

The Buzz

The official publication of the
Dairyland Tin Lizzies
December 2011



A Merry Christmas and a Happy New Year to you all
Henry Ford

Make this a Ford Christmas

This Christmas morning drive a Ford car up to your door—make it the most joyous and happiest of Christmas days.

And in the days that follow, your Ford car will be the means of more pleasure and convenience to you and your family than you have ever known before.

Your Ford car will be a real asset to your home and to your business. The investment is so small, yet the returns in real utility and genuine enjoyment so great, that the benefits cannot be over estimated.

Make up your mind today to give a Ford car this Christmas. Then come in, or call us up. We'll give you all the facts and explain our easy terms plan if you prefer to purchase that way.

But remember, your order should be placed at once to prevent delivery. **ACT NOW.**

We extend to you and yours the Season's Greetings.

TT Chatter --- from the Cab of Jack Leonhardt

When “Sister Barb” and I join the Dairyland Tin Lizzies two years ago we were told by Kevin Brusco, “this club is a Model T club that tours”. Monthly meetings and “garage talk” takes a second to tours /driving events – this year certainly confirmed Kevin’s statement. As president of the DTL, I’m extremely pleased with the turn out by members in supporting the Model T hobby this year.

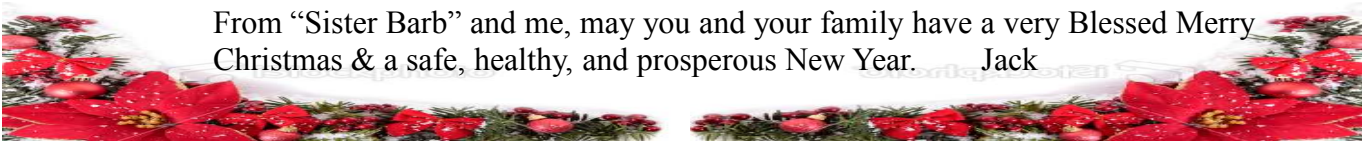
For those in attendance at Dairyland Tin Lizzies fall meeting at Chissy’s in Waldo, WI on Sunday Nov. 13th, I believe we had a good meeting. It’s you as members that made this meeting good – thank you.

Prior to the fall meeting, Carol Gumbinger had sent me, from her archives, a Dairyland Tin Lizzie Questionnaire (attached). After viewing the document, I felt it worthy that we should circulate at our fall meeting and secure input from our members. Below is a brief overview of the response from members:

- Overwhelming --- the number one interest is tours, tours, & tours. Kevin you hit it right on the head.
- 75% of the responders expressed interest in an overnight tour for the 2012 season.
- Vast majority would like to have Northern Wisconsin as a tour in the 2012 season – this is in addition to the Destination Door Tour hosted by none other than Dan & Phyllis Schultz. Note: Dan & Phyllis have agreed to once again host the Destination Door Tour --- thank you.
- A sole member would like to see a tour in Illinois in the 2012 season – guess who that member is! I for one would like see a tour in Illinois as well.
- Half of the responders are willing to organize a tour --- this is good news. And 1/3 of the responders have indicated their willingness to assist in a tour – I like this commitment.
- Five members have offered to share their expertise within the scope of the Tin Lizzies University i.e. woodworking, machining, safety inspections, Ford tools, as well as assisting fellow members.
- One member would like to learn about upholstery ---- **Question to our members, is there anyone in the Dairyland Tin Lizzies organization that has this talent and willing to share?**
- 50% of the responders have trailers that they can transport there T’s.
- What’s the preferred maximum distance you’d like to **travel to start a tour** with your T – 75% expressed a 40 to 50 mile limit.
- With a trailer what would the maximum distance you would travel to start on a tour – 10% indicated 1000 miles and one husband & wife without mentioning names (hint, the person was a Sergeant and promoted to Captain at the 2010 MTFCI tour) stated 2000 miles.

It’s from the above input we can steer the Dairyland Tin Lizzies to meet our members needs/expectations. Collectively, we can accomplish these tasks and have a fun filled organization – please involve yourself.

The Christmas season is soon upon us and we have the Dairyland Tin Lizzies Christmas Party slated for Sunday, January 15th, 2012 at Chissy’s in Waldo, Wisconsin. Mark your calendars, more details forthcoming on the Dairyland Tin Lizzies website.



