



# The Buzz

*The official publication of the  
Dairyland Tin Lizzies*  
February 2015



**Happy Valentine's Day!**

## RAMBLINGS FROM THE RUNNING BOARD

The holidays are over and we find ourselves in the midst of winter. But now that our annual Tin Lizzie University has taken place, spring doesn't seem quite so far away. "Winter, slumbering in the open air, wears on its smiling face, a dream... of spring." And if you're reading this, spring means spending time with our beloved Model Ts. Most of us (except for Greg & Paul) still have our Ts tucked away for the season. But that will change. Our thanks to those who made Tin Lizzie University a success again this year.

So let's dream a little bit. Some of our favorite events already are on the calendar; Destination Door will kick off our season on Memorial Day weekend. Soon to follow will be Wings 'n Wheels on Father's Day. Our annual participation at EAA is set for this summer and we have the fan favorite Carousel Tour to Waterloo scheduled on August 2<sup>nd</sup>.

At our fall meeting there was talk of several other tours. Take a look at the minutes from that meeting, conveniently appearing in this issue, and see if your interest is *sparked* to plan something for our club. It won't take much to get our members *driven* to participate in an activity involving their Ts. Without these things to look forward to, we can start to feel a little *flat*. What can *you* dream up? We have plenty of room on our calendar for more Dairyland Tin Lizzies activities. It is the efforts of our members that make our club a success.

In just 2 months we will meet for our Spring meeting to plan our 2015 activities calendar. Please save the date now and join us on April 12<sup>th</sup> and bring your ideas to make this our best touring season ever. This meeting will mark the beginning of our 15<sup>th</sup> club year. Can this be possible? We've gone a lot of places and seen a lot of things together. But I want more, and I hope you do too. Our Spring meeting also means elections of officers. Are you interested in running for office? Please let me know so you can be nominated.

We *do* need some help in one particular area. I'm talking about the newsletter you are reading now. Shelly's responsibilities at work have increased dramatically since becoming editor of The Buzz just over three years ago. Working late most nights and weekends isn't leaving much time to pull this all together. So, if anyone is interested in taking over as editor please let me know. All that is needed is a passion for the hobby and some basic computer skills. We would be happy to show you how to get started. We could really use your help.

I hope to see you all on Sunday April 12<sup>th</sup>!

Take some time and take to the road. Model Ts make magic. --Pete



Become a member of the Model T Ford Club of America. Active membership includes all the privileges of the club, including six issues of The Vintage Ford magazine and one voting ballot per member-family for election of the club's board of directors. Annual dues are \$ 40 for the U.S. Lifetime memberships are available.

**Director correspondence to:  
Model T Ford Club of America  
P. O. Box 126  
Centerville, IN 47330-0126  
or, online at: [www.MTFCA.com](http://www.MTFCA.com)**

# Upcoming Events

(Save these Dates)

**February 22nd**

## **Greater Milwaukee Area (Indoor) Winter Automotive Swap Meet**

When: 8AM – 2PM

Where: Washington County Fair Park

**April 12th**



## **Spring Business Meeting**

When: 2:00 PM

Where: Aidan O'Reilly's Pub & Grill - Allenton. WI

**May 23-25th**

## **Destination Door County Tour**

Details to follow

**June 21st**

## **Wings & Wheels** Hosted by Jack & Barb Leonhardt

When: 10:00 AM

Where: Sheboygan County Airport on Cty O

**July 20-26th**

## **EAA Air Venture**

Details to follow

**August 2nd**

## **Carousel Tour**

Details to follow

**August 16th**

## **Richfield Historical Society**

### **Vintage Baseball Game & Car Show**

Details to follow

### OFFICERS

President: Pete Humphrey

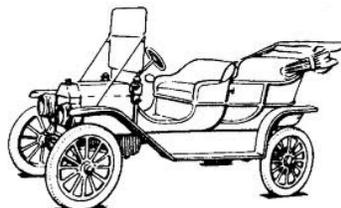
VP: Jim Hess

Secretary: Jim Rodell Jr.

