

The Buzz



The Official Publication of

The Dairyland Tin Lizzies

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Holy Land Hilly Land Fall Color Tour October 21, 2017

By Keith Gumbinger

If you could pick an absolutely perfect day for a Fall Color Tour, this would be it.



It was nice and sunny with the temperature in the 70's. This tour was originally scheduled for one week earlier, but was postponed due to the very poor weather forecast which turned out to be correct as it rained almost that whole day. The tour started from St. Lawrence, Wisconsin where most of us met up. This is

where Highway W begins. We drove the whole way on "W" until it ends at Columbia Park in Fond du Lac County.



Below:

St. Cloud Opera House Curtain



Along the way, we passed through St Anthony and Mount Calvary (can you see why this is called the "Holy Land"?). Our first stop was at the Malone Historical Museum for a visit. This is a small, plain looking building, but inside they have detailed displays on local history. For such a small museum the displays are impressive.

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UPCOMING EVENTS

Save these dates!

April 6

Model Ts at School

(AKA: "Make Jim Jr. the Coolest Dad Ever" Day) at Kettle Moraine Lutheran High School 1 pm to 3 pm
(Rain Date: Apr. 13) Details inside

April 8

Spring Business Meeting

At Kim's 5 Corners, Waldo – 2pm

May 26 - 28

Destination Door County Tour

Details TBA

June 9 or 16

Tin Lizzie University

At Rich Edler's, Waldo w/"Ladies Day" Activities
Finalized date and timing TBA

June 17

Wings & Wheels

At the Sheboygan County Airport
Courtesy of Jack and "Sister" Barb Leonhardt

June 30

Fort Atkinson Tour

Starting in Hartford, Featuring the Historic Water Tower,
Foster House & The Hoard Museum - Details inside



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**, free admission to the Model T Museum for member and immediate family 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
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 Richmond, IN 47375-0996
 Or, online at www.MTFCA.com

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Larry Lamont met us there as he lives quite close to the museum. He was driving his Willys – Knight since it has a self starter and because of his doctor’s orders, he can’t hand crank his Model T for a while yet while he recovers from surgery. Larry mentioned that he either is or will be on the Malone Museum Board of Directors soon.



Continuing on, we had lunch at Big Al Capone’s restaurant in Pipe. The owner of Capone’s saw our cars and showed us a picture taken about a hundred years ago with several brass cars in front of their building and asked if we could re-create it.



We couldn’t park where the cars were a hundred years ago due to the fast and heavy traffic on Hwy. 151, so we lined up several T’s in a parking lot across the street and did a pretty good job of re-creating the picture.



Next we drove down to Columbia Park and had a nice stretch break with some of us climbing the lookout tower in the park.





Our next stop was at LaClare Farms, a 700 goat dairy with a cheese factory, store, and restaurant. Some of us petted the goats, and checked out the store also.

Now comes the fun part!!! We went to the northern end of Seven Hills

Road and went all the way to the southern end

of it, a distance of about 7 miles. I simply must tell you that the Seven Hills Road has more than seven hills. I counted about 11 or 12, and they're all good, challenging hills too, but fun to drive our T's on.



Our last stop for the day was at the Hamburger Haus in Dundee where besides food, they serve Cedar Crest Ice Cream! Do you know anyone who likes ice cream? Ya, we all do! The day after our tour, the Hamburger Haus was closing for the season, so they had a few specials going on to use up their supplies.



After we had gorged ourselves on ice cream (like we really needed it anyway), the tour was over, except for the return trip home. By this time, the sun was starting to go down, so we loaded up and headed out at a brisk speed. Tod and Sharon Wirth were driving their '12, and were not prepared to light their gas lights, so Jim Jr. led them home with his T which has electric lights. We all got back home ok, but next time we'll have to remember that it gets dark early this time of the year and schedule the tour accordingly.

There were 11 T's on the tour, and there were no major breakdowns, however, Ken Lefeber had an ignition problem, but was able to complete the tour. You could call this a "nice" tour: nice running T's, nice roads, nice weather, nice people, and really good ice cream! A big thanks to Jim Jr. and Colleen Rodell for hosting this tour. It was very enjoyable, and of course, we always like to drive the Seven Hills Road!