From “Sister Barb” and me, may you and your family have a very Blessed Merry Christmas & a safe, healthy, and prosperous New Year. Jack

DAIRYLAND TIN LIZZIE QUESTIONNAIRE

NAME _____

1-Do you have a car trailer _____ or do you have access to one that you can use? _____

2-Are you interested in an overnight tour? _____
If so do you have any suggestions? _____

3-What type of activity are you interested in having the club partake in?

4-Are you willing to organize any event for our club? _____
If so what are you interested in doing? _____

5-How far are you willing to drive to start a tour?

A) with your T _____

B) with your T on a trailer _____



6-Do you have any special area of expertise that you are willing to share with other club members? (e.g. for Tin Lizzie U.) _____

7-Any comments or questions?? _____

Upcoming 2012 Events

January 15th Dairyland Tin Lizzies Christmas Party



Location: Chissy's Pub, 501 N. Mill Waldo, WI Hwy 57 & 28

Time: 3:00 for appetizers – meal to follow with dessert

Cost: \$ 18.00 per person

Gift Exchange is encouraged: White Elephant style (We all have unusual things in our garages or homes that someone must want. Wrap them up and bring them along, who knows what kind of laughs they may bring.)

RSVP and payment due to Pete Humphrey by January 2nd
3660 Larkfield Drive, West Bend, WI 53095

January 21st Tin Lizzie University at Brodtke's

Where: 2919 Brodtke Road, Cato, WI 54230

When: To Be Determined

Courses offered: Transmission Drum Inspection & Valve Grinding

If you have a Model-T engine that is in need of valve grinding, please contact Paul Brodtke. He is looking for a **patient** to perform this procedure on at this DTLU event.

Upcoming 2012 Events

Save these dates

April 15th Dairyland Tin Lizzies Spring Business Meeting

Location: Kenosha area - Details to follow

April 28th Tin Lizzie University at Edler's

Where: W4502 Clear View Road, Waldo, WI 53093

When: To Be Determined

Course offered: Model T inspection --- this is good timing with The Destination Door Tour coming up in May

May 26 – 28th Destination Door 2012

Where: Details to follow

June 17th Wings & Wheels

Where: Details to follow

July 25-26th EAA Air Adventure

Where: Details to follow



Congratulations to Jim Hess

During the past two years Jim has been rebuilding and restoring his 1923 Model-T Roadster to look and run as good as or better than new, using as many NOS parts on it as he could find. The car is Absolutely beautiful! On Sept. 10, 2011 he took it to the Antique Automobile Club of America (AACA) Central Fall Meet in Oak Brook, Illinois to have it judged, and he won a 1st Junior award for it. The "Junior" award is the first



one you can get per car, next is a "Senior", then Preservation Award. Jim's 1st Junior is a great achievement and he deserves a big **CONGRATULATIONS!** from all of us.

Job well done, Jim!



Dairyland Tin Lizzies

Minutes of November 13, 2011 Meeting

The fall meeting of the Dairyland Tin Lizzies was called to order at 2:10 p.m. by President Jack Leonhardt on Sunday, November 13 at Chissy's Restaurant in Waldo, Wisconsin. Members present were:

John Battell	John & Carol Brodtke
Paul Brodtke	Kevin Bruso
Rich Edler	DeWayne Fritz
Diane Scheid	Shawn Gerrits
Keith & Carol Gumbinger	Jim Hess
Pete & Shelly Humphrey	Mike & Pat Kuester
Jack & Barb Leonhardt	Duane & Nita Nicholson
Keith Pfeifer	Denis & Melodie Pulvermacher
Jim & Colleen Rodell, Eric, Ethan	Jim Rodell, Sr.
Dan & Phyllis Schultz	Bill & Cindy Stipe
Ron & Sandra Stock	Arlee & Sharon Titel
Don Tykac	Joe Vrana
Paul & Debbi Wilcox	Jim Wright
Gregg & Pam Zangl	

Secretary Jim Rodell, Jr. read the minutes of the April 10, 2011 meeting. Jim Hess moved to accept the minutes as written. Keith Gumbinger seconded the motion. Motion carried.

Treasurer Pete Humphrey distributed copies of the Treasurer's Report. The ending balance of the treasury is \$3,477.11. Of this amount, \$1,925.77 will be refunded to participants of the "Escape to Wisconsin 2011" tour because tour fees exceeded tour expenses. Jim Hess moved to accept the Treasurer's Report. Keith Gumbinger seconded the motion. Motion carried.

