



The Backfire

21st Century

Vol. 26 No. 9
September 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.



Cars In The Park 2024 & Model T Put-Together at History San Jose



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

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<http://www.scvmtfc.org>

PRESIDENT'S MESSAGE



Where did the summer go – it seemed to pass by so quickly. Thankfully here in the bay area we were not so affected by the extreme heat, flooding or fires that disrupted life in other parts of the country. Most schools are now back in session and the hustle and bustle of tourist season is winding down. There are certainly many events, parades and opportunities to get out in our Model T's yet this year, the big one being Cars-in-the-Park coming up Saturday September 13th. With this year's featured vehicles being race cars and speedsters, I hope that everyone will make a special effort to bring their speedster. Even if your car is not running, just trailer it in for display. The Greenbergs and Jorgensens have been busy planning all year long and would appreciate all the volunteer help they can get for the day of the event. Don't hesitate to call Peder and ask what you can do to help.

I recently had a couple club members offer to help me rebuild my Model T coils. Our club is filled with generous people willing to share their knowledge and experience with others. It's not limited to our club either - the Vintage Ford always has stories about Model T people helping others. And not just helping other Model T people but members of their community. This helping, giving spirit used to be more the norm in our society but over the years has waned. Our club website says the purpose of our club is to perpetuate the Model T Ford automobile. Perhaps the Model T community is helping to perpetuate the helping, giving spirit of our society. The more that happens the better off the world will be.

Motor on,

Lynn

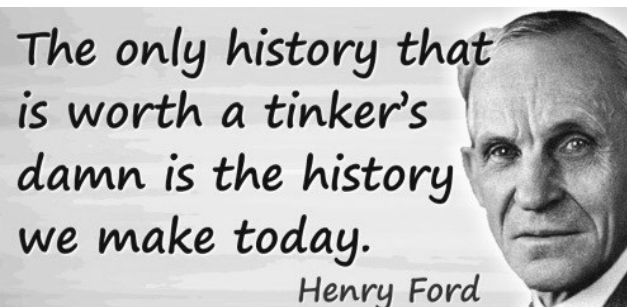
2025 Board Officers

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





CLUB CALENDAR

2025 SCVMTFC Board Meetings

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

(Sept. 15) held Aug. 25 instead

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)

Sept. 19, 7:30 p.m.

Oct. 17, 7:30 p.m.

Nov. 21, 7:30 p.m.

Dec. 13 Holiday Luncheon/Meeting

2025 TOURS & EVENTS

	Date	Event Type	Contact	Details
SEPT	Sept. 13 11:00 am to 4:00 pm	SCVMTFC Hosted Event	Greenbergs & Jorgensens	25th Annual Cars In The Park
				@ History San Jose. See Details Page 4
OCT	October 4 8:30 am	SCVMTFC Tour	Jim Lukash	Pancake Breakfast at Lukash home See details Page 5
	October 4 10 am to 5 pm	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 See details Pages 7 & 8
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 13 12:30—3:30	SCVMTFC Tour	Barbara Beach	SCVMTFC Annual Holiday Lunch. See Details Page 9
	December TBD	SCVMTFC Tour	Barbara Beach	SCVMTFC Holiday Lights Tour
	December TBD	SCVMTFC Tour	Barbara Beach	SCVMTFC Last Chance Tour

