



The Buzz

The official publication of the
Dairyland Tin Lizzies
December 2013



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

Make this a Ford Christmas

This Christmas morning does a Ford car up to your door—
made it the merriest 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 are great, that the benefits can
not be overestimated.

Make up your mind today to give a Ford car this Christ-
mas. 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 car should be placed in use
as soon as possible. **ACT NOW.**

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

RAMBLINGS FROM THE RUNNING BOARD

Another season of touring with our Ts has come to a close and the holidays are upon us. The time sure races by! I want to thank all of the Dairyland Tin Lizzie members who stepped up and organized an event or tour this year. We had quite a slate of activities. At our fall meeting last month, we revisited these events with a brief report from those who made them possible. Check out the details of the meeting in the minutes, appearing in this issue.

Also appearing in this issue, is an excerpt from the Model T Ford Service Bulletins. Our thanks to Jim Hess for graciously providing his copy of the Service Bulletins, so that we may include them periodically in issues of The Buzz. This particular one is quite timely, as it concerns the care of batteries and the need to properly maintain them when in storage or during long periods of disuse. Keep an eye out for more bulletins in future issues.

The vote is in! We all wanted a Christmas party, so a party will take place on Saturday January 11th at Aidan O'Reilly's. Check out the details right here and please get your money in early to Duane Nicholson so that we can get an accurate head count.

Not all of our news is good, however. It is with sadness that I inform you that Mike Kuester lost his battle with cancer on Sunday morning. This is especially tough at holiday time. Please remember the Kuester family in your thoughts and prayers. It is a reminder for all of us to keep in mind what is really important; the love of family and friends. All of the possessions in the world cannot match the value of family and friends.

Please take time this holiday season to count your own blessings. We are so lucky to be living in a country that allows us the freedom to pursue our dreams and desires. We have the freedom and the means to own and drive vehicles of tremendous historical value. One needs only to turn on the TV news to see millions of people who are homeless, penniless and in need of the most basic of necessities. A particular passage from Charles Dickens' "A Christmas Carol" comes to mind: *"At this festive season of the year, Mr. Scrooge,' said the gentleman, taking up a pen, it is more than usually desirable that we should make some slight provision for the poor and destitute, who suffer greatly at the present time. ... We choose this time, because it is a time, of all others, when Want is keenly felt, and Abundance rejoices."*

Abundance rejoices. If you can improve someone else's life, please do it. Merry Christmas!

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.

Direct correspondence to:

MODEL T FORD CLUB OF AMERICA

P. O. Box 126

Centerville, IN 47330-0126

Or, online at: www.MTFCA.com

Upcoming Events

January 11th



Where: Aidan O'Reilly's - Allentown
When: 2PM Gathering and White Elephant Gift Exchange
Eat at: 4PM Bring Desserts to share
Cost: \$ 15.00 per Adult - \$ 8.00 per Child 10 and under

RSVP and send check by January 2nd to: Duane Nicholson
PO Box 142
Rochester, WI 53167

January 18th

DTL University @ Vrana Frame and Body

Topics: Front End - Greg's Mystery Accessories

February 23rd

Greater Milwaukee Area Swap Meet

Where: Washington County Fair Grounds

April 13th



Spring Business Meeting

When: 2:00 PM
Where: Aidan O'Reilly's Pub & Grill

June 14

Lizzie's 100th Birthday Bash

Where: Rhinelander, WI (Details to follow)

June 15

Wing & Wheels

Where: Sheboygan County Airport (Details to follow)

July 31, Aug 1,2

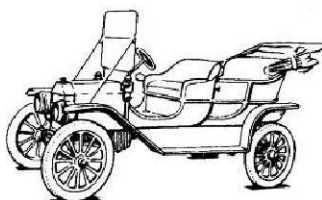
Antique Automobile Club of America

Where: Oconomowoc, WI (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 10, 2013 Meeting

The fall meeting of the Dairyland Tin Lizzies was called to order at 2:08 p.m. by President Pete Humphrey on Sunday, November 10, at the upstairs room of Aidan O'Reilly's Pub & Restaurant in Allenton, Wisconsin.

