

Three-Pedal Press



Wisc Capital Model T Ford Club officers

Wisconsin Capital Model T Ford Club, a region of the Model T Ford Club of America, is a not-for-profit group, dedicated to the preservation and enjoyment of all Ford Model Ts. Three-Pedal Press is the official publication, and is printed quarterly. Dues are \$15 per year, and are due Oct 1.

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Membership in the Model T Ford Club of America is strongly encouraged. Annual dues are \$35; contact Mark Mahoney 2068 S. Lida Ln Anaheim, CA 92802 714 638-3233 tprez1923@aol.com

Cover photo:

Gary Splitter brought his 1912 Model T touring to the Hill and Valley show, Sept 15. More show photos start on page 4.

*Right: Our hosts for the August meeting were **Marvel Nelson** and **Charlie Sigg**. Here are **Randy Davis** (left), who drove his 1915 Model T touring, and Charlie, with the Sigg Ford collection. (photo by **Don Chandler**)*

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Letters to the editor...

[Re the Hill & Valley show, **Mark Stuart**] really captured a magnificent event in a short video. Wonderful! **Larry Lichte** had a great array of cars. And the day? Could it have been more perfect weather? – **Phil Leavenworth**

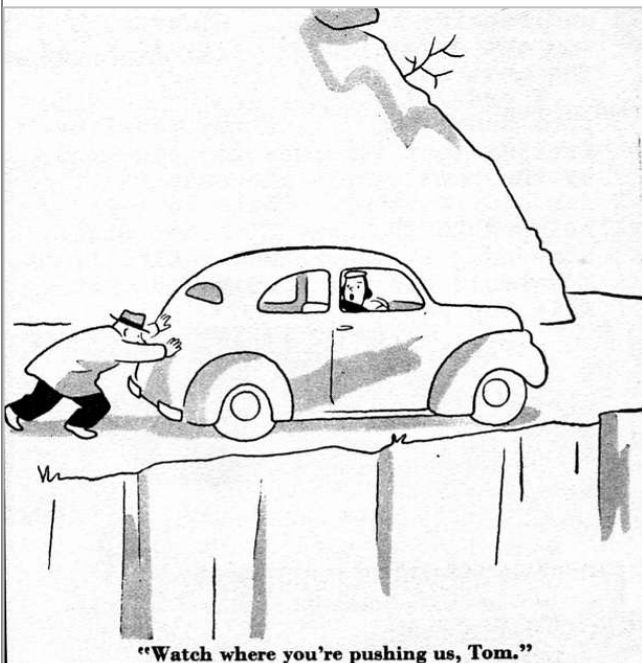
From the editor...

Our next monthly meeting is Nov 27. **Phil Leavenworth** is bringing his Model T rear end, for disassembly, discussion and diagnosis. It promises to be an interesting evening; don't miss this one!

The Model T Club Christmas party will be Dec 8. See page 11 and insert for details. There will be **no monthly meeting** for December.

Celebrity birthdays: Veronica Lake, 14 Nov (1919): A beautiful petite blonde who, during the '40s, introduced to the world a new "peek-a-boo" hair style matched by a deep, sexy voice, Veronica was placed under contract by Paramount. She shot to stardom in a handful of pictures during 1941-42. A leading role as a nightclub singer in *I Wanted Wings* was followed by Preston Sturges' Depression satire *Sullivan's Travels* (both 1941). She was then teamed with Alan Ladd in a pair of thrillers which turned them both into major stars, *This Gun for Hire* and *The Glass Key* (both 1942). She demonstrated her natural comedy talent as the seductive witch in the delightful *I Married a Witch* (1942). She was earning \$4500/ week (over \$43,000 in today's dollars), but acquired a reputation for being difficult to work with. Too soon her career went into swift decline, and was virtually finished by 1950.

We Americans have *so very much* to be thankful for. Don't take our freedoms and privileges for granted! – *K Henry*



Photos from the 29th annual Hill & Valley show

photos, pages 4-7, by the editor and Jay Derks & Linda Ladwig

Top photo: The car's 81 years old and the driver's 87: **Don Berryman** (left) about to give **Mark Stuart** a ride in his Model A. Mark used his ride on the Hill & Valley tour to make a neat video for the club website. Check it out!



Center photo: Dad's not getting a whole lot of help cleaning the old John Deere.

