



Summer 2013



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.

Contributors:
Don Chandler,
Larry Lichte

National club info:
Membership in the Model T Ford Club of America is strongly encouraged. Annual dues are \$35; contact MTFCA, Box 126, Centerville, IN 47330-0126 715 855-5248

Larry Lichte President
608 257-4806
123 W Main St
Madison, WI 53703

Ross Oestreich Secretary
608 235-5597
Sun Prairie, WI 53590

Karl Henry Editor
1429 Burning Wood Way
Madison, WI 53704-1009
608 243-1071
SuperClipper@uiAccess.com

Don Chandler Past presidents
Dave DeYoung
Dennis Gorder
Kurt Kniess
Larry Lichte
Glenn Spaay
John Stasny

Vice-president **Tom Wagner**
608 333-2226
1030 4th St
Baraboo, WI 53913

Treasurer **Dan Atkins**
608 516-2797
3715 Arapaho Ct
Verona, WI 53593

Webmaster **Mark Stuart**
mark@markastuart.com

Sunshine Chair **Don Berryman**
5214 Cook St
McFarland, WI 53558
608 838-3639



*Cover photo:
Old friends, and both
charter members:
Don Chandler, left, with
Bob Schmelzer and
Bob's Model T.*

*Right: Dad working on his
Ford V-8 hot rod, 1953.
No shortage of help here!
The boy "driving" would
be about 65 today, and
I'd wager he has a Ford
product in his garage.
(photo courtesy
LIFE magazine)*



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The Ford Runabout is a profitable partner and a happy companion for the boy who is making his mark in business and at school.

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Demonstrable Run
and Starter '95 extra

From the president...

It's time to get ready for our biggest event of the year, coming up **Sept 21**: the **30th annual Hill and Valley** Antique Auto and Americana Show. As always, there will be something for everyone- bring the whole family! The Rockford Model A Ford Club and the Great Lake A's are attending, and the Nickle "A" Region Model A Club will be bringing 20 cars to the show. Richard Schierloh, who worked for the Ford Design Studios from 1955-95, will have a display at the Automotive Historians booth. [See report on next page]. Also new this year will be two separate authors who wrote some historical fiction books. The Hill & Valley show is our club's primary fundraiser; we need *you* to bring your collector car! Enclosed is your registration form. We hope to see you there!

-Larry Lichte

From the editor...

Celebrity birthdays: Joan Blondell, 30 Aug (1909): Miss Blondell described herself perfectly as 'the happy-go-lucky chorus girl, saucy secretary, flip reporter, dumb blond waitress, I'll-stick-by-you broad'. Pert and big-eyed, she was the snappiest example of that '30s phenomenon, the gold-digger, wisecracking her way through a man's world with her eyes often fixed firmly on the money rather than the men. In the early '30s she played second leads in musicals, singing in *Gold Diggers of 1933*, then moving to fast-paced comedy, regularly partnering Pat O'Brien and Dick Powell (her second husband, from 1936-44). Her marriage with her third husband, producer Mike Todd, was an emotional and financial disaster. She once accused him of holding her outside a hotel window by her ankles. He was also a heavy spender who lost hundreds of thousands of dollars gambling. Miss Blondell died of leukemia in Santa Monica, CA, on Christmas Day 1979.

Left sidebar: Ford ad from 1924.

Only 19 days 'til the Hill & Valley show- see you there!

-K. Henry



"No, I don't think it's the carburetor;
I'm getting a good vacuum reading!"

April meeting: ex-FoMoCo designer Richard Schierloh

by **Larry Lichte**; photo by **Don Chandler**

Guest speaker was a special treat for Ford fans

Richard Schierloh gave us a very interesting and informative presentation of his 40 years as a designer with the Ford Motor Company. He was hired for Ford Styling in 1955, but was drafted the same year by the U.S. Navy; he served for two years, including six months in Morocco. He returned to Ford and worked in every possible area of design, exterior and interior. He spent more time with the Lincoln division than any other car line. He retired in December 1995 and then began a series of popular classic car paintings.

In the early days, 1955-era, he drew sketches of cars with straight edges, a French Curve, and #2 pencils. Soon after, they discovered using strips of removable, narrow black tape to design the cars saved time.