TOURS/EVENTS: CONTACT BARBARA BEACH
PUBLIC RELATIONS: CONTACT MATT ALLEN

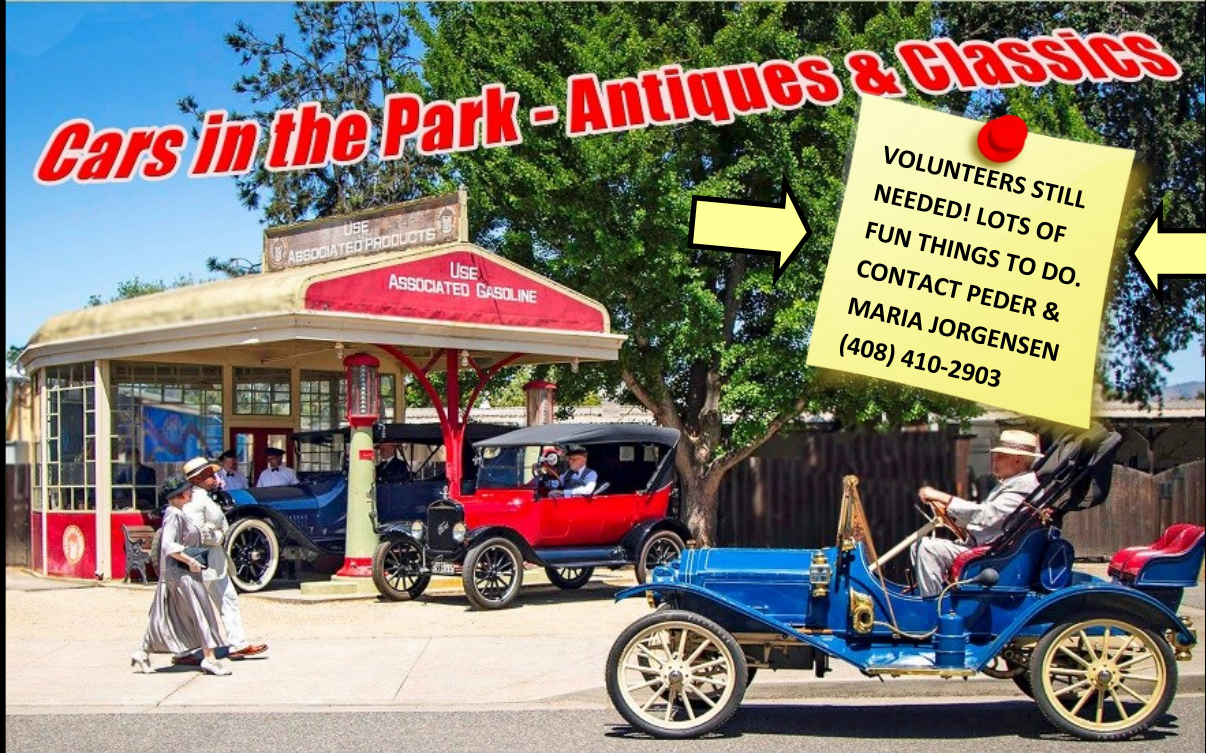
UPCOMING ACTIVITIES-SEPT

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

UPCOMING ACTIVITIES-OCTOBER

SCVMTFC is cordially invited to the:



Peninsula Pancake Tour

Saturday, October 4th

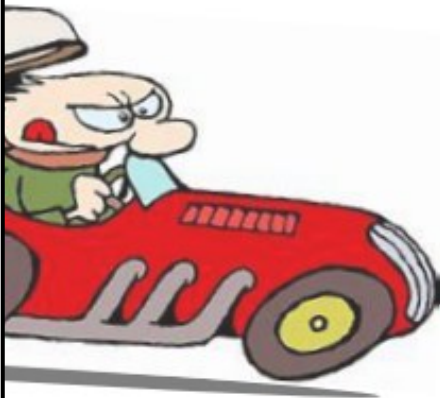
Palo Alto, California

Please join us for **Famously Flavorful Flapjacks**
@ the Lukash Residence followed by a Scenic Tour

1). MEET AT 8:30 AM 2). DEPART PROMPTLY @ 9 AM 3). PANCAKES @ JIM'S HOUSE

Trailer parking / Meeting location / Starting point

Stock Farm Road Children's Center at Stanford
183 Stock Farm Rd, Stanford, CA



Please RSVP by October 1ST

Jim Lukash; retrorocketry@gmail.com / (408) 718-8387

UPCOMING ACTIVITIES-OCTOBER



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 ← <div style="text-align: center;">  2311 E. Chapman </div>	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-OCTOBER



Okay fellow Cattle Drivers mark your calendars, saddle up and travel back in time as the **Model T Ford Club of San Diego** takes you on a journey through the rolling hills of southern California. This isn't your Daddy's cattle drive, no ma'am. You will need a sense of humor, a yearning for adventure, and a hankering for a tranquil escape from the hustle and bustle of urban life.

Nestled in the rolling hills of Southern California, the communities of Temecula, De Luz, Fallbrook, Rainbow, and Vista are known for lush landscapes, charming orchards, and scenic vistas. These backroad communities of past years beckon travelers to explore hidden gems. One of the best ways to experience the beauty of these quaint towns is by taking a scenic drive through the winding roads and picturesque countryside. So, "light a shuck" and embark on a memorable journey.