Treasurer: Duane Nicholson

Webmaster: Carol Gumbinger

Newsletter: Shelly Humphrey



# Dairyland Tin Lizzies

## Minutes of November 9, 2014 Meeting

The fall meeting of the Dairyland Tin Lizzies was called to order at 2:07 p.m. by President Pete Humphrey on Sunday, November 9, at Aidan O'Reilly's Pub & Restaurant in Allenton, Wisconsin.

### Members present were:

John & Carol Brodtke  
Keith & Carol Gumbinger  
Jack Leonhardt  
Jeffrey Pagels  
Jim Rodell, Sr.  
Sandra Stock  
Paul and Debbi Wilcox  
Tod & Sharon Wirth  
Mike Zahorik

Diane Scheid  
Pete & Shelly Humphrey  
Duane & Nita Nicholson  
Gary & Chad Prost  
Jim, Jr. and Colleen Rodell, Eric and Ethan  
Joe Vrana  
Bob Wirth  
Jim Wright  
Gregg and Pam Zangl

Jim Rodell, Sr. moved to accept the minutes of the April 13, 2014 meeting as published in The Buzz, official newsletter of The Dairyland Tin Lizzies. Keith Gumbinger seconded the motion. Motion carried.

Treasurer Duane Nicholson submitted the Treasurer's Report with a beginning balance on April 14, 2014 of \$856.80 and an ending balance on November 6, 2013 of \$727.29. John Brodtke moved to accept the Treasurer's Report. Debbi Wilcox seconded the motion. Motion carried.

Newsletter editor Shelly Humphrey requested articles which other members would enjoy reading in The Buzz.

Webmaster Carol Gumbinger asked members to submit material to her for the club website, which has received 35,000 hits since 2008.

### OLD BUSINESS:

President Humphrey called on various members of the club to report on the many activities held since the April meeting.

President Humphrey reported on the wedding of Shawn and Barb Gerrits, held on May 10, which included a scavenger hunt tour. At least twelve Model T's were present on one of the first beautiful warm days of spring.

Diane Scheid and Pete Humphrey reported on Destination Door County tour held May 24-26, 2014. A nice report by Keith Gumbinger with photos in the October, 2014 issue of The Buzz gives the details.

Jack Leonhardt reported that three Model T's attended Wings and Wheels on Father's Day at the Sheboygan County Airport. The day was extremely windy, planes weren't able to fly, and attendance was down.

Jim Rodell, Jr. reported on the Carousel Tour to Waterloo held on June 22.

The City of Murals tour held on July 4, which was organized by Carol Gumbinger, was remembered as a fun event on a beautiful day.

Bob Wirth reported on our club's involvement at the EAA AirVenture, held July 28 – August 1.

## Minutes of November 9, 2014 Meeting - continued

Tod & Sharon Wirth reported on the Gimmick Rallye held August 9, ending with a picnic at their home. Eleven Model T's and occupants enjoyed a route with clues and crossword puzzle answer sheet organized by Bob & Alice Wirth.

A report on the Richfield Historical Society vintage baseball and car show event held on August 17 was given by Bob Wirth.

The Wade House Tour held on August 23 was attended by 16 Model T Fords and their occupants, as reported by tour organizer, Carol Gumbinger. A stop at the Hamburger Haus in Dundee on the return trip provided a good ice cream opportunity.

Duane Nicholson reported that three Model T's attended the Caledonia Homecoming held September 6-7.

Plants, Trains, and Automobiles was held at Shady Lane Greenhouses in Menomonee Falls on September 27. Tod Wirth reported that four or five Model T's attended the event, and member Shawn Gerrits won an award for his 1924 depot hack.

President Pete Humphrey reminded members that Jack Leonhardt has a club library of DVD's available for loan,

Treasurer Duane Nicholson has windshield decals available for \$1.25 each, and Dan Schultz is our supplier of Dairyland Tin Lizzie apparel.

### NEW BUSINESS:

President Humphrey reminded members to vote for three candidates running for the Model T Ford Club of America board of directors.