Left: Al Bryan drove his red 1926 Model T. In the background is a 1937 Buick, one of two at the show.

Top photo:
Met and Gail Palamaruk
 drove their 1926 Ford
 Model T roadster from
 Kendall, WI. Gail had to
 hang on to her scarf, Met
 was driving so fast!



Center photo: “OK, boys- the engine goes in here, like this...” **Randy Davis** (right) leads the take-apart-car team, as they reassemble the Model T in front of a large audience.

Right: Another Model T roadster, this is Joe Reid’s 1920, from Almond, WI. There was quite an array of Model Ts at the show again this year, and many body styles.

(more photos next 2 pages)



Hill and Valley, continued

Top photo: On the right is **Tom Kesselhon's** 1911 Model T. The large car at left is a 1915 Chalmers 7-passenger six, owned by Royal Quam, DeForest, WI.



Center: John Rowley, Verona, WI, brought these 3 Model Ts: 1922 touring, 1926 truck and a yellow 1921 roadster.

Lower: Here's **Tom Callaci**, heading out for the hill & valley tour in his black 1937 Buick.

Top photo: **Larry Lichte** and granddaughter Anna are shown here with the 7 cars they brought. Left to right: 1931 Model A, 1948 Frazer, 1949 Packard Eight, 1949 Nash, 1952 Allstate, 1961 Imperial, 1965 Corvair Corsa.



Center: This 1920 Model T belongs to Kevin Haarklau.



Lower: It's late afternoon, the show's winding down, but **John Riley** is still here! There are lots of things to do, even after everyone's left. John drove his 1932 Chevy six, and contributed much time once again this year, organizing and setting up the show with **Don and Linda Chandler**. ✪

They pulled him out

Members and their cars

*photos by **Don Chandler** and the editor*

Top photo: After many discussions in the fall of 1983, the first meeting of the Wisconsin Capital Model T Ford Club was held in 1984. **Bob Schmelzer** was introduced to the club at the first Hill and Valley Tour. **Don Chandler** involved Bob in various club activities, and in the fall of 1987 Bob hauled home a rusty hulk of a Model T from northern Wisconsin. For the next 5 years Bob spent many hours restoring one piece after another. Jerry Brunner, being a close friend, spent many hours with Bob, with much banter and merriment. It would be hard to estimate the number of tours and various club events that Bob attended from that time until the present. When Don assumed the presidency of the club in 1987, Bob became the vice president. Most of the years since that time Bob has held one office after the other. Recently, Bob noted that the time had come to transfer ownership of his 1924 Model T Touring car to his son-in-law and daughter, Louis and Rita Spahn, of Waunakee, WI. Don was asked to assist in starting the car and getting it loaded on the trailer for transport to its new home. Present at the time of transfer were the three generations of the family. Before loading the trailer, Bob instructed the new owners in the rudiments of driving a Model T. It was somewhat sad to see Bob giving up the car, but the beauty of it all lies in the fact that it will remain in the family for what appears to be at least the next two generations. We wish the very best of luck to his children and grandchildren as they enjoy the Model T.

In front of the 1924 Ford are, left to right: Grandson Troy, son-in-law Louis Spahn, grandson Kurt, and **Bob Schmelzer**.



Lower: Einstein Bros Bagels' car show Aug 19 attracted 3 of our Model Ts and 3 Model A's. Alongside **Kurt Kniess'** 1926 T Tudor are some of the gang: Kurt and Dave DeYoung are in back, that's **George Lazar** kneeling, and **Dennis & Dena Gorder** are on the right, in front of **Larry Lichte's** 1931 Model A.

Einstein generously donated \$100 to the club, for our support of their show.

A Truly Remarkable Man

from May 1981 V8 Times

In 1974, fellow V8 club members Glen and Marilyn Ridley of Springvale, Maine purchased a 1941 Ford Convertible. They already owned a 1930 Model A sedan and belonged to an antique auto group called the Maine Obsolete Auto League (M.O.A.L.). Word, naturally, got around about their new acquisition and the following summer Glen received a call from a man named Harlon Sillon, who also lived in Springvale.

