



The Buzz



The Official Publication of

The Dairyland Tin Lizzies

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Model T's at KML High School May 10, 2019

By Jim Rodell, Jr.

The May, 2018 issue of The Buzz (Volume 17, Issue 2) tells the story of our first "Model T's at School" program a year ago at Kettle Moraine Lutheran High School, and how the event came into being. The first attempt of the Dairyland Tin Lizzies to bring the Model T experience to sophomore and junior American history students went well. The faculty and students were very appreciative of our willingness to share our knowledge and enjoyment of Model T Fords with them. History teacher Mr. Jerry Zeamer immediately asked us to come back again, and asked us if we needed anything provided by the school for a future visit. Our only request: ice cream!



With that in mind, I brought the request of Kettle Moraine Lutheran High School to our November 11, 2018 meeting, and received the support of the club to hold this event again. A date of May 9 was chosen, with an alternate date of May 10 in case of bad weather. By initially scheduling this event for May, we felt safe that we were clear of the snow threat, at least in our corner of the state.

As the day approached, we learned that rain was in the forecast for Thursday. On Wednesday, we took the option to reschedule the event for our alternate date of Friday, May 10, when the rain chance was 0%. This proved to be the wise choice, as the day was clear and sunny, although breezy and cool.



Initially, we were scheduled to teach, demonstrate, and give rides to Mr. Zeamer's two classes during fifth hour and eighth hour, with about a 1 ½ hour break between the classes. A week before the event, Mr. Zeamer asked if we would be willing to share our Model T's and knowledge with two classes taught by Mr. Jim Haferman during fourth and sixth hours. We moved up our meeting time to 10 a.m., added two more class groups, and were able to reach a total of almost 100 students.

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UPCOMING 2019 EVENTS

May 19 2021 National Tour Steering Committee Mtg
1st meeting at 2 PM:RSVP to Keith Gumbinger 262-552-7576
Radisson Hotel, 625 W Rolling Meadows Drive, Fond du Lac, WI

May 25-27 Destination Door County Tour
Details Inside

June 15 Tin Lizzie University
8AM : Rich Edler’s W4502 Clear View Road, Waldo, WI

June 15 Ladies Day
9AM : RSVP to Barb Leonhardt 920-918-1392
Meet at Rich Edler’s W4502 Clear View Road, Waldo, WI

June 16 Wings & Wheels
At the Sheboygan County Airport
Courtesy of Jack and “Sister” Barb Leonhardt

June 29 Dutch Touch Tour
Details Inside—Depart 9 AM from Vrana’s Body Shop, West Bend

July 22-26 EAA Air Venture, Oshkosh

August 17 Tour to Baraboo
Contact Billy Vrana for details 262-689-7919

October 20 or 27 **Rescheduled** Fall Meeting
2pm—Nite Owls Tavern, 121 Kettle Moraine Drive N., Slinger, WI



Dairyland Tin Lizzies Officers

President: Pete Humphrey * Treasurer: Ken Lefeber

Vice President: Kevin Bruso * Secretary: Jim Rodell, Jr.

Webmaster: Carol Gumbinger * Newsletter Editors: Pete & Shelly Humphrey

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The program began with Jim Rodell, Jr. introducing our club and offering a brief history of the Ford Motor



Company, followed by Keith Gumbinger telling more about the history of the Model T. Each class of 21 to 26 students was then split into two smaller groups to go separate directions and learn more from either Tod Wirth or Gregg Zangl about Model T body styles, mechanical features, and more history. Gregg likes to show off by lifting the corner of a Model T off the ground to demonstrate the “lightweight properties of Vanadium steel”. Chad Prost, alumni of KMLHS, demonstrated how to

crank start a Model T, and taught how the controls operate. After the presentation, students were given rides around the school parking lot. The students seemed to gravitate to the Model T’s which carried multiple passengers, so they could be with their friends. Tod’s fire chief car was very popular. The smell of food attracted students to my Model T huck-

ster, so I lifted the hood, distributed toothpicks, and shared meatballs simmering in grape jelly bar-
beque sauce in the manifold cooker.