Members present were:

John & Carol Brodtke

DeWayne Fritz

Shawn Gerrits

Jim Hess

Jack Leonhardt

Jeffrey Pagels

Denis Pulvermacher

Jim, Jr. and Colleen Rodell, Eric and Ethan

Joe Vrana

Paul and Debbi Wilcox

Jay Zautner

Kevin Bruso

Diane Scheid

Keith & Carol Gumbinger

Pete & Shelly Humphrey

Duane & Nita Nicholson

Gary & Chad Prost

Jim Rodell, Sr.

Sandra Stock

Tod & Sharon Wirth

Jim Wright

Gregg and Pam Zangl

Jim Wright moved to accept the minutes of the April 14, 2013 meeting as published in The Buzz, official newsletter of The Dairyland Tin Lizzies. Keith Gumbinger seconded the motion. Motion carried.

Vice –President Jim Hess reported that the AACA national meet would be held at Olympia Resort in Oconomowoc July 31-August 2, 2014.

Treasurer Duane Nicholson submitted the Treasurer's Report with a beginning balance on April 14, 2013 of \$1,118.84 and an ending balance on November 9, 2013 of \$1,098.42. Carol Gumbinger moved to accept the Treasurer's Report. Carol Brodtke seconded the motion. Motion carried.

Newsletter editor Shelly Humphrey requested articles which other members would enjoy reading in The Buzz. Jim Hess is providing a future article on winter battery storage. Jim Rodell, Jr. suggested printing Model T Ford Club of America logo and membership information in future issues to qualify for MTFCA newsletter awards.

Webmaster Carol Gumbinger asked members to submit material to her for the club website.

OLD BUSINESS:

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

DeWayne Fritz and Diane Scheid reported that eight Model T's toured to Destination Door County over Memorial Day weekend.

Duane Nicholson reported that one Model T joined for a rainy Memorial Day tour in Rochester.

Pete Humphrey reported on the 100th Annual (and final) Beechwood Firemen's Parade held June 9, in which the Humphrey's drove their two Model T's and were joined by Jim Rodell, Sr., Joe Vrana, Dan Schultz, DeWayne Fritz, and Diane Scheid.

Jack Leonhardt reported that six Model T's attended Wings and Wheels on Father's Day at the Sheboygan County Airport. 14 members of the Dairyland Tin Lizzies were in attendance.

Pete Humphrey reported on the summer session of Tin Lizzie University held June 22 at Rich Edler's garage. Jim Zautner instructed the session, during which the top bows on DeWayne Fritz's 1927 roadster were wrapped with fabric. The top is now completely installed on DeWayne's car. It is also running well thanks to help from Jack Leonhardt and Rod Prinsen.

Dennis Pulvermacher reported that he was joined by Dan and Phyllis Schultz, DeWayne Fritz and Diane Scheid on July 6 to tour from Princeton to Baraboo and back to attend Dennis & Dena Gorder's Bunny Hill Picnic. Duane & Nita Nicholson also attended the picnic.

Jeff Pagels reported that one Model T joined his to help celebrate the sesquicentennial of his church in Two Rivers on July 21. Church members enjoyed the Model T's.

Kevin Bruso reported on the Model T ride program at the EAA Airventure held July 29-August 2. This year, 5 Model T's per day gave rides each day of the EAA event, departing from and returning to the Ford hangar. The weather was pleasant this year. A special feature was the use of Bob and Alice Wirth's 1909 Model T on the Ford stage.

A "Gimmick Rally" tour and pot luck lunch was hosted by Tod & Sharon Wirth on August 10 as a joint event with the Model T Ford Club of Greater Milwaukee. Tod Wirth reported that about a dozen Model T's participated.

Tod Wirth also reported on the Vintage Baseball Game and Car Show held August 18 at the Richfield Historical Society grounds.

Kevin Bruso described the Hodag Tour held August 31-September 2, based in Rhinelander. Eleven Model T's participated, including three belonging to the Bruso family, who organized the event. The unique places visited, along with beautiful scenery and good weather resulted in a successful tour.

Tod Wirth reported on the Richfield Thresheree held September 21 & 22. The featured machine this year was the Model T Ford.