President Humphrey also asked members to review their contact information listed on the roster distributed at the meeting.

President Humphrey announced that the Model T Museum is conducting a fundraising campaign during which donations are matched twice up to November 21. Keith Gumbinger moved to make a donation from the treasury to the Model T Museum. Jim Rodell, Jr. suggested making the donation as memorials to Dairyland Tin Lizzies members who have recently passed away. Carol Gumbinger moved to donate \$100.00 from the treasury, and John Brodtke seconded the motion. After discussion, Keith Gumbinger moved to make a \$50.00 donation in memory of Ron Stock and a \$50.00 donation in memory of Mike Kuester. Tod Wirth seconded the motion. Motion carried.

President Humphrey reiterated that The Buzz editor, Shelly Humphrey, welcomes submissions of material for the newsletter. Shelly reported that emailing copies of The Buzz presented some difficulties due to size of files, and suggested that The Buzz could be posted on the website. Tod Wirth reported that the Model T Ford Club of Greater Milwaukee posts its newsletters on its website, making them accessible by a password. Shelly announced that in the future, The Buzz will be posted on the Dairyland Tin Lizzies website, with an email announcement that a new issue has been made available.

The topic of a Christmas party was discussed. After considering several possible dates, January 3 was selected as the first choice for a date, if available at Aidan O'Reilly's. Jim Rodell, Sr. moved to have our Christmas party at Aidan O'Reilly's with the same time schedule, the same menu, and the same price to members as last year's party. Jim Wright seconded the motion. Motion carried. Pete and Shelly Humphrey will finalize the details.

## Minutes of November 9, 2014 Meeting - continued

Keith Gumbinger announced his ideas for Tin Lizzie University. Possible educational topics include "Polishing of Brass" by Tod Wirth, "Steering Column Restoration", and "Body Work and Re-wooding". The date of Saturday, January 24, was selected for class beginning at 1 p.m. at Vrana Frame and Body Shop. Mike Zahorik will include an announcement in The Planetary News, inviting members of the Model T Ford Club of Greater Milwaukee to the event.

Tod Wirth explained that he is involved in the Western Reserve Fire Museum in Cleveland, Ohio, and is still looking for a pair of donated Model T front fenders for a Model T fire truck the museum is building for children to play on.

President Peter Humphrey began soliciting ideas and volunteers for tours and events in 2015:

- A tour to Door County over Memorial Day weekend is likely.
- Duane & Nita Nicholson will plan a one day tour on Memorial Day around the Rochester, Wisconsin area.
- Jim Wright announced that he and Jim Hess have ideas to plan a tour between Hartford and Columbus, Wisconsin.
- Jim Rodell, Jr. will plan at least one tour, possibly a second "Yellowstone Trail Tour".
- Jim Rodell, Jr. and Shelly Humphrey are interested in another "Carousel Tour" to Waterloo, Wisconsin.
- The EAA Fly-In is on the calendar for July 20-26, 2015.
- Bob Wirth is planning another visit to the Richfield Historical Society park for vintage baseball games in August 5.

Secretary Jim Rodell, Jr. shared correspondence he received:

- The Greater Milwaukee Area Indoor Winter Swap Meet will be Sunday, February 22, 2015 from 8 a.m. to 2 p.m.
- Milt Webb of Elk Grove, California has two new publications available, which he authored: Relining the Bands on a Model T Ford and Driving Your T for \$25.00 plus \$6.00 shipping. Restoring a Ruckstell for a Model T Ford for \$30.00 plus \$6.00 shipping.

Pete Humphrey moved to hold our spring business meeting at 2 p.m. on April 12, 2015 at Aidan O'Reilly's in Allenton, Wisconsin.

John Brodtke announced that his brother is interested in purchasing a 1914 Model T Ford.

Jim Wright moved to adjourn the meeting. Keith Gumbinger seconded the motion. The meeting was adjourned at 3:23 p.m.