Webmaster Carol Gumbinger asked members to send her material for the club website at tinlizzieladv@gmail.com.

Dan Schultz reported that he did not know when he would publish the next issue of The Buzz newsletter.

Old Business:

President Jack Leonhardt reflected on some of the past summer's events and shared pictures.

New Business:

A new membership roster was circulated to check for errors. New members and recently rejoined members of the Dairyland Tin Lizzies were acknowledged.

Members were reminded of the Dairyland Tin Lizzies library of videos donated by former member Roger Sutfin, and in the care of Keith & Carol Gumbinger. Carol Gumbinger moved to approve an expenditure to transfer the VHS tapes to DVD format. John Battell offered to help with this task.

A questionnaire to help guide leaders of the club in planning activities was given to each family at the meeting to be completed and returned.

President Leonhardt announced that a classified ad section will be added to "The Buzz".

Discussion of a Christmas party resulted in plans to have a party on January 15, 2012 at Chissy's Restaurant northeast of Waldo, where the meeting was held. The party will be from 3-6 p.m., with a family style dinner of chicken and beef tips at 4:30 p.m. Cost will be \$15.95 including dessert. The club will purchase cheese and vegetable trays for snacking before the dinner.

President Leonhardt asked for ideas regarding Tin Lizzie University sessions for this winter. Paul Brodtke volunteered to host one session at his home and offered a variety of possible topics to be explored. Keith Gumbinger suggested that one session be offered in January. Rich Edler offered to host a session in May, which may also include a safety check and tour. A possible third session may be held at our traditional meeting place, Vrana Frame & Body Shop in West Bend. Watch The Buzz for details.

President Leonhardt announced that the Greater Milwaukee Area Indoor Winter Swap Meet will be held at the Washington County Fairgrounds on February 19, 2012. Members at the meeting planning to go to national tours include Gumbinger and Nicholson (MTFCI in Rutland, VT), and Fritz and Leonhardt (MTFCA in Lincoln, NE).

President Leonhardt asked for input for articles in The Buzz. After a question from the floor regarding if Dan Schultz had resigned in the June issue, President Leonhardt asked if anyone was interested in becoming editor of The Buzz. Shelly Humphrey volunteered to take over as club newsletter editor.

President Leonhardt asked members to organize tours for the 2012 season. Jim Rodell, Jr. described plans for a tour to Port Washington and a tour to Markesan and the Amish countryside. Kevin Brusco will coordinate plans for our continued involvement in the EAA Airventure and announced intentions for a tour in northern Wisconsin in 2013 or later. Dan & Phyllis Schultz will plan a Memorial Day weekend tour to Door County. Pete & Shelly Humphrey are planning to revive the Carousel Tour to Waterloo July 29, 2012.

The tentative date and location for our spring meeting will be April 15 in Kenosha. Keith Gumbinger will handle arrangements.

Carol Gumbinger moved to adjourn. The meeting was adjourned at 3:30 p.m.

Respectfully submitted,

James Rodell, Jr.
Secretary, Dairyland Tin Lizzies





Yellowstone Trail Tour June 4, 2011

By Jim Rodell Jr.



The Yellowstone Trail automobile route was begun in 1912 by a group of business men in South Dakota. By 1915, it linked the east coast of the United States to the west coast, directing travelers to Yellowstone National Park. In Wisconsin, the Yellowstone Trail crossed the state from Kenosha to Hudson.

The Dairyland Tin Lizzies retraced part of this historic route on June 4, 2011 between Gumm's Corners and Fond du Lac. The tour began at Lamm's Gardens, a landscape center ½ mile east of Gumm's Corners. Mr. John Lamm, founder of the business 50 years ago, greeted our group and led us across one of the relocated historic iron bridges spanning Cedar Creek. After following a tractor trail around Longmeadow Lake, our group of eight Model T's headed west on the Yellowstone Trail.

Directions for the tour were written in the style of the old automobile route guides of the teens and twenties. Checking with the old copies of King's Official Route Guide (1915) and Motoring in Wisconsin (1922) given to me by Jim Hess, many of the landmarks described in the old route directions are still in place, and were pointed out in the tour instructions.