The event will begin with a Thursday afternoon, October 16, 2025 arrival and check-in at the Pala Mesa Resort (2001 Old Hwy 395, Fallbrook, Ca. (760-728-5881)). ***A Boot Scootin' Ice Breaker around the Rusty Water Bar will occur at 5:00PM in the parking lot.***

The fun filled three-day tour promises to flip your bonnet and will begin on Friday, Oct 17 with a tour taking you on a scenic drive of the southern coast of California from Oceanside to Del Mar (or further if you like). Linking a string of charming beach communities, Historic Highway 101 hugs the Pacific Ocean and offers a taste of California's surf culture that can't be duplicated anywhere in the world.

Day two will feature a road rally/tour. It is not a race and the directions will be clear. The intent is not to get you Cattle Drivers lost but to stimulate your creative juices as you progress along the trail. You will be presented with questions about the surroundings you encounter. Yes, it is a competitive event with valuable and highly coveted prizes awarded to the top three finishers so a navigator with a clipboard is strongly recommended. Cars will depart in 2-minute intervals. Incremental departures are meant to keep participants from playing "follow the leader!" Yeah, like that is going to work!! The rally will culminate with an opportunity to visit Old Town Temecula followed by a BBQ at John and Karen Pepe's Ponderosa.

Day three will consist of a tour to the Antique Gas & Steam Engine Museum in Vista where you will participate in the October Engine and Tractor Festival. Entry is free for your car, driver and one passenger.

So "Acknowledge the corn" but if in doubt, let your horse do the thinkin'. It is time to dust off those bowler and Stetson hats, bandanas, ponchos, prairie skirts, gingham dresses, and boots. Polish up the ol' motor car and steer your way toward Pala Mesa Resort for a knee slapping, rib tickling, and pointless shaggy dog event of buffoonery of the highest order.



October is a busy month for the Temecula area with many weddings and wine tasting events occurring in the community so get a wiggle on and make a grubstake at the Pala Mesa hotel. Oh, and Pony Express your registration. Giddy-up!

REGISTRATION FORM ON NEXT PAGE



LAST ROUNDUP TOUR REGISTRATION FORM

PRINT THIS PAGE TO USE FORM

MTFCSD extends an invitation to the Model T and Horseless Carriage Clubs for



The Last Roundup Tour

October 16-19, 2025



Check-in for tour on October 16 at Pala Mesa Resort—2001 Old Hwy 395, Fallbrook, CA

Ice Breaker social at 5 p.m.

(It's a busy season for weddings and wine tasting, so get a wiggle on and make a grubstake ASAP.)

(760)728-5881—www.palamesa.com. Tour is limited to 50 cars. Indicate you are a participant in "The Last Roundup Tour" and use the Code: **TLRU25**.

Please print clearly using ink. Include an email address for updated tour info.

Driver Name _____ Passenger _____

Mailing Address _____ City/State/Zip _____

Email: _____ Cell Phone for tour and roster: _____

List names of all other passengers including children and their ages:

Guest/passenger address (if different): _____

Tour registration fee to be determined at a later date and will be due Sept 1, 2025.

Provide \$50.00 deposit to secure your place on the roster.

Make checks payable to: MTFC-SD.



Mail to: Ron Lambrecht, 3430 Valley Vista Road, Bonita, CA 91902

Driver's membership, fill in group name of all that apply:

Model T Regional _____ HCCA Regional _____

National # _____ National # _____

Insurance Co.: _____

Policy #: _____ Exp Date: _____

Your Tow Service: _____

Tour refunds less deposit available until Sept 1, 2025. If tour reservations max out early, you will be placed on a waiting list and added if there is an opening. If we cannot guarantee you a spot on the tour, all payments including deposit will be refunded.

Car Information: I am bringing a 19 _____ Make: _____ Model: _____

In consideration of my participation in **The Last Roundup Tour**, I do hereby release and hold harmless the Model T Ford Club of America and the Model T Ford Club of San Diego, MTFCSD officers, staff, committee, and/or volunteers and agents of any liability arising out of said events, including tours, trouble truck towing, and any other activities scheduled for the tour.

