



The Buzz



The Official Publication of

The Dairyland Tin Lizzies

What's inside?

- Ken on Tires
- Upcoming Events
- Spring Business Meeting Minutes
- Farewell, My Lovely!
- Model Ts at School
- Yellowstone Trail Day
- Summer University & Work Day
- Safety Inspection
- Buzz Classifieds
- Regional /National
- Member Roster
- Wayback Machine

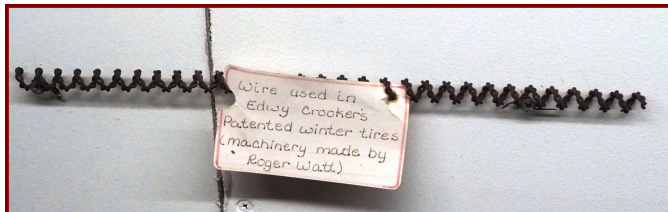
Some things I learned about tires.

By Ken Lefebber

While touring a WWII glider museum in Michigan's Upper Peninsula, I saw a Model T solid rubber de-mountable tire on display. I've seen solid rubber tires for large trucks before, but this was the first time I have seen one for cars.

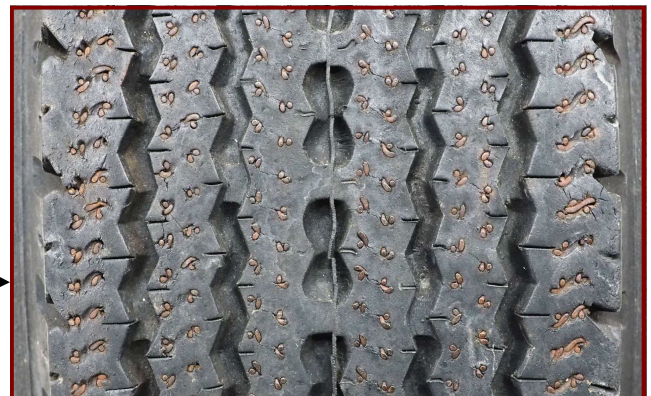


Ford Motor Company converted its Kingsford Plant from making Sportsman Woody's to make WACO CG-A4 gliders during WWII.



At another Museum we saw some ice tires that were made by embedding coiled-wire inserts into the tread.

In the 1940's, the coiled-wire inserts were replaced with studs. These studs, however, were eventually outlawed in the 1970's because they damaged the pavement. -KL



U P C O M I N G 2 0 2 5 E V E N T S

- May 5 **Model T Day at
Kettle Moraine Lutheran High School**
Full details are inside.
- May 24-26 **Destination Door County 2025**
Departs from Sheboygan; waiting list only for the Runaway Lodge.
- June 7 **Yellowstone Trail Day 2025**
A self-guided tour visiting historical societies in communities along this historic route. Full details are inside.
- June 14 **Tin Lizzie University & Work Day**
& Ladies' Day activities - Rich Edler's place, Waldo. Details inside
- July 12 **Tour in Amish Country with the
Portage History Museum**
Courtesy of Denis & Melodie Pulvermacher. Tour starts at Denis & Melodie's place in Princeton, w/planned stops at a cheese factory store, an Amish restaurant/bakery, museum & ice cream. About 90 miles. Text/call Denis: 920-291-6149 or Melodie: 920-299-6911 if interested to confirm head count at lunch stop.
- August 3 **Carousel Tour to Waterloo**
Tour will begin in Hartford and travel to the Parker Carousel in Waterloo's Firemen's Park. Timing and details are TBA.
- August 15-17 **Badger Steam & Gas Show 2025**
Featuring **Ford** cars & tractors. <https://badgersteamandgas.com>
- August 24 **Movie followed by a Tour to Lunch**
Courtesy of Billy Vrana. The event will start in the morning with a movie at the historic "Bend Theater" in downtown West Bend, followed by a scenic tour to a lunch destination. More details TBA.
- September 27 **Tour for the International Day of Touring**
Courtesy of Jim Rodell, Jr. Details are TBD.
- October 26 **Fall Business Meeting**
2pm at the Slinger Historical Museum
414 Kettle Moraine Drive, S. Please save this date.



Dairyland Tin Lizzies

Minutes of April 13, 2025 Business Meeting

The spring meeting of the Dairyland Tin Lizzies was called to order at 2:02 p.m. by President Tod Wirth on Sunday, April 13 at Slinger Historical Museum. Members recited the Pledge of Allegiance. Secretary Jim Rodell, Jr. performed roll call.

