

The Buzz

The official publication of The Dairyland Tin Lizzies
Winter/Spring 2009-2010
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With touring season just around the corner read what a spring ride to town in the 1930's was like in rural Iowa in this issue of the Buzz.



Chapter of the MTFCA



The President's Message

The new year of 2010 is off to a good start for the Dairyland Tin Lizzies.

Sunday, January 17th was our Christmas party at Riverside Park in West Bend. We had a nice afternoon affair with 48 people attending. The potluck dinner provided a nice variety of delicious foods. No one should have gone home hungry.

Thanks to all who helped to make it a success: Diane Scheid and DeWayne Fritz for reserving the pavilion and for setting up and cleaning up; Sandy and Ron Stock for baking the hams and providing the potato salads and hot coffee; Shelley and Pete Humphrey for making the flyer and organizing the Model T Bingo game with all of the neat prizes; Sandy Rodell for rounding up all of the party supplies and setting up; Jim Rodell, Jr. for donating the Model T banks for the nuts and bolts guessing game, but he was "under the weather" and could not attend. Thanks to all who came to make it a great day.

There are two "Tin Lizzie University" sessions this winter. The first "class" was on February 20th at Vrana Body Shop in West Bend. Tod Wirth had a presentation on "Understanding and Repairing the Model T Ford Ignition System." There were others presenting tips on repairing and restoring the Model T. There was also a "Show and Tell" of old Model T accessories.

The second "class" will be on Saturday March 13th 1:00pm at Specialty Motor Cams near Plymouth. This is the home of the famous Stipe Cams for Model T's. After Bill Stipe shows us how the cams are made, we will travel a few miles south to Rich Edler's shop for more demonstrations and tips on keeping your Model T going. Again, we will have another "Show and Tell" for Model T accessories. Be sure to bring some.

The spring business meeting will be at 2:00 P.M. on April 11th. Jack and Barb Leonhardt have made arrangements at Al & Al's Stein Haus in Sheboygan.

We will be planning our events for the year. Please come and share your ideas. If you cannot come, contact me with your ideas before the meeting, and I will put them on the agenda. Also, we will be having election of officers for the new year. After the meeting, you may want to stay for dinner. Al & Al's has a wonderful menu to satisfy all tastes.

Have fun,
Jim Rodell, Sr.

2010 TIN LIZZIE UNIVERSITY II

The Dairyland Tin Lizzies official Annual Winter Workshop

A second winter workshop will be held this year; this one will be a little different than the workshop that was recently held at Vrana's Body Shop. The event will have two locations; the first stop will be at Specialty Motor Cams, (Stipe Machine Co.) located on the northwest corner of County M and C just east of Plymouth, WI. The second stop will be at club member Rich Edler's shop just south of Waldo.

Bill Stipe will be showing us how Model T cams are made, after his presentation we will be going to Rich's place for more Model T fun. The host car has some updates planned which participants will have a chance to get hands on experience. Rich and Rod Prinsen have been busy getting the shop ready for this session of the Tin Lizzie University. This will also be a "show and tell" so bring along your favorite Model T Accessory. Food and treats will follow at Rich's shop, so bring your appetite too. Those of you who would like to get your hands on early can start out at Rich's place before going up to Stipe's.

Saturday March 13th, 2010 1:00PM

Directions to the event are simple. Take highway 57 to County C and head east to County M to get to Stipe's. If you are going to Rich's place first take highway 57 to Clearview Road, east to Rich's place (about a mile). To get to Rich's place from Stipe you will take M straight south to Clearview Road and then west about a 1/2 mile.



Dairyland Tin Lizzies

Minutes of November 8, 2009 Meeting

The fall meeting of the Dairyland Tin Lizzies was called to order at 2:18 p.m. by President Jim Rodell, Sr. on Sunday, November 8 upstairs at Aidan O'Reilly's Pub in Allenton, Wisconsin.