Print Name: _____ Signature: _____ Date: _____

UPCOMING ACTIVITIES-DECEMBER

**SAVE
THE
DATE!!**



Installation & Holiday Luncheon

Join us for the Holiday Luncheon and Installation of Officers on

SATURDAY, DECEMBER 13, 2025

12:30—3:30

Saratoga Friendship Hall

19841 Prospect Rd

Saratoga, CA 95070

PRICE

\$10.00 per person for Adults & Guests

Children in the Family of a member Free

Food Catered from Olive Garden

Send payment by December 5, 2025

To Mary Beaman

4650 Blanco Dr

San Jose, CA 95129

CHECKS PAYABLE TO SCVMTFC or

Zelle to ModelTClub2016@gmail.com

**More Details
coming
Soon!**

RECENT ACTIVITIES-AUGUST

Mt. Madonna BBQ & Potluck

August's tour was a trip to Mt. Madonna for a combined club BBQ and potluck hosted by the South Valley Model T Ford Club. Members of the South Valley club, SCVMTFC, Santa Clara Model A Ford Club and past members of the Valle del Sur Antique Auto Club all came together to enjoy the redwoods, the food, and great company. Master grillers were on site, and even the dogs came along for a fun day (and any available scraps). Thanks to Glenn and Vicki Wildman for organizing.



FEATURED ARTICLES

4th of July Sveadal Pancake Breakfast Tour

By: Cora Jorgensen

One morning, I woke up and realized it was the Fourth of July. We hopped into our Model T Touring and drove to the parking lot of Peet's Coffee Shop, near a Chevron gas station. Once we got there, my friend Daisy and I wanted to ride in my Grandma and Grandpa's Lincoln Phaeton to Sveadal. The drive up there was cold but so beautiful! We saw turkeys, cows, and horses along the way. The air was so fresh and so easy to breathe. Once we got there, the people from Sveadal were waiting for us and helped us park. The breakfast was so delicious and fresh that I went back for seconds, even though I was full. After breakfast, we looked at all the other cars that were parked. They were so cool! Then, we played on the playground. After that, it was time go home but first we took a photo with my Family. The drive back was so peaceful, I fell asleep. As I look back, every time I go on this Tour, it just keeps getting better and better!

Editor's Note: Cora Jorgenson is one of the club's youngest members, and a 4th generation member of the SCVMTFC; Alberta (Great Grandmother), Peder and Maria (Grandparents) and Ivan and Sara (Parents).



SCVMTFC was recently recognized by the SVEA Lodge for the continued support of the annual 4th of July celebration and pancake breakfast at Sveadal

FEATURED ARTICLES

Well, “it takes all kinds”

By: Ed Archer

I kinda knew that I was going to have to write a story about our drive to Canada but kept putting it off hoping to avoid dedicating the time that it takes, but fortunately or unfortunately, you being the judge after reading this, our editor Nancy did some arm twisting and so here we go. I'll try and keep it as short as I can but I don't want to leave out too many important “gory” details.

Early This year when the announcement came out that the MTFCA National Tour was going to be held in Stettler Canada, Karen and I read the details and decided to attend. Most sensible people would begin thinking of prepping the car trailer and tow vehicle and the T for the trip. We're thinking of enjoying the sights as we drive the T to the event and back.

At this point I think that I need to clarify a few details about our Model T. I know most of you have seen it but never seriously cared or looked at the mechanical components. Well, at the August members meeting during the tech talk session as I was talking about the mechanical problem we had towards the end of our Canada drive, Oliver asked about why I didn't have a 4 dip pan on my engine, and I responded, “I'm kind of a nut case (I know what you're thinking, don't go there!) on authenticity.” I'm sure most that were there thought authenticity? On a speedster??? Yes! After all this is a restoration hobby. Whatever year model your car represents, it should be equipped with no components newer than that year. So first off our car was originally built as a race car, purposely built for the race track. Although it's titled as a 1915, we restored it as last raced in 1920 which to me means to stay authentic, all modifications on the car need to be 1920 or earlier, not embellished with a bunch of later model components which is considered by most people okay, because it's a speedster. So old #4 has a 1920 engine block, stock crankshaft, rods, camshaft, 3 dip pan, splash oiling system and planetary transmission. Aftermarket stuff includes a Muncie 3 speed selective gear transmission, Ruckstell rear end, Master outside brakes, Perlman artillery wheels, Rajo ohv cylinder head, aluminum pistons, Nims water pump, Bosch magneto, and Juhasz carburetor. That combination is good and powerful, and combined with, available at the time period, special high speed gearing, our comfortable driving speeds are amazing. At 70-75 MPH in my top gear my engine rpms are about what you would experience if you were traveling 35-40 MPH in a stock Model T! I know that you've all seen old #4 at one point or another... now you know what makes it tick. The right overhead valve cylinder head is by far the most important modification, as adding that head just about doubles the horsepower of a stock Model T engine. The rest is ignition, carburation and gearing... and the nut behind the wheel.