In the fall of 1957 he drew the 1960 Lincoln, which was passed on to the designers, and then they would rough in the clay model. When the clay model was ready, the paint shop had special paint in various colors, and used aluminum foil for bumpers and other metal parts. Then the clay models would go to the show room and were put on large turntables, where they could be rotated and the engineers could make comments and changes. After

the clay models, fiberglass models were made, and then it was off to Engineering for production.

Then computer design came in with all kinds of views; computer image design models took over.

Richard designed the interior for the Ford Econoline Van, which was used for 20 years. He also designed the 1967 Mercury Cougar body, and worked on the 1969 Lincoln Continental Mark III, with Lee Iacocca. One of his all-time favorite designs is the 1940 Lincoln Continental.

Photo below: Using this 1/3-scale drawing he made just for our meeting, Richard explains incorporating engineers' parameters and "hard points", such as wheelbase, interior headroom and hood height, all on a grid with measurements and reference points.



Members and their cars

Lower photo: In our Summer 2012 issue, we reported **Larry Lichte's** 1931 Model A had been resurrected after sitting for 30 years. Your editor had the privilege of driving it last fall, but a cracked head gasket, leaking oil pan and a screeching water pump demanded attention, so the engine was torn down for repairs over the winter. After removing and cleaning the oil pan, the source of the leak was apparent: water sitting in the bottom had rusted holes through the heavy-gauge metal. The holes were brazed and the bottom end of the engine was inspected while the pan was off. Removing the cylinder head took a lot of work and some patience. Aerokroil helped with the rusty head studs.

Three valves were in sorry shape and had to be replaced; all the valves were lapped by hand. Someone years ago had installed adjustable lifters, which saves grinding stems, but the lifter design certainly wasn't ideal. The valve has to be open to get both wrenches on the lifter to make an adjustment. With the valve open, turn the lock nut a little, then crank the engine until the lifter's on the heel of its cam lobe, and measure the clearance again. It's closer, but not right, of course. Crank the engine until the valve is open, and turn the little lock nut a little more. This cycle was repeated 3 or 4 times for each valve, in order to get the correct clearance. BRS Radiator did a nice job cleaning the radiator. The incorrect crankshaft pulley was replaced; this meant jacking up the engine, for clearance, and bolting a homemade piston stop to the block, to prevent the crankshaft from turning. A new main wiring harness was installed; now the headlamps, brake lights, and horn work. The head was milled true and a new head gasket from Templin's was installed. Larry decided to leave the original paint on the head just as it is. The '31 now runs great!

Top photo: **Dennis and Dena Gorder** once again participated in the Baraboo, WI Circus Parade, July 27, with their 1916 and 1926 Model Ts. Photo shows Dennis and Ellie Hennessy in the green 1926 T touring, dressed in vintage clothing. ✿



Slower than cold molasses on a frosty morning

Just when automobile manufacturers were beginning to think the Depression was over, 1938 proved to be a real setback. A recession knocked the still shaky market for a loop—production dropped 40 percent; over a million fewer cars were produced than in 1937 and car dealerships, which had been on the increase for five years, declined. Chevrolet was still the sales leader, though even their output was barely half the previous year's.

Ford's offering, still strong enough for second place, wasn't exactly a styling masterpiece. In fact, the 1938 models from Dearborn are generally considered to be the least attractive prewar Fords.

The 1937 line had been successful so Bob Gregorie and his stylists were reluctant to tamper with a sure thing. As the Ford group was flat out on the first Mercury, a design team at Briggs Body Co. tried their hand. When the final decision was made by Edsel Ford, the factory effort won.

The initial proposals from Briggs were simply facelifts on the 1937, but the final result represented a stretch objective over its stubby but successful predecessor. Ford elected to space its models across the low-priced field through a clever styling ploy. The basic sheet metal from 1937, with refinements, became the 1938 Ford Standard. The DeLuxe model, for the first time, featured a different, all-new, bigger body with greater interior and luggage space. The Ford range began with \$595 for a plain Jane V-8/60 Standard coupe and ended with the top-of-the-line \$900 DeLuxe convertible sedan with V-8/ 85—and there were nine other different body styles in between.

