



# T-rific T Tales



April, May, June 2018

Volume 3 Issue 2

*Newsletter of the T-Rific T's Club of West Central Wisconsin*

**The Ford Four Cylinder, Twenty Horse Power, Five Passenger Touring Car \$850<sup>00</sup> Fob. Detroit**

*Ford Motor Company*  
263 Piquette Avenue  
Detroit

BRANCHES: New York, Boston, Philadelphia, Buffalo, Cleveland, Chicago, St. Louis, Kansas City, Denver, Seattle, Paris, Lyons, London, England. Canadian Trade—Ford Motor Company of Canada, Ltd., Walkerville, Ont., Canada, Toronto.



## You Are Invited T-RIFIC T'S SPRING FLING

Sunday, April 22, 2 p.m.  
Mike Webb's Warehouse  
N5696 850th Street,  
Elk Mound, Wisconsin  
Turn by the restaurant,  
Drive past it, follow the road  
1/4 mile to the warehouse,  
Enter on the back side.

**Inside This Issue:**

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- ◆ For Sale/Wanted
- ◆ Upcoming Car Shows
- ◆ Fall 2017 Club Tour Pictures
- ◆ Club Member Spotlight with Bob Baker
- ◆ Mouse Tips
- ◆ Blast from the Past with Gordon Gee

### Club Officers

- ◆ President Larry Hanson  
Phone: 715-837-1578  
Email: larrymodelt@gmail.com
- ◆ Vice-President Denny Mickesh  
Phone: 715-723-9719  
Email: mic2d@aol.com
- ◆ Secretary George Uthphal  
Phone: 715-271-6564  
Email: gutphall@yahoo.com
- ◆ Treasurer Linda Hanson  
Phone: 715-837-1578  
Email: ljhquilter@gmail.com



### Newsletter Info

Send newsletter items to Pauline Spiegel by email:  
terrificclub@gmail.com or  
U.S. mail:  
16874 210th Street, Jim Falls,  
WI 54748

- ◆ Home Phone: 715-382-4350
- ◆ Cell Phone: 715-404-5774

## TECHNICAL SUPPORT TEAM

One purpose of the T-Rific T's is to get more Model T's restored and on the road. To help with this goal, members were asked to volunteer in their area of expertise so that when a fellow member needs help, he/she knows who to call:

- ◆ Bill Glass: 715-723-7202 or 715-210-5530
- ◆ Del Hanson: 715-234-7308 or 715-205-9024
- ◆ Dan Doughty: 715-835-0685
- ◆ Larry Hanson: 715-837-1578
- ◆ Brian Tourville: 715-664-8830
- ◆ Ernie Loga: 715-832-7302
- ◆ Denny Mickesh (electrical): 715-723-9719
- ◆ Stephanie Culver (fuel or ignition): 715-822-4015
- ◆ Bob Baker (body work): 715-834-2158

## FOR SALE:

### 1926 Model T Ford 4-Door

Body off the frame restoration.

Finished in 2010.

Judged first place in its class at the 2011 Rochester, Minnesota, tour of the Model T Ford Club of America International.

The papers go with the car.

\$16,000

Altoona, Wisconsin

Jim Thill 715-832-7026



**WANTED:** Tom Nanstad is looking for a 21" tire on a demountable rim as a spare for a recently purchased depot hack project. Usable but quite weathered/aged would be fine. Contact him at 715-234-5674 oleloginn@yahoo.com

## UPCOMING CAR SHOW EVENTS

### SPRINGFEST 2018 CLASSIC CAR SHOW

Start the Show Season at SPRINGFEST 2018 in Chippewa Falls, Wis.

Saturday, April 28th 2018

9:00 am - 2:00 pm

Northern Wisconsin State Fair Grounds in Chippewa Falls, Wisconsin

- Registration Begins 8 am - Car & Driver Admission \$5 - Free Spectator Parking

- Door Prizes - Trophies Awarded at 2 pm - Classic Rock & Roll Music -

For Additional Information Call Jerry Smith at 715.579.3788 / springfestchippewafalls.com



Sponsored By:



- ◆ Car show and dance at the Silver Dome in Neillsville on April 28, 11:30 a.m. to midnight.
- ◆ Car show at St. Olaf's Church Fun Fest in Eau Claire on May 20, 2018.
- ◆ Car show at Munson Bridge Winery in Withee on June 17. Could make this a club event.