<u>Members present were:</u>	Kevin Bruso	Dan Krueger	Diane Scheid
	Dave DeYoung	Ken Lefeber	Rick & Irene Schwechler
	Richard Edler	Jack & Barb Leonhardt	Gordy Sharapata
	John Fischer	Rob Maasch	Billy Vrana
	DeWayne Fritz	Jeffrey Pagels	Tod & Sharon Wirth
	Markus Geoffrey	Gary Prost	Mike Zahorik
	Shawn Gerrits	Denis Pulvermacher	Gregg Zangl
	Jan Guell	Marshall Reysen	Tony & Elizabeth Ziehmke,
	Jerry Johnson	Jim, Jr. & Colleen Rodell	w/Charlotte & Michael

Les Mathson was introduced as a guest at the meeting.

Jeffrey Pagels moved to approve the minutes of the October 27, 2024 meeting as published in the November, 2024 issue of The Buzz. Jerry Johnson seconded the motion. Motion carried.

Tod Wirth reported that he is becoming more educated in the use of Robert's Rules of Order for conducting meetings.

Vice President Kevin Bruso had no new business to report.

Secretary Jim Rodell, Jr. reported that he received notice of the Winter Parts Swap which was held in February.

Treasurer Ken Lefeber presented a financial statement for October 27, 2024 to April 13, 2025 with a beginning balance of \$3109.36 and ending balance of \$3111.88. Ken reminded those in attendance that he is collecting dues of \$15 per family.

Newsletter editors Pete and Shelly Humphrey and webmaster Carol Gumbinger were not present to give reports.

OLD BUSINESS:

Sharon Wirth reported on the Dairyland Tin Lizzies Christmas party held January 11 at Big Guy's Bar and Restaurant in Hartford. 42 members attended including Santa Claus.

Billy Vrana reported that a record number of Model T enthusiasts attended Tin Lizzy University held January 25 at Vrana Frame and Body Shop. Billy has ideas for future educational topics and is looking forward to hosting the event next January.

Diane Scheid reported on Ladies' Day also held on January 25. Three Lizzy ladies toured West Bend and Kewaskum locations for shopping and dining fun.

President Tod Wirth revisited the topic of the Dairyland Tin Lizzies organizational structure. Currently the Dairyland Tin Lizzies do not have written bylaws and are not incorporated. When the chapter was formed in April 2001, the founding members of the Dairyland Tin Lizzies chapter of Model T Ford Club of America agreed that all chapter members should be members of MTFCA, activities are for only Model T Fords, and officers serve for one year terms. As practiced by the Model T Ford Club of America, a president will serve no more than three consecutive terms. Members brought up various points regarding incorporation, liability, and insurance policies available to chapters of Model T Ford Club of America and Model T Ford Club International. Tod will gather more solid information for the October meeting regarding incorporation and the advantages of incorporating.

— Continued on next page

NEW BUSINESS:

Dave DeYoung reported that Etude School in Sheboygan is not seeking our club to schedule a visit in 2025.

Shawn Gerrits announced that he had been in contact with Mr. Jerry Zeamer of Kettle Moraine Lutheran High School to schedule Model T Day. After discussion of possible dates, it was decided to schedule Model T Day for May 5 with alternate dates of May 7 and May 13 in case of inclement weather. Tammy Fischer will provide lunch and refreshments for the Model T drivers.

Diane Scheid reported on plans for Destination Door County to be held May 24-26. Pete and Shelly Humphrey were not in attendance at the meeting as they were in Door County working on tour plans. Twelve vehicles are registered and Runaway Lodge is filled. A waiting list exists in case of cancellations. Jack Leonhardt reported that he is seeking approval to park trailers and tow vehicles at the former Kohler generator plant.

Jim Rodell, Jr. announced details and distributed flyers for Yellowstone Trail Day on June 7. Four historical societies on the Yellowstone Trail (Slinger, Theresa, Lomira, and Byron) will be open that day from 9am - 3pm. Tour instructions will take participants from one location to the next via the Yellowstone Trail. The event is for both antique automobiles and modern vehicles. For those who would like to trailer their Model T to this event, parking for trailers and tow vehicles is available at the Slinger History Museum. Dairyland Tin Lizzies members are encouraged to meet in Slinger at 9 a.m.