***The V8-60 was almost all that was left
of Henry's perennial concept of a
compact, really low-priced Ford.***

Ford's strategy was simple. Offering a very basic low-priced car had always been one of Henry's top priorities. The Washington Blue, Gull Gray or basic Black coupes, Tudors and Fordor Standard sedans, with V-8/60 power, accomplished that objective—within \$50 of rock-bottom Willys-Overland.

Recognizing the consistent challenge from Chevrolet and the growing threat of upstart Plymouth, Ford had to be competitive with a bigger, wider, more luxurious car, too. The 1938 DeLuxe did just that. The Model 81A, on the same wheelbase as the 1937's, gave an impression of much bigger size. Internally, it *was* a lot bigger—with the distance from the dashboard to the trunk nearly six inches longer, and length between bumpers ten inches more. Interiors on close-coupled styles, like coupes, convertible sedans and phaetons, remained the same, but bumper-to-bumper length on those types increased four inches—thanks to a longer hood line.

High-crowned, more massive front fenders retained the faired-in oval headlights of the previous year, despite early Briggs proposals to move the lights to a free-standing location. A heart-shaped grille added to the rounded look of the new models as did reshaped rear fenders, which mirrored the body's new curves. The license plate lamp, rear deck handle and lock were fully integrated "...like the streamlined hub of an airplane propeller." The attractive, teardrop taillights complemented the new rear fenders, and quickly became a favorite of customers for years to come. The roofline, with a sweeping, unbroken curve, swept down to the rear bumper—allowing more trunk space than the 1937's—in contrast to the Standard sedan's afterthought bustle-back. The roof line contours helped restore the car's proportions back to the inherent "right" look and balance of the 1936s—and were to continue basically unchanged until 1941.

Inside, new interiors and upholstery combinations—taupe mohair and broadcloth in the DeLuxe closed cars, worsted broadcloth in the Standards—livened up the enlarged passenger compartments and contrasted smartly with straight walnut or burl mahogany grain dashboards, respectively. Open cars were still available with hand-buffed antique finish leather.

A new instrument panel, hastily conceived by Ford's top engineer Larry Sheldrick, was patterned in March 1937, when it was suddenly discovered that plans for the 1938's dash had somehow been forgotten. The instruments had black lettering on a gold background—a bit more art deco than 1937—and were illuminated from the side to reduce glare.

(continued next page)

For the first time, a radio speaker grille was included in all Ford cars—whether radios were specified or not. For those cars with radios, the antenna base was just above the windshield, so the antenna could fold unobtrusively when not in use. Throttle and choke knobs were still present and the DeLuxe series was equipped with a clock in the glove compartment door.

The high beam control was now operated from the floorboard, with a red telltale light on the instrument panel. Main lighting was still two years away from sealed beams—the lamps themselves were located under droopy, sad-eyed glass covers.

DeLuxe cars, in the Ford tradition, had two of everything—windshield wipers, sun visors, interior lights and taillights—to name a few. The Standard models, described as the "...all-round utility cars of the Ford line," were pretty bare bones. The new practice of using the previous year's basic sheet metal for the Standards would continue through 1940. The '38 DeLuxe appeared as the '39 Standard while the '39 DeLuxe became the '40 Standard. In 1941, this economical idea was dropped and that year, the low-priced series was simply a dechromed cut-rate version of the DeLuxe.

For 1938, the cost-saving stylists almost went too far. Early production Standards were so spartan in appearance that sales were almost nonexistent. Gregorie and his staff hastily added a chrome beltline trim strip, chrome hood spears and a plated windshield frame—the day of the Model T specification was finally over.

The '38 Standard's new grille was a simpler, longer version of the '37's— with the horizontal bars extended back as louvers. The first Standards sold at a dismal 20:1 ratio to DeLuxes, but this picked up a little after the tinsel was added.