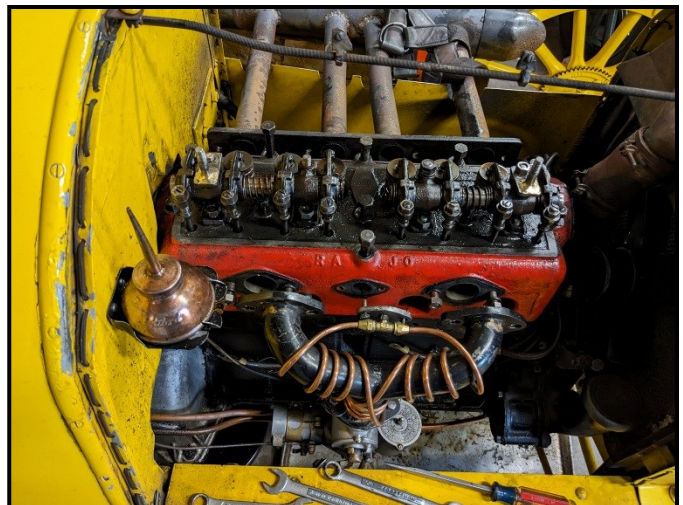
So, on a warm July 10 morning Karen and I headed north/north east; by the time we hit Redding, CA it was miserably hot. Otherwise, a beautiful drive through Oregon Washington, Idaho, and finally the arrival in Stettler on the 13th. The National tour went well other than a radiator leak that appeared rather serious but then abruptly stopped a half hour later?? Also during the tour our fan belt came off due to a loose pulley on the water pump. I ignored it at the moment, deciding that model Ts were designed to run on the thermo syphon system and the Rajo head has a larger cooling capacity so I'll fix the pulley and belt later.

FEATURED ARTICLES

Last day of the tour, weather predictions for the next few days showed thunder storms in Idaho and Washington so I changed our route home hoping to avoid as much of that as possible. In order to miss the thunder storms I should go directly south into Montana, Idaho and Nevada bringing us into Wells, NV. and I-80 west. That worked out pretty good and we only had about a half hour of light rain in southern Canada. Enroute the radiator water temperature stayed just below the circle in the Motometer which seemed to be marginally okay, a lot hotter than normal but not boiling. When we got to the border to get back into the good old U S the long line up of cars moving really slow, meant, kill the engine or it'll overheat. "We'll just push it to the border authorities." I thought "this is a good time to tighten the water pump pulley and get the fan belt back on while we're waiting." The pulley was shot, not fixable after tightening the set screw, rocking back and forth on the shaft, and immediately broke the fan belt. So heading on, that night at the motel in Montana I shortened the fan belt so at least we would have an operating fan for the rest of the drive, anticipating some hotter country in Nevada. As it turned out Nevada wasn't too bad (compared to Redding, CA. on our way up).

On I-80 some 40 or so miles east of Reno I began hearing a tick tick and immediately a tack tack from the engine. The tick tick probably matched the revolutions of the engine the tack tack was intermittent, and we're on three cylinders and slowing down. Noises I've never heard before. The tick tick seemed light but the tack tack sounded to me like metal hitting on another piece of metal, but nothing heavy like a rod or main bearing sound. I pulled over thinking maybe it's something visible, killed the engine, couldn't see a thing wrong but could definitely hear it when I restarted the engine. I began thinking Tow truck, but not sure about phone reception. I knew that we were close to Fernley so began slowly driving west. As it turned out only about 5 miles. As we pulled in, there was a casino with a Denny's, it was 2:30 PM and we hadn't had lunch so first thing was food. Meanwhile what's left of my brain was running rampant wondering what do we do next. Maybe I could somehow get home and get my car trailer? We have extended AAA road service, should I just call AAA and initiate a tow? I called our daughter Leslie for an opinion, she may have some wild idea. I mentioned that if I could somehow get home I could come back with my van and trailer and just trailer the car home.