Rich Edler will host Tin Lizzy University Summer Session at his facilities near Waldo on Saturday, June 14 beginning at 9 a.m. Members may bring Model T's to be worked on by fellow members.

Denis Pulvermacher announced that he would like to host a Model T tour beginning and ending at his home near Princeton. The tour will include stops in Amish country and will visit the history museum in Portage. A date of July 12 was chosen after polling the members in attendance.

Jim Rodell, Jr. announced that he and Shelly Humphrey are organizing the Carousel Tour to Waterloo for Sunday, August 3. The tour will start and end in Hartford, but members from other directions are encouraged to establish their own routes to arrive at Waterloo Firemen's Park between 11:30 a.m. and noon.

Denis Pulvermacher announced that the Badger Steam and Gas Engine Show will take place August 15-17.

Billy Vrana is considering planning an event starting with watching a motion picture show in downtown West Bend followed by a Model T tour on Sunday, August 24.

Tod Wirth announced that he and Sharon had ideas to organize a tour called "Best Hand Tour" for Saturday, August 23. This event will be postponed until next year to make room for Billy Vrana's West Bend tour.

Jim Rodell, Jr. will plan a tour for International Day of Model T Touring on September 27.

Tod Wirth announced that he was contacted by Richfield Farmer's Market inviting Dairyland Tin Lizzies to visit on September 27.

Jerry Johnson expressed his appreciation for Tin Lizzy University and suggested having a session in fall. Billy Vrana expressed interest in holding an event in October to work on members' Model T's.

Jim Rodell, Jr. moved to donate \$50.00 from the treasury to Slinger Historical Museum in appreciation for using their facilities as a meeting location. Jerry Johnson seconded the motion. Motion carried.

President Tod Wirth opened the election of officers. Jim Rodell, Jr. nominated Tod Wirth for re-election. Dave DeYoung seconded the nomination. No other nominations for President were received. Tod Wirth accepted and remains in the office of President.

John Fischer nominated Kevin Bruso for re-election as Vice President. Jerry Johnson seconded. No other nominations were received. Kevin Bruso accepted and remains in the office of Vice President.

John Fischer nominated Jim Rodell, Jr. for re-election as Secretary. Irene Schwechler seconded. No other nominations for Secretary were received. Jim Rodell, Jr. accepted and remains in the office of Secretary.

Denis Pulvermacher nominated Ken Lefebber for re-election as Treasurer. Jerry Johnson seconded. No other nominations for Treasurer were received. Ken Lefebber accepted and remains in the office of Treasurer.

President Tod Wirth announced that Model T repair and restoration videos are available from Pete Humphrey, our club librarian, as well as DTL windshield decals for \$1.25 each.

Jerry Johnson moved to adjourn the meeting. Jeff Pagels seconded the motion. The motion carried and the meeting adjourned 3:31 p.m.

Members interested in dining together after the meeting met at Polanco's Mexican Restaurant.

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

This wonderful piece of writing by E.B. White appeared in the *New Yorker* for May 16, 1936.

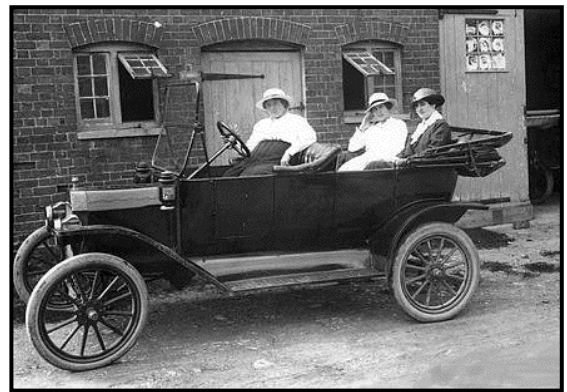
FAREWELL, MY LOVELY!

I see by the new Sears Roebuck catalogue that it is still possible to buy an axle for a 1909 Model T Ford, but I am not deceived. The great days have faded, and the end is in sight. Only one page in the current catalogue is devoted to parts and accessories for the Model T; yet everyone remembers springtimes when the Ford gadget section was larger than men's clothing, almost as large as household furnishings. The last Model T was built in 1927, and the car is fading from what scholars call the American scene - which is an understatement, because to a few million people who grew up with it, the old Ford practically was the American scene.