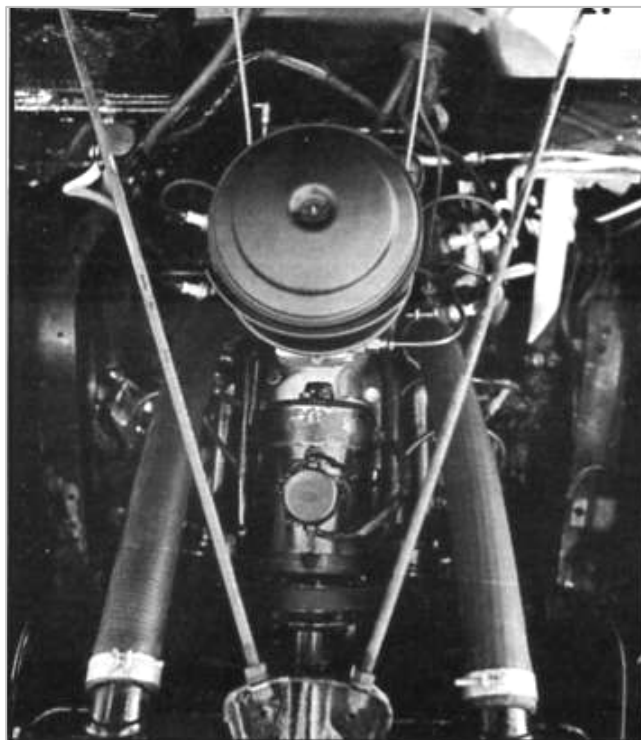
Ford salesmen were encouraged to push the "thrifty sixty"—now in its second year—for folks who wanted basic low-cost transportation or, very appropriately, those who drove "...mostly on level country." The venerable Murray Fahnestock, writing in *Ford Dealer and Service Field*, confidently predicted that the 1938 line would be a winner—and that the record of over 300,000 V-8/60s sold in 1937 would handily be topped.

De-emphasizing the obviously cheaper Standard accoutrements like a three-spoke, non-sprung steering wheel and plain hubcaps, Fahnestock

urged John Davis' sales force to stress that all Ford cars shared the same chassis and buyers, with a choice of the economical little V-8, or the spirited bigger mill, could choose "...from the broadest Ford line ever offered to the public."

The tiny V-8/60 engine was almost all that was left of Henry's perennial concept of a compact really low-priced Ford. In 1937, the sixty's frame had been of lighter gauge steel and some chassis components, along with the wheel width, were scaled down accordingly. It didn't solve the problem. Despite the fact that the diminutive V-8 weighed 175 lbs. less than its bigger brother, the still relatively heavy weight and minimal cost savings weren't enough to offset the sixty's anemic pulling power. Ford elected not to follow its overseas practice with a scaled-down car to complement the little engine—as a result, the sixty remained an underpowered, full-sized compromise with minimal trimming.

Photo below: Little 60 disappears in engine bay built for V8-85.



Although initial sales, spurred by magazine advertising which touted 22-27 mpg figures, were encouraging, by 1938 the public knew the score on the V-8/60. *(continued next page)*

V8-60, continued

It was really a pity—there was nothing wrong with the little 136-cid engine and its scaled down transmission—with improved water jacketing and better synchros for 1938—it simply had too much to carry. Ford used a 4.44:1 rear end (the big V-8s were 3.78:1) to preserve a semblance of acceleration but the mini motor peaked at 70 mph after taking much too long to get there.

Of course, the whole exercise was just another sideways move on Henry's part to avoid introducing a six-cylinder car. Under the styling improvements, the 1938 Ford was still archaic in chassis design compared with its challengers in the low-priced field. The elder Ford held out resolutely against hydraulic brakes, open drivelines and independent front suspension. His frustrated engineers experimented with Ford versions of these improvements plus vertical ignition, conventional rod bearings, improved valvetrains, soybean plastic bodies and a rash of different variations on a six-cylinder theme—all to no avail.

The old man, who suffered a stroke at age 75 in 1938, killed nearly every engineering attempt at progress—or complicated their efforts by insisting, for example, on the development of all-metal hydraulic brakes and an expensive, impractical, gear-driven ohc six. Even the Mercury, which could have incorporated a number of modern advances, emerged basically as a puffed-up Ford DeLuxe on a longer but essentially identical chassis.