After heading west through Gumm's Corners to Ackerville, the rest of the route to Fond du Lac consisted of a trip up Hwy. 175, the old Hwy. 41. In Slinger, we passed the factory where Bub speedster bodies for Model T Fords were produced, now a building of the Washington County Highway Department. About this time, we received word that we were one Model T short. Dave Hjortnaes's touring had experienced some overheating on the way to the tour start. After a couple miles into the tour, the engine seized, and a cell phone call to AAA yielded a ride home for Dave and his car.

We passed through St. Lawrence, Addison Center, and Nenno. Our first stop, halfway to Fond du Lac, was Theresa. A special tour provided by the Theresa Historical Society gave us an inside look of the original home of Solomon Juneau built in 1847, the Recklau log cabin, and the Schiefer home built in 1849. We spent an hour viewing the buildings and artifacts illustrating the history of Theresa. Next, tour participants visited Confections for Any Occasion by Joel and Widmer's Cheese Cellars. As I have read in The Vintage Ford magazine, Model T people like ice cream, and this tour provided the opportunity to indulge during the trip to Fond du Lac and on the way back.

After passing through Lomira and Byron, we entered the city of Fond du Lac, heading north on Main Street to Lakeside Park. Our group gathered under a shelter for a picnic lunch. We were joined by Yellowstone Trail executive director Mark Mowbray. Mr. Mowbray shared his knowledge and enthusiasm for the Yellowstone Trail with our group. Door prizes related to the Yellowstone Trail were also awarded to tour participants.

The return trip took our group on a route through Ashford and St. Kilian. North of St. Kilian, the Model T's were required to scale Katzenburg Hill. The tour leader, in spite of notes in his tour directions pointing out gas stations along the route, was running on a low tank. While trying to lead his followers up the hill with his 1922 touring, he came

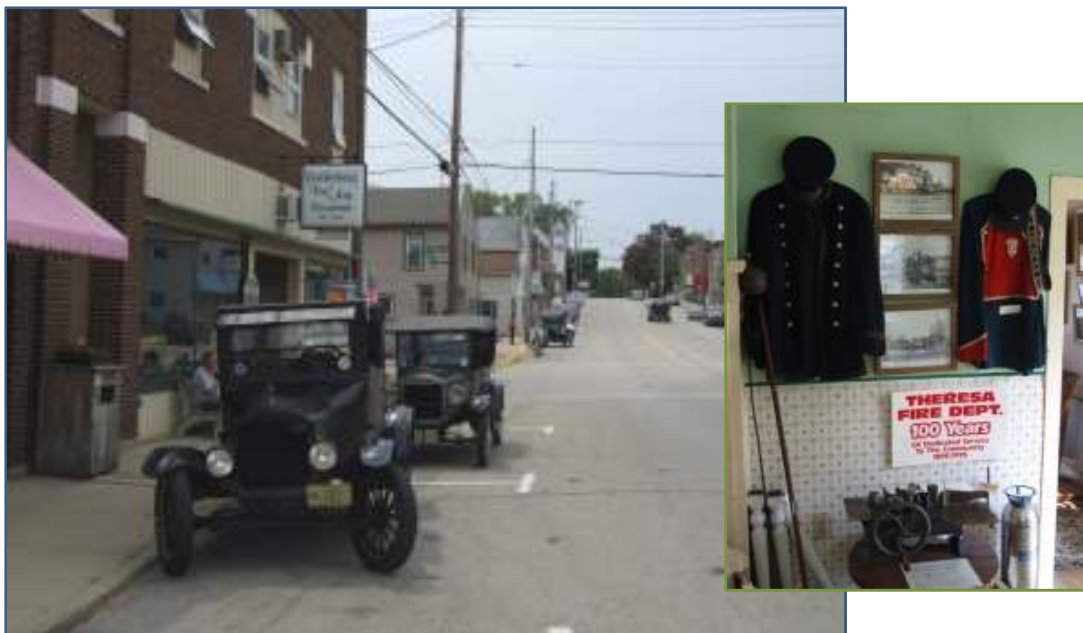


Yellowstone Trail Tour Continued

sputtering to a stop about $\frac{3}{4}$ up the hill. After waving the other six flivvers around him which had no trouble climbing to the crest, he grabbed the gas can off the left running board, removed the seat cushion, and filled with gas, all while keeping a foot on the right pedal. After starting the engine again, the touring didn't have enough power to climb the hill from a dead stop, especially with only three of four coils sparking.

