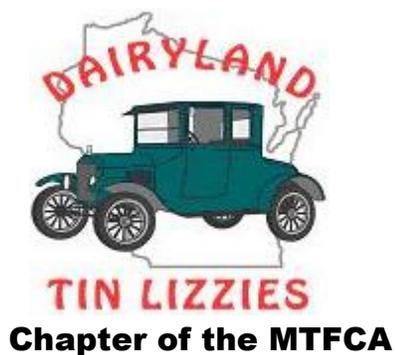


The Buzz

The official publication of The Dairyland Tin Lizzies
July - August 2009
Volume 8 Number 2



A group photo of the Memorial Day overnight tour participants. The complete article is in this issue of the Buzz.



President's Message

After spending three days at the Iola Old Car Show and Swap Meet, I think the old car hobby still looks pretty healthy in this "down" economy. The vendors that I spoke with thought their sales were pretty good, too.

Father's Day brought nice weather to the Sheboygan County Airport for the Wings and Wheels event. There were 9 Model T's driven by our members among the many vehicles at the show. Ethan Rodell won a raffle for a helicopter ride and was joined by his mom, Colleen, and brother, Eric, for a scenic view from the air.

On the 4th of July, 12 Model T's met at the Wisconsin Auto Museum in Hartford for a great tour to the Watertown area. We toured the Octagon House, ate lunch and ice cream at Mullen's Ice Cream Parlor, and toured a beautiful private historic home in Watertown. Then we stopped at Ebert's Garden Center and Nursery on our way to Ixonia where we were treated to refreshments and visited with Harry and Barb Nelezen. After arriving back in Hartford, many met at the Mineshaft for dinner. The tour must have been about 75 miles roundtrip, but all of the Model T's had a trouble-free ride. Thanks to the Gumbingers for a well-planned tour.

Kevin Brusco is coordinating our club's participation with the Ford Motor Co. in the EAA AirVenture event at Oshkosh again this year. The dates are July 29th -30th, but you had to be signed up by July 3rd to be a part of it. Everyone had such a good time last year, so they are doing it again.

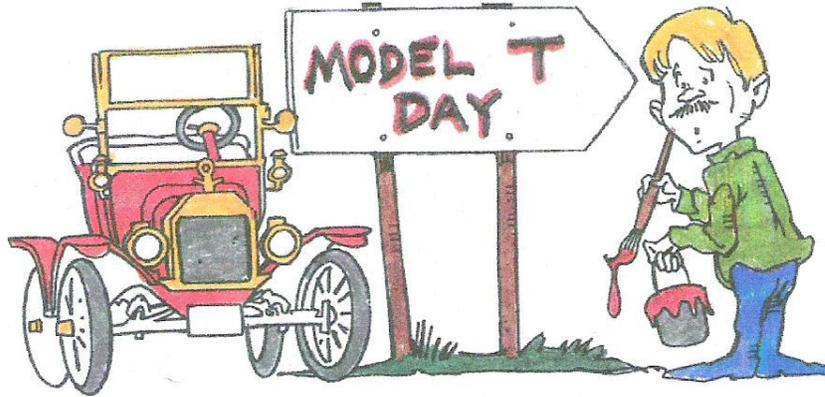
Pete and Shelly Humphrey are hosting Flivverfest on August 2nd with a tour starting out from the Washington County Fairgrounds. There is more information in this issue of the Buzz.

Model T Day is August 15th at the Wisconsin Automotive Museum in Hartford, planned by Jim Rodell, Jr. Last year there were 49 Model T's. It would be nice to see some of the Model T's come out that we have not seen at the events before. Maybe there will be over 50 Model T's this year!

There are also some fall events coming up in September. Check the calendar and plan to join us!

Have fun,

Jim Rodell, Sr.



Inviting "Kids of all Ages" to

Model T Day

When: Saturday, August 15, 2009
9 a.m. to 3 p.m.

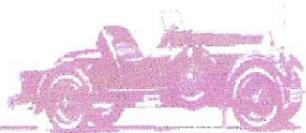
Where: Wisconsin Automotive Museum
147 N. Rural St., Hartford

Experience the history and present-day enjoyment of the Model T Ford,
built by Ford Motor Company from 1908-1927.