She said "your van and trailer is not here it's been impounded/towed. I knew you were expecting a package delivery so I went up to your house to check and retrieve it. They're working on your street and your van and trailer that you left parked in front of your house is gone. Your neighbor said that a couple of days ago the underground construction company posted a 48 hour notice of removal on all vehicles parked on the street, so yours got towed and is in a storage yard in Fremont." Well, now what. Back to the drawing board. First let me take another look at the engine, maybe it's something fixable. After close inspection and starting the engine again and listening, no way I could come up with an answer to the problem other than one dead cylinder, no compression on that cylinder. With ignition off cranking the engine over slowly I kept hearing a light sounding "tink", each revolution. I began thinking that I dopped a valve seat, (overhead valves) and when the valve was opening the seat was dropping down on the valve making that noise.



(Continued)

September 2025

FEATURED ARTICLES

Whatever it is, I'm not willing to try and deal with it being this close to home. So, I called AAA at around 4:30 PM and they said "We'll have someone there in an hour." After an hour and a half I called again and they said "We'll have someone there around 10 PM." When he finally showed up he only had room in his truck for one person to ride with him. He was very apologetic, said they told him only one passenger. He tried to help us get a motel, all were booked! On a Monday night! So we were stuck spending the night in casino lounge chairs. Meanwhile at around 11 PM or so I called close family friend Mark Edwards in Newark, CA. Retired, nothing better to do, Ha! I explained the scenario, then, "can you come up to Fernley, NV. to pick up Karen. That'll leave only one person to ride with the tow truck driver." He said "I'll load the dogs in the car and leave right away." The casino personnel were polite but dressed as we were they really didn't want to see us sleeping anywhere in their casino, so we did our best to accommodate. Mark arrived in good spirits around 5 AM and with Karen gone I called for the tow to get old #4 and me to Davis, CA. approx. 185 miles. They said "We'll have a truck there by 2 PM". Things just kept going down hill.

So at 5 AM I went outside to sit in the car and maybe get a little shut eye...till 2 PM! Wrong!!! It was okay for an hour or so, after that people kept waking me up to talk about the car of course! You're asleep and they actually tap you on the shoulder, "what year is your car?" etc etc. Actually the tow truck got there around 1 PM, and after carefully loading the car we headed west. When we got to Davis I called for a second tow (friends told me they've done it) and the AAA operator said "you can't do back to back tow's." I shouda known. I called our daughter Leslie, again hoping for some bright idea. She said "we have AAA extended tow. John and Chris will drive up we'll put it on our card." All went well and I got home in time for a late dinner.

The next day I bailed the van and trailer out of storage at a cost of \$2,371.00, then couldn't wait to tear into the car to end the mystery. I pulled number 1 spark-plug. Cranked the engine over, no compression. With an overhead valve cylinder head, sparkplugs on the side of the head, you stick a long screw driver in the spark plug hole and crank the engine over slowly until the piston comes up and hits it. Well...I did that and the piston never came up! Whoa! So I went down under and removed the three dip inspection pan and shined a light up at #1 cylinder. Broken connecting rod! Broke right at the wrist pin. Also destructed the skirt of the piston, probably due to driving it into Fernley. Once disassembled (there were little bits and pieces of piston scattered everywhere) it appears that the wrist pin seized in the piston, snapping the rod at its weakest point. My assessment; running the engine for too many hours at a constant marginally hot temperature, aluminum expands much more than iron. What makes no sense is that those pistons have been in there for almost 30 years.



FEATURED ARTICLES

With all the driving that we do you'd think those wrist pins would have shown enough wear to in no way seize. Attests to some good quality pistons. Also, probably due to the drive into Fernley the broken rod at some point pushed the piston up higher than normal and hit and bent an exhaust valve.

So currently, we sleeved #1 cylinder. So far unable to find a replacement valve, and may have to have one made. Really only need one piston but had to buy a complete set as one was not available. Correct weight "T" con rod coming from Effingham Bearing in Illinois. And, at the moment, cleaning everything and will begin reassembly. Unfortunately, in order to get the engine out of old #4 the body has to be removed so, as you can see by the picture, a major operation.

Just having a barrel of fun!



The car in Stettler with the American and Canadian flags mounted. When we left home I still had the remains of our 4th of July decorations on the car, so just left the two U S flags mounted up front. One got stolen in Stettler so I appropriately replaced the missing U S flag with a Canadian flag.

Car #4 as it sits now; disassembled to get the engine out.