It was the miracle that God had wrought. And it was patently the sort of thing that could only happen once. Mechanically uncanny, it was like nothing that had ever come to the world before. Flourishing industries rose and fell with it. As a vehicle, it was hard working, commonplace, heroic; and it often seemed to transmit those qualities to the person who rode in it. My own generation identifies it with Youth, with its gaudy, irretrievable excitements; before it fades into the mist, I would like to pay it the tribute of the sigh that is not a sob, and set down random entries in a shape somewhat less cumbersome than a Sears Roebuck catalogue.

The Model T was distinguished from all other makes of cars by the fact that its transmission was of a type known as planetary - which was half metaphysics, half sheer fiction. Engineers accepted the word 'planetary' in its epicyclic sense, but I was always conscious that it also meant 'wandering', 'erratic'. Because of the peculiar nature of this planetary element, there was always, in Model T, a certain dull rapport between engine and wheels, and even when the car was in a state known as neutral, it trembled with a deep imperative and tended to inch forward. There was never a moment when the bands were not faintly egging the machine on. In this respect it was like a horse, rolling the bit on its tongue, and country people brought to it the same technique they used with draft animals.

Its most remarkable quality was its rate of acceleration. In its palmy days the Model T could take off faster than anything on the road. The reason was simple. To get under way, you simply hooked the third finger of the right hand around a lever on the steering column, pulled down hard, and shoved your left foot forcibly against the low-speed pedal. These were simple, positive motions the car responded by lunging forward with a roar. After a



few seconds of this turmoil, you took your toe off the pedal, eased up a mite on the throttle, and the car, possessed of only two forward speeds, catapulted directly into high with a series of ugly jerks and was off on its glorious errand. The abruptness of this departure was never equaled in other cars of the period. The human leg was (and still is) incapable of letting in the clutch with anything like the forthright abandon that used to send Model T on its way. Letting in a clutch is a negative, hesitant motion, depending on delicate nervous control; pushing down the Ford pedal was a simple, country motion - an expansive act, which came as natural as kicking an old door to make it budge.

The driver of the old Model T was a man enthroned. The car, with top up, stood seven feet high. The driver sat on top of the gas tank, brooding it with his own body. When he wanted gasoline, he alighted, together with everything else in the front seat; the seat was pulled off, the metal cap unscrewed, and a wooden stick thrust down to sound the liquid in the well. There was always a couple of these sounding sticks kicking around in the ratty sub-cushion regions of a flivver. Refueling was more of a social function then, because the driver had to unbend, whether he wanted to or not. Directly in front of the driver was the windshield - high, uncompromisingly erect. Nobody talked about air resistance, and the four cylinders pushed the car through the atmosphere with a simple disregard of physical law.



There was this about a Model T: the purchaser never regarded his purchase as a complete, finished product. When you bought a Ford, you figured you had a start - a vibrant, spirited framework to which could be screwed an almost limitless assortment of decorative and functional hardware. Driving away from the agency, hugging the new wheel between your knees, you were already full of creative worry. A Ford was born naked as a baby, and a flourishing industry grew up out of correcting its rare deficiencies and combating its fascinating diseases. Those were the great days of lily-painting. I have been looking at some old Sears Roebuck catalogues, and they bring everything back so clear.

First you bought a Ruby Safety Reflector for the rear, so that your posterior would glow in another car's brilliance. Then you invested thirty-nine cents in some radiator Moto Wings, a popular ornament which gave the Pegasus touch to the machine and did something god-like to the owner. For nine cents you bought a fan-belt guide to keep the belt from slipping off the pulley. You bought a radiator compound to stop leaks. This was as much a part of everybody's equipment as aspirin tablets are of a medicine cabinet. You bought special oil to stop chattering, a clamp-on dash light, a patching outfit, a tool box which you bolted on the running board, a sun visor, a steering-column brace

to keep the column rigid, and a set of emergency containers for gas, oil and water - three thin, disc-like cans which reposed in a case on the running board during long, important journeys - red for gas, gray for water, green for oil. It was only a beginning.

After the car was about a year old, steps were taken to check the alarming disintegration. (Model T was full of tumors, but they were benign.) A set of anti-rattlers (ninety-eight cents) was a popular panacea. You hooked them on to the gas and spark rods, to the brake pull rod, and to the steering-rod connections. Hood silencers, of black rubber, were applied to the fluttering hood. Shock absorbers and snubbers gave 'complete relaxation'. Some people bought rubber pedal pads, to fit over the standard metal pedals. (I didn't like these, I remember.) Persons of a suspicious or pugnacious turn of mind bought a rear-view mirror; but most Model T owners weren't worried by what was coming from behind because they would soon enough see it out in front. They rode in a state of cheerful catalepsy. Quite a large mutinous clique among Ford owners went over to a foot accelerator (you could buy one and screw it to the floor board), but there was a certain madness in these people, because the Model T, just as she stood, had a choice of three foot pedals to push, and there were plenty of moments when both feet were occupied in the routine performance of duty and when the only way to speed up the engine was with the hand throttle.



