

Santa Clara Valley Model T Ford Club's

FIRST Annual
MODEL T
ENDURANCE RUN

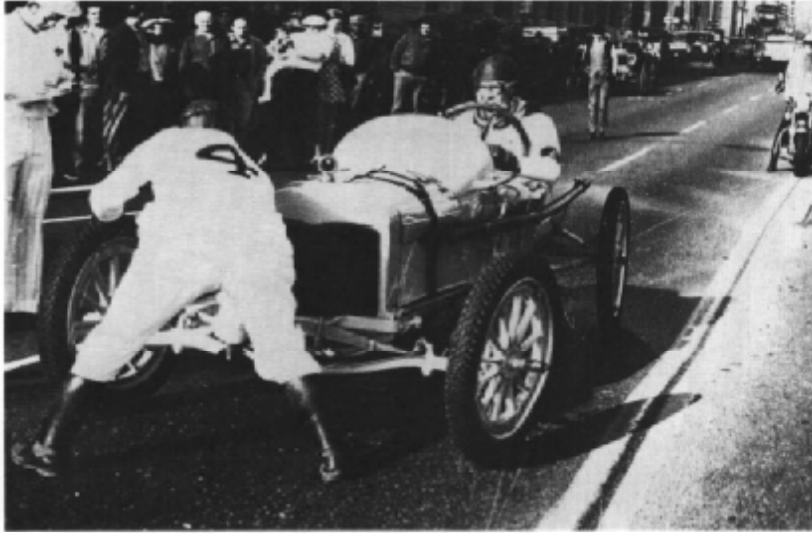
**SPEEDSTER
& RACER**

MAY 24, 1970

By ED ARCHER AND LOIS CHRISTIANSEN



In a blur, car Number 9 raars by, heading for the finish line.



The mechanic of car Number 4 does the honors at the starting line while the timekeeper, Jim Boyden, stands by.

THE 200 MILE JOURNEY INTO YESTERYEAR

Montana has its Cross Country Race. Long Beach has its Hill Climb. The AACA has its Glidden Tour. The Model T Ford Club of America, thanks to the efforts of our SANTA CLARA VALLEY CHAPTER, has its Model T Endurance Run.

From all indications, THIS may become one of the major Model T Ford events on the test Coast. Time alone will tell, but read on and let your imagination work a little —

Steam pouring from his radiator and with an ominous banging from his differential, the driver of car Number 6 wheezed over the crest of Mt. Hamilton, near San Jose, and drifted to a stop. He was almost done in and the Santa Clara Model T Club's 200-mile Endurance Run was less than an hour old. As he sat and contemplated his disreputable speedster, Harold Cunningham thought of the many hurried hours put in to the run, and here he was, as good as finished. He wiped the rusty water off of his face and goggles and wondered anew at his predicament, and how it came about that he was up here at all.



The lineup at the starting line. Twenty five speedsters were entered and twenty two completed the race.

Some five months prior to this date, Jim Treleaven had finished his 1915 Speedster and almost immediately suggested to Ed Archer, another speedster owner, that they get together and plan some sort of a speedster 'meet. Having always been interested in trying to recreate the past, Ed thought of the old cross country races and endurance runs and wondered if it would be possible to recreate the thrills of olden times in these days of heavy traffic and freeways. Together they planned and later presented these ideas to the Club to see if the members would be interested in sponsoring such an event.

The idea was enthusiastically approved and the main committee was formed. Five months later the cars gathered in San Jose for the green flag. Behind the event were five months of hard work which included looking at road maps supplied by the California State Automobile Association to find 200 miles of back roads; meeting with city officials; discussions with police departments; arranging for trophies; determining start and finish lines and the end of the day ceremonies.

Twenty-four cars lined up at the starting line and it was just like old times. Backyard competition was re-lived. Hand crafted cars of every size, shape and color charged up to the starting line, marked by a huge banner stretched across the main street in San Jose. A one-ton T truck was the platform from which the announcer, Mark Hite, called off each racer, driver and mechanic as they were flagged off the line. The street had been cordoned off with the cooperation of the San Jose police who also helped control the spectators.