A display table with Gary Prost’s hand-cranked coil tester, tools, wood gas gauge sticks, a collection of Model T joke books, and pictures of a Model T on an off-road testing ramp provided more interest.



Carol Gumbinger provided a wonderful lunch for the DTL crew during seventh hour, consisting of grilled bratwurst, sauerkraut, and potato salad, along with cookies and bars provided by other members. The enclosed trailers of the Gumbingers and Wirths were great places to eat lunch out of the wind.

In addition to the food mentioned above, Mr. Zeamer did not forget about the ice cream! A gallon of vanilla with bowls, spoons, and chocolate syrup was provided, as we had half-jokingly requested a year ago.



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Thank you to all who made this event possible by bringing Model T's and display items, providing food and especially, presenting yourselves as ambassadors of our club and of history. The list of members who attended and their vehicles is as follows:

Gregg Zangl	1914 depot hack
Keith & Carol Gumbinger	1914 touring
Gary & Chad Prost	1915 runabout
Tod Wirth	1915 American LaFrance fire chief car
Paul Wilcox	1918 touring
Jim Rodell, Jr.	1922 huckster
Jim Rodell, Sr.	1926 touring
Dan Schultz	1926 tudor



A great time was had by all, as evidenced by smiles seen on every face. The students, faculty, and of course, our members, all enjoyed being around the wonderful little time machines that we call Model T Fords. Of course, we were asked to come back again next year. Keep up the good work, Dairyland Tin Lizzies!



President's Message

Hey Model T'ers! Touring season is upon us. In fact we've already had two events. So it's time to check out your T and make sure it is safe and road-ready. The MTFCA Safety Inspection Form is included in this issue for your convenience. Please make some time to ensure that everything is in order.

We have some great events coming up as well. Destination Door County kicks off on Saturday, May 25th. Then the Model T weekend with Tin Lizzie University and Ladies Day on June 15th and Wings & Wheels on June 16th will combine for wall to wall T's in the middle of June.

We could use some additional tours in July and August. Please consider putting one of your favorite drives out there for your closest Model T friends to share. It doesn't have to be fancy and we would love to join you.

Also, please note that the date for our fall business meeting is changing. It will be on either October 20th or 27th. Stay tuned for further details. Okay, it's time to get out to the garage!

Make some Model T magic. -Pete



Dairyland Tin Lizzies

Minutes of April 14, 2019 Business Meeting

The spring meeting of the Dairyland Tin Lizzies was called to order at 2:10 p.m. by President Gregg Zangl on Sunday, April 14 at Nite Owls Tavern in Slinger, Wisconsin, and opened with the United States pledge of allegiance.

Members present were:

Kevin Bruso	Dave & Gail DeYoung
Adam Doleshal	Richard Edler
John Fischer	DeWayne Fritz
Keith & Carol Gumbinger	Pete & Shelly Humphrey
Ken Lefeber	Jeffrey Pagels
Gary & Chad Prost	Dennis & Melodie Pulvermacher
Michael Reinl	Gregg & Pam Zangl
Marshal Reysen	Randy Reysen
Jim, Jr. & Colleen Rodell, Ethan	Jim Rodell, Sr.
Diane Scheid	Sandra Stock
Billy Vrana	Joe Vrana
Paul and Debra Wilcox	Bob Wirth
Tod & Sharon Wirth	Jim Wright

John Fischer announced that his father, Howard, who attended the meeting, would become a member.

John Fischer moved to dispense the reading of the minutes from the November 11, 2018 meeting. Chad Prost seconded the motion. Motion carried.

Carol Gumbinger moved to accept the minutes of the November 11, 2018 meeting as printed in the December, 2018 issue of The Buzz. Jim Rodell, Sr. seconded the motion. Motion carried.