Gadget bred gadget. Owners not only bought ready-made gadgets, they invented gadgets to meet special needs. I myself drove my car directly from the agency to the blacksmith's, and had the smith affix two enormous iron brackets to the port running board to support an army trunk.

People who owned closed models build along different lines: they bought ball grip handles for opening doors, window anti-rattlers, and de-luxe flower vases of the cut-glass anti-splash type. People with delicate sensibilities garnished their car with a device called the Donna Lee Automobile Disseminator - a porous vase guaranteed, according to Sears, to fill the car with 'la faint clean odor of lavender'. The gap between open cars and closed cars was not as great then as it is now: for \$11.95, Sears Roebuck converted your touring car into a

sedan and you went forth renewed. One agreeable quality of the old Fords was that they had no bumpers, and their fenders softened and wilted with the years and permitted the driver to squeeze in and out of tight places.

Tires were 30 x 3 1/2, cost about twelve dollars, and punctured readily. Everybody carried a Jiffy patching set, with a nutmeg grater to roughen the tube before the goo was spread on. Everybody was capable of putting on a patch, expected to have to, and did have to.

During my association with Model T's, self-starters were not a prevalent accessory. They were expensive and under suspicion. Your car came equipped with a serviceable crank, and the first thing you learned was how to Get Results. It was a special trick, and until you learned it (usually from another Ford owner, but sometimes by a period of appalling experimentation) you might as well have been winding up an awning. The trick was to leave the ignition switch off, proceed to the animal's head, pull the choke (which was a little wire protruding through the radiator) and give the crank two or three nonchalant upward lifts. Then, whistling as though thinking about something else, you would saunter back to the driver's cabin, turn the ignition on, return to the crank, and this time, catching it on the downstroke, give it a quick spin with plenty of That. If this procedure was followed, the engine almost always responded - first with a few scattered explosions, then with a tumultuous gunfire, which you checked by racing around to the driver's seat and retarding the throttle. Often, if the emergency brake hadn't been pulled all the way back, the car advanced on you the instant the first explosion occurred and you would hold it back by leaning your weight against it. I can still feel my old Ford nuzzling me at the curb, as though looking for an apple in my pocket.

In zero weather, ordinary cranking became an impossibility, except for giants. The oil thickened, and it became necessary to jack up the rear wheels, which for some planetary reason, eased the throw.



amiably described as the 'splash system'). A speedometer cost money and was an extra, like a windshield-wiper. The dashboard of the early models was bare save for an ignition key; later models, grown effete, boasted an ammeter which pulsed alarmingly with the throbbing of the car. Under the dash was a box of coils, with vibrators which you adjusted, or thought you adjusted. Whatever the driver learned of his motor, he learned not through instruments but through sudden developments.



I remember that the timer was one of the vital organs about which there was ample doctrine. When everything else had been checked, you had a look at the timer. It was an extravagantly odd little device, simple in construction, mysterious in function. It contained a roller, held by a spring, and there were four contact points on the inside of the case against which, many people believed, the roller rolled. I have had a timer apart on a sick Ford many times. But I never really knew what I was up to, I was just showing off before God. There were almost as many schools of thought as there were timers. Some people, when things went wrong, just clenched their teeth and gave the timer a smart crack with a wrench. Other people opened it up and blew on it. There was a school that held that the timer needed large amounts of oil; they fixed it by frequent baptism. And there was a school that was positive it was meant to run dry as a bone; these people were continually taking it off and wiping it. I remember once spitting into a timer; not in anger, but in a spirit of research. You see, the Model T driver moved in the realm of metaphysics. He believed his car could be hexed.

One reason the Ford anatomy was never reduced to an exact science was that, having 'fixed' it, the owner couldn't honestly claim that the treatment had brought about the cure. There were too many authenticated cases of Fords fixing themselves - restored naturally to health after a short rest. Farmers soon discovered this, and it fitted nicely with their draft-horse philosophy: 'Let 'er cool off and she'll snap into it again.'