REMEMBER WHEN

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

Antique Autos in History Park 2018

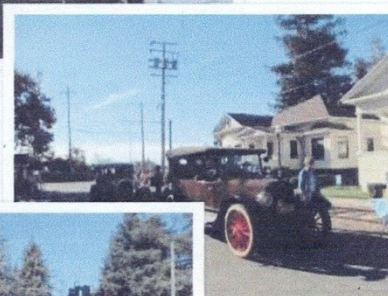
Antique Autos in History Park filled History Park with a great display of 160 pre-1946 vehicles. Along with many Ford Model Ts and As and Chevrolets, there were rare autos such as a Mitchell, Pierce Arrow, Franklin, Auburn, Star, Durant, Flint and Detroit Electric to mention a few.

This year, Packards were featured, and there were 13 with a presentation by Milt Wheeler. Many of the Early Day Gas Engine & Tractor Association, Branch #3 displayed their hit-and-miss engines and tractors.

The event started with a dance performance featuring 1920s dances followed by a skit by the Portraits of the Past. A Dixieland band entertained the many participants and visitors, as did a Barbershop Quartet. A documentary video on Packard: An American Classic Car was shown. The event ended with awards for early period costumes and door prizes. It was a beautiful day in San Jose which brought many visitors to the event.

Thank you for bringing your antique autos to the event and for helping with the many tasks required to put on this event. And a big "thank you" to Peder and Maria Jorgensen for coordinating AAHP.

Allan Greenberg



REMEMBER WHEN CONT'D

Antique Autos in History Park 2018



TECH TIPS

I recently got an offer I couldn't refuse. Club member Bob Kiehl, along with his daughter Barbara Beach, offered to show me how to replace the capacitor in my Model T coils. I'm not a long time Model T mechanic and I feel like a miner with 1 stick of dynamite. Just enough Model T knowledge to be dangerous but not enough to do any big projects. And to me, refurbishing a coil seemed to be something only a seasoned veteran should undertake. But hey, why not give it a try? So I watched a YouTube video in preparation for meeting with my "coach".

I must say with some coaching and the right tools, it's not as difficult as I imagined. Here are the main steps.

1. Remove the 2 nails that hold the sliding panel closed and open the coil box.
2. Gingerly chip out only the tar over the old capacitor with a screwdriver being careful of the wires.
3. Pry up the end of the capacitor and remove it. We also had to remove the glass plate next to the capacitor in order to have room for the new capacitor.
4. Install the new capacitor by twisting together the wires and then applying a dab of solder.
5. In lieu of using hot tar, we used small pieces of foam packed around the new capacitor to hold it in place.
6. Replace the 2-piece points set on top of the coil. Good idea to clean the 3 exterior contacts on the box and wipe down the box itself before installing the new points. Adjust the points per specs.
7. Then used Barbara's ECCT (Electronically Cranked Coil Tester) to further adjust the points. Experienced Model T mechanics can get by without a fancy ECCT but to a novice it's a big help.

New capacitors were \$2.50 each and points \$12 each from Langs so for about \$60 I have refurbished coils and a feeling of accomplishment thanks to fellow club members. We did 2 of the coils in my "training" session and then I did the other 2 on my own. I've only done 4 coils in my life but I would be happy to share what I learned from this process.

-Lynn Alens



Old capacitor removed and glass plate still in the box



New capacitor in the box but not connected to the wires yet

MEMBER NEWS

In Case You Need It...

SCVMTFC Now has a full Zoom Account!

No more untimely meeting interruptions-duration can be what you need

Contact any Board Member to get the login/details

All club-related meetings can use the new Zoom

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
Matt Allan

Oct

February
Bob Meneely
Chris Bhirdo
Bob Beaman
Barbara Beach

May
(Potluck no tour)

Ivan Jorgensen
Troed Johnson
Ralph Appio

Nov

March
Mark Edwards
Chris Kent

June
(Endurance Run
Patches Awarded
separately)
Lowland tour:
Kevin O'Keefe
David Harrison

August

September

December

AUGUST GENERAL MEETING MINUTES

SCVMTFC General Meeting Minutes

August 15, 2025

Attendees: 23 including 0 guests

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): No update

Reading: Bob Beaman read a story from Watsonville's history.

Vice President (Chris Bhirdo): Chris shared an issue of *The Flivver Flash* newsletter from the Space City T's in Houston, Texas. He also thanked Mary Beaman and Mark Edwards for securing a location and food for the Installation Luncheon.

Treasurer (Mary Beaman): Mary distributed and reviewed financial reports. The Certificate of Deposit has been renewed.