Treasurer Ken Lefeber distributed copies of a treasurer's report showing income and expenses from November 11, 2018 to April 14, 2018, with an ending balance of \$449.98. Pete Humphrey moved to accept the Treasurer's Report. Dave DeYoung seconded the motion. Motion carried.

Webmaster and Facebook Page moderator Carol Gumbinger reported that she is always looking for more contributions of material.

OLD BUSINESS:

Pete and Shelly Humphrey reported on the Christmas party held January 5 at Klemme's Wagon Wheel, Howards Grove. 39 members attended. The dinner was served family-style and reported to be good.

Billy Vrana reported on Tin Lizzie University held at Vrana Frame & Body Shop on January 19. Paul Wilcox demonstrated seat upholstery, the transmission cover and bands were removed from John Fischer's 1914 power-plant, and Randy Reysen's 1920 touring was brought back to life.

President Gregg Zangl announced that the current list of Model T Ford repair DVD's available for loan from our club library is listed on the Dairyland Tin Lizzies website. Jack Leonhardt is club librarian.

NEW BUSINESS:

Jim Rodell, Jr. reported that the "Model T's at School" event at Kettle Moraine Lutheran High School is scheduled for Thursday, May 9 from 11 a.m. to 3 p.m. We will have a tailgate party cookout between the two presentations. A sign-up sheet was circulated at the meeting, and 14 Model T's and their owners signed up to attend.

Jim will contact those who expressed interest in speaking at the event. Carol Gumbinger moved that we use

Dairyland Tin Lizzies treasury funds to purchase the hamburger and bratwurst supplies for the tailgate party. Chad Prost seconded the motion. Motion carried.

Diane Scheid provided information about the upcoming “Destination Door County”, to be held May 25-27. At the time of the report, 4 rooms were left at the Runaway Lodge.

Rich Edler will host a Tin Lizzie University work session at his garage near Waldo on Saturday, June 15 beginning at 8 a.m. There will be a swap meet, and lunch will include broasted chicken. Sandra Stock reported that Katie would like work done to “Old Rusty”. Rich announced that he will invite the Model T Club of Greater Milwaukee. Rich will be asking for donations from participants to cover the cost of lunch. Carol Gumbinger moved to supplement the donations for the food expense from the club treasury, if necessary. Chad Prost seconded the motion. Motion carried.

Jack and Barbara Leonhardt will again be hosting refreshments in their hangar at Sheboygan County Airport during “Wings and Wheels” on Father’s Day, June 16, from 9 a.m. to 4 p.m.

Kevin Bruso announced that the Dairyland Tin Lizzies are invited back by Ford Motor Company to EAA Airventure to give Model T rides. Model T rides will be from 10 to 12 and 1 to 3, with a noon lunch provided for the Dairyland Tin Lizzies.

Gregg and Pam Zangl will host a spring tour on Saturday, May 11, beginning 9 a.m. at their home in Germantown. Stops include a barn sale.

Jim Rodell, Jr. announced plans for a tour to be held on Saturday, June 29, beginning 9 a.m. at Vrana Frame and Body Shop in West Bend. The “Dutch Touch Tour” will include stops in Random Lake, Cedar Grove, and Oostburg.

Keith Gumbinger spoke more about the idea of the Dairyland Tin Lizzies hosting a MTFCA National Tour in 2021, to be headquartered in Fond du Lac. Keith shared ideas about the proposed tour, and distributed artwork for the tour created by Eric Rodell. Keith moved that the Dairyland Tin Lizzies would host this tour in June, 2021. Jim Rodell, Sr. seconded the motion. Motion carried. Members at the meeting showed unanimous support for the project.

Keith Gumbinger reminded members of the Chapter Awards Program. The 2018 Award recipient is our member, Michael Reinl. Members should be on the lookout for another worthy recipient of a MTFCA one year membership and a one year membership to the Dairyland Tin Lizzies, to be chosen at our November meeting.

Keith Gumbinger reported that Jim Hess suffered a heart attack and is battling cancer.