Respectfully submitted,  
Jim Rodell, Jr.  
Secretary, Dairyland Tin Lizzies



## A New Member of the Family

Late last year, Jim Hess "Adopted" a very nice restored 1913 Model T Touring Car that's on display in the museum. The purpose of the "Adopt-A-Car" program is to defray the cost of upkeep and maintenance for a specific automobile in the Museum. To do this, a significant donation to the hobby and the Museum is made. Jim's name will be prominently shown on the information placard for this car for the next year.

We applaud Jim for making this donation and look forward to seeing his name on the placard for this car the next time we're at the AACA Museum in Hershey.



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## Antique Automobile Club of America National Meet Award Winners Oconomowoc, WI August 1st and 2nd, 2014

Bob Wirth received a Drivers Participation award for his 1966 Corvair. He bought this car new and has kept it in like new condition all these years.



Jim Hess received three awards for his cars:

His 1923 Model T Roadster received a Preservation award. He previously received a First Junior, a First Senior and another Preservation award for this car. This car is as close as you can get to a 'new car'. It was restored with many 'New Old Stock' parts, which earned him the nick name "NOS Jim".

Jim's 1966 Mustang received a First Senior award. He previously received a First Junior award for this car.

Jim's 1979 Thunderbird received a HPOF award (Historic Preservation of Original Features). He bought this car new and it only has about 14,000 miles on it. It is completely original - paint, upholstery, everything, even the tires and the air in them!

Congratulations to Jim and Bob!

# Christmas Party Fun:



What a great afternoon catching up with friends. Good food, good fun and a spirited White Elephant take-away gift exchange made for a memorable Christmas party. Only one person in these photos took home the gift they are pictured with. Do you remember who?

Thanks to all who brought gifts to exchange and holiday goodies to share.

# DAIRYLAND TIN LIZZIES MODEL T UNIVERSITY JANUARY 24, 2015

About 35 Model T'ers gathered at Joe Vrana's Body Shop in West Bend, WI on the afternoon of Saturday, January 24<sup>th</sup>, 2015 for another technical session on how to improve, restore and maintain our Model T's.



There were three topics for this session:

- Model T fender salvage and repair project by Bill Vrana
- Brass polishing demonstration by Tod Wirth
- Steering column trouble shooting and restoration by Jim Hess

Bill Vrana started with the fender salvage and repair project. Keith Gumbinger had donated two '17 to '22 right front fenders. One of them had a good front on it but a poor and rusted back part where it bolted to the running board. The other fender was just the opposite. The objective here was to cut off the good back part of one fender and weld it onto the other fender, making one good one.



Bill started on this previously and had already cut off the back parts on both fenders. He showed the cut pieces and described how he measured both fenders using triangulation in different ways so that the cuts on both fenders were made at exactly the same place. This ensured that when the two good fender pieces were welded together that the fender would be just the right size and fit properly. He then took the fender pieces to a different area of the shop to weld them together while we continued with the other demonstration topics for today.

Tod Wirth then described how to polish brass, using methods and products he has used successfully over the years. He emphasized that lots of patience is needed when polishing brass. To get the best results, it takes time.

Tod described that when he is polishing the brass on his car for a show, he spreads out a blanket in the living room and removes the lights, etc. to be polished, and watches TV while doing the polishing by hand. It's slow and tedious and watching TV while doing it helps pass the time. Tod also said that there are many brass polishing products available, and that they are not all the same. Some are good for removing heavy tarnish that has built up over time, but will not give a high luster finish, while others are good for maintaining and enhancing the shine on brass that has already been polished. Tod mentioned that brass will not keep its shine for a long period because the moisture in the air tarnishes it. The shine can be maintained and oxidation delayed by covering the lights, etc. with specifically designed covers or by coating them with a lacquer finish. He displayed polishes that have a preservative in them and also clear coat sealers for brass.



## MODEL T UNIVERSITY JANUARY 24, 2015- Continued

Tod showed a brass tube that he had prepared to show examples from heavy tarnish to a polished surface, and then to a sealed section of the tube. This was a good example of the various degrees of shine that can be done on brass, and it was passed around for all to see.



