



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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National club info:

Membership in the Model T Ford Club of America is strongly encouraged. Annual dues are \$40; contact MTFCA, Box 126, Centerville, IN 47330-0126 715 855-5248

*Cover photo: **Tom Wagner** brought his 1924 Model T to the Hill & Valley show, with son Alex and his friend, Colt. See more photos of the day, starting on pg 4.*

Photo at right: One of the many displays at the Hill & Valley show, making sauerkraut the old-fashioned way, by hand.

*Here, **Larry Lichte** shows **Lainie Riley** how it's done. **Lainie, John Riley's** girl, also helped make pancakes for the breakfast crowd. (photo by **Mark Stuart**)*

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From the editor...

Upcoming special events: **October 20** we'll meet at **Larry Lichte's** museum. The scheduled guest speaker is Dane Co sheriff Dave Mahoney. Doors open at 6pm for looking over Larry's collection of cars, tractors and antiques. Remember to bring a folding chair. See insert for directions.

It's that time of the year again: **dues are due!** Bring your checkbook Oct 20 and save a stamp.

Ole and Sven were trying to get a mule through their barn door, but its ears were too long. Ole looked at the barn and then looked at the mule. Finally he suggested raising the barn. Sven thought about this and said, "I tink it would be easier to dig a trench." "No, you dummy," exploded Ole. "It's his ears that are too long, not the legs!"

Celebrity birthdays: June Allyson, Oct 7. In the '40s, many an MGM movie was enlivened by the peppy presence of June Allyson. In the '50s, she regularly played the little, lip-quivering waiting wife. She waited for hubby James Stewart in three films: to recover from a leg amputation in *The Stratton Story* (1949), to return from the war in *The Glenn Miller Story* (1954) and from a flying mission in *Strategic Air Command* (1955). In 1959, June became one of the first film stars to have her own weekly television show, "The Dupont Show with June Allyson." A good friend of President Reagan and the First Lady, she was a regular guest at many state dinners.

Sidebar: Need help overhauling your Model T? Here's Grace Wagner of Central High School, Washington, D.C, from Feb 1927. (From *National Photo Co.*)

See you Oct 20!

— K. Henry



2015 Hill and Valley show

photos by **Mark Stuart** and the editor

Beautiful cars and beautiful weather for our 32nd annual show

Top photo: These 3 girls walked up to **Phil Leavenworth** (left) and asked for a ride in his Model T. Of course, Phil's answer was, "OK, hop in!"

Lower: The oldest Model T at the show was **Tom Kesselhon's** 1911 touring. Tom decided to don his dated duster for the delightful drive. (more photos, through page 7)



Top photo: Roy Quam in his 1915 Chalmers 7-passenger touring. Next to a Model T, this motorcar looks huge! Its engine is a 415-cid, T-head six. Behind them are a 1941 Ford and Mark Wustrack's 1941 Packard Super 8.

Center: Here's **Mike Di Loreto**, heading out for the Hill & Valley tour in his 1914 Ford roadster.

Lower: **Oral Smith** drove his 1930 Model A, complete with a cute trailer.



to her reckless dear,

More Hill and Valley photos

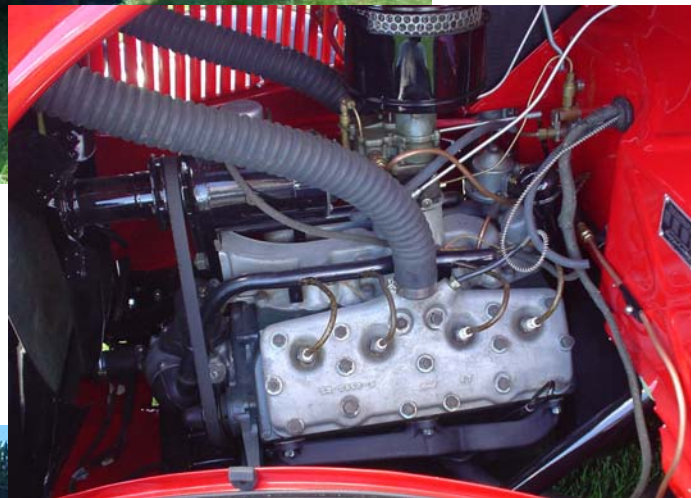
Top: **Mark Stuart** took this pretty, pastoral shot of part of the Hill & Valley tour from the rumbleseat of Rives Morelock's 1930 Model A coupe. Mark also made a slick video of the day's events, accessible through our website.

Lower: just a few of the Model Ts in attendance. Second from left is **Warren Knaub's** 1919 T touring.



Top and center: Dick Lockman and his red 1937 Ford pickup, powered by a seldom-seen 136-cid V8-60.

Lower: Bill and Joyce Mhlbauer drove their unrestored 1934 Ford woodie- cool! ✱



Second annual Indian Lake picnic

photos by Mark Stuart

On Aug 1 we gathered again at Indian Lake Park for Phil's Phabulous Picnic, organized by **Phil Leavenworth**. Nice cars, good food and great people!

Top: left to right: Tom and Alex Wagner, Lee Stock, Betty Stasny, Dan Atkins, Warren Knaub, Steve Anderson, Milt Wheeler, Eric Waelti, Phil Leavenworth, Marcos Silva (guest from Brazil), Don Berryman, Tracey Stuart, Dena Gorder, Mark Stuart, Dennis Gorder, Kurt Kniess, Don & Linda Chandler. The 3 Model Ts are: **Lee Stock's** 1921 runabout, **Gorders'** yellow 1926 speedster and **Kurt Kniess'** 1926 sedan.