President Gregg Zangl opened the floor for nominations for the office of president. Gregg Zangl nominated Billy Vrana for president. Randy Reysen seconded the nomination. Shelly Humphrey nominated Pete Humphrey for president. Carol Gumbinger seconded the nomination.

Carol Gumbinger nominated John Fischer for vice- president. Jim Rodell, Sr. seconded the nomination. Jim Rodell, Jr. nominated Kevin Bruso for vice-president. Ken Lefeber seconded the nomination.

Keith Gumbinger nominated Jim Rodell, Jr. for secretary. John Fischer seconded the nomination.

Keith Gumbinger nominated Ken Lefeber for treasurer. Bob Wirth seconded the nomination.

Dennis Pulvermacher moved to close the nominations. Dave DeYoung seconded the motion. Motion carried.

A paper write-in ballot was used for the offices of president and vice president. Billy Vrana received 14 votes. Pete Humphrey received 20 votes. Keith Gumbinger received 1 vote. John Fischer received 9 votes. Kevin Bruso received 25 votes.

New officers for 2019 -2020 are President Pete Humphrey, Vice-president Kevin Bruso, Secretary Jim Rodell, Jr., and Treasurer Ken Lefeber.

Our fall business meeting will be held November 10 at 2 p.m. Location to be announced.

Billy Vrana and Gregg Zangl announced that they will organize a tour to a tractor show this summer. Details to be announced.

Gary Prost moved to adjourn the meeting,

Respectfully submitted,

Jim Rodell, Jr.

Secretary, Dairyland Tin Lizzies



In the Days of the Model T

The following piece is a chapter excerpted from the book titled "...And That's The Way It Was", Copyright 1986. It is reprinted here with the gracious permission of the Sheboygan County Historical Society .

...And That's The Way It Was!

Dedication:

By Roland Schomberg

The stories for "... And That's the Way it Was" were inspired by my father's brief account of my parents' life on their Sheboygan County family farm. Though not a literary masterpiece, the hand-written two page chronicle of events, sprinkled with bits of his own philosophy, provided most revealing and interesting reading for me.

Reflecting on my part in the family history, I resolved to leave a similar legacy for my children and their offspring, so that they might be enlightened and amused by my narratives of life during my boyhood in Wisconsin. It is with gratitude toward my parents and for the reading enjoyment of our children and grandchildren that I wish to dedicate this book.

Regarding the Author: The author of "... And That's The Way It Was", Roland Schomberg, was a life-long resident of Sheboygan County, Wisconsin and when retired, lived with his wife in the Town of Herman. Educated in a rural school in the Town of Sheboygan Falls where he was born in 1917, he attended the Sheboygan Falls High School and the County Normal School in the same city, graduating with a teaching certificate in 1936.

After teaching in rural and state-graded schools in the county for 6 ½ years, he assumed a position as farm store manager for Sears, Roebuck & Co. in Sheboygan. In 1947 he and his wife, Ruby, purchased her family homestead in the town of Herman which they operated as a dairy farm for fourteen years.

Following a short stint in the farm implement shop, he assumed the role of county clerk, a position he held until his retirement in 1983. In his retirement he was active in various historical and civic organizations.

The horse and buggy days were fine, But they don't appeal to me.
I'm thankful that my parents bought
That "good old" Model T.

At the turn of the century the automobile was coming into its own, but slowly, in rural Sheboygan County. Here and there the horseless carriage was appearing, but these were isolated cases and only affordable by the most affluent. Roads had not yet been re-designed for motorized travel, being basically of dirt and gravel construction. Almost all town roads were laid out for no more than a width of three rods and generally followed the contour of the land and the path of least resistance.

A road tax was levied annually on the landowners and, though a very nominal sum, could be "worked off" by hauling gravel from designated pits or doing repair work as a "road boss" determined necessary. A wooden wheeled horse-drawn wagon equipped with six-inch planks served as a convenient vehicle for hauling and dumping, the gravel. Loading of course, was accomplished manually since mechanical loaders were not available.