- Free Model T rides (Children must be accompanied by a parent or guardian)
- Model T car show, displays, and demonstrations
- Brats, hamburgers, and soda
- Reduced admission to museum

Sponsored by

*Wisconsin
Automotive
Museum*



147 NORTH RURAL STREET
HARTFORD, WISCONSIN 53027
(262) 673-7999



A VISIT TO MODEL T HAVEN IN IOLA

(IOLA, KANSAS, THAT IS)

By Keith Gumbinger

On a breezy day about a month ago, Carol and I were cruising around Kansas when I suggested to her “Why don’t we stop and see Model T Haven. I understand they have lots of T’s & T parts.” So that’s what we did.

Model T Haven was found on a backcountry road in a farming area. They have a couple of red farm type buildings, which don’t give any indication of what’s inside and out back in the parts yard. As we entered we found Mark Freimiller, the owner, working on a customer’s car. He stopped what he was doing and greeted us warmly.

He said we could look around and browse his parts yard out back. I did just that and spent about an hour checking out the “back lot”, as he calls it. The back lot has T and TT parts galore. Model T frames and parts of T bodies, all outside with a good coat of rusty patina. Under an enclosure, there are engine blocks neatly stacked. The stack must be 10 feet high, all Model T blocks. There are several Model TT closed cab bodies, and parts for C cab bodies, all outside.

The good parts have been removed from the T’s and are stored in an enclosed shed out of the weather. Parts like nickel plated radiator shells, radiators, headlights, crankshafts, windshields, instrument panels, coil boxes, good wheels, steering columns, transmissions, starters, generators and carburetors and lots of other good parts. I picked out a late type “EE” crankshaft and bought it for a reasonable price.

Back inside the shop, Mark was again working on an old car. He also had two employees doing restoration work on customers’ cars. I recognized a ’14 Roadster that he had for sale several months ago. Mark said they sold it and the buyer is having them restore it. It was nearing completion and looked very nice.

Mark said he had several Model T and TT’s for sale just down the road that we could look at. We did stop there and saw about a dozen unrestored T’s, TT’s and Model A’s stored in two open sheds.

We found Mark Freimiller to be a friendly guy and Model T Haven to be a good source for Model T and TT parts. Their web site is:

www.modelthaven.com

Ed. This article was submitted to me in May of 2009.



FORD-SHOP-LETS



The Ford plant at Detroit, Mich., occupies an area of 56 acres. 47.5 acres of floor space under cover in the factory and administration buildings.

The annual business of the Ford Motor Company approximating \$150,000,000, means a production of \$3,157,894.74 per acre. The Machine shop holds 5,500 machines of various kinds, including 1,000 drill presses of both the multiple and single spindle types, 700 turning lathes, 300 punch presses, several of 50 tons each, with a pressure power of 900 tons to the square inch.

12,124 tons of structural steel, 10,000,000 bricks, and 172,000 barrels of Portland cement were used in the construction of the plant.

471,485 square feet of glass were required. (In the world-famous Woolworth building in New York City, there are 3,250 windows, calling for 85,000 square feet of glass. Enough glass in the Ford factory and administration building to supply the windows of five and one-half Woolworth buildings.)

24,000 is the average number of Ford employees in the factory proper, representing 52 distinct nationalities, who speak in more than 100 different dialects.

In the administration building the average number of employees is 600.

In the 35 branches located in 35 of the principal cities of the United States, and the 24 assembling plants situated in 24 different cities of the United States, the average number of employees approximates 6,000. A grand total on the Ford pay roll in excess of 21,000 individuals. If these represent the average family of 5 members, the Ford Motor Company maintains a city of 105,000 population. And if we consider the number of per-

sons employed in outside factories, whose work is entirely devoted to the making of equipment used in "Ford" cars, a conservative estimate would be that the Ford Motor Company in its operations of manufacturing and selling motor cars supports a city of 200,000 people.

2 carloads of Spark Plugs are used every month.

15,000,000 square feet of upholstering in 300,000 Ford cars. This would make 937,500 five-piece parlor suites. 7,480,470 pounds of hair are used in the upholstering. This would make 498,698 of the regulation hair mattresses, enough to sleep 997,396 persons each night.