The 1938s soldiered on with very few mechanical improvements. Ford's "push and pray" mechanical brakes, despite an accompanying sales rationalization on "the safety of steel from pedal to wheel," continued almost irresponsibly without change. The torque tube driveshaft had a tendency to whip, and tear out rear splines at the pinion gear. After rejecting welding the pinion gear, and extending the gearbox tail-shaft to shorten the driveline, Ford simply enlarged the shaft diameter to the maximum dimension permitted by the size of the torque tube.

Under the hood, the 21-stud, 221-cid V-8/85, greatly improved in 1937, continued almost unchanged, save 14mm spark plugs and a mid-year phase-in of 24-stud cylinder heads.

Ford held its own in the tough 1938 sales race—despite static engineering. The contest was complicated for all manufacturers by the large number of used car trade-ins left over from 1937. Ford pricing still undercut Chevy and Plymouth by about \$20, but that didn't represent a real sales advantage. Within the Ford range, V-8/60 prospects

could have the 85-bhp engine for just \$25 more—a fact which scarcely prolonged the little engine's career.

Chevrolet and Plymouth styling was fundamentally unchanged for 1938, so the new Ford bodies must have been a plus. Still, the competition, with its smooth suspension, hydraulic brakes and better overall finish, had a decided edge. When the smoke cleared, Chevrolet had moved just over 100,000 more cars than Ford, with Plymouth nearly that far behind the Dearborn total.

I drove a V-8/60 coupe years ago and still remember being amused by the tiny powerplant floating in an engine bay twice its size. Sure, the car had an overall big Ford V-8 feel, even down to the characteristic cough from its scaled-down starter—but on the road, the resemblance soon ended. The V-8/85 made 154 lbs ft of torque, the sixty only 94. There was that 25-bhp difference, too, which made the little engine feel like a big Ford running on seven cylinders wound out tight in second.

The sixty died a slow death, lingering through 1939 and finally bowing out in 1940 as the very rare Model 022A. Overseas, the engine had better luck—in a succession of cars that suited its size. Appearing in postwar English Fords and the German Taunus, the sixty powered the Matford Simca Vedette and Comete until 1965. The diminutive V8 wasn't a bad idea from Ford, it just appeared in the wrong wrapping at first.

Understandably, 1938 wasn't a high-water mark at Dearborn. The restyling fooled no one. The cars were unchanged underneath and would remain that way for a while. Although hydraulic brakes finally appeared in 1939, Ford buyers would have to wait till 1941 for a six—and eight years after that for i.f.s.—literally over Henry's dead body.

Larry Sheldrick summed up the situation in his reminiscences. "We could have simplified the car considerably, and improved it as far as ride and performance was concerned—as well as engine cost and engine life. Our ideas were never submitted to Mr. Ford as a package, but they were all brought up individually. He rejected each one. It was just one man's whim controlling the whole engineering situation and the product.

"We worked out a plan of engineering changes we wanted to see adopted—for those people who would come in later. It was very gratifying to me to see that the minute the new regime took over, every one of these ideas was adopted, every last one of them."

(continued next page)

It's a funny irony of the old car hobby, but the 1938s, because of their unpopularity, represent good value amidst spiraling thirties Ford prices. The rare open cars, like the phaetons (just 1169 built in its last year) and convertible sedans, had the lowest sales volume and command high prices today—along with station wagons (DeLuxe series only in 1938) and the two convertibles.

You could make a good case for reverse snobbery by seeking out a club coupe (second and last year for that body style, only 7171 built). If you decry fashion, the ultimate 1938 has to be the lowly V-8/60 Fordor—but I can't seriously recommend it.

Behind the wheel, the 1938 Fords are noticeably different from their rivals, the Chevrolets and Plymouths. The Ford rides harder—and underscores the fact that it was an old-fashioned car for its time. The V-8s are smooth and quiet, and they walk away from the sixes under acceleration, but even a diehard Ford fan has to admit that the GM and Chrysler products were well on their way to becoming modern cars—while Ford was essentially, and characteristically, standing still. ☼

Driving Impressions

Old timers will tell you that "the dang Ford V-8 60 wouldn't pull the hat off your head!" Or, that it was so gutless that "you had to shift gears if she ran over chewin' gum."