Each driver was given a map of the route just prior to the race. Without warning beforehand of any unusual conditions, they discovered that the first half of the race was to take them over Mt. Hamilton, some 4200 feet high, on a road barely two lanes wide and nearly straight up.

Race Official, Ed Archer, and his mechanic, Pete Rich, passed many steaming cars, lugged

down and barely crawling. The slow pace up the hill did little to discourage any of the participants. Repairs, when needed, were made on the spot. On their way, they came upon car Number 7, Tim Butterick, stopped along the side of the road. Stopping to see if they could help, they were told this story:

It seems that coming up the road the smell of smoke from a wood fire drifted to them, followed by the uneasy feeling that something might be wrong – there were no campers in the area. Before long, smoke began to come from the floorboards; which pretty well defined the location of the fire. There was, at the discovery of the condition, no place to pull off the road. In no time the flames had burned a hole in the floor and the fire came through the hole like a blow torch. Finally locating a wide spot in the road, they were able to put the fire out with their extinguisher, but not until after the complete loss of the upper floorboard.

Cresting the hill, Archer came upon car Number 6, Harold Cunningham, who was sitting there with a damaged differential (teeth broken on the gears) and who was in the process of being loaded on the AAA trailer. The AAA tow truck and drivers services were donated by the California State Automobile Association.

Arriving at the first scheduled stop, at San Antone Junction, it was learned via a radio-equipped Jeep, part of the Conquistadores Jeep Club which was scattered throughout the route to lend assistance, that one of the race cars had had an encounter with a cow, but that neither cow nor car were hurt. Most of the road ran through open range and it was not uncommon to find cattle in the middle of the road.

Just before noon we were entering Livermore where half the townspeople were awaiting our arrival. Here, too, were a number of other antique car people who had taken the "Lowland Tour from San Jose.

We had mailed flyers to many clubs throughout



Car Number 6, with its unique front end setup. At the wheel is Harold Cunningham; the mechanic is his wife, Judy.



Car Number 22, driven by Bob Dunn, was of a very unique design.

The enviable Dr. "Bill" Lawrence stopped frequently to "Cool off."



the state advising members that even though they had no speedster, they were welcome to bring their production-type antique cars and take part in the tour from Santa Clara to Livermore, and to enjoy the half way line ceremonies. Their tour was as the name specified, a strictly "lowland tour" which took them over the low roads to Livermore in less than half the time it would take the racers. Northern area clubs joined the Lowland Tour enroute and were met at the city limits by the Livermore police who escorted them to the Codoroli Ford Agency where they parked and lined the streets to greet the incoming racers. Milt Codoroli had cleared his used car lot, and with ninety antiques parked there, it looked like a "used car lot for sure."

While waiting for the racers to come in, the Lowlanders took in a free lunch and enjoyed music played by the Livermore High School Band.

Amid cheers and applause so loud that the announcer could hardly be heard, the racers roared in for a welcome rest and the free lunch. During

the ensuing festivities a drawing was held and two free three-day vacation trips were awarded; one to a participant in the Lowland Tour, and one to a participant in the Endurance Run. Unfortunately, the Endurance Run winner, Pete Rich, put his certificate into his breast pocket and later during the race was unperturbed when a paper blew past his face. He later discovered that the paper was his winning certificate and that it was now somewhere in a cow field or a creek bed.

By 12:30PM the last race car pulled out of Livermore and the Lowland Tour was on its way back to Santa Clara for the finish line ceremonies.

As car Number 4 (Ed Archer and Pete Rich) proceeded, following the other racers, it came upon car Number 1 and driver, Bill Brooks, halfway up the first good sized hill, pulled up with a burned-out connecting rod and awaiting the tow truck. A few miles up the road, car Number 9, the Lowbuck Special, came into view. It was pulled over with the carburetor laid out on a rag, completely disassembled, with the driver and mechanic feverishly

trying to find the cause of the constant clogging that had plagued them since leaving Livermore. Two hairpin turns, a one lane bridge and three creeks later, car Number 4 came upon Doc Lawrence, driver of car Number 3, relaxing in his usual fashion. Being parched with thirst frequently, he would pull over in a scenic spot, raise the beach umbrella over his speedster, sit back in the shade and enjoy a nice cool drink! Needless to say, he didn't win the race!