34,633,500 square feet of rubber cloth material are used in the making of tops. If made into raincoats it would supply one each for 1,300,000 men.

1,500,000 lamps are required and 1,200,000 each of wheels and tires. The electric head lights in a year's output of "Ford" cars represent a total of 9,600,000 candle power, equal to 9,600 ordinary arc street lights. This is enough to illuminate a city of 31 square miles area, or a population of 750,000. The city of Detroit with a population of nearly 600,000 has but 7,471 street are lights.

2,661,120 feet of Vanadium Steel shafting and axles; 1,251,360 feet of exhaust pipe; 9,028,800 feet of tubular radius rods was used in the 300,000 cars.

13,650,000 square feet of sheet metal for guards and fenders, an annual consumption equivalent to a flat surface of 313 acres.

6,000,000 pounds of brass required for radiators, and considerable more for other parts.

DESTINATION DOOR MODEL T TOUR 2009

On a cool, overcast and slightly damp Saturday morning, 14 Model Ts met at the Kohler generator plant on the North side of Sheboygan for the "Destination Door Model T Tour". This was the Dairyland Tin Lizzies' second overnight tour to Door County; the first one being five years ago. On the previous tour, we had wind, rain and sun and a great time. Our hosts, Dan and Phyllis Schultz, DeWayne Fritz and Diane Scheid, promised us "...more of the same", and they definitely delivered!

Most of our tour participants had toured before, but we did have several newcomers. On this tour we welcomed John & Carol Brodtke, Jack and Barb Leonhardt, and Steve McFadden's fiancée Duana. Upon arrival at the generator plant parking



lot, all participants were



presented with a custom embroidered Door County T Tour

bag filled with brochures and restaurant menus, gifts, embroidered T Tour hats and an assortment of candy and treats. Wow!

We were all anxious to get going, so after a quick stop to top off our gas tanks for the day, we pointed our Ts north. The breeze off of the lake kept us plenty cool and kept the open car participants nearly refrigerated. Motoring through Two Rivers, we stopped to visit our fellow member Mabel Stechmesser and to see her '26 Roadster. This was also a perfect opportunity



to do a little unscheduled service. Of course a flat tire is no serious issue for Rock. After some visiting, some T talk, a few other minor adjustments and some ice cream,



we headed out, bound for the Point Beach Energy Center just north of Two Rivers.

Through interactive displays and video presentations, the Point Beach Energy Visitors' Center gave us all an overview of how nuclear power is generated and transmitted. The Point Beach facility houses two of Wisconsin's three nuclear reactors. The three combined produce 16.8% of the electricity generated in Wisconsin.

We continued north and found ourselves in Kewaunee for our lunch stop at Kunkel's Korner. Kunkel's has homemade specialties of all kinds and there was something for everyone. Just down the street is Tom's Pastry Shop & Bohemian Bakery, where we each selected a pastry or Danish of some kind for a 'Continental' breakfast the next morning. After lunch and "shopping", we continued along the lake, traveling through Algoma and on to Sturgeon Bay. After crossing the bridge, we followed the road along the shipping canal, and stopped at the historic overlook that showcases the canal.



The Lake Michigan Ship Canal was begun in 1872. The plan was that the shipping canal would, in part, provide a shorter and safer shipping route for sailing vessels. The canal reduced the trip distance from Green Bay to Milwaukee and Chicago by 150 miles. It also eliminated the dangerous journey through the "Death's Door" passage at the tip of the Door Peninsula. The first full year of operation was 1882. A marker at the overlook site tells the story of the canal.

We continued on and arrived at the Runaway Lodge at Valmy, our host motel for the weekend. The Runaway Lodge was just the right size for our group, as we occupied nearly all of the rooms. The rooms were clean and comfortable and many of them had kitchenettes with refrigerators, microwaves and even dishes and flatware. This was very convenient because shortly after our arrival, we were treated to an extensive spread of hors d'oeuvres by our tour hosts.



Those of you who have organized a tour know that putting together a tour of this kind is no small undertaking, and Dan Schultz needed

some extra therapy to help him relax. Dinner was available at a variety of restaurants, but most of us had enough to eat with the hors devours!

Then to top it all off we all drew numbers and door prizes were awarded.