A construction truck with a tow strap offered to help. After swallowing what was left of his pride, the tour leader allowed his car to be towed to the crest of Katzenburg Hill. With a fresh coil, all four cylinders pulled again, and the group was led to Honey Grove Ice Cream on the southeast corner of West Bend, where Model Ters were again given the opportunity to partake in their favorite food.

An ice cream paddle covered with crushed peanuts was the perfect ending to a beautiful June day in Wisconsin. Mark Mowbray reminded us that the Yellowstone Trail will be celebrating its 100th anniversary next year, and the 100th anniversary of the Yellowstone Trail in Wisconsin will be in 2015. Perhaps we will need to follow the trail again.



Fourth of July Tour

July 2 - 4, 2011

By Keith Gumbinger

Bright and early on Saturday Morning, July 2, 2011, 7 Model T families met at BA Construction on the North side of West Bend for the start of a 3 day Model T Tour to Green Bay. It was warm and sunny and the forecast was for beautiful weather for the whole weekend. Present were Pete & Shelly Humphrey, who were our tour coordinators, Dan & Phyllis Schultz with Dan's Nephew, Elijah, Keith & Carol Gumbinger, Shawn and Paul Gerritts, DeWayne Fritz & Diane Scheid and Diane's Grandson Cyrus, Jim Wright, and Duane & Nita Nicholson.



The first leg of the tour took us to Winneconne, but along the way we had a gas stop. While there, DeWayne tried to figure out a knock in the engine of their '26 Coupe, but they couldn't pinpoint it. We continued on to Winneconne where we had lunch at the *Fin 'n Feather* at the side of the Wolf River. We had a long table all to ourselves and enjoyed a great lunch and were soon on our way again. DeWayne will still be bothered by his engine knock, but we continued

on anyway. After about ½ hour DeWayne's engine knock was getting worse and we all stopped to figure out what to do. It's not often that 7 Model T's stop at the side of a road right in front of your farmhouse, so the lady who lived there came out to greet us and see what was up. After telling her about the engine knock, she said DeWayne could leave their Model T at her farm and he could park it behind the barn where it would be safe. We moved people and luggage around and continued on, this time in only 6 T's.



Driving on nice country roads, we arrived at the Bay Motel in Green Bay at about 5pm. After getting our rooms and freshening up a bit, we gathered in the motel courtyard for snacks and socializin'. Well, let me tell you, those snacks were great and no one was hungry for long.



Sunday morning the weather was again beautiful. We drove the short drive over to Lambeau Field for the guided tour that Pete and Shelly had arranged for us. When we got to Lambeau, no one was there. No one! It was almost 9 am when our tour was to start, but the hours painted on the doors said that Lambeau didn't open until 10 am. The place was deserted.

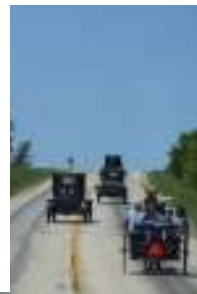
What gives? We busied ourselves by lining up our Model T's in front of the stadium and taking pictures for a few minutes, and at our appointed time of 9 am, we were at the door



ready to go.... Well, never fear, right on time our tour guide came and opened the door just for us. To make a long story short, we had a simply great tour. Our tour guide really knew her stuff and was a gracious host. She told us lots of "inside" stories about Lambeau and the players, took us to VIP rooms overlooking the field, past the locker rooms, through the tunnel and out onto the field. She used our cameras & took

pictures of us as a group. She really made the tour interesting for all of us. Later we toured the Packers Hall of Fame Museum and had lunch at Curley's Pub. Of course, most of us visited the Lambeau gift shop too.

When we came out of the stadium to our Model T's there were people all around looking at our cars. That was fun too, but we continued on as Pete and Shelly had more things planned for the rest of the day. We went and visited Seroogy's Chocolates, The Spice and Tea Exchange, and then to Cook's Corner, the nation's largest kitchen store. Next we toured to Fonferok Glen just East of town and viewed the waterfall and a natural bridge there. On the way back into Green Bay we stopped at a neat little place called Zesty's Frozen Custard, for – what else – custard and ice cream! Then we went back to the motel & called it a day. Again we enjoyed snacks and socializin' in the motel courtyard.