Spring rains created mud and soft spots which presented serious travel problems and forced farmers to fall back on the horse and buggy or wagon for transportation. But, the coming of winter

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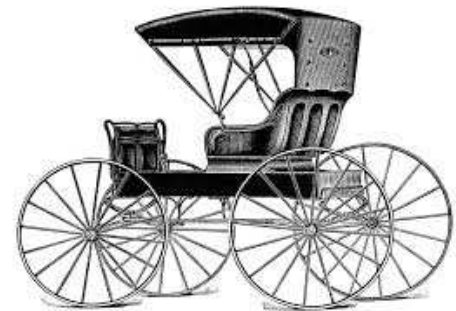
really brought motorized vehicular traffic to a standstill. Most autos were placed on wooden blocks for the winter months and rarely were activated again until spring. Snow plowing of highways was reserved only for main arteries and it was not until the late 20's that county owned snow removal equipment occasionally ventured onto the side roads.

Two incidents involving severe winter road conditions remain etched sharply in my mind. In March of 1931, a terrific snowstorm blew in from the northeast the day before I was to be confirmed at our Lutheran church which was located some three miles from our home. Roads were hopelessly blocked that Sunday morning and only the bravest dared venture forth, but my parents felt compelled to get us to the church. My father hitched the team to the bobsled equipped with short wooden boards for seats and heavy robes for warmth, and despite the bitter cold, Father, Mother and I were on our way. We did make it to church though, on several occasions where the road was impassible, we left the roadway using the open fields. It was while negotiating one huge drift that my board seat and I were swept off the end of the sleigh and it was some time before I was missed.

The second event that comes to mind is the horrible winter of 1936. With snowfall above average in December and frigid cold through January, highways became impassable. One snowstorm after another with cumulative drifting and plowing created mountainous snow piles so that even the county's most powerful plows could not penetrate. Farmers with shovels were eventually recruited to break the hard upper crust of frozen snow so that the V-plow equipped caterpillars could strike a path. In fact, part of Highway 32 (now STH 42) between Sheboygan and Howards Grove remained closed for nearly six weeks.

Though seemingly harsh, winter travel afforded pleasant memories as well. For those of us who were fortunate enough to own a horse that could be driven singly, cutter rides on Sunday afternoons or on moonlit nights, skimming over the crunching snow, were most enjoyable. Single, or buggy horses, served a variety of purposes.

Since most of the farmers were engaged in dairying, this type of horse was hitched to the milk wagon for the daily trip to the corner cheese factory. As a youth I remember my grandfather's frequent visits driving his trusty "Nell" hitched to a one-seater top buggy. I also recall my pre-school days when I accompanied my Mother as she hitched the horse to the top buggy for the monthly ride to the Ladies' Aid session.



It was not until 1917, the year I appeared on the family scene, that my parents acquired their first automobile – a Model T Ford touring car. I am told that their excitement over the shiny, new black auto turned to disappointment when, on the first trip to town for both the Ford and me, it was stolen from its parking place at Prange's. The thief, was apprehended shortly thereafter, but not before he had managed to lay the brand new car on its side while negotiating the corner of 9th and Pennsylvania. Car insurance was unheard of at that time and the culprit was penniless. However, cars were made of sterner stuff then and the damages were not so severe that some prying, pounding and black paint could not restore the car to near original condition.

The Ford, one of the first automobiles to be affordable for the farmer, was only one of many makes on the market. Of some 70 to 80 brands, I remember such names as Studebaker, Hupmobile, Stanley Steamer, Moon, Star, Reo, Overland and Whippet. Among the various models, the Model T Ford was considered the simplest and most trouble free. A set of wrenches and tire tools were always furnished with each new auto inferring that what

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little would go wrong would be easily fixed by the proud owner. Batteries, of course, were unheard of and starting the car was a matter of swinging the hand crank or by coasting down a steep incline. Many motorists sported a broken hand or arm as a result of cranking without first retarding the spark by means of the lever at the steering wheel. Failure to make the adjustment invariably caused the engine to backfire and deliver a crushing blow by the reverse motion of the crank. Driving lights were not dependable since they received their energy from a magneto and coil arrangement – the greater the speed, the brighter the light. The gasoline tank, which had a 5-6 gallon capacity, was neatly tucked under the front seat and could easily be replenished by removing the leather cushion. Running boards were standard equipment, but bumpers did not make their appearance until years later.