Harlon told Glen he had purchased a 1941 Ford Convertible, back in 1941, and had driven it off the line himself, from the factory in Framingham, Mass. He said he hadn't seen one in many years and would sure enjoy visiting the Ridleys and experiencing theirs. Glen told him, "Sure," and a date was made for the following Sunday.

When Harlon arrived at the appointed time he stuck out his hand and said, "My friends call me Genta." He went on to explain that he was practically brought up with Fords, having worked in Ford garages from 1938 until his retirement in 1963. "Ford automobiles are the only kind I ever cared about," he said. "It has to be a Ford."

It took some time for Glen Ridley to determine that Genta was blind. They walked to the 1941 convertible and Genta began to run his hands over it. "It's bright red, isn't it?" he asked. Glen affirmed that it was. They took a drive and Genta's sensitive ear picked out a squeak in the brakes. He told Glen how to fix it. The more Genta talked the more impressed Glen Ridley became with this little, 68-year-old man, and slowly he learned the story of Harlon Sillon, or at least the first part of it, for there was more to come. In 1954 there was an industrial accident and Harlon lost the sight of his left eye. He went to Boston for a laser beam treatment but the doctors advised against it. Continued hemorrhaging caused a detached retina and a total loss of sight in that eye. Harlon continued working at a Ford garage until the sight began to fade in his right eye. Finally by December 1965 he was totally blind.

But he never lost his interest or desire to work on Fords. He continued to repair cars and overhaul engines, by feel, for his friends. Shortly after he met the Ridleys and their '41 convertible, Glen talked him into joining the MOAL. There Genta met other old-car enthusiasts, made many friends and talked Fords to his heart's content.

One day, to everyone's astonishment, Genta came home with a car of his own. The Ford coupe, a

1938 Standard, was not in the best of shape. As Genta told it, "It was just a bunch of parts. The engine was in the car and the heads, pistons, manifold and everything else were thrown in the trunk. I felt around for all the parts."



He began a restoration of the little coupe. His friends came by and helped when they could but Genta always had the final word and did most of the work himself. Then began a series of misfortunes and personal tragedies that would have destroyed a weaker man, but Genta Sillon displayed an inner strength and determination that was most uncommon. "I don't know what I would have done if I didn't have that car to putter with," says Genta. Ironically it was the car that started the trouble.

Genta spent most of his time in the cellar working on the Ford. Because he is blind he couldn't see that [he'd placed] the crankshaft, which he had removed, in a rather precarious position. A slight bump and it rolled over onto his toe. He is also diabetic which caused another problem. He couldn't see the damage done to his toe so it was a few days before his foot began to trouble him, and by the time he saw a doctor it was too late. They amputated his leg below the knee.

To the many friends who visited him in the hospital, Genta talked constantly about his car and the time when he could get back to work on it. He even had the nurses speaking Ford. Finally the time came and the Sillon cellar again became a hive of activity. But a year later, because of his condition the other leg had to be amputated.

(continued next page)

Genta, continued

Again, [there were] long weeks in the hospital, the drugs and the pain, but that ever-optimistic dream of the sound and smell of a Ford V-8 remained. Fitted with two artificial limbs he finally resumed his project and we are happy to report that Genta not only has heard his engine run, but his friends or his son now take him for drives in his very own car. But, not before he suffered a severe heart attack and was fitted with a pacemaker!

Today he still putters with his Ford. He doesn't spend as much time in his garage as he used to, and sometimes friends have to help him do things he used to do by himself. But he tells them how to do it. "The worst job of all was fixing those cable brakes," he says. "They were useless so I put hydraulics on mine. I rebuilt the master and

wheel cylinders and replaced the linings. I had some trouble placing the master cylinder but finally I felt the clutch rod in the way and moved it over. I drilled a second set of holes and it fit right in. The brakes work real good now and I'm pleased."

The atmosphere in his garage is warm and pleasant. "I turn the radio on and listen to WHOM 95, my favorite station," he says. "I don't go in for this rock-and-roll. I enjoy country and western and good old-time music, and I listen to all the Red Sox games." Friends come often and he helps solve their car problems. Last November his friends at MOAL presented Genta with an accomplishment trophy. Chief Judge John Lee said, "Harlon Sillon is an inspiration to us all." May we add that we heartily agree! ☀

How hard luck trophies are won

from Jan 1978 V8 Times

Murphy Stockton of Dallas, Texas won the Hard Luck Trophy at the Western National Meet after suffering an almost unbelievable series of misfortunes [in his 1940 Ford coupe.]