Highlights from Gregg's Fall TT Tour October 1, 2017



A chilly but sunny day greeted us for the Fall TT Tour. Treasure hunting at the antiques megamall, a stop at the apple orchard



and fabulous pizza at Ox & Cat's made for fitting and fun stops. Ending up at the pumpkin patch, we all chose sensational seasonal decorations. The President and First Lady had an exceptional portrait taken! It was another super day in the Ts.



A Tin Lizzie Christmas January 6, 2018

By Shelly Humphrey

The DTL Christmas party was once again 'one for the books' filled with fun and laughs. All sorts of treasures were exchanged, so if you were looking for something old, new, homemade, sweet or, well, alcoholic, you were

in luck. Every year alcohol and sweets make the rounds being 'stolen' again and again. However, this was the first time we had a full **yard of chocolate** making the rounds.



The spirit of family and friendship is present at all our club events, even during these take-away gatherings. With Alice snatching up that Yard of Chocolate in the end, so that her son, Tod, could have it. And Kevin, who was the lucky one to go last, who could take any gift available, snagged the decorated glasses from me, giving them directly to his mom, Sarah. This also allowed me to snatch the quilted handmade Model-T table set, that Sarah Bruso made.



The gift exchange was followed by a delicious catered meal and member donated desserts as well as much friendly conversation. A great time was had by all. It truly is a blessing being part of such a great club.

Tin Lizzie University January 20, 2018

By Keith Gumbinger

It has become a tradition of our Dairyland Tin Lizzies Model T Ford Club to have a "Model T University" tech session in January each year. This has always been held at Vrana Frame and Body Shop in West Bend, WI owned by Joe Vrana, a DTL member, and his brother. Other Model T-ers in the area, including the Milwaukee Model T Club, were again invited to join us for this free event. There were over 50 Model T-ers present.



This year the event was held on January 20th, and there were a couple of new parts to it this time. This year we started at 9am with a Swap Meet. For having a Swap Meet for the first time, it was quite successful. There were about 6 vendors selling mostly small Model T parts and tools, but also for sale was a 1920's Kohler generator. At about Noon, lunch was



served prepared by Billy Vrana and his sister, consisting of burgers, lettuce salad and lots of deserts. By the way, did I mention that there were LOTS of delicious, home made deserts? They made plenty!!!

At 1 pm the educational seminars began. The first presentation was on "Getting the Most out of your Model T Headlights", presented by Dave DeYoung. Dave's presentation was about electric headlights, both magneto and battery powered. It was obvious that Dave has researched and studied Model T electric headlights extensively as his presentation was excellent and thorough. Dave stressed the need for clean electrical contacts throughout. It's pretty obvious that the wiring to the lights needs to be good, but Dave stressed that the electrical ground path from the lights is just as important. Painted surfaces in the ground path do not conduct electricity and must be avoided. Dave cleans all the parts of the ground path until they are clean and bare, and then coats them with silver or copper anti-seize lubricant, which is an excellent electrical conductor and prevents rust from forming on these surfaces. Di-Electric Grease will also work for this.



The next thing Dave covered was the need for good, if not excellent, headlight reflectors. Examples were shown of original reflectors with the silver reflecting surface worn or polished off, leaving just a dull brass surface. These are no good for headlights and should be replaced. Even worse are old reflectors painted with aluminum paint. Those are simply bad news for headlights. An example of a new reproduction reflector was shown and demonstrated. These are made to the original shape according to the Ford drawings and have a highly reflective surface of vacuum metalized aluminum that give 92 to 98% reflectability. (By comparison, the repo chrome reflectors only have 65 to 70% reflectability). These "best quality" headlight reflectors are available from most T parts vendors and are part number 6590BQ. A recent price was \$37.95 each plus shipping.





Concerning headlight bulbs, Dave said he uses original 32 / 32 candle-power bulbs and they work fine providing that there are good electrical contacts and excellent reflectors. The draw on these bulbs is about the same as a T generator puts out, so they won't run down the battery if used on a long drive with the lights on. 50/50 bulbs can also be used.