The early models came equipped with three-inch rubber tires on 30-inch wooden-spoke wheels. With such a high clearance, the narrow tires cut through the snow like a hot knife through a pound of butter. Tires rarely lasted more than 2000 miles over those torturous roads, however, and several spares were generally strapped to the exterior of the auto when attempting a trip of any length at all. Changing a tire tested the religion of every motorist, though the

advent of the clincher rim, which featured one removable bead section, slightly alleviated the problem.



On rare occasions, autos were driven during cold spells when snow was no problem. Preparation for these infrequent trips included filling the radiator with hot water since antifreeze was not yet on the market. Upon reaching the destination a buffalo robe or horse blanket was draped over the hood to avoid a freeze up. During a prolonged visit, the water was drained upon arrival and the host or hostess would provide a tea kettle of hot water prior to the guests' departure.

The Model T had a unique transmission, one that was all but forgotten for forty years and reappeared in 1959 as shift-on-the-go in tractors. It consisted of a set of planetary gears and a system of bands which, in combination created a variety of ratios and direction. Three pedals on the floor controlled all movement of the vehicle. The right pedal activated the rear wheel brakes while the middle one was the reverse pedal. The left pedal, upon being fully depressed, put the auto in low gear and upon release threw the transmission into high gear. By suspending the left pedal at the halfway mark the auto was in neutral, a position required for breaking or reversing the auto. Many a car plowed through the front wall of the garage as its untrained driver became confused with this intricate procedure.

Our touring car, with its canvas and celluloid side curtains, was our main means of transportation until 1927. It was replaced with a two-door Ford sedan with glass windows and equipped with a self-starter and battery. The original auto's usefulness was extended by removing the back seat and adding a box so that it served as a truck for many years.

The modern highways and automobiles of today are a far cry from those of the early 1900's, but in an atmosphere of a more leisurely life, those early means of transportation adequately accommodated the desired requirements of limited travel and movement of products from farm to market.



Destination Door County 2019



MEMORIAL DAY WEEKEND - MAY 25-27

WE ARE VERY EXCITED ABOUT OUR ANNUAL MEMORIAL DAY WEEKEND TOUR TO DOOR COUNTY! PLANS HAVE BEEN SCRIPTED FOR FUN-FILLED DAYS OF TOURING IN OUR MODEL T's. WE HAVE GREAT STOPS PLANNED AND SOME WONDERFUL SCENIC ROADS.

AS IN PAST YEARS, WE WILL BE DEPARTING FROM THE KOHLER GENERATOR PLANT IN SHEBOYGAN AT 9:00 AM SATURDAY, MAY 25TH. WE HAVE RECEIVED APPROVAL TO PARK OUR TRAILERS IN THEIR PARKING LOT UNTIL WE RETURN MONDAY AFTERNOON. FOR THOSE TRAVELING TO SHEBOYGAN FRIDAY NIGHT, WE'LL GATHER AT THE TEXAS ROADHOUSE FOR DINNER AT 6:00 PM. HOTEL ACCOMMODATIONS CAN BE MADE FOR FRIDAY EVENING AT THE QUALITY INN, (920) 457-7724, WHICH IS WALKING DISTANCE TO THE TEXAS ROADHOUSE.

SATURDAY WE HAVE A NEW SCENIC ROUTE WE'LL BE TAKING AS WE HEAD NORTH TO DOOR COUNTY. THERE WILL BE A STOP FOR LUNCH AND A FEW OTHER PLACES OF INTEREST.