### Spring Jefferson Auto Swap Meet & Car Show April 27—29, 2018

The Madison Classic's Spring Jefferson Car Show and Auto Swap Meet is one of the largest car shows in the Midwest! For the auto enthusiasts this swap meet boasts thousands of car parts and car accessory vendors making it a great place to buy or sell those hard to find car parts. For those looking to buy or sell cars, the Cars for Sale Corral is full of hundred of cars of all makes and models for sale! You are sure to find great bargains on awesome cars, car parts, and car accessories at the Spring Jefferson Swap Meet and Car Show!



### T-Rific T Club Fall Tour October 14, 2017 - Part 1

Del Hanson, Bill and Stephanie Culver, Tom and JoAnn Nanstad, Larry and Linda Hanson, John and Pauline Spiegel  
Traveled Rice Lake area in the morning.  
Lunched at Barronett Pub and Grill



### T-Rific T Club Fall Tour October 14, 2017 - The Rest of the Story

While Tom and JoAnn were returning home from the tour, their engine blew!! Club President Larry Hanson was good enough to offer to rebuild their Model T engine. Larry's recently restored model T wrecker came in extremely handy for the project!!





## CLUB MEMBER SPOTLIGHT: ROBERT “BOB” BAKER (written by Bob’s friend Paul Caillier)



Robert, more commonly known as Bob, grew up in the Shawtown neighborhood of Eau Claire in his early life. Later in his childhood, he moved to Eddy Street in the Mt. Simon area with his mother, father, brother, and five sisters. When Bob was asked when he first became interested in old cars, he said it all began when he noticed cars around his childhood neighborhoods. In particular, he remembers his Grandfather Melville’s 1929 Oldsmobile 4-door sedan. He remembers at age four being fascinated by the wooden artillery wheels and riding in the giant backseat hanging onto the robe rail. Such comfort. Such luxury. He also recalls other cars in his neighborhood that made particular impressions upon him including a 1929 Model A Coupe and a 1930 Model A Roadster Deluxe. He remembers a gentleman who drove a 1932 Oldsmobile Cabriolet (convertible). Interestingly, the author of this article tried to buy that car in 1991 from Novak in Cornell.

When asked about his first car, Bob recalls his 1939 Chevrolet Coupe. He said no money actually traded hands and that he gave his Grandfather Baker his rowboat for the car at age 16. The trunk was cutoff as they had attempted to make it into a truck. He quickly went out to Andy Glenz’s junkyard in Ludington and bought a rear clip and the next door neighbor stick welded it onto the car. He said it was an awful sight and looked like a Frankenstein when it was done. In addition, the car had bad brakes, a bad oil system, and left a cloud behind it wherever it went. He spent that summer fixing it up, but after three months he became disgusted because the problems never ended. He junked it for \$30.

His next car was won in a raffle by a next door neighbor. It was a 1947 Frazer 6-cylinder with overdrive.

Bob said that he admired the car and the neighbor said he’d sell it for \$20. Bob bought the car, drove it for a short period of time, and then traded his father for a 1941 Buick 4-door. Bob has always been fascinated by the 1941 Buick and its beautiful grill and sweeping lines. Unfortunately, this car also burned oil and had very poor compression. He remembers laying on a piece of cardboard on a dirt floor with a neighbor wrenching with one hand and swatting mosquitos with the other to do the repairs.

When asked to choose his favorite car, Bob said that it’s difficult because they’re like your children. However, he did acknowledge that his all-time favorite is a 1941 Buick Super convertible straight-eight with two two-barrel carburetors from the factory built on a Cadillac A body. Bob still owns and drives that car.