Sunday dawned with bright sunshine, and to the delight of all, we saw no more rain for the remainder of the tour. After our continental breakfasts (purchased the day before) and topping off our gas tanks, we set out for the Cana Island Lighthouse. The lighthouse was built



in 1869 and the light was officially lit for the first time on January 24, 1870. It is the most photographed and identifiable of the Door County lighthouses. Perhaps this is because it looks most like what people think a lighthouse should look like. We took our time exploring the grounds and the keepers' quarters.

Many ventured up the spiral staircase inside the tower to get a close-up look at the Fresnel lens (a work of art in itself) and a commanding view of the surrounding area from 65 feet above the ground.



After this visit we headed even further north to Ellison Bay on the bay side of the peninsula. This was our lunch stop and we had a choice of two restaurants to eat at. After lunch, some of us chose to browse in the Silly Goose General Store and Antique Shop, which was full of unusual and unique items.



A short distance down the road is Ellison Bluff County Park. This park offers one of the most breathtaking views in the county. A wooden walkway/observation deck leads out to the edge of sheer 100-foot limestone bluffs. Some of us ventured out even further on a catwalk which extends over the bluff.

Working our way back south through beautiful cherry orchards towards Valmy, we stopped at the Simon Creek Winery. Here we had the opportunity to enjoy some wine tasting and some live entertainment. The Sunday afternoon live music is well known in this area and the weekly summer event is attended by many of the locals. Of course, the winery is happy to sell you as many bottles of their wine as you'd care to take with you.

Just a mile or two down the road and we were back at our home base at the Runaway Lodge. Once again our gracious hosts treated us all to hors d'oeuvres and beverages. A short time later, however, many of us ventured out to the Happy Hour tavern. The lure of \$1.00 tacos was too much to ignore.



Monday morning came too soon and promptly at 8am we began our trip back home. First things first though; we stopped for breakfast in Sturgeon Bay at Scaturo's Baking Company & Café. There we had the benefit of a hearty breakfast (a requirement for many miles of touring) served on our own private (though slightly chilly) deck. No stop at Scaturo's is complete without taking something for the road from their selection of delectable cookies, sweet rolls, pies, cakes and numerous other goodies!



Then we were on the road again. But what would a Model T tour be without some "side of the road" service stops along the way? It seems that a pesky carburetor left us in "standby" mode at the side of the road more than once on the trip south. The good news was that we had beautiful clear skies and no particular place to be just then. And any time is a good time for "T talk"; especially down time, waiting at the side of the road while repairs are being made elsewhere.

Underway again, we made our way south through Algoma and then Kewaunee. In Kewaunee, we stopped for gas and a short break. We then had an unexpected special treat. We were invited to view the collection (Model Ts and other cars) of Leon Van Steenburgh. Mr. Van Steenburgh is the founder and president of Van Steenburgh Engineering Laboratories, a developer and manufacturer of refrigerant reclamation equipment. Leon was a pioneer in the ice making and refrigeration industries. He got his start as an engineer with Manitowoc Corporation and he currently holds dozens of industry related patents. It's no surprise that an engineer would have some great cars tucked away in his garage.

Leon was as happy to show off his collection to Model T enthusiasts who appreciate great automobiles, as we were to see them. Thanks Leon!



The rest of the trip down through Two Rivers and Manitowoc and finally back to Sheboygan, was made without any further stops. But Dan and Phyllis had one more surprise for us. We were all invited to their house for a mid-afternoon lunch of sloppy Joes! But then it was time for us to go our separate ways and head for home.

Thanks to Dan, Phyllis, DeWayne and Diane for a super T tour. We had great model T roads and fun destinations. What will you do to top this one?

Ed. Pete Humphrey submitted this article along with the pictures and also the group picture for the cover.

Dairyland Tin Lizzies Events Schedule 2009

August 15	Model T Day at Wisconsin Auto Museum Hosted by Jim Rodell, Jr.
September 13	Kewaskum Early Farm Days at Riverside Park Hosted by Joe Vrana, Jr.
September 20	Richfield Thresheree
October 4 or 11	Fall tour somewhere Details to be announced
November ?	Annual fall business meeting

Let's have a good turnout at the above listed events

EASY TURNING