Present were:

Richard Edler	Jim & Colleen Rodell, Eric, Ethan
Shawn Gerrits	Jim Rodell, Sr
Keith & Carol Gumbinger	Diane Scheid
Jim Hess	Dan & Phyllis Schultz
Pete & Shelly Humphrey	Larry & Barbara Van Hoveln
Duane & Nita Nicholson	Herb & Joy Walberg (guests)
Scott & Carren Porter	Bob & Alice Wirth
Rod Prinsen	James Wright
	Gregg Zangl

Secretary Jim Rodell, Jr. reported that the minutes of the last meeting reported new members from Holmen, Wisconsin who did not join the club, and would correct the minutes. Shelly Humphrey moved to approve the minutes as corrected. Jim Hess seconded the motion. Motion carried.

Treasurer Pete Humphrey distributed copies of the Treasurer's Report. The ending balance of the treasury is \$1,413.88. Pete moved the club's account to an electronic checking account which mails checks to recipients. Jim Hess moved to accept the Treasurer's Report. Carol Gumbinger seconded the motion. Motion carried.

Webmaster Carol Gumbinger reported on the club website. The club website has had 1700 hits in the last year.

As Vice-President/Membership Chair, Carol reported that the club has 43 families. Members interested in obtaining Dairyland Tin Lizzies name tags should contact Carol.

Editor Dan Schultz reported on The Buzz.

Old Business:

Dan Schultz reported on "Destination Door County" which he organized with Phyllis, DeWayne Fritz, and Diane Scheid over Memorial Day weekend.

Gregg Zangl reported on "Old Falls Days" at Old Falls Village in Menomonee Falls held May 29-31.

Jim Rodell, Sr reported on "Wheels and Wings" held June 21 at Sheboygan County Airport

Keith Gumbinger reported on the tour to Watertown held July 4.

Bob Wirth reported on the Great Circus Parade and also the EAA Fly-In which attracted approximately 15 Model T's.

Pete Humphrey reported on the "Flivver Fest" tour around Horicon Marsh held August 2.

Jim Rodell, Jr. reported on "Model T Day" held August 15 at Wisconsin Automotive Museum in Hartford.

Dan Schultz reported on the Seven Hills Cookout Tour held on September 6.

New Business:

Keith Gumbinger expressed his desire for the club to move Tin Lizzie University to January because he will be gone in February. President Jim Rodell, Sr. will check with Joe Vrana on available dates. Richard Edler offered his shop as an alternate location or location for second Tin Lizzie University or "Model T Safety Check Day". President Jim Rodell, Sr. will check with Kevin Brusco to see if Bill Stipe will teach at one of our seminars or open his shop for a tour. Bob Wirth reminded the club that Todd would like to give his presentation on the Model T ignition system at the next Tin Lizzie University.

Gregg Zangl would also like to demonstrate at TLU.

After some discussion, it was decided to not have a club booth at the swap meet at Washington County Fair Park on February 28.

A tentative date for the next club business meeting was set for April 11. Location to be determined.

President Jim Rodell, Sr. announced that additional members of the club are needed to organize Model T Day, especially with publicity and promotion. Keith Gumbinger volunteered to be publicity chairman. Ideas to make the event more interesting were discussed, including a poker run or scavenger hunt around Hartford, a parade through the historical parts of the city, an early bird tour and dinner the Friday evening before the event, or a tour at 2 p.m. after shutting down the event. Rich Edler reminded members that the Model T Ford Club of Greater Milwaukee has been a major contributor to the success of Model T Day. Tentative dates for "Model T Day" are August 14 or 21. Jim Rodell, Jr. will check with the museum and the chamber of commerce to avoid conflicting events.

A Christmas party was discussed. Sandra Stock had expressed interest in organizing a party, but was not at the meeting. President Jim Rodell, Sr. will contact Sandra.