A Ford owner had Number One Bearing constantly in mind. This bearing, being at the front end of the motor, was the one that always burned out, because the oil didn't reach it when the car was climbing hills. (That's what I was always told, anyway.) The oil used to recede and leave Number One dry as a clam flat; you had to watch that bearing like a hawk. It was like a weak heart - you could hear it start knocking, and that was when you stopped to let her cool off. Try as you would to keep the oil supply right, in the end Number One always went out. 'Number One Bearing burned out on me and I had to have her replaced,' you would say, wisely; and your companions always had a lot to tell about how to protect and pamper Number One to keep her alive.

Sprinkled not too liberally among the millions of amateur witch doctors who drove Fords and applied their own abominable cures were the heaven sent mechanics who could really make the car talk. These professionals turned up in undreamed-of spots. One time, on the banks of the Columbia River in Washington, I heard the rear end go out of my Model T when I was trying to whip it up a steep incline onto the deck of a ferry. Something snapped; the car slid backwards into the mud. It seemed to me like the end of the trail. But the captain of the ferry, observing the withered remnant, spoke up.

"What's got her?" he asked.

"I guess it's the rear end," I replied, listlessly. The captain leaned over the rail and stared. Then I saw that there was a hunger in his eyes that set him off from other men.

"Tell you what," he said, casually, trying to cover up his eagerness. "Let's pull the son of a bitch up onto the boat, and I'll help you fix her while we're going back and forth on the river."

We did just this. All that day I plied between the towns of Pasco and Kennewick, while the skipper (who had once worked in a Ford garage) directed the amazing work of resetting the bones of my car.

Springtime in the heyday of the Model T was a delirious season. Owning a car was still a major excitement; roads were still wonderful and bad. The Fords were obviously conceived in madness: any car which was capable of going from forward into reverse without any perceptible mechanical hiatus was bound to be a mighty challenging thing to the human imagination. Boys used to veer them off the highway into a level pasture and run wild with them, as though they were cutting up with a girl. Most everybody used the reverse pedal quite as much as the regular foot brake - it distributed the wear over the bands and wore them all down evenly. That was the big trick, to wear all the bands down evenly, so that the final chattering would be total and the whole unit scream for renewal.

The days were golden; the nights were dim and strange. I still recall with trembling those loud, nocturnal crises when you drew up to a signpost and raced the engine so the lights would be bright enough to read destinations by. I have never been really planetary since. I suppose it's time to say goodbye. Farewell, my lovely!

Dear readers,

We hope you enjoyed Farewell, My Lovely! This essay, by celebrated American author E. B. White, is our favorite bit of Model T writing and is worth reading and re-reading. -P & S





Model T's at School

May 5, 2025 7:30am - 3pm



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 as many as five classes throughout the day for about 40 minutes each.

Our itinerary will include a brief history of Henry Ford, the Ford Motor Company and the Model T. We will then demonstrate some of 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 Ts with the next generation.



Please RSVP to Shawn Gerrits at 920-382-6442 if you can attend.



Yellowstone Trail Day

Saturday, June 7, 2025

9 am to 3 pm

The Yellowstone Trail began in 1912 when a group of South Dakota businessmen worked to establish a route from Boston to Seattle for early automobile tourists to travel cross country and visit Yellowstone National Park. In southeast Wisconsin, the Yellowstone Trail followed the route of Hwy. 175 in Washington, Dodge and Fond du Lac counties. Many businesses catering to the influx of automobile tourists sprung up along the trail. The Yellowstone Trail Association provided maps, marked the trail with signs and painted yellow arrows, and promoted the route until the 1930's. The YTA again promotes the Yellowstone Trail as a fun and historical auto route today.

Learn more about local history and the Yellowstone Trail on Yellowstone Trail Day!

Byron, Lomira, Slinger and Theresa historical societies will be open to welcome visitors Saturday, June 7 from 9 a.m. to 3 p.m.

Start at any of the locations and get your free Yellowstone Trail tour guide to begin your time travel experience and see landmarks from the era still here today! Visit multiple historical societies in one day! Enjoy a fun day on the road with other vehicles, old and new, celebrating the history of

“A Good Road from Plymouth Rock to Puget Sound”.