Programs (Mark Edwards): Mark announced that tonight's program will be a "Tech Talk" and confirmed upcoming programs: September - Montana 500, October - Auction, November - Potluck, December - Installation Luncheon.

Backfire (Nancy Alens): Nancy asked members for any photos or information they have from the pop-up tech session.

Tours (Barbara Beach): Lynn Alens confirmed upcoming tours and events: South County BBQ August 23rd, Cars in the Park September 13th, Pancake Breakfast at Lukash residence October 4th. He also reported that Kevin O'Keefe, David Harrison, Ivan Jorgensen, Matt Allen, Ralph Appio, Troed Johnson, and Donna Jones have earned driver patches.

Public Relations: Lynn Alens confirmed upcoming events: Menlo Park Antiques Roadshow September 13th, Santa Clara Parade of Champions October 4th, Veterans Day Parade November 11, Auburn Hill Climb September 6th.

Membership (Ivan Jorgensen): No update

Tech & Safety (Dan Smith): No update

Librarian: No update

Endurance Run: Chris Bhirdo reported that there was a wrap-up meeting for the Endurance Run and Lowland Tour on July 21st and there will be a meeting on August 19th to discuss next year's event.

Cars in the Park: Bob Meneely mentioned that more people are needed for the Put Together T team. Members volunteered at the meeting and the team is now complete.

Website: No update

Historian: Nancy Alens reported that Lucy Greenberg has been doing "Remember When" articles for *The Backfire*.

Refreshments: Thank you, Mark Edwards!

Sunshine: Helen Christensen sent a card to Glenn Wildman. She will send cards to Frank Barela, Jean Boyden, and Grover and MaryAnn Steele.

Old Business: None

New Business: Lynn Alens thanked Rob and Pam Caldeira for opening up the building for tonight's meeting. Mary Beaman reported that the Installation Luncheon will be held at Friendship Hall in Saratoga on December 13th. The food will be ordered from Olive Garden and dessert will be pies from Costco. Chris Bhirdo reminded members to start thinking about nominations for next year's officers. Nominations will be open in September and October. Lynn brought a Model T Driver teddy bear to share with the group. It was suggested that the teddy bear be kept by the club and perhaps be taken on tours. Ray Fontaine will host a tech session, date TBD. Norm Josephson mentioned that the Concours d'Lemons and Exotics on Broadway will take place tomorrow, August 16th, in Seaside.

Good of the Order: Happy Anniversary Lynn and Nancy Alens! Happy Anniversary Chuck and Helen Christensen!

Next Meetings: Board Meeting September 15, date subject to change (Zoom) General Meeting September 19 (Brading Associates)

Motion to Adjourn by Mary Beaman, Seconded by Mark Edwards

Meeting Adjourned by Lynn Alens at 8:24 p.m.

Respectfully Submitted by Pam Caldeira, Secretary

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.

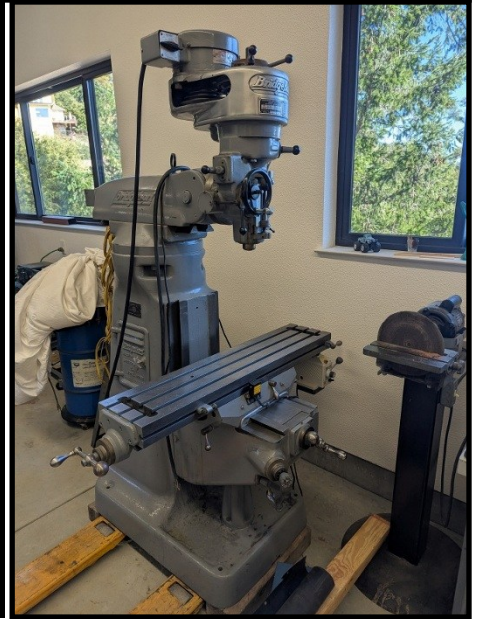


1972 Mini Cooper Sport. Show quality restored and modified with all the right stuff. Beautiful blue exterior with white graphics, wide sport body flares, power sun roof, bucket seats light blue interior with white trim, walnut dash with white gauges, custom AM/FM stereo CD player, pop out rear windows, 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



FOR SALE

***1924-25?
Turtle Back**

***1926 Roadster
Metal Bed
New Seats
New Top**

***Other Parts Available
Ray Fontaine
(408) 258-0186
(408) 655-8441**

WANTED

**1925 Radiator
Ray Fontaine
(408) 258-0186
(408) 655-8441**

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

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