SATURDAY AND SUNDAY EVENING WE WILL BE STAYING AT THE RUNAWAY LODGE IN VALMY - (920) 746-4046. UPON ARRIVAL, WE WILL HAVE APPETIZERS IN THE PICNIC AREA, WEATHER PERMITTING. IF YOU ARE STILL HUNGRY YOU CAN CHECK OUT "HAPPY HOUR" ACROSS THE STREET!

WE'LL HAVE A LIGHT CONTINENTAL BREAKFAST SUNDAY MORNING AT RUNAWAY LODGE BEFORE BEGINNING OUR DAY OF TOURING. YOU'LL LOVE OUR SURPRISE NEW SUNDAY LUNCH STOP THIS YEAR! EVENING DINNER TO BE ANNOUNCED. MONDAY MORNING WE WILL STOP FOR BREAKFAST IN STURGEON BAY BEFORE HEADING HOME.

EVERYONE IS WELCOME TO BRING AN APPETIZER TO SHARE FOR SATURDAY EVENING. PLEASE BRING YOUR OWN BEVERAGES.

WE ARE LOOKING FORWARD TO A GREAT TOUR IN BEAUTIFUL DOOR COUNTY!



DIANE SCHEID & DEWAYNE FRITZ
262-339-1301 414-322-9535

DAN & PHYLLIS SCHULTZ
920-946-3630





Dairyland Tin Lizzies
DUTCH TOUCH
 Model T Tour



Saturday, June 29, 2019

Join the Dairyland Tin Lizzies as we tour southern Sheboygan County and learn the history of the 1800's Dutch settlement in the area. The tour will begin and end at Vrana Frame and Body Shop. However, many of our members live in the Sheboygan area and points north, so feel free to join us at one of our stops. RSVP appreciated, but not required.

Jim Rodell, Jr. 262-224-9734 or at jcerodell@hiercommnetworks.net

9:00 a.m. Leave Vrana Frame and Body Shop, 1405 N. Main Street, West Bend

10:00 a.m. Visit Random Lake Historical Society Museum

115 Carroll Street, Random Lake

(Note: Those meeting here may want to have an early breakfast at Kathy's 111 Trackside Cafe connected to the museum, open at 8:00 a.m.)

10:30 a.m. Visit Nowack House, Random Lake

11:00 a.m. Depart Random Lake

11:30 a.m. Visit Oostburg Heritage House, 25 North 10th Street, Oostburg.

Noon: Lunch at Pizza Ranch

9 44 Center Avenue, Oostburg

1:30 p.m. Depart Oostburg

2:00 p.m. Visit TeRonde House Museum, 103 North Main Street, Cedar Grove
 Visit HET museum

After visiting Cedar Grove, we will head to Cedar Valley Cheese Store, where Cedar Crest Ice Cream is available!



MTFCA MODEL T SAFETY INSPECTION FORM

As a participant on the _____ Tour, hosted by the _____ Chapter of the Model T Ford Club of America, you are required to inspect your car prior to being admitted to the tour. Please check each of the following with a “√” for yes, “N” for no, or “NA” for not applicable. **Please bring this form to the tour and sign and date it at the start of the tour.**