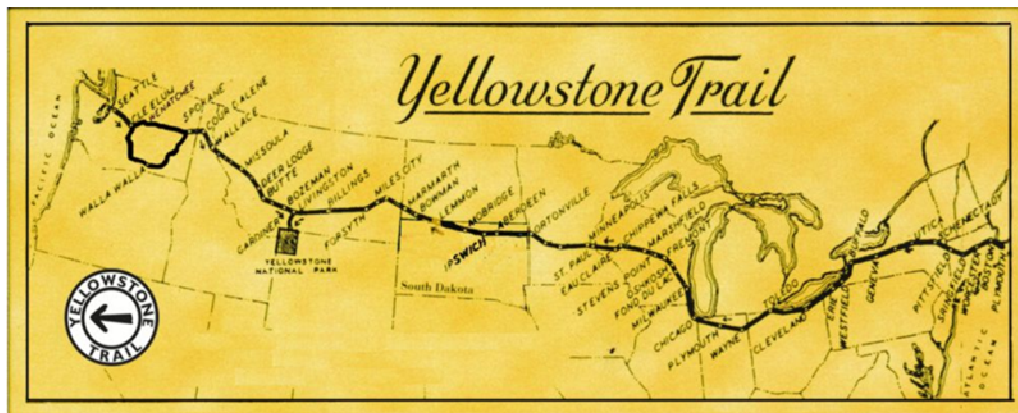
Byron Historical Society
Byron Town Hall
N3097 Highway 175
Byron, Wisconsin

Lomira Historical Society
Silver Leaf School @Sterr Park
Pleasant Hill Ave.
Lomira, Wisconsin

Slinger Historical Museum
414 Kettle Moraine Drive S.
Slinger, Wisconsin

Theresa Historical Society
Solomon Juneau House
201 S. Milwaukee St.
Theresa, Wisconsin

For more information, contact Jim at 262-224-9734





Dairyland Tin Lizzies University & Work Day

Saturday, June 14, 2025

9am - whenever

Where? Rich Edler's shop
W4502 Clear View Road, Waldo

What?

- Swap meet– Buying and selling parts, tools and everything else. Bring your own tables as well as items to sell.
- Coil testing and adjustment courtesy of Tod Wirth.
Tune up you coils for the touring season!
- Catered lunch: \$10 per person (Broasted chicken or?)
- Projects are to be determined but items under consideration include: rebuilding a TT rear end & repairing or replacing rear brakes on a '26 Tudor. Bring your cars that need attention and let's make it happen!
Have an idea or a request for a project or presentation? Contact Rich or Ken Lefeber.
- Lots of fun, socializing and non-stop "T-talk"

Ladies' Day events will coincide with shop the activities.

For further information and to RSVP for Ladies' Day,
contact Barb Leonhardt: 920-918-1392

Vehicle Safety Inspection Form

Steering

- ☐ Steering wheel has *minimal* (less than 2") to *no* play
- Acceptable wear and minimal-to-no play in:
 - ☐ Radius rod (wish bone) to crankcase
 - ☐ Ball arm (pitman arm) to steering gear connecting rod (drag link)
 - ☐ Steering gear connecting rod (tie rod) to yoke ball
 - ☐ Grease in steering gear case and steering gear bracket (also check gear post and pinion gears for wear)
 - ☐ Spindle bolts (king pins)
 - ☐ Spindle connecting rod bolts
- Cotter keys must be installed in the following:
 - ☐ Radius rod (wish bone) to front axle (2 required)
 - ☐ Steering gear bracket to frame (3 required)
 - ☐ Ball arm (pitman arm) to steering post (1 required)
 - ☐ Steering gear connecting rod (tie rod) to yoke ball (2 required)
 - ☐ Steering gear connecting rod (tie rod)
 - ☐ Steering gear connecting rod (tie rod) to steering gear ball (2 required)
 - ☐ Spindle connecting rod to spindles (2 - 1/spindle)
 - ☐ Spindle bolts (king pins) (2 - 1/spindle)
 - ☐ Spindle arms (2 - 1/spindle)
 - ☐ Front spring hangers (shackles) (4 - 2/side)
 - ☐ Front spring to frame (2 or 4 required, depending on year)
 - ☐ Tie rod yoke ball (1 required)
 - ☐ Safety-wire crankcase studs holding radius rod ball cap
 - ☐ Check for play in steering column (check rivets/taper pins)

Brakes

- ☐ Brake pedal (and, reverse pedal) bottom out before reaching floorboards
- ☐ Both rear wheels lock up under hard braking

Emergency Brakes

- ☐ Hand brake sets securely before limit of its travel (check pawl and spring) and both rear wheels lock