Tod uses the following products for brass polishing:

**Bar Keepers Friend**, available in liquid or powder from Menards, for removing heavy tarnish.



**Simichrome** for a nice, high shine



Everbrite, available at [www.RenewMetal.com](http://www.RenewMetal.com), and Protect-A-Clear from [www.ProtectaClear.com](http://www.ProtectaClear.com) for sealing brass from the elements to maintain a long term shine. ProtectaClear can be easily removed using Xylol, but many other brass sealers are difficult to remove. Xylol can be bought at Menards, paint stores, and many hardware stores.

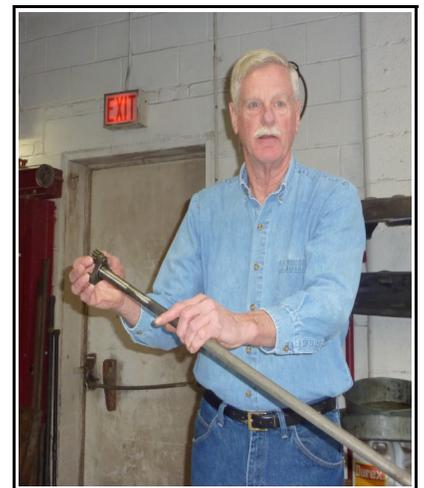
Another product, Nyalic, from Eastwood is also a sealer and protectant for brass, but it can not be removed easily. When these sealers start to go, they can allow oxidation to form under the sealer & that looks like an ugly brown stain.

Some of these products give off strong fumes and adequate ventilation may be needed.

Jim Hess was up next describing how to repair and restore steering columns.

He explained that shimmy in the front wheels can sometimes be due to wear and other problems in the steering column. Often the bushing in the lower steering bracket is worn. You can buy replacement bushings from the Model T parts suppliers, but usually, the steering shaft is worn also. The solution here is to machine the shaft smooth and equal in the bushing area and then machine a bushing to fit as needed. You can also have the shaft welded up and machined back to standard, and then use the stock bushing. Another alternative is to buy a complete new shaft from the vendors, but they are only available for the 5 to 1 steering ratio.

Another problem area is loose rivets where the steering gear case is riveted to the steering column tube and / or stress cracks in the tube.



Jim stressed that all bolts, rivets, and other fasteners from the top to the bottom of the steering column must be tight to prevent wheel shimmy.

Greg Zangl pointed out on the earlier cars with two piece brass gear cases that are riveted together, one must be sure that the rivets are tight. Loose rivets will allow play in the gear case and eventually the rivets will break. When that happens you lose all steering control.

## MODEL T UNIVERSITY JANUARY 24, 2015- Continued

Model T's with 30 x 3 or 30 x 3 1/2 tires had 4 to 1 steering ratio gears. When the change was made to 4:40 x 21" tires in 1925, the gear ratio was changed to 5 to 1. The gears and steering rod for these two gear ratios cannot be mixed – you have to have all of one or the other. However, you can change from the 4 to 1 to the 5 to 1 to get easier steering. The vendors sell reproduction parts to make this conversion, and they advertise it as giving your '25 and earlier car "Power Steering". Sometimes when making this change, the new gears fit quite tight in the gear case, and a lapping compound like timesaver may have to be used to get a nice, smooth operating fit with the new gears and the gear case. Samples of both the 4 to 1 and 5 to 1 gears were passed around for all to see.

Keith Gumbinger pointed out that beginning in 1919, the steering gear case had a groove in it and a longer pin in the steering gear shaft to fit into this groove. This prevents the steering from going "over center", and loss of steering control. Sample steering gear cases both with and without the groove in them were passed around for all to see.

Jim also discussed wear on the Pitman arm ball. After many years of use, this ball can become egg shaped leaving play in the steering and can cause wheel shimmy. New reproduction Pitman arms can be bought from vendors, but they are cast, not forged like the originals.

At this point, Bill Vrana brought the fender back that he welded the 2 pieces together on. It looked good, but wasn't completely finished yet. The fender was given to a member who can use it on his car. Bill will finish welding it and it will then be picked up in a few days.