Dave also talked about taillights. They often appear quite dim due to the dark lenses and lack of good reflectors. Dave said use of white reflective tape in the back of the taillight helps immensely for taillights to be seen. This is a very important item, because after all, what does a black Model T with a mostly dim taillight on a dark street look like to a car coming up from behind? Yes, you really want to have a bright taillight for safety. A modern LED taillight that's REALLY BRIGHT is a good idea too.

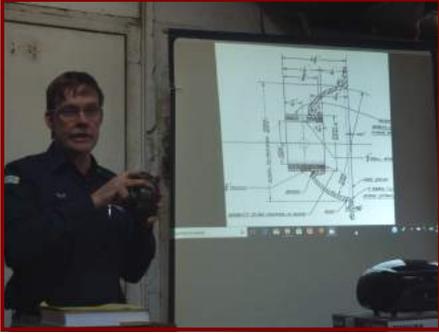
Our next presenter was Tod Wirth and his topic was "Oil Leaks at the Fourth Main". Tod is an ASE Certified Automotive Technician. He knows cars and especially Model T's very well. From



personal observation, I can attest that his Model T's do not leak, at least not very much, due to his Model T expertise and attention to detail.



Tod's presentation was limited to stock Babbitt type fourth main bearings and did not cover modern roller bearing conversions as they have benefits and problems of their own and are beyond the intended scope of this topic.



Tod began by saying that some people think they can cure a leak from the back end of the transmission where the fourth main bearing is by simply putting in a newly re-babbitted Ball Cap, also known as the Fourth Main Bearing, Ford part #3369.

Tod stressed that much more than that is needed to properly fix this oil leak. Tod had an enlarged copy of the original Ford drawing on display showing the babbitted fourth main and related parts, and the dimensions and clearance for each part, and he referred to it often.

To do the job properly, one must partially disassemble the engine and transmission, and check and / or repair the following:

1. Check and straighten the oil pan.
2. Mount the crankshaft on centers and bolt the transmission main shaft to it and check the run out at the back end of the transmission. The run out should be .001 or less. If the runout is more than that, true up the two mating flange surfaces and / or move these pieces to other bolt holes until the .001 runout is achieved. This is critical, and if not done properly the fourth main will just start to leak again.
3. Check the tail shaft on the "Driven Plate", part #3321. The tail shaft is often scratched and / or tapered due to wear and must be machined to remove taper and scratches. Again, this is critical and if not done right, the leak will soon be back.

After the Tail Shaft on the Driven Plate is machined, measure it and get a re-babbitted fourth main that is approx. .002 to .003 larger than the tail shaft. (According to the Ford drawing, the total clearance should be .005 to .008, but that is much too large when setting this up properly as described in this article). There is a hole in the fourth main and when assembled, the hole should be on top. The engine and transmission should be assembled on a test stand, and before the new fourth main is installed, the engine should be rotated so the crankshaft is pointing down. When the new fourth main is put into position, it should slide in place easily and not bind. If it does not slide in easily, something is wrong and it must be found and corrected.

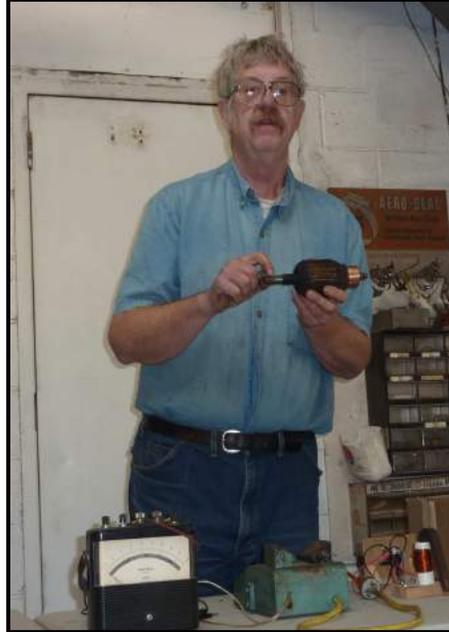
Other factors contributing to oil leaks at the fourth main are:

1. Using a transmission oil screen. These direct large amounts of oil to the back of the transmission and will contribute to an oil leak at the fourth main.
2. A worn or poorly fitting Ball Cap. A shim might correct this.
3. Not enough grease in the U-Joint / Ball Cap area.
4. There should be a plug in the Tail Shaft, part #3324B, called The Transmission Driven Plate Shaft Plug. If it's missing, you will have a leak. Further, it must be installed correctly as described in the Ford Model T Shop Manual.