Those are pretty seasoned comments from the boys, but they may be just a bit prejudiced.

I took Bill Knoll's feature car for a spin to compare it with 85-hp V-8s of the same vintage I drive regularly. Behind the wheel, the look and feel from inside the '38 standard coupe is about on par with any other 1935-39 Ford I am acquainted with. And, as I started the engine and moved away from the curb, had I not known I was being pulled along by 60 tiny horses, I probably wouldn't have noticed anything out of the ordinary.

It wasn't until I brought the car up to the boulevard stop a few yards ahead—then "put the pedal to the metal" for a quick sprint through town to open country, that the differences emerged. Though recently rebuilt from the ground up, the car's performance reminded me of a stock 85-hp Ford accelerating with a badly slipping clutch. Another hint that Ford 60s are different came the moment I shifted to second. Rather than the long throw from knee to dashboard I'm used to, the V-8 60 stick is quick! This is because the tiny engine has an equally diminutive transmission behind it, with a corresponding scaled-down lever throw.

The deceptive lever would try me on the grade up ahead as we left town.

On the streets, the spartan coupe cruised fine at legal speeds in top gear, but as I poured on the coal going up a grade I could hear a thousand ghostly voices shouting, "Shift down, man! Shift down!"

Listening to the struggling engine, I shot the shift lever into second at the precise moment that I might have in my '40 Ford...and found my nose thrust up hard against the windshield!

It seems in retrospect that old Henry didn't give throttllemen a lot to work with in this machine. Matched to the miniature V-8 and leprechaun tranny is a looow-ratio rear end.

By now I was committed to rubbing life back into my nose and growling up the lengthy grade in slow second to keep the revs down on the engine. (Later, I went back up the same hill and found that I could make it almost to the top in high gear as long as I was willing to let the Ford set its own pace.) Once on top, I found a nice long stretch of road to try the little V-8 60 against the clock. No technical equipment here, I just had Bill Knoll check out the speedometer against the sweep second hand of his wrist watch.

Zero to 60? How about 35 seconds, slightly down hill, with the wind to our taillight. Actually, I shut her down at about 57 mph because the engine was really peaking out.

The clocking reinforces many of the old drivers' opinions that the engine was just too short on horsepower for a car of that size and weight. For the flatlander, and Ford merchandisers, the V-8 60 was all that it was intended to be—low speed, low priced, economical, Ford power.

But for the hot foots, it left far too much to be desired. Like a horse that's run hard and put away wet, it doesn't take much to get a V-8 60 off its feed. After a short, fast performance drive in the 100-degree summer heat, it showed its displeasure by overheating, locking up its fuel vapors, and refusing to start again until properly rested.

More than anything else, a horrible power-to-weight ratio lay at the root of all the curses hurled in anger at the Ford V-8 60. Drivers expected it to perform like an 85 all day long under the same conditions, and when it quickly pooped out they kicked it in the slats.

Historically, the Ford V-8 60 engine doesn't have to prove anything. Its legend is too firmly etched in all the halls of boat and auto racing. The only thing remaining to be said here is that, powering an 85-hp Ford chassis, it is barely adequate at best. And, at the engine's overtaxed worst, fighting off heat prostration and vapor lock, I'd have to go with the old geezers who drove them hard.... "The dad-gum V-8 60 ain't worth the powder to blow it to hell!"