The other donor fender will be taken home by Greg Zangl and put with his other fenders. This donor fender has the mounting bracket on it. New fenders can be bought from Rootlieb, but they don't come with this bracket.



There were several neat things on display here also. Jim Rodell Sr. brought some Model T tools and accessory parts from his vast collection, including a Model T coil used for a non Model T application. Joe and Bill Vrana had an unrestored Model T engine mounted on a neat cart which was used as a power unit. They plan on getting it rebuilt and running. They also had an early gas pump there and were trying to identify it.

Also on display was a Rajo overhead valve cylinder head brought in by Chuck Knudson, a member of the Milwaukee Model T Club. He wanted to know which model Rajo this was, and Jim Rodell Jr. thought it might be a Model 30. This Rajo is kind of unusual in that it has both the intake and exhaust ports on the same side, rather than having the intakes on one side and the exhausts on the other side.

Thanks to everyone who helped with this event. It couldn't be done without your help. Also thanks to Pete Humphrey who brought snacks & beverages, and Jim Rodell Jr. who brought two freshly baked apple pies for all to enjoy!

Keith Gumbinger, who organized this event, asked for ideas for topics to have at future Model T University sessions. Contact him with any ideas you have. Members of the Milwaukee Model T club were invited to this event as guests of the Dairyland Tin Lizzies. We learned a lot and a good time was had by all.

# The Day Mr. Henry Ford Visited the Plymouth, Wisconsin Ford Dealership

It was a nice summer day in 1917. Mr. Henry Ford, who lived in Dearborn, Michigan, was driving to his forestry and wood operations in Upper Michigan. He had spent the night in Milwaukee, Wisconsin and was continuing on to Iron Mountain, Michigan. At that time the main highway north of Milwaukee went right through downtown Plymouth, Wisconsin and past the Ford Dealership there.

Mr. Ford had developed a pesky leak in one of his tires, and so when he saw the Ford Dealership in Plymouth, he decided to stop in to pay a visit and get his tire repaired.

Mr. Ford parked his car in front of the dealership and when he went in, he was greeted with a big smile by Katie, the receptionist. (Actually, Katie had a big smile for everyone as they came in, especially all the young guys in town who often stopped in just to get that big smile from Katie.)

Keith, the dealership owner, greeted Mr. Ford warmly and listened while Mr. Ford described the pesky leak in his tire. Keith then called on Greg, our Jack-of-all-trades, fix anything guy, to repair Mr. Ford's tire.

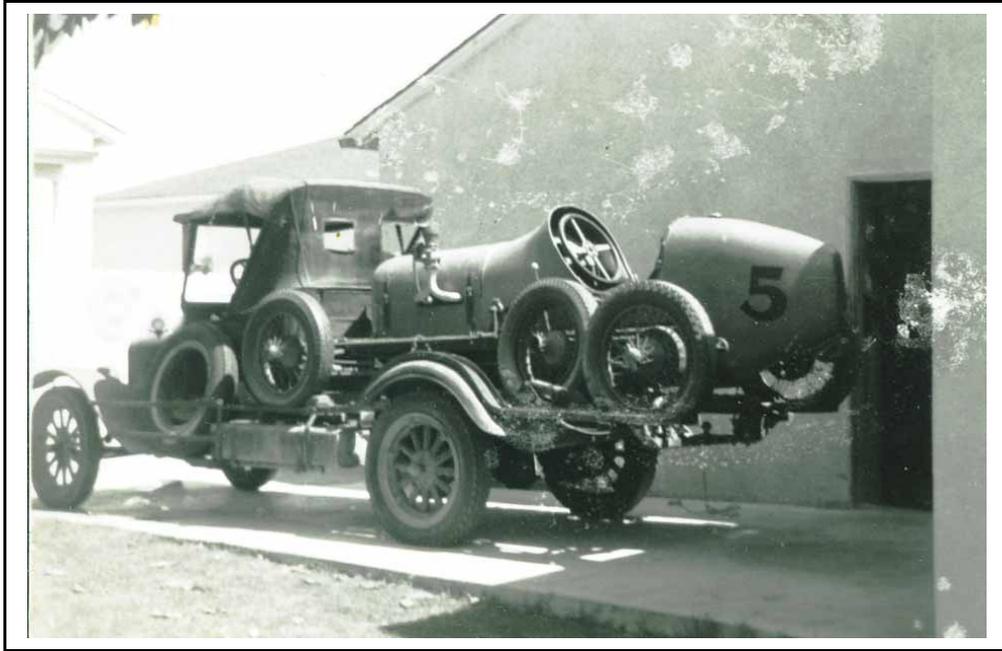
Mr. Ford was impressed as he watched Greg place a wood block against the axle and then lift the car up by hand on the wheel with the leaky tire, and then saw the wood block tip under the axle, thus supporting the wheel and tire off the ground. Greg then proceeded to remove the tire from the rim using his bare hands and pulled out the tube to repair it. Mr. Ford was really impressed at this and said to Keith: This guy is really good!