Bob Wirth announced that the Greater Milwaukee Chapter of Model T Ford Club International will be celebrating their 50th Anniversary in 2010. An event will be planned this summer for late July or early August, and all members of our club will be invited.

Herb Walberg, visiting from Garden Prairie, Illinois expressed his ideas for promoting the Model T hobby, and announced his campaign for director of Model T Ford Club International.

Jim Hess reported on his experiences at the recent Hershey swap meet and car show.

Rod Prinsen moved to adjourn the meeting. Larry Van Hovel seconded the motion. The meeting adjourned at 3:58 p.m. Many members stayed for dinner.

Respectfully submitted,

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James Rodell, Jr.
Secretary, Dairyland Tin Lizzies

Don't Forget!

Spring Business Meeting April 11th 2:00pm

Al and Al's Stein House Sheboygan, WI

1502 South 12th Street

At this meeting election of officers, membership dues, upcoming events and summer tours; one day and overnight will all be on the agenda among other things relating to the Model T. So plan now to attend.

Directions to Al and Al's are to get on South Business Drive to Broadway and take Broadway east to South 12th Street and then north to Al and Al's. South Business Drive is the old highway through town or 14th Street.

The Valders Lions Club is hosting a 100 year celebration of the first Ford dealership in Wisconsin and has asked our club to help them celebrate with our cars. The information is below and on the following page.

REGISTER ONLINE, VISIT:

VALDERSLIONS.ORG

MAIL OR FAX FORM

VALDERS LIONS CLUB
PO BOX 1
VALDERS, WI 54245
FAX: (920) 775-9607

CALL TODAY

(920) 775-4413
QUESTIONS ON MODEL T OR A
(920) 758-2656
(920) 726-4327

100 Year Celebration Car Show Registration

Name _____ Phone _____

Address _____ City/State _____ Zip _____

Make _____ Model _____ Year _____

Make _____ Model _____ Year _____

SAT 100 YEAR CELEBRATION \$10.00 3RD ANNUAL LIONS CAR SHOW \$5.00 SAT & SUN TOURING INC SUNDAY PARADE: FREE

Make Checks Payable To: Valders Lions Club

WISCONSIN'S
1ST FORD
 DEALERSHIP

WM. F. CHRISTEL, INC. VALDERS, WISC. - 1910



JULY 31 AND AUGUST 1

Village of Valders Park Grounds
 Valders, WI

Ford Car Display
Food
Entertainment
History
Model T and A Tours

ABOUT WILLIAM F. CHRISTEL

On March 1, 1910 William F. Christel established the first Ford car dealership in the State of Wisconsin at Valders. Mr. Christel was born in a log cabin in the Town of Schleswig in 1861. He turned a five year winter schooling education into an empire. He started working full-time at the age of thirteen. In 1882, he married Wilhelmina Luloff, and they had thirteen children, seventy-five grandchildren and numerous great grandchildren. Later in 1882 he and his brother-in-law, Herman Luloff purchased a saw mill, box factory and hardware store in St. Nazianz. In 1895 he moved to Valders and built a general store and later a tavern. He then organized the Pioneer Canning Company in St. Nazianz and expanded with a plant in Hilbert and then opened a hardware implement and car dealership. Mr. Christel was president of the Valders State Bank and the Valders-Collins Oil Company. He also owned several farms and as an inventor held thirteen patents.

We invite you to come to a dedication ceremony commemorating his achievements and contributions to the Village of Valders and the many lives he touched during his lifetime. This wonderful event including a parade, car show, Model "T" and Model "A" car tours, entertainment and food will be held July 31 - August 1, 2010 in the Village of Valders, Wisconsin.