Lorin Sorensen



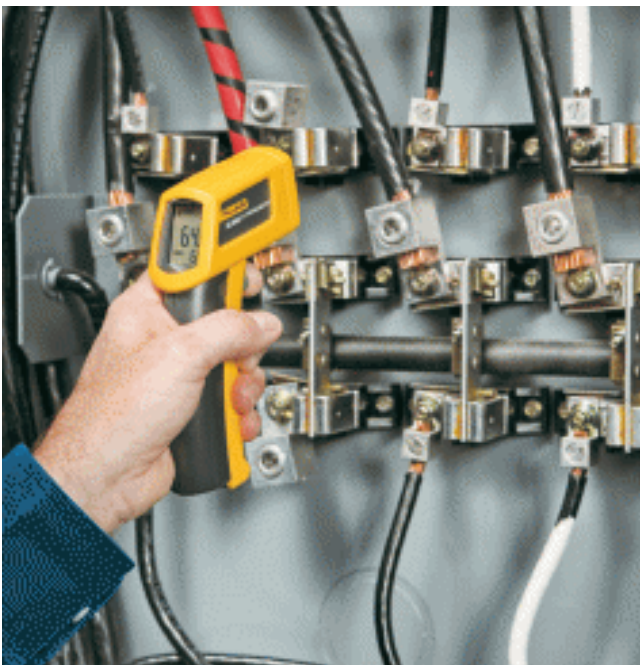
Tech tips: infrared thermometer

paraphrased from Autumn 2011 The Hub Cap

The infrared thermometer is an inexpensive tool that should be in everyone's tool kit.

This device is a non-contact "gun" that you aim at a specific surface with its laser pointer. You pull the trigger for a moment and it immediately shows the temperature on the LCD display. One of its best attributes is how safely you can get this information. You don't need to stick your hand or a tool into a hot or hazardous location near the engine any more, because you can aim the gun from a foot or more away.

The first time that I had really seen one of these things at work was on a driving tour a few years ago. The caravan was stopped for a break, and the owner of a flawlessly-running Peerless had the hood open. The engine was idling and in one hand the owner had an infrared thermometer with a laser pointer and in the other hand a mobile phone. He was pointing the gun at various engine components, reporting to a person over the phone the temperature of the water pump bearings, the generator bearings, radiator and various other locations on the engine. We were all pretty impressed by how easily you could identify a possible problem point.



Back then they were a bit pricey but the cost has fallen to around \$25 for the inexpensive model that I purchased. I can't validate the accuracy of its temperature readings in comparison to a higher

quality unit, but if you're after temperature trends and consistent readings, you don't need to spend a lot. One point about these guns is that they must be aimed at a relatively non-reflective surface for an accurate reading, so avoid aiming at plated or glossy surfaces.

The more you use it, the more uses you can find for it. You can take readings of a radiator at a number of points if you suspect that it may be partially clogged, and take readings along the full path of the circulating water. Our cars' water temperature gauges are not always reliable and usually do not have the gauge marked in degrees. For some cars, the temperature gauge is screwed into the radiator rather than at the head, where it really ought to be for a good reading.

As the Peerless owner did, you can check various bearings on the generator, starter, or water pump. Check points along the exhaust manifold of an inline engine; if the cylinders at the ends of the block are much hotter or cooler than the cylinders at the center, the water distribution tube could be rusted or partially clogged, or some adjustment of the carburetor mixture screws might be necessary. You can check the wheel bearing temperatures after a run; perhaps they were torqued incorrectly or maybe they are failing.

Use it to check temp of brake drums; they should be about the same, side to side. If one's warmer it could be due to a dragging brake. I recently had a fan pulley bearing fail on the road; of course this was a component that I never thought of checking out with the gun!

The infrared thermometer's uses extend beyond the garage. Are the doors or window frames in your house losing heat? You can even shoot the temperature down that critter hole in the back yard to see if something's living there. ☼

Upcoming events

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

Sept 21: 30th annual Hill & Valley show: Baer Park, Cross Plains, WI, 6.45 to 4.30p.
Contact: Don Chandler 608 798-3040.

Sept 24: Capital Model T Club monthly meeting, 7pm, American Legion Hall, Cross Plains, WI.

Oct 29: Capital Model T Club monthly meeting, 7pm, **Larry Lichte's:** 8707 Montclair, Middleton, WI.

Classifieds

For sale: **1930 Model A** 2dr: 2 new tires, new brakes, batt; sidemounts, beautiful interior, accessories, recent 1800-mi trip, \$12,000 firm. **Bob Wold**, 608 222-9496.

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: **1930 Model A** 4dr, Briggs body. Original interior, excellent exterior. \$12,000.
Tim Correll, 608 255-0247.

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.



Three-Pedal Press

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April meeting report



Teenaged boys working on their 1927 Ford Model T, Des Moines, IA, 1945. We have no idea what the 'M' is for! (Courtesy *LIFE* magazine)