While Greg was fixing the tube, Mr. Ford and Keith went back into the dealership. Keith introduced Mr. Ford to Jack, our Salesman. Jack was just leaving to demonstrate a nice, new, shiny, Ford Model TT Truck. The TT Trucks had just been introduced and we have so far only received this one to use for demonstrations. Jack had loaded this truck with lots of aftermarket accessories, including a closed cab and stake bed made by the cabinet maker in town, rear view mirrors, stop light, speedometer, extra rear brakes and turn signals, and it really looked nice.

Keith and Mr. Ford then walked over to the parts department where Keith introduced Mr. Ford to GFP Jim, our Parts Manager. Keith explained to Mr. Ford that Jim is passionate about genuine Ford parts and that's why we nick named him GFP Jim, for "Genuine Ford Parts". Keith told Mr. Ford "you should see Jim run those spurious parts salesmen out of here...he won't have anything to do with them!" Mr. Ford really liked that.

There was a customer in the parts department – DeWayne, the Race Car Driver. DeWayne races his Model T at the Fairgrounds every Saturday night during the summer, and the next week, he comes in to buy parts to replace those he broke during the races. Well, here he was, looking at, almost drooling, over the Ra-Jo Overhead Valve Cylinder Head in the display cabinet. Looking up he said with a sly grin "Someday I'm going to win really big at the races, and then I'm going to come in and buy that Ra-Jo Head!" They all got a laugh out of that.

## The Day Mr. Henry Ford Visited the Plymouth, Wisconsin Ford Dealership-continued



DeWayne's Model T Ford Racecar and Transport Vehicle

Keith and Mr. Ford then went into the Service Department where Keith introduced Mr. Ford to Pete, our Service Manager. Pete usually stays here and manages the service area, but a service call just came in from Miss Fritz. It seems that she wanted to use her Grandmothers Model T Coupe, but it wouldn't start. Pete said that he, personally, would go on that service call. We'll see how that turns out.....



Miss Fritz and her Grandmothers Model T Coupe

## The Day Mr. Henry Ford Visited the Plymouth, Wisconsin Ford Dealership-continued

Next, Mr. Ford was introduced to our engine and rear axle rebuilding team: Tod, Kevin and Rob. As you can imagine, they are often covered with grease, oil and crud, but Mr. Ford shook hands with each one of them. I'm not afraid to get my hands dirty, he said.

Last night our first shipment of the new Ford TT Trucks came in at the railroad station. Our crew was just about to leave to unload, assemble, and bring these trucks here to the dealership, and so we introduced Mr. Ford to each crew member: Jim Sr., the Foreman; Slim Jim, Jim the Top Man, (we have lots of Jim's here) Duane, Rich the truck driver, John the fabricator, Paul the welder, Dave (another fix anything guy), Shawn the machinist, Bill, Arlee, Adam and Mike.



The first regular shipment of Ford TT Trucks to the Plymouth, WI Ford Dealership in the summer of 1917.