NOTE: *The hand brake must be able to hold the car with the engine running and should be able to hold the car on a moderate slope. Auxiliary brakes are highly recommended if the car is equipped with an auxiliary transmission or Ruckstell rear end.*

Cotter keys (or lock washers, if holes not drilled) must be installed on:

- ☐ Control shaft assembly to frame (4 required)
- ☐ Brake shoe bolt (2 - 1/side)
- ☐ Brake rods (4 - 1/end)

Engine/Power Train

- ☐ Oil leaks - within acceptable limits
- ☐ Gasoline leaks - none when parked (in-line shutoff valve recommended)
- Cotter pins must be installed on:
 - ☐ Carburetor rod (2 - 1/end)
 - ☐ Choke/carburetor adjustment rod (1 at carburetor)
 - ☐ Commutator rod (2 - 1/end)
 - ☐ Crankcase arm to frame (2/ top - 2/side)
 - ☐ Low speed connector (2 - 1/end)
 - ☐ Universal ball cap (2 top bolts - bottom two cap screws safety-wired together)
 - ☐ Fan bolt (on earlier cars)

— Continued on next page

Vehicle Safety Inspection Form (continued)

Wheels

- ☐ Spokes (and felloes on earlier cars) are tight
- ☐ Front wheel bearings - no play, good condition and greased
- ☐ All wheels tight and axle/spindle nuts cotter-keyed
- ☐ Lug nuts tight on demountable rims
- ☐ Tires checked for wear, weather cracks, rim cuts, correct air pressure, etc.

Rear Axle

- ☐ Rear wheel nuts tight and secured with cotter pins (use long wrench)
- Cotter keys must be installed:
 - ☐ Rear spring to frame (4 required)
 - ☐ Rear spring hangers (shackles) (4 - 2/side)
 - ☐ Rear spring perches to wheel flanges (backing plates) (2 - 1/side)
 - ☐ No oil leaks at outer seals
 - ☐ Check differential gear case oil level

The responsibility for a car's safety and mechanical condition rests with the owner/participant/operator.

Other

- ☐ Electric lights functional
- ☐ Brake light (if installed, functional)
- ☐ Safety glass
- ☐ Rear view mirror(s) **
- ☐ Operational horn/warning device
- ☐ Fire extinguisher
- ☐ First aid kit
- ☐ Registration and Insurance documentation

**** May be required, but highly recommended for all tours**



Buzz Classifieds

For sale - 1927 Touring Good overall shape. A few buttons missing on the seats and a few spots rusted in the floor pan in the back seat. Has a ton of "extras" - Ruckstell, Rocky Mountain Brakes, Fat Man steering wheel, Vacuum wiper (condition untested), Speedometer (believed to have broken cable)



Hassler shocks & good tires. Starts up with a little choke. New battery and cables last summer. Drives smoothly & has distributor. The quirks (other than the color): has a Tecumseh carburetor instead of the vaporizer and has a non-standard radiator. Clear title. This is a good "driver" or a car for someone who is looking to get into the hobby. Located in Poynette. Could work out transport in the general area. Call or email Tony 608-772-4282 or ziehmke@gmail.com for more info, pictures, etc.

UPCOMING REGIONAL & NATIONAL EVENTS

Model T Homecoming

Hosted by Henry's Hoosiers

Richmond, Indiana, USA June 7, 2025

24th Annual Show Me Tour

Hosted by Show Me T's

Republic, Missouri, USA June 4 - 7, 2025

MTFCA National Tour - Steam 'N T Party

Hosted by Foothills Model T Ford Club

Calgary, Alberta, Canada July 13 - 18, 2025

MTFCI 68th Annual Tour

Hosted by the T-Totalers Model T Club of Minnesota

Owatonna, Minnesota, USA July 20 - 25, 2025

2025 Jamboree of T's

Hosted by the Borderline T's

St. Ignace, Michigan, USA, August 14 - 16, 2025

Model T Covered Bridge Tour

Hosted by the West Central Indiana Model Ters

Parke County, Indiana, USA September 27 - October 1, 2025

Dairyland Tin Lizzies Officers

President: Tod Wirth

Treasurer: Ken Lefebber

Vice President: Kevin Bruso

Secretary: Jim Rodell, Jr.

Webmaster: Carol Gumbinger

Newsletter: Pete & Shelly Humphrey



It's time to get those cars tuned up for summer touring!