A few miles out of Castro Valley, going up the old Dublin Grade, we flew by car Number 21, which was just coasting to a stop with an awful racket coming from the rear end. On the winding Niles Canyon road, car Number 25 was pulled over and its driver, Clem Sala, was repairing the rear wheel hub which had almost fallen completely off. By the time we could turn around and get back to assist, three other racers had pulled in to help him. In just a few minutes, Clem went roaring by on the last leg of the journey.

At 4:35, we crossed the finish line; the race was over for car Number 4. Cars continued to arrive for some time and when they were all in, the times were tallied and the winners announced.

The Fifth Place trophy went to Wally Lawson, of the Santa Clara Chapter, who drove car Number 5, a fenderless 1915, and his mechanic, Jack Childers, with a time of eight hours, seventeen minutes and twenty seconds.

Fourth Place went to Walt Milani, San Rafael HCC, driving car Number 10, a full-fendered 1922 Ford, with Dick Harms as mechanic. Time was eight hours, eighteen minutes and forty-seven seconds.

Third Place went to Clem Sala, East Bay Old

Time Auto Club, driving car Number 25, a fenderless 1925, with mechanic Mike Sala. Time: eight hours, twenty-five minutes and nineteen seconds.

Second Place went to Tim Stangeland, Mid-Peninsula Old Time Auto Club, driving car Number 8, a fenderless 1920, with mechanic Maxine Rich. Time was eight hours, twenty-three minutes and fifty seconds.

The three foot high Perpetual Trophy, a two and one-half foot high Winner's Trophy and a free three day vacation trip was awarded to George "Monte" Montillier, Santa Clara Valley HCC, who drove car Number 19, a full fendered 1913, and mechanic, Gregg Montillier, with a time of eight hours, twenty-one minutes and fifty-four seconds. This was only thirty-three seconds off the official time of eight hours, twenty-two minutes and twenty-seven seconds.

Mr. Montillier had been persuaded to enter the race only after he had been assured that a tow truck would be following. He was sure that he would never make it to the top of Mt. Hamilton. It had been fifteen years since his stock-engined car had been restored and it had seen many hard miles since then and was very tired.

Eighty percent of the cars entered, including the first, second and fifth place winners were stock engined.

The Hard Luck Trophy, for the car which broke down and was unable to finish the race, went to Karl Bantz, car Number 21, who tore up his differential gears. The Hard Luck Trophy, for the car that had the most trouble but was able to complete the race, was won by Roger Bastien and Mike Batteate, co-drivers of car Number 9. Among their many troubles were such things as a lost tail pipe (four times) and the necessity of rebuilding the carburetor while enroute.

The Long Distance Trophy for the car trailered the farthest to participate in the Run was won by Jack Way, car Number 11, a 1922, of the Plumas Antique Auto Club, from Quincy, California. The Long Distance Trophy for the car driven the farthest was won by Morry Nelson, car Number 18, a 1926, of the Northern California Model T Club, who drove in from Richmond.

As the sun finally set on a long and exhausting day, speedsters were loaded on trailers by their owners. All agreed that the First Annual Endurance Run had been truly a journey into yesteryear. And all vowed they would return in 1971 for another shot at that three foot trophy!



The winner of the 200-mile run, "Monte" Montillier and his son, Gregg, pull into the halfway lunch stop in Livermore.

**SECOND ANNUAL TWO-HUNDRED MILE
ENDURANCE RUN
MAY 23, 1971**

Acclaimed by those who attended last year to be the most unique and thrilling automobile event ever presented in Northern California, the Santa Clara Valley Chapter of The Model T Ford Club of America proudly invites you to our Second Annual Speedster-Racer Endurance Run and Low Land Tour on Sunday, May 23, 1971.