He left home on October 8, reaching Santa Rosa, NM with no trouble. At the end of the second day he had reached Flagstaff, Arizona with no problems, but the engine stalled while enroute to the Grand Canyon on the third day. The battery had gone dead because the generator stopped charging. [He replaced the generator and got a jump-start.] At the Park he noticed that the generator was smoking. Another one was installed and polarized. A new voltage regulator was substituted and he was off to Zion National Park. But the generator pulley spun off the shaft, and miraculously made it past the fan and onto the road with no damage to the car. The original generator was reinstalled and the trip resumed—on the battery. They toured Zion Park and Bryce Canyon on the battery, then continued on toward Provo, Utah. About 100 miles from Provo the car went dead again. The coil and condenser were replaced and they drove on to Provo. In Salt Lake City, UT the next morning he located a generator shop and had all three generators rebuilt and the electrical system checked. After touring Salt Lake, they headed for Reno, Nevada. In the middle of the desert Murphy's luck turned bad. The generator pulley spun off again, hit the fan, and ripped a large hole in the NOS radiator, ruining the fan belt. Two gallons of anti-freeze added the night before were lost. They had to be towed 32 miles into Elko, NV, where they spent the night

and following day while the radiator was patched up. The fan was ruined, but the belt was replaced and the trip resumed.

Just outside Winnemucca, NV the engine lost power, so they stopped for lunch. Afterward, the car would not start. Trying to find the trouble, the coil and condenser were changed twice. No luck. The carburetor, resistor unit and distributor were changed and the vacuum brake line was unstopped. Still no power. After three hours of work and a borrowed coil, the engine finally started, but then another generator problem developed. The bearings became very rough and noisy but the trip was continued. Finally, at Mill City, NV, the last replacement generator was installed. 23 miles further, the coil had to be replaced. They made it to Lovelock, NV, where they decided to stay for the night. While unpacking the Ford they found that the entire area behind the seat was soaked with about three gallons of water that had leaked from a reserve can. Reno was reached on October 14, where the three generators were again rebuilt and a new voltage regulator purchased. The electrical system was checked again, and a leaking water pump replaced.

In case you haven't been keeping score, Murphy had replaced six generators, five coils, four condensers, one fan belt, one carburetor, one water pump, three voltage regulators, one radiator, and lost a fan. What really worries us is: Did he ever get back to Dallas with the trophy? ☀

Upcoming events

Nov 27: Capital Model T Club monthly meeting, 7pm, American Legion Hall, Cross Plains, WI.

Dec 8: Capital Model T Club Christmas party, Farm Kitchen, Hwy 123, Baraboo, WI. See insert for details. Contact: **Dennis Gorder**: 608 356-5403.

Jan 29: Capital Model T Club monthly meeting, 7pm, American Legion Hall, Cross Plains, WI.

Classifieds

For sale: 1930 Model A 4dr, Briggs body. Original interior, excellent exterior. \$12,000. Tim Correll , 608 255-0247.	For sale: 1927 Model T coupe , burgundy w/ black fenders; runs on magneto or battery, drives well. Newer tires, \$6500, Jim Marshall , 608 831-5742.
For sale: 1927 Model T Coupe . Made Apr 1927; near original condition, original engine, electric start, \$11,900 obo. 608 833-0460, Justin Cole.	For sale: 1926-27 Model T coupe body , and early-style windshield frame. Best offer on both, Bob South, 920 296-0990.
For sale: 1947 Lincoln 4dr : OD, rebuilt V-12, all new wiring, original (black) paint & interior. 30,600 mi. Asking \$15,000. Al Anding, WI. 608 770-3854.	For sale: 1923 Model T coupe . Forced to sell due to health issues. Asking \$8000. Helen Schwarz, Pardeeville, WI. 608 429-2823.



Reader contest:

What are these two girls doing? Send the editor a humorous photo caption. We'll publish the best entries in the next *Three-Pedal Press*.

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It's a warm September day in Kankakee, IL. The Standard station attendant checks over this girl's new 1941 Ford Super Deluxe, which has already received some front fender scratches. Wouldn't you love to have one of those neat gas pump globes? (Courtesy LIFE magazine, Sept 1941.)