Lower: **Dan Atkins** brought his 455-hp 2014 Corvette Stingray Premiere Edition, but turned down a drag race against Gorders' speedster; **Karl Henry** drove **Larry Lichte's** 1931 Model A. *(more photos next page)*





Top: Phil grills. It was a beautiful day and a very pretty place for our picnic.
Lower: **Lee Stock**, in an appropriate Ford shop coat, about to christen the **Gorders'** new 1926 speedster, number 17. ⚙



What's Wrong with Spratt's Car?

from Dec 1926 Popular Science

See if You Can Figure Out What Happened -
Here's a Chance to Test Your Auto Knowledge and Win a Prize

Henry Spratt jiggled the spark lever up and down in a vain effort to make the top of the hill on high.

"We shouldn't have to shift into second on a grade like that," he grumbled as he pulled over to the side of the road and stopped the car.

"I told you, you were crazy to buy a secondhand car and start right out on a long tour with it," replied Mrs. Spratt. "You might know something would happen."

Henry untangled his long frame from beneath the steering wheel. "Don't start crabbing so soon," he said. "I know what's the matter now. The spark is no good because the contact breaker points need cleaning. Just watch me and you'll see how the job ought to be done."



"I hope you're right, Henry," sighed Mrs. Spratt.

"Is that what's been making the engine miss so much? I thought when the engine missed it was always the spark plugs needed cleaning. You told me that yourself."

"It depends on how it misses," Henry asserted loftily. "If the miss is regular and keeps time with the revolutions of the engine, it's always a spark plug; but if it skips at random you can't blame

any one spark plug. There's only one pair of points that make contact for all the cylinders, and if they get rough the motor is likely to miss in any cylinder.

"See, here's the trouble. I was right. The current has burned a hole in the stationary contact and all the metal out of the hole has piled up in a cone-shaped point on the other contact."

"What are you going to do about it?" questioned Mrs. Spratt, "You certainly can't cut off that point and put it back in the hole where it belongs."

"Certainly not," Henry admitted. "But I can use this file to get rid of the hump on one contact, and I can file off enough of the other to get it smooth and flat again. The secret of this job is to get each contact rounded just a trifle so that when the two come together they'll touch in the middle instead of at the edge."

Henry proved he was right, for now the motor ran without a skip. "They hummed along at good speed for several miles. Then -

"My goodness!" exclaimed Mrs. Spratt. "My feet are burning up. Are you sure the motor isn't on fire, Henry?"

"It is kind of warm," agreed Henry, "I'll stop and see what's the matter."

As soon as the car came to a standstill a gentle hissing noise became audible and wisps of steam floated up from underneath the radiator. Henry shut the motor off, "The fan belt seems to be all right and the radiator isn't leaking anywhere," he observed, puzzled. "I know there's plenty of water in the radiator - Ah!

Here's the trouble! Look at that upper hose connection. See how the rubber is all swelled out? It's getting rotten and I'll bet the inside layers of rubber have swelled, too, and closed up the passage. I'll drain the radiator far enough to get the water level below where that bum hose is. Then I can take off the hose connection and cut out the extra rubber." *(cont'd next page)*

Spratt's Car, continued

Again Henry proved he was right. He made the repair quickly.

"I hope nothing else happens," said Mrs. Spratt, a bit more hopefully. "Knock on wood and trust in me." Henry suggested.

"I'll keep the old bus running unless the wheels fall off or - Confound it! She's missing again! *Now* what's the trouble? Acts like the mixture is too rich."

"Oh, dear!" wailed Mrs. Spratt. "You will never get it fixed now. It's dark as pitch."

"Humph!" growled Henry. "Don't you think I can set the carburetor in the dark? Just watch me!"

Henry soon had the hood up. As soon as he turned the knob to cut down the gas supply the idling motor picked up speed and ran quite steadily. "There you are! All set again," he said as he settled his long frame behind the steering wheel.

The car ran fairly well for several miles and then on a steep hill the motor refused to pull except in first speed. In fact they barely made the top of the hill even in first.

The missing and weak, uneven running became more pronounced until finally the motor quit firing completely and the car rolled to a standstill.

"I didn't stop it," snapped Henry peevishly, in answer to the unspoken question in his wife's eyes. "It just naturally died. Something must be wrong with the carburetor. The gasoline is dripping out of it to beat the band. That means the float is on the blink or dirt has jammed the float valve.

"There!" he exclaimed after he had taken off the float bowl. "What did I tell you? Look at all the dirt in the bottom of the bowl. After it's cleaned out it ought to run fine as silk."

Henry was doomed to disappointment, however, for although the engine started, it promptly stopped again to the accompaniment of a gurgling, strangling noise. A second later gasoline started to flow out of the lower air intake of the carburetor in a stream.

He groaned, grabbed a wrench and attacked the carburetor again. The second cleaning did no more good than the first.

"I'm stumped," said Henry despairingly as he rested his elbows on the front fender and gazed at the motor under the feeble rays of the trouble light... ✱

**We don't know what the prize was, but the answer is: The vacuum tank float was leaking.*

Upcoming events

Oct 20: Cap T Club **special meeting**, 6pm at Larry Lichte's museum, 8707 Montclair, Middleton, WI. See insert.

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

Classifieds

For sale: **1927 Model T** Roadster Pickup, beautiful condition. Age forces sale. Not inexpensive but a fine investment.
Marlin Haase: 715 258-3750.

For sale: **1926 Model T**, good body and interior, original glass, no rust, good wood wheels; runs and drives good.
Asking \$9500 obo. Scott 608 354-3710.

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Giving rides at the Hill & Valley show: **Doc Bryan** with his red 1926 Model T and their guest, Lana, from Ukraine. Her daughter, Olga, is holding a Hill & Valley poster. Behind them is **Larry Lichte's** 1952 Willys jeep. Lana was captivated by our big American cars, especially Larry's 1961 Imperial.