Tod Wirth and Pete Humphrey recalled their experiences from attending the Milwaukee Repertory Theatre for the production "Ragtime" and display of Model T's provided by members of our club.

President Pete Humphrey expressed his condolences for the loss of our member Ron Stock, who touched many of our lives in a positive way, and will be greatly missed. Sandra Stock thanked the members who attended Ron's funeral and gave their support to the Stock family.

Jack Leonhardt reported on the well-being of two of our Sheboygan-area members, Rich Edler and Mike Kuester. Rich had two knees replaced, and Mike is diagnosed with cancer.

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.

Duane Nicholson reported on the Hillbilly Tour- MTFCA National Tour 2013 in Eureka Springs, Arkansas. 125 Model T's attended the tour.

NEW BUSINESS:

President Pete Humphrey solicited suggestions for a Christmas Party, which resulted in discussion. The party will be held in the upper room of Aidan O'Reilly's Pub & Restaurant on Saturday, January 11. A white elephant gift exchange and Model T bingo were suggested. Arrangements will be handled by Shelly Humphrey. Jim Rodell, Sr. moved that we set the price of the dinner at \$15.00 per person, with any costs of the meal exceeding that amount be covered by the club treasury. Shelly Humphrey seconded the motion. Motion carried.

President Humphrey solicited suggestions for Tin Lizzie University dates, locations, and topics. After discussion,

a date of Saturday, January 18 was set for Vrana Frame & Body Shop. Keith Gumbinger suggested a demonstration of the Stevens insert installation to repair the king pin threads on a front axle. Coil rebuilding was suggested as a topic. Jim Rodell, Jr. suggested a "show and tell" for Model T accessories.

Carol Gumbinger announced that she will plan a tour to Plymouth, Wisconsin for 2014.

Tod Wirth announced his intentions to plan an event centered around Shady Lane Greenhouse's car show held in September.

Kevin Bruso discussed a 100th birthday event for a 1914 Model T to be held in Rhinelander next Father's Day.

Shawn Gerrits will be married May 10, 2014 and will need 5-7 Model T's for his wedding party.

After discussion, Jim Rodell, Sr. moved to hold our next meeting April 13, 2014 in the upper room of Aidan O'Reilly's Pub & Restaurant. Keith Gumbinger seconded the motion. Motion carried.

Eleven year-old Eric Rodell announced that he and his brother Ethan are beekeepers, and would have honey available for purchase after the meeting.

President Pete Humphrey announced the dates for the Winter Parts Swap sponsored by the Model A Ford Club and held at the Washington County Fairgrounds. Information will be published in the next issue of The Buzz.