On Monday morning we left the motel and made a gas stop as we left Green Bay. We traveled on beautiful back roads and arrived at Larry and Carol Lamont's farm near Malone around noon. We had put in our order for sub sandwiches earlier and everything was ready when we got to Lamont's. We enjoyed a nice picnic lunch and relaxed for awhile with Larry & Carol and then continued on back to our tour starting point at BA Construction.

This tour report doesn't end there though. DeWayne and Diane still had to go back to the farm and get their disabled T that was left there. Since then DeWayne has been trying to fix that serious knock in the T engine and as of this date and many hours of work, the knock is still there. Stay tuned to find out what this mysterious knock was that none of us could figure out.

A big thank you to Pete and Shelly Humphrey for organizing the tour. The roads were very nice and the maps they prepared were outstanding! Besides Lambeau Field, the other places we visited were also very interesting and enjoyed by all.

The alloy steels that “made possible” the Model T Ford

An interesting article published in ASM International
submitted by DeWayne Fritz

In 1900 John Kent-Smith, an English metallurgist, found that adding small amounts of vanadium to plain carbon steels increased their strength, making them suitable for service in high speed steam engines. In a paper presented in Paris in 1903, Léon Guillet reported that a metallurgist named Choubly used vanadium additions to boost the resistance of carbon steels to shock, and to increase their strength.

Henry Ford first learned about the alloy around 1900. While examining a wrecked French racecar at Palm Beach, Florida, he picked up a damaged part and noticed that it was both lightweight and tough (bending before breaking). He sent a specimen back to his laboratory and learned that the steel contained vanadium. Following an unsuccessful search in the United States for a metallurgist with experience with vanadium, Ford invited Kent-Smith to cross the ocean and join him in his quest for chrome-vanadium alloys to replace the carbon-manganese alloys then favored for such parts as crankshafts and springs. (Manganese increases strength and hardness).



The Ford vanadium alloy was introduced in the first Model T, the wonder car said to be “made possible” by the new alloy. The vanadium steel provided twice the strength of carbon steels. Until then, the steel for gears, axles, and crankshafts had tensile strengths between 60,000 and 70,000 pounds per square inch (psi). With vanadium steels, tensile strength increased up to 170,000 psi. In March 1907, Ford took its first shipment of vanadium steel, produced in Canton Ohio, exclusively for Ford cars.

Ford went on to make the famous Model “T” and every crankshaft was made from vanadium steel. The heat treated Ford Vanadium steel was also used in axles, shafts, springs, and gears. The increased strength allowed weight savings, but the heat treatment also resulted in improved toughness or shock resistance. Mr. Ford recognized the great possibilities of this shock-resisting steel. It was a must because of the abuse cars had to take from primitive roadways.

Early application of alloy steels in cars included transmission gears and pinions (which require load carrying capability); reciprocating parts, shafts, cams, and steering mechanisms (all need to be light and strong); valves (which must resist engine heat); and water pumps (which must resist leakage and corrosion).

The first record (circa 1905) of alloy steel usage in the auto industry was published in the bulletins prepared by Henry Souther, a pioneer in automotive engineering. The list included carbon-chromium-nickel alloys with carbon contents ranging from 0.25 to 0.50%; one containing 0.50% carbon, a low-carbon steel; and a spring steel. Low-carbon steel generally contains less than 0.30% carbon; the carbon content of medium-carbon steels ranges from about 0.30% to 0.60%; high-carbon steels contain more than 0.77%, and may be called tool steels. With some notable exceptions, the upper limit of carbon steel is generally about 2%. Spring steel falls into an in-between category, with carbon content ranging from 0.56 to 0.64%, for example.

All of this information and much more can be found in the Second Edition of Metallurgy for the Non-Metallurgist, edited by Arthur C. Reardon. The completely revised edition was extensively updated with broader coverage of topics, new and improved illustrations, and more explanation of basic concepts. It is a must-have ready reference on metallurgy. [Available now!](#)

I hope everyone enjoyed this issue of The Buzz. I for one, now have a great appreciation for all the work that Dan Schultz has put into this newsletter in the past years. He kept us informed and growing as a club. Please join me in thanking Dan for all of his efforts as Newsletter editor in the past.

If you have news of something coming up, or photos and write-ups of a past activity that you would like included in future publications of the Buzz, please send them to me at carsntravel@hotmail.com. Thanks.

Merry Christmas to all the DTL families, We hope everyone has a safe holiday season.

Shelly and Pete Humphrey