The 1941 convertible was purchased in 1971. Bob loved his ‘41 sedan and it’s lines, etc. so much that he put an ad in Hemming’s Motor News advertising for a ‘41 convertible. He said a gentleman from central Illinois by the name of Wild Bill Anderson contacted him about the car and a deal was struck. He drove all night to get it home and the car purred like a kitten. An interesting fact concerning this car is that the second owner was a gentleman by the name of Lowell Armstrong. This gentleman originally came from Indiana and moved to Eau Claire during the war years and drove that Buick in and around Eau Claire. Bob was told this story by a local man who said that he had seen that car around Eau Claire for a number of years. Bob was somewhat skeptical until he removed the license plate bracket and saw “Lowell Armstrong” scratched deeply into the metal, undoubtedly to serve as identification in case the car was ever stolen. Later, when Bob removed the radio for repair, engraved on the back once again was “Lowell Armstrong.” Over the years, Bob has re-upholstered the car, put on a new top, painted it, and bought NOS pot metal that he bolted onto the body.

The question was asked, "What was your greatest mechanical victory?" Reminiscing, Bob replied that discovering that the oil pump drive gear that was in the '41 Buick was actually the wrong gear that fit a Road Master rather than a Super. After this discovery, he rebuilt the pump, fitted the new gear, and away went the car with stable non-fluctuating oil pressure.

When talking to Bob, it becomes clear that Bob is a shade tree mechanic and a better than average body man, particularly with old bodies. He is also an artist working many years in commercial art, a poet, and a musician. Bob's artistry extends to ink, oil, and watercolors. He has been able to transfer a great deal of his artistry skills to the work that he has done - creating, repairing, and retouching wood graining for cars. He indicates that he developed his own procedure for doing this and he thought despite his humility, that most of his work turned out pretty good. Bob also does metal work, filing stainless steel and polishing it to a bright new luster. He also is a paint man and can paint whole cars or touch up paint such that it blends seamlessly. He also does body work, welding with a torch, lead-work, and picking and filing. He reports that most of his skills were learned from an old body man in the Chippewa Valley by the name of Harry Hoy.

Bob was asked about his most memorable old car trip. He thought for a moment and then said, "It occurred around 1990 with a trip to the Fisher River near Cornell." He said that he drove his 1915 Model T touring car. This was known as a depression tour that was organized by the Model A Club, where everyone was to dress in period clothing, camp in old canvas tents, and cook over an open fire. One of the club members had an old '30s touring car, which had a crate of live chickens strapped to the back. The idea was that the chickens would be butchered and eaten, but through the trip became our friends. Thus, they survived another day. Picture if you will, cars from the '30s parked on the river's edge below the Fisher River Bridge. Perry Fisk, who later became a club member, came across the bridge in the earl morning. He said the mist was just rising off the river and he saw all the old cars and people moving around slowly at the beginning of this cool and sunny morning. He remembered that it looked exactly like a group of Okies heading for California. This author was also on that tour and it is also his most memorable trip. Thank you to Paul and Joanne Oman of the Chippewa Valley Model A Club for organizing this wonderful trip.



## KEEP YOUR VINTAGE CAR MOUSE FREE AND SMELLING GOOD!!



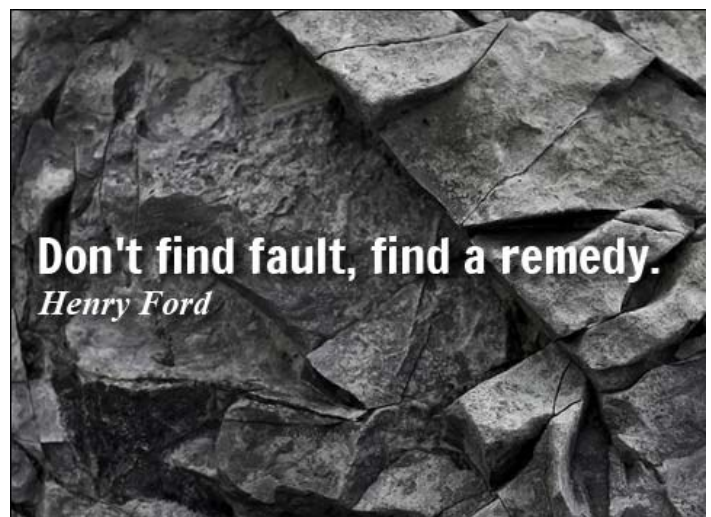
**Mouse Repellent Tip:** All natural mouse repellent that keeps mice away safely and can be used in homes, garages, sheds, stored vehicles, and farm equipment. Works for up to 30 days. Repels by smell that mice hate, but that is not offensive to humans or pets. Contains peppermint and spearmint oils.