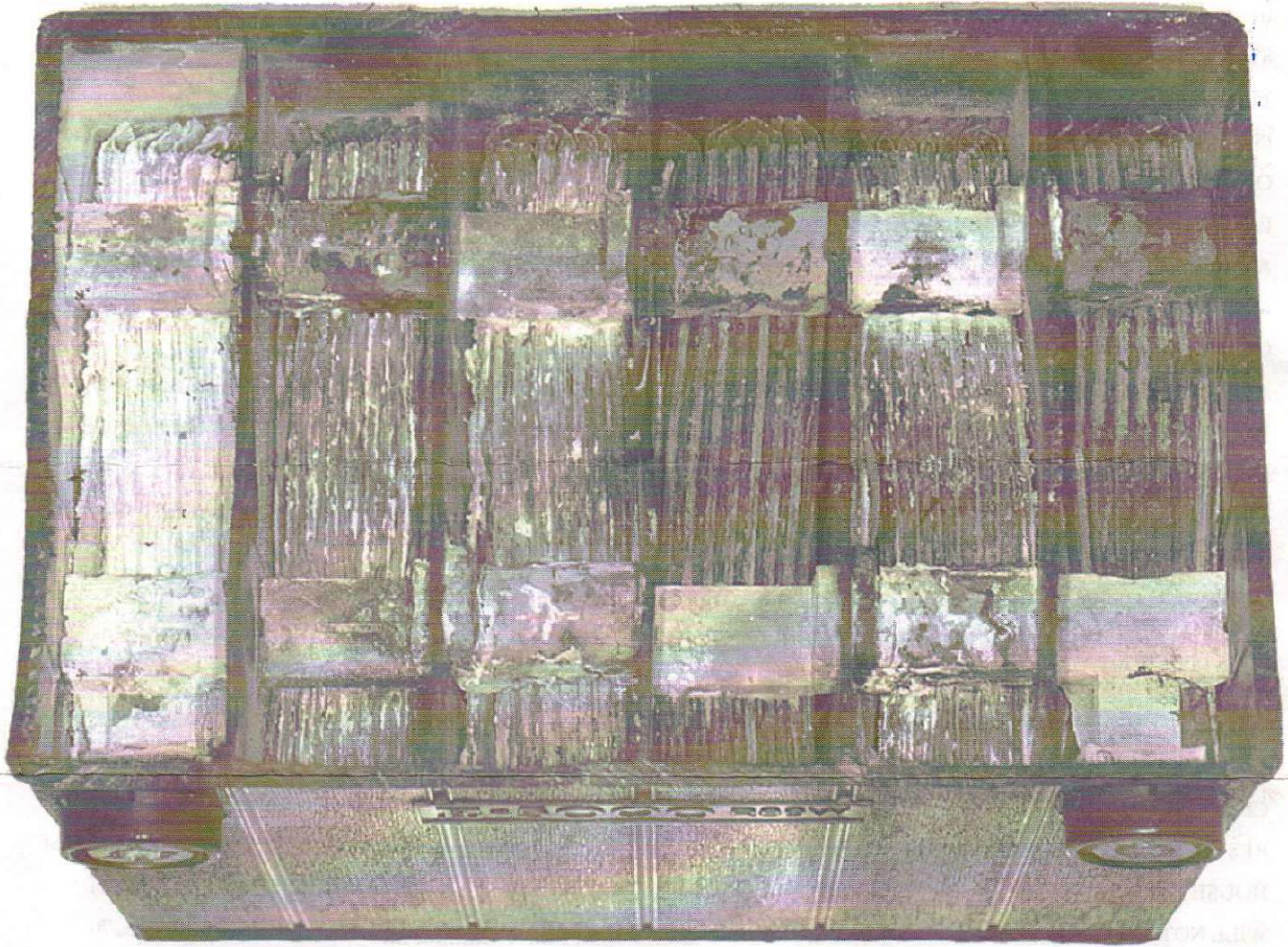
Jim Wright moved to adjourn the meeting. Kevin Bruso seconded the motion. The meeting was adjourned at 3:40 p.m.

Respectfully submitted,

Jim Rodell, Jr.

Secretary, Dairyland Tin Lizzies

DON'T LET THIS HAPPEN TO YOUR BATTERY



This battery was in a car that was displayed in a museum without being used or charged for over 6 months. The white residue you see in the above photograph is sulphation.

Sulphation, the number one cause of early battery failure, is simply crystals of lead sulphate ($PbSO_4$) which have formed on the lead storage plates in a lead-acid battery.

When the battery is improperly charged (over/under) or allowed to self-discharge as occurs during storage/nonuse, these crystals build up on the battery's storage plates preventing the battery from ever being fully charged and therefore unable to deliver its full power/capacity.

Sulphation will void the battery warranty. Sulphation is not a defect in the battery, but is caused by customer neglect.

PROPER STORAGE MEANS LONGER BATTERY LIFE

IF YOU STORE YOUR OLD CAR FOR THE WINTER, THE BATTERY WILL LAST LONGER AND BE READY FOR A QUICK START IN THE SPRING IF YOU REMOVE IT AND STORE IT IN A COOL, DRY PLACE. ****NEVER ON CEMENT****

THE FIRST REQUIREMENT, ACCORDING TO THE BATTERY EXPERTS, IS THAT THE BATTERY BE FULLY CHARGED. IT IS RECOMMENDED USING A SLOW CHARGER, WHICH CHARGES AT A LOW RATE FOR A RELATIVELY LONG PERIOD OF TIME. AT A CHARGING RATE OF 4 TO 6 AMPS, FOR EXAMPLE, TWENTY FOUR HOURS MAY BE REQUIRED TO BRING THE BATTERY TO FULL CHARGE, DEPENDING UPON THE STATE OF CHARGE TO BEGIN WITH.