If you are interested in the early days of auto-mobiling, and in the excitement of an early-day race, you won't want to miss this year's Endurance Run. It is a combination cross country race and, literally, a sheer endurance run; two-hundred miles in one day. It is not a race for speed, but against the clock. Cars coming in too early will be penalized, as are those coming in too late.

All speedsters entered must have stock racing equipment only, such as was available in the teens and early twenties. Entry in the race itself is limited to Model T Ford Speedsters and race cars, with stock or modified engines, but all antique automobiles are invited to participate in the day's activities including the Lowland Tour.

All Speedsters and race cars must register before May 14th. All other enthusiasts who wish to attend the full program will meet at First and Santa Clara Streets in San Jose at 7:30 A.M. The Race starting line festivities will begin at 7:45. After the race cars leave, the Lowland Tour will line up and leave San Jose for a leisurely tour to Livermore for lunch. The approximate arrival time will be 10:45 A.M. Everyone participating in their antique auto will receive a commemorative dash plaque, plus a free lunch in Livermore during the half-way line festivities at the Codoroli Ford Agency, 1934 First St.

From Livermore, the Race participants will take the scenic mountain route, while the Lowland Tour will return to the finish line at the Santa Clara Civic Center.

The race cars should begin arriving at the finish line around 3:30 P.M. When winners are determined, trophies will be awarded. Among these will be the Antique Silver Cup and the First Place Perpetual Trophy, which stands over three feet high!

For further information contact Ed Archer, 1807 East Ave., Hayward, Calif. 94541. Phone: (415) 537-7864; or Jim Treleaven, 147 Las Astos Dr., Los Gatos, Calif. 95030. Phone: (415) 356-2976.

**HARRAH'S SWAP MEET AND CAR SHOW
SCHEDULED FOR JUNE 18-19**

Harrah's Seventh Annual Reno Swap Meet and Car Show is moving its traditional August event to June 18 and 19, it was announced by Doyle Mathia, General Manager of Harrah's Automobile Collection. "We think the new time of year will prove to be much better," Mathia said. "Accommodations will be more plentiful and the weather is cooler."

CAR SHOW, Saturday, June 19th

All Car Show entries are pre-entered and no entry will be accepted after June 18th. Entry fee will be \$3 per car. Registration will take place Saturday, June 19th, from 8 am to 10 am; car show judging and other events from 10 am to 4 pm. Cars will be judged in the following categories:

ANTIQUE: 1915 and earlier. **VINTAGE:** 1916 thru 1924. **VINTAGE:** 1925 thru 1933; not classics, not Ford Model A's. **VINTAGE:** 1934 thru 1942; not classics. **FORD MODEL A's.** **CLASSIC:** recognized as classics by the Classic Car Club of America. **PACKARDS:** post 1942. ***SPORTS CARS:** Factory sports cars thru 1957. ***CONTEMPORARY SPECIAL INTEREST:** 1943 thru present day having true special interest. ***COMMERCIAL VEHICLES** thru 1945. **MOTORCYCLES** thru 1942. *(Entries subject to strict entry committee approval.)

CAR CLUB DAY

Sunday, June 20th the grounds are available to car clubs for their club events.

AWARDS BANQUET

The Awards Banquet is scheduled for 8 pm Saturday evening in Harrah's Reno Hotel Convention Center, with no hosts cocktails at 7 pm. Trophies in all categories will be presented and awards for car coming the **LONGEST DISTANCE**, **BEST OF SHOW**, and **SPECIAL SWAPPERS AWARD**. Entertainment will be provided during the banquet.

SWAP MEET

The Swap Meet will be held for two days, Friday and Saturday, June 18 and 19.

Swap Meet spaces are pre-registered and assigned on a first-come, first served basis upon receipt of application. Swap spaces are \$7.50 each (10 by 25). Application forms for Swap Meet and Car Show will be available soon and will be sent to various car clubs, last year participants, and upon request.

Last year's Swap Meet and Car Show drew 14,000 people, and an increase is expected this year.

Harrah's Automobile Collection, an attraction of Harrah's Hotel/Casinos, Reno and Lake Tahoe, is the sponsor of the meet.