Saturday: (All Ford Day Only)

Guinness Book of Records
 Car Displays.....8:00 A.M. - Dark
 Entertainment.....5:00 P.M. on
 Fireworks.....Dusk

All Proceeds will be distributed among:

Historical Marker noting the First Ford Car Dealership
 And Honoring William F. Christel
 Baseball Field Renovation at Valders Memorial Park

Sunday: Valders 3rd Annual Car Show

Car show: all makes and models.....8:00 A.M. - 5:00 P.M.
 Parade.....11:00 A.M.
 Voting: Spectators and Participants
 Car Show Awards.....3:00 P.M.

Weekend Line Up

- Ford's "Something old and Something new"
- All Ford Display: Cars, Trucks, Tractors Open to all Years
- William F. Christel Family Tree Display
- Dedication
- Model T and A Car Tours
- Kids Games
- Model T Assembly Demonstration (by hand)



THE MODEL T FORD AND MUD ROADS

By Chris Pipho

I grew up on an Iowa farm in the 1930's. If you have ever looked down on that state from an airplane you would see a square grid of one mile roads. In that era most of these roads were dirt, covered with gravel. Today crushed lime rock and blacktop have replaced gravel, making all weather travel a certainty. Travel in the 1930's was never certain. Snow in the winter and mud in the spring would mean a team of horses pulling a sled or wagon was the only sure way to negotiate some roads.

Rural mail carriers, like my uncle, kept a Model A Ford on hand for these difficult roads. Others were leery of new cars with smaller wheels and a lower undercarriage. The late 1930's Chevy the big knee action box hanging low inside each front wheel could get hung up in ruts quite easily. Knobby tires from "Monkey Wards", tire chains and a shovel thrown in for good measure were often needed. But if you wanted a vehicle that could outperform everything else in mud, the **Model T Ford** was your choice.

Our family still had one; it was a 1915 or 1916 touring car with the back seat cut off and a homemade pickup box attached. We didn't use it much in winter because deciding what to pour in the radiator was a problem. Water would work but you couldn't let it stand in below zero weather very long. Alcohol was the anti freeze of choice but it was a mess to handle. In the spring mud season water, even if it boiled out, could be replaced with a pail and a walk to the nearest ditch.

It was in this vehicle that I had a "once in a lifetime" ride at age four. With mud and water flying through the air on to my head it made quite an impression. The occasion was the spring thaw with frozen dirt changing to mud. This mud season could last for several weeks and most roads had "spots" where all the locals stayed clear. One of these notorious bad spots was on the river road to Tripoli. The ditches would be full of water and the road seemed to have an underground spring supplying ruts and holes with even more water. Anyone getting stuck in that section of road would need a team of horses to pull them out.

My dad and our hired man (Art) wanted to attend a farm sale and the shortest route was over this section of road. Rather than drive a dozen or more miles to a better road they decided to give this short cut a try. I was riding on the front seat between them as we drove up to the "spot". Dad stopped and he and Art took a shovel and walked out in to the mud hole to determine how deep the ruts were. It was decided that an angled route across the mess might work.

They then discussed how much of a running start would be needed. I had my feet braced against the coil box as dad pushed the pedal down to "low" and pulled the gas and spark lever to the bottom. Art was standing on the running board with the door open ready to push. Dad's last shout was "hold on". We started on the right side and cut across the road. Tire chains were throwing mud and water everywhere. We would slow down and Art would jump off and push and dad would lean against the steering wheel to coax the T on. With lots of shouting and hollering and front fenders flopping we made it to the other side. Had my mother seen this event I would have been banished from any more "once in a lifetime" experiences like this.

Dad and Art arrived at the farm sale in a bragging mood; because it was a badge of honor to be the first car through this section of road each spring. They talked about this trip for years. On the way home however they wisely chose the long route on better roads.

I played on that Model T as a youngster and looked forward to driving it but my grandfather (in a patriotic mood) donated it to the World War II scrap drive a few years before I

learned to drive. What a pity, I might have been tempted to recreate that adventure again; but I was driving a Model A Ford to high school then and managed to collect my own set of “once in a lifetime” experiences my mother never heard about. The county later fixed that section of road with lots of rocks and deeper ditches.