A TRICKLE CHARGER, OFTEN USED BY CAR OWNERS, MAY ENERGIZE A BATTERY SUFFICIENTLY TO MAKE IT FUNCTION, BUT MAY NOT BE ADEQUATE POWER TO BRING A BATTERY TO FULL CHARGE. IT IS RECOMMENDED A CONSTANT CURRENT SLOW CHARGER WILL DO THE JOB.

A HYDROMETER MUST BE USED TO TEST FOR FULL CHARGE. THE ELECTROLYTE (SULFURIC ACID SOLUTION) IN A FULLY CHARGED BATTERY WILL HAVE A SPECIFIC GRAVITY OF 1.250 AT 80 DEGREES FAHRENHEIT. (READINGS AT HIGHER AND LOWER TEMPERATURES MUST BE CORRECTED TO 80 DEGREES.) STORED AT ROOM TEMPERATURE (ABOUT 70 DEGREES), A BATTERY WILL LOSE ONE POINT OF SPECIFIC GRAVITY A DAY. AT THAT RATE, IT WILL BE DOWN TO A 50-PERCENT CHARGE IN ABOUT 30 DAYS OR ONE MONTH.

HOWEVER, A FULLY CHARGED BATTERY CAN BE STORED AT TEMPERATURES BELOW FREEZING WITHOUT FREEZING THE ELECTROLYTE, AND THE SELF-DISCHARGE RATE WILL BE SO LOW THAT IT WILL NOT REQUIRE RECHARGING FOR SEVERAL MONTHS.

THE ELECTROLYTE IN A HALF-CHARGED BATTERY WILL FREEZE AT A TEMPERATURE OF 10 BELOW ZERO, BUT THAT OF A FULLY-CHARGED BATTERY CAN WITHSTAND TEMPERATURES AS LOW AS 75 BELOW. THE KEY IS TO BE CERTAIN THE BATTERY HAS A FULL CHARGE BEFORE STORING IT. THEN CHECK IT EVERY 30 TO 45 DAYS AND RESTORE IT TO A FULL CHARGE IF NECESSARY. A HEATED OR UNHEATED GARAGE IS PREFERABLE TO INSIDE THE HOUSE FOR WINTER STORAGE OF A FULLY CHARGED BATTERY. AS LONG AS THE CHARGE IS MAINTAINED. IT WILL NOT FREEZE, AND SELF-DISCHARGE WILL NOT BE A CONCERN UNLESS TEMPERATURES RISE ABOVE 70 DEGREES. HOWEVER, A TEMPERATURE OF 30 TO 40 DEGREES IS CONSIDERED THE IDEAL CONDITION FOR STORAGE. FOR A PARTIALLY-CHARGED BATTERY, OR ONE WHOSE CONDITION IS UNKNOWN, STORAGE ON THE CONCRETE FLOOR OF THE BASEMENT IS SUGGESTED. IT WILL STAY RELATIVELY COOL, BUT NOT BE THREATENED BY FREEZING AS IT MIGHT IN AN UNHEATED GARAGE. THE BATTERY MUST BE INSULATED. FROM THE CONCRETE FLOOR, WITH PLYWOOD IF IT HAS A HARD RUBBER CASE, AS DIRECT CONTACT WITH CONCRETE WILL DRAIN CURRENT FROM HARD RUBBER STYLE BATTERIES. PLASTIC CASE BATTERIES ARE NOT AFFECTED BY DIRECT CONTACT WITH CONCRETE FLOOR. IF YOU CHOOSE TO LEAVE THE BATTERY IN THE DURING WINTER STORAGE, IT'S RECOMMENDED THAT BOTH CABLES BE DISCONNECTED. ALWAYS DISCONNECT THE GROUND CABLE FIRST TO AVOID ACCIDENTALLY CREATING A SPARK THAT COULD CAUSE AN EXPLOSION WHILE DISCONNECTING THE HOT CABLE.