By following these steps you should not have a serious oil leak at the Fourth Main.



The third topic for the day was “How to use a Growler”, presented by Mike Zahorik. Mike is an engineer and has become the “go to” guy for Model T help in the Milwaukee area, and he really knows his stuff. Mike described how the Growler can check for 3 kinds of opens and shorts in the armature. The Growler is powered by 110 volts and because of that, problems will be much more apparent than when running in a generator that’s only a 6 volt system.



Growlers aren’t used much anymore as most cars have alternators that don’t use armatures like our traditional Model T generators do. Mike’s presentation was very interesting and informative on what a Growler can and cannot do to check generator armatures.

Another new activity as part of our “Model T University” was a “Ladies Day” outing led by Diane Scheid. There were about 6 ladies on this, but no report was given on where they shopped or had lunch. However, a reliable source said that at about mid afternoon, they were seen in downtown West Bend at a watering hole known as Dublin’s, no doubt having afternoon tea or maybe a sarsaparilla?

We have many people to thank for making this event possible:

Dave DeYoung, Tod Wirth and Mike Zahorik for their Presentations. Joe Vrana for the use of his body shop & setting up table & chairs, etc. Bill Vrana and his Sister for the wonderful lunch. Ken Lefebber, Jim Rodell Jr. and Pete Humphrey for taking pictures. Keith Gumbinger for organizing the event and serving as Master of Ceremonies. Shelly Humphrey for organizing and Diane Scheid for leading the “Ladies Day” activities.

A good time was had by all!



Dairyland Tin Lizzies Officers

President: Gregg Zangl *** Treasurer: Ken Lefebber

Vice President: Kevin Bruso *** Webmaster: Carol Gumbinger

Secretary: Jim Rodell, Jr. *** Newsletter Editors: Pete & Shelly Humphrey



Model T's at School

April 6, 2018

1-3 p.m.



Kettle Moraine Lutheran High School

3399 Division Road

(Hwy G., just north of Sherman Rd.)

Jackson, WI

Help bring history to life for American History Students at KML while they are learning about Henry Ford and the American industrial revolution. We have the opportunity to meet with two classes during the afternoon of Friday, April 6 for about 45 minutes each.

Our itinerary will include a brief history of Henry Ford, the Ford Motor Company, and the Model T. We will then demonstrate the unique characteristics of our Tin Lizzies and provide Model T rides.

This is an excellent opportunity to promote our hobby by sharing our knowledge and Model T's with the next generation.



Please **RSVP** to Jim Rodell, Jr. **262-224-9734**

Rendezvous at Fort Atkinson

A joint tour of
The Greater Milwaukee Model T Club and the Dairyland Tin Lizzies



Saturday, June 30, 2018



Join us for a day of Model T travel, adventure, and fun as we discover the treasures of Fort Atkinson. The Greater Milwaukee Model T Club, led by Mike Zahorik, will travel west to Fort Atkinson from New Berlin. The Dairyland Tin Lizzies, led by Jim Wright, will travel south from Hartford. We will arrive in Fort Atkinson at about 10:30 a.m.

We will split into smaller groups before and after lunch, and will be visiting the historic water tower built in 1901, the Foster House constructed in 1841, and the Hoard Historical Museum.

At noon we will have lunch at Brock's River Walk Restaurant in a special room to accommodate the entire group with a beautiful overlook of the Rock River.

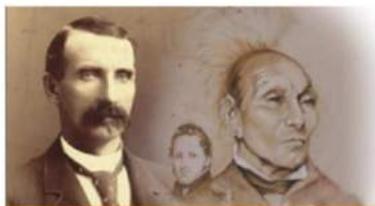
Be sure to set aside June 30 for this special opportunity. Please RSVP by May 15 so we may plan accordingly.

RSVP

Mike Zahorik (414) 254-6768 or

Jim Rodell, Jr. (262) 224-9734

More details to follow.



FORT ATKINSON HISTORICAL SOCIETY

Hoard
HISTORICAL MUSEUM



NATIONAL DAIRY SHRINE'S VISITORS CENTER



Is Winter over yet?