Remembering Ray

By Jim Rodell, Sr.

On April 22, 1963, I arrived in West Bend to start an apprenticeship as a carpenter. One of the first people that I met on my new job was a cement mason named Ray Schuster. As Ray and I became more acquainted, we would talk about old cars. One day Ray came to work and told me that he had bought an old Model T Ford chassis with an engine and wheels. He had known it was behind a farmer's barn, rusting away. That was the start of many more Model T's "coming to life" in the West Bend area.

Through "word of mouth", and occasionally seeing an ad in Hemmings Motor News or the farm papers, we would find out about more Model T's around the state and sometimes in adjacent states. Ray had bought a nice 1954 Chevrolet Bel Air 4 door from a lady that quit driving. He mounted a trailer hitch on it and used it to pull an old single axle trailer with no brakes. That Chevy with its six cylinder engine with a Powerglide transmission hauled home many Model T's and parts. Soon there was not enough room in his garage at home, so he added a "Model T Garage" to his existing 2 stalls.

One of the first Model T's that he bought was a 1913 Touring car that had the rear seat removed and replaced by a wooden pickup box. This car had some unusual accessories, including a set of large wide "Torpedo" fenders. I think he bought it for about \$350 from Larry Walters in Port Washington.

Ray's next door neighbors were the Vrana family that owned the body shop; so, in the fall of 1963 he decided to make his Model T look more like a 1913 Roadster. He brought it up to Vrana's shop, and we removed the pickup box and removed the seat upholstery. We opened up the back corners of the body and removed the pillars for the rear doors. Using a picture for reference, we slanted the seat back until it looked "right." "Old Joe" Vrana showed me how to use a torch and body lead to blend in the rear corners with a wooden paddle dipped in bee's wax. (I remember working on this on November 22, 1963 – the day President Kennedy was assassinated.) Then a turtle deck and new fenders were added to make it look like a real 1913 Roadster. The color wasn't proper, but Ray wanted it bright red. This was his favorite. He sold it in the 1980's to Jim Jaeger, who still owns it.

In 1964 or 1965, we heard about a truck body stored in the loft of Woodall Lumber Co. in Fond du lac. It was a cute little express delivery truck body that had been removed from a Model T chassis. On the sides of it was faintly lettered "Peebles General Store." Peebles is a small village about 10 miles northeast of Fond du lac. We had to slide it down from the loft on two long planks.

This body got mounted on a 1917 chassis and was a fun truck to drive. We installed a "Red C" foot accelerator on it made by Cooley's of West Bend back in the 1920's. It also received a locking steering wheel and a Klaxon horn with a hand lever. This was later sold to Herman Berndt in West Bend. He had it a few years and then sold it out of the area.

In about 1966, Ray bought an original 1916 Touring car "up north." I think it was from Black Creek, north of Appleton. This car got a maroon paint job and a new top and upholstery. The trim on the lamps was changed to brass to look like a 1915 model. Later it was sold to DeWayne Fritz, probably in the 70's, who owns it yet.

Ray loved his Model T's, but I think he preferred to see them being driven rather than driving them himself. So, before Jim Zautner and I ever had Model T's of our own, we could take one of Ray's home and use it like it was ours. That's how Jay Zautner and Jim Rodell, Jr. got introduced to "Lizzie" when they were just "little guys." If we drove them in the local parades, Ray would be smiling as we passed by.

Ray Schuster developed lung cancer and had to have surgery. After that he depended upon a machine with a long oxygen hose to allow him to move around the house. If he left the house, he needed an oxygen bottle. He struggled with this for a few years until passing away on August 15, 2000 at 84 years of age.

Ray's kindness and generosity helped introduce many into this wonderful Model T hobby. I hope we can continue his spirit. Ray had at least eight Model T's that I can remember. In future issues I will tell about some more of those fun discoveries.