### Home/Natural Remedies to Repel Mice AND Get Rid of Bad Mouse Odor/Smell:

Discussion at last club meeting to get rid of mouse odor was to soak a cotton ball with vanilla, place in a small container, place in vehicle on the dashboard or seat (catch the sunlight), and roll up windows.

Another similar tip learned via the Internet is to use peppermint essential oil to get rid of rid of mice and/or the nasty mouse smell. Here are some important tips when using essential oil:

- ◆ Make sure to use 100 percent peppermint essential oil.
- ◆ Make sure to use enough peppermint oil - more is better - at least five drops.
- ◆ Refresh the cotton balls about once a month.



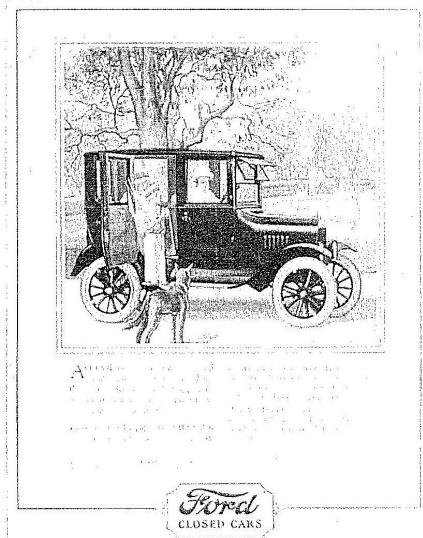
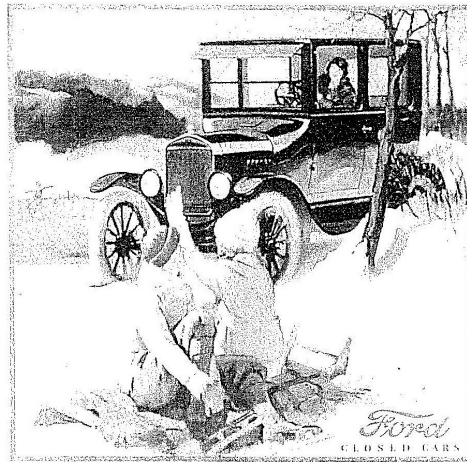


# Henry's 1923 1925 Closed Car Sales Pitch Was a Hard Sell?,

but not to the

# LADIES

by Gordon Gee



Cancel distance and conquer the weather! That was the sales cry all across the country for Henry Fords' closed car line in the 1920's. While most male purchasers preferred the freedom of open roadsters and phaetons, the vast majority of female buyers leaned toward the conveniences that Fords closed sedans and coupes offered to them.

The many advantages of owning a closed vehicle were powerful drawing cards for modern woman. The all season Ford handled easily, was good looking and best of all, its interior was cute comfortable, even luxurious, for a low priced motor car in the 1920's. Indeed, it was both a quality and an economy car. The average fordor sedan sold for about \$685.00. Better still, the more compact two door sedan and its companion vehicle, the double door coupe, were priced \$590.00 and \$525 respectfully. The above vehicles were not so much higher in price than their runabout and touring counterparts.

Additionally, a low weekly payment plan could conveniently place brand new Fords into the eager driving hands of legions of woman purchasers. Low maintenance and running costs were also positive arguments for the sale of Henry's closed vehicles.

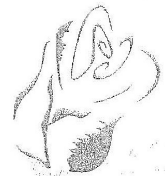
Special luxury items; revolving windows, windshield visors, cowl ventilators, dome lights and even theft door lock and electric powered windshield wipers easily convinced the modern woman of her day to purchase the closed Ford motor car of her dreams.

Over the years, this writer has uncovered nineteen original Ford closed car ads from 1923 through 1925. Without exception, all nineteen catered to the female motor vehicle market. Included in this article are fourteen of the most interesting closed Model T Ford ads. All were discovered in three different 1920's magazines; The Delineator, The Ladies