YOU CAN LEAVE THE BATTERY CONNECTED IF YOU PLAN TO START OR DRIVE THE CAR OCCASIONALLY DURING THE OFF-SEASON. BUT SHORT START-UPS WILL NOT PROVIDE ENOUGH CHARGING TO MAKE UP FOR THE SELF-DISCHARGE. IT IS RECOMMENDED TO CHARGE THE BATTERY FOR ABOUT 12 HOURS ONCE A MONTH WITH AN 4 TO 6 AMP CHARGER.

A QUICK DISCONNECT IS ANOTHER OPTION THAT MAKES A VERY SIMPLE METHOD OF PREPARING FOR STORAGE. SULFATION RUINS BATTERIES; FULLY CHARGED BATTERIES DO NOT SULFATE AND GIVE MUCH BETTER SERVICE.

Ford Battery Service

IN Fig. 261 we show an illustration of the new Ford Battery which our branches are now supplying at \$25.00 subject to regular parts discount. It will be noted that the battery box as well as the connections between the cells are stamped "Ford" in script.

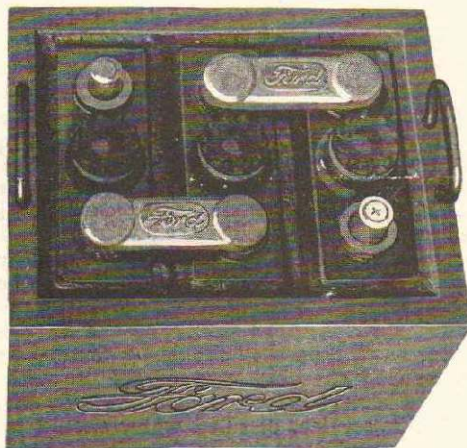


Fig. 261

This battery is designed for long life, high starting ability and freedom from failures during its normal life. It represents the highest development of battery engineering, and in selling it you may feel absolutely confident that the Ford battery compares favorably with the very best batteries manufactured, and that it is not in any sense an inferior battery built to be sold at a low price.

In order to develop a satisfactory battery business it is necessary for dealers to establish intelligent and dependable battery service. To do this each dealer should have at least one man in his organization who is thoroughly familiar with the care and testing of batteries. It will also be necessary to install a recharging outfit capable of recharging ten or more batteries at a time.

In connection with service on batteries it must be borne in mind that in order to secure satisfactory life from any storage battery, water must be added to replace evaporation. The battery must be kept approximately fully charged and any slight trouble which may develop, such as a leaky jar should be repaired immediately to prevent serious damage and more costly repairs.

The following tests and inspection should be made about every two weeks:

Gravity Test and Solution Height—

This test requires a hydrometer syringe, and is described in the Ford Manual. Unless the solution is above the tops of the plates a gravity test cannot be taken conveniently, and water should be added as described in the manual, but as the water floats on the solution and does not mix thoroughly until after a "gassing" charge, the correct gravity cannot be obtained just after water is added.

The gravity reading of a charged cell should be between 1.270 (1.200)* and 1.300. If any cell reads above 1.310 (1.240)* someone has probably added acid to the solution and the battery should be given the "Water Treatment," i. e., taking the battery out and dumping the solution, after which the cells are refilled with "pure" water. Then the battery is charged on the bench at two-thirds the normal charging rate of 6 amperes until the hydrometer reading of every cell goes as high as it will. Then charge ten hours longer. A cell that is half charged will read between 1225 and 1250. If one cell is much lower in gravity than the others this is an indication of trouble in the low cell and it should be carefully inspected. If the cells are approximately uniform, that is, all within fifty points of each other and any cell is below 1225, the battery should be taken out and given a bench charge.

High Discharge Test—An excellent test to determine uniformity in the condition of the cells is to discharge each cell individually or the entire battery at a high current and read the voltage of each cell while being discharged. This test is only of value when the battery is at least half charged, as there is always some variation in discharged cells, which do not all run down simultaneously. This test can only be made with an adjustable rheostat and ammeter to secure the current of twenty-five amps. per positive plate, or one hundred and fifty amperes. Simple, convenient and inexpensive cell testers may be purchased for discharging single cells through prods attached to a fixed resistance, and if proper contact is made the results are very satisfactory.

Terminal Connections—If the terminal connections are corroded they should be cleaned and covered with vaseline or heavy grease.

