bill Bratt): The refreshments provided were left over from the Endurance Run.

Sunshine (Helen Christensen): No update

Old Business: None

New Business: It has been noted that the SCVMTFC was founded in 1968, not 1969 as previously thought. Backfire and Website need to be updated accordingly. There will be a 60th Anniversary Celebration in 2028. More to come on that. Brainstorming took place for ways to "give back" to the club, including possibilities for T-Shirts, Polo Shirts, Coolers, Windbreakers, Tote Bags, Hats, etc. All members encouraged to send any ideas to Board Members. Also, members brainstormed possible venues for Holiday Event; Friendship Center (Saratoga & Prospect) 1 idea plus need catering ideas. Members encouraged to send ideas to Board Members.

Good of the Order: Happy Anniversary Chris and Kelly Bhirdo! Shay Azevedo shared info regarding museums she recently visited.

Next Meetings: Board Meeting Sept. 15th (Zoom) General Meeting August 15th (Brading Associates)

Motion to Adjourn by Mary Beaman, Seconded by Mark Edwards

Meeting Adjourned by Lynn Alens at 8:44 p.m.

Respectfully Submitted by Nancy Alens on behalf of Pam Caldeira, Secretary



August 2025

MARKETPLACE

FOR SALE

FOR THE FOLLOWING VEHICLES, PLEASE CONTACT :
Ed Archer, phone 510 581 4911, Email karened4@att.net



1952 Bentley Radford Countryman Pebble Beach show quality restoration. Buy an immediate winner. Price is much less than the cost and headaches of restoring one. \$129,000.00. Call or email for more pictures.

1929 Ford Model A Rumble Seat Roadster. Older high quality restoration, well maintained since with few miles driven. Those of you that are old enough to remember Jim Dunbar on KGO radio, well this was his car. Probably last seen as he showed it at the Hillsborough Concours several years ago. Exterior is green and black with cream wheels and striping, interior is tan. Mechanically excellent. \$19,500.00 or best offer.



1937 Packard Six 4 door sedan. Packard's renowned quality with their well developed steadfast six cylinder engine. 1937 was the first year of Packard's lower priced model with their proven six cylinder engine. This car has been well cared for since new. Purchased new from Pierre Motor co. the Packard Agent in Napa, CA. and still resides in Napa. A two or possibly 3 owner car since new. It's a combination of original and restored condition. Some of the upholstery is factory original and some has been tastefully replaced and although newer, appears original. The exterior has an older repaint, original color, light cream yellow with red striping. Body is excellent with no imperfections. Mechanically, as you would expect, runs as a Packard should. Smooth and silent. \$19,000.00 or best offer.

1957 Ford Thunderbird with removable port hole top. Approximately 2000 miles driven since a professional total ground up restoration was completed in 2015. It appears as new, actually probably better than new after the meticulous restoration. White exterior white interior and comes with an extra set of Thunderbird Chrome wire wheels. Amenities include automatic transmission and aftermarket vintage air conditioning. \$41,000.00 or best offer.



1972 Mini Cooper Sport. Show quality restored and modified with all the right stuff. Beautiful blue exterior with white graphics, wide sport body flares, power sun roof, bucket seats light blue interior with white trim, walnut dash with white gauges, custom AM/FM stereo CD player, pop out rear windows, chrome wheels, Sport package, 1275 Cu In fuel injected engine, 4 speed manual transmission, power disc front and drum rear brakes. A barrel of fun to drive! \$21,500.00.

MARKETPLACE

FOR SALE

Bridgeport vertical milling machine
\$500
Needs elbow grease and a few parts.
If interested, call for details. Thanks!
Doug 408-640-1239



Ads will be run for 3 months
unless canceled. If your ad is
removed and you still want it
posted, please contact the Editor
of The Backfire at
alensna@gmail.com

MARKETPLACE

FOR SALE



1916 MODEL T ROADSTER

FORMERLY A 1915 UNITED MARKET TRUCK. HAIGHT ASHBERY, SAN FRANCISCO.

ORIGINAL BAY AREA T. 2ND OWNER OVER 55 YEARS.

MULTIPLE CONCOURSE WINNER. FIRST CAR OF LONG TIME FORD RESTORER

PRICE: \$13,000 Or best offer

CONTACT: GREENSNAKE68@SBCGLOBAL.NET

CHRIS BROWN 1 650 823 0067. TEXT OKAY

This Model T has a Ruckstell rear end



For Sale
Model T acquired by the family at least 75 years ago and has been stored in a shop since purchase. Car is located in Tracy CA.

\$2000 or best offer.

Kenny Galli

209-609-4881

kgalli53@gmail.com



**1931 Model A
4 Door Sedan
Floyd (408) 251-6525
Ray (408) 258-0186**

**T Block single valve cover style
Small drum rear end, not torque tube
2-Torque tube housings**

**CHEAP - FREE
Contact Peder Jorgensen 408-410-2903**

Ads will be run for 3 months unless canceled. If your ad is removed and you still want it posted, please contact the Editor of The Backfire at alensna@gmail.com



SANTA CLARA VALLEY MODEL T FORD CLUB

SUBMISSIONS DUE TO THE EDITOR BY THE 25TH OF THE MONTH PRIOR TO PUBLICATION

EDITIONS PUBLISHED 1ST OF EACH MONTH, 12 TIMES A YEAR

EDITOR: NANCY ALENS

ALENSNA@GMAIL.COM

(408) 679-2780



August 2025