Mr. Ford commented how nice the men looked in their uniforms with the dealership name on them. Keith replied that they got the dealership name embroidered by Dan at his Embroidery shop down the street. He said Dan does nice work and also is a customer of the dealership, buying a new Ford almost every year.

As Mr. Ford and Keith returned to the showroom, Mr. Ford commented how nice this building is and that it really suits the needs of the dealership so well. Keith explained that he had the building designed specifically to be a Ford dealership building by Bob, the very respected area Architect. In addition, all the lights in the building were recently upgraded by Paul, the electrician, and it really sets off the showroom nicely.

## The Day Mr. Henry Ford Visited the Plymouth, Wisconsin Ford Dealership-continued

About that time, Carol, the boss's Wife, came in with a pitcher of freshly squeezed lemonade and a plate of just baked oatmeal cookies, which were enjoyed by all.

In the showroom, Jack, our Salesman, had returned from his TT Truck demonstration and was now in the process of selling the truck to Sister Barbara who is from the Convent next to the Church up on the hill. It seems that Sister Barbara had to have a red truck, and absolutely no other color would do. She was VERY adamant about that and Jack was trying his best to explain to her that Fords only came in black. Mr. Ford overheard the ruckus about a red truck and came over, saying "Excuse me Sister, but I heard you talking about a red truck. I'm Henry Ford, owner of Ford Motor Company, and what Jack is telling you that we only make black cars and trucks is true". That didn't slow down Sister Barbara at all – she still insisted on a red truck. Then, Keith said "Sister, I think we can work this out. We can have a black truck painted red for you by Joe who runs the Body Shop down the street. We've done this before, and Joe does really nice paint work. I think you'll be happy with it." Sister Barbara was satisfied with this, and the deal was made.

Before Sister Barbara left, they suggested that she get insurance on the truck when it is delivered. They recommended Phyllis at the insurance office across the street, as she really knows insurance and will give good service.

Just then, Jim, the Landscaper, pulled up in his almost worn out Model T turned into a truck using a Smith Form-A-Truck conversion. Jim noticed the car parked in front of him had Michigan plates and thought to himself "Hmmm, that's interesting." As he walked into the dealership, Jim was greeted by Keith who introduced him to Mr. Ford. Jim said "This is a pleasant surprise. I came in to buy a new Model TT chassis to put a closed cab and a Heil dump box on to use in my landscape work and I got to meet Mr. Ford too. This must be my lucky day!"



The Plymouth, Wisconsin Ford Dealership 1915 to 1918 Era  
411 to 415 East Mill St.

Keith asked Jim "How do like the Centerdoor Sedan I sold you last year?" Jim Said "It's great. My Wife and kids like it because it's warm and snug in our cold weather."

Shortly thereafter, Greg came in and told Mr. Ford that his tire was fixed and his car was ready to go. Greg explained that he not only fixed the tire, but he checked all the other tires, the water, oil, and differential, and filled the gas tank, Mr. Ford then mentioned to Keith "You know, Greg is a good man, we could use a lot more like him."

As Mr. Ford was getting ready to leave, Greg said, "I'll crank it for you." Mr. Ford said "Thank you, but that's not necessary. I'll let you in on a secret. I have a test engine in my car fitted with a new electric starter system, so it doesn't have to be hand cranked to start."

Mr. Ford then continued on his way. After Mr. Ford left, Greg came in grinning. He said "Did you hear Mr. Ford say he had a test engine in his car and it has an electric starter on it so it didn't need to be cranked? Well, I knew that.... I peeked at the engine and checked it all out. I even crawled under it to get a really good look!" They all got a laugh out of that.

And they all lived happily ever after.

This article is what is referred to as "Historical Fiction". Some parts of it are historical fact and some parts are fiction. You, the reader, can decide which parts you think are historical truth and which parts are fiction.

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## For Sale:



17" Fatman Steering wheel - very nice condition, \$350

Contact: Jack Leonhardt at [26modeltt@att.net](mailto:26modeltt@att.net) or 920-226-1005