Lock Nuts—Corroded terminals usually indicate seepage of acid because of loose lock

*Readings apply only in tropical climates.

nuts around the terminal posts, and any loose nuts should be tightened.

Holddowns—If the battery is not fastened securely to the cradle broken jars may result. The holddowns should always be tightened if the nuts work loose.

When a battery requires recharging or repairs, it is customary for battery stations to rent a battery to the car owner, the usual charge being twenty-five cents a day. Rental batteries should be painted a distinctive color and used for this purpose only.

Worn Out Batteries—When an inspection indicates that the plates are not fit for further service, every effort should be made to sell a new Ford battery to the car owner. It is not considered good practice to rent a battery to an owner who requires a new one, the rental batteries being reserved for the convenience of customers who leave batteries for recharging and repairs.

Repair Charges—While it is not our purpose to establish labor charges for repairs, we are giving below for the guidance of dealers and garages some of the charges rendered by local battery concerns.

Separator renewal (including re-charge)	\$ 8.00
Positive plate renewal (including re-charge)	16.50
Jar replacement (including recharge)	4.00
Cover replacement	2.00
Recharging	.75
Changing batteries in car	.25
Rental batteries, per day	.25
Winter storage, per month	.75

Unpacking and Storage of Batteries

When unpacking shipments of batteries from Branches, dealers must be careful to keep the packing case right side up so as to avoid spilling the battery solution. At this time batteries should be carefully inspected to see if there is any indication of injury received in transit. If such is the case, claim should be immediately entered against the carrier. For the present, at least, all batteries shipped to dealers will be charged before leaving the Branches.

After batteries have been unpacked and carefully examined, the filling plugs should be removed and the strength of the fluid tested by taking hydrometer readings as previously described.

Dealers will have to provide some means for storing shipments of batteries which they receive from the Branch. There are two methods of storing batteries, that is, they

may be stored dry, or they may be put in wet storage. As it is not likely that dealers will find it necessary to store batteries for any extended period, we will only give suggestions pertaining to the wet storage method.

In order to put batteries in storage, a bench or shelf should be provided in a dry clean location where the temperature can be kept above freezing and below 110 degrees Fahrenheit. Batteries should be placed upon wood strips in order to keep the bottom of the batteries clear of the bench, and the storage space should be large enough to provide a little air space around each battery. All the necessary wiring, switches, and charging resistance should be installed so that the batteries can be easily connected up and charged, where they stand on the bench. Vaseline should be applied freely to battery terminals and exposed copper wires.

Before batteries are placed in storage, they should be given a bench charge, and once every month the filling plugs should be removed and distilled water added to the proper level, then they should be charged at the proper charging rate of six amperes. When a battery is removed from storage and placed in service, distilled water should be added and a bench charge given it.

Mutilate Material Sold Junk Dealers

Dealers and service stations should be careful to mutilate all Model T and Fordson parts sold as scrap so that they cannot possibly be used again on Ford cars or Fordson tractors.

Jobbers Offering Ford Parts

Circulars are being distributed by jobbing concerns offering genuine Ford parts at considerably better than the regular discounts. According to statements contained in some of this literature, millions of dollars' worth of Ford parts are available, which naturally raises a question as to the source of this material.

Perhaps the material offered represents army stocks shipped to France several years ago, and the price at which it is being offered may possibly reflect the condition of the material at the present time.

Repair Shop Form

Fig. 262 shows a form for recording the efficiency of the repair shop and each individual man, with a single entry.



We're having a party January 11th, 2014!

Where: Aidan O'Reilly's - Allenton

When: 2:00 PM Socializing with
White Elephant gift exchange to follow

Dinner: 4:00 PM

Cost: \$ 15 per Adult
\$ 8 per Child 10 and under

What's on the menu? Beef Tips, Chicken Parmesan, potatoes, vegetables, tossed salad, dinner rolls, soda and coffee.

We may bring in desserts. Your leftover goodies from the season are welcome, or make something special to share.

RSVP with payment by January 2nd to our Treasurer:

**Duane Nicholson
PO Box 142
Rochester, WI 53167**

Make checks payable to Dairyland Tin Lizzies