<p>Steering</p> <p>Steering wheel has minimal (less than 2”) to no play _____</p> <p>Acceptable wear and minimal to no play in:</p> <ul style="list-style-type: none"> • 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 _____ • Spindle bolts (kingpins) _____ • Spindle connecting rod bolts _____ <p>Cotter key (or lock washers, if holes not drilled) installed in the following:</p> <ul style="list-style-type: none"> • 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) _____ 	<ul style="list-style-type: none"> • Steering gear connecting rod (tie rod) To steering gear ball (2 required) _____ • Spindle connecting rod to spindles [2 (1 per spindle)] _____ • Spindle bolts (kingpins) [2 (1/spindle)] _____ • Spindle arms [2 (1/spindle)] _____ • Front spring hangers (shackles) [4 (2 per side)] _____ • Front spring to frame [2 or 4 required, depending on year] _____ • Yoke ball (1 required) _____ • Safety-wire crankcase studs holding radius rod ball cap _____ • Grease in steering gear case and steering gear bracket (also check gear post and pinion gears for wear) _____ • Check for play in steering gear case to steering column (check rivets/taper pins) _____ • Lock screw installed in quadrant _____
<p>Brakes</p> <p>Brake pedal (and, reverse pedal) bottom out before reaching floorboards _____</p> <p>Both rear wheels lock-up under hard braking _____</p>	<p>Note: Auxiliary brakes are highly recommended for stock cars and should be installed if car has an auxiliary transmission</p>
<p>Emergency Brakes</p> <p>Hand brake sets securely before limit of its travel (check pawl and spring) and both rear wheels lock. _____</p> <p>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.</p>	<p>Cotter keys (or lock washers, if holes not drilled) Installed on:</p> <ul style="list-style-type: none"> • Control shaft assy to frame (4 required) _____ • Brake shoe bolt [2 (1 per side)] _____ • Brake rods [4 (1 per end)] _____
<p>Engine/Power Train</p> <p>Oil leaks – within acceptable limits _____</p> <p>Gasoline leaks – none, when parked (in-line shutoff valve recommended) _____</p> <p>Cotter pins installed on:</p> <ul style="list-style-type: none"> • Carburetor rod [2 (1 per end)] _____ • Choke/carburetor adjustment rod [1 at carburetor] _____ 	<ul style="list-style-type: none"> • Commutator rod [2 (1 per end)] _____ • Crankcase arm to frame [4 (2 per side)] _____ • Low speed connector [2 (1 per end)] _____ • Universal ball cap [2 (top bolts)] – bottom two cap screws safety-wired together _____ • Fan bolt (on earlier cars) _____

<p>Wheels Spokes (and felloes on earlier cars) are tight _____ Front wheel bearings-no play, good condition and greased _____</p>	<p>All wheels tight and axle/spindle nuts cotter-keyed _____ Lug nuts tight on demountable rims _____ Checked tires for wear, weather Cracks, rim cuts, etc. _____</p>
<p>Rear Axle Rear wheel nuts tight and secured with Cotter pins (use long wrench) _____ Cotter keys (or lock washers, if holes not drilled) installed: • Rear spring to frame [4 required] _____</p>	<ul style="list-style-type: none"> • Rear spring hangers (shackles) [4 (2 per side)] _____ • Rear spring perches to wheel flanges(backing plates) [2 (1 per side)] _____ No oil leaks at outer seals _____ Check differential gearcase oil level _____
<p>Other Lights functional _____ Brake light (may not be original equipment, but recommended) _____ Safety glass (strongly recommended) _____</p>	<p>Rear view mirrors(s) _____ Fire extinguisher _____ First Aid kit _____ Registration and Insurance Papers _____</p>

(This is not Jack's truck...)



UPCOMING NATIONAL EVENTS

See the details for these and lots of other national events in the current issue of The Vintage Ford.

Homecoming at the Model T Museum

Swap meet, seminars, workshops, car show and more!

Richmond, Indiana USA June 8, 2019

Rocky Mountain Fun Tour

Hosted by Rimrock Model T Ford Club

Billings, Montana USA July 16 - 20, 2019

National Tour

Hosted by the Tennessee T's

Cookeville, Tennessee USA August 17 - 23, 2019

37th Annual Hillbilly Tour

Hosted by Heart of the Ozarks Chapter

Salem, Missouri USA September 4 - 8, 2019

Model T Covered Bridge Tour

Hosted by West Central Indiana Model T'ers

Parke County, Indiana USA September 28 - October 2, 2019



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. Owning a Model T automobile is not required.

Direct correspondence to:
MODEL T FORD CLUB OF AMERICA
P. O. Box 996
Richmond, IN 47375-0996
Or, online at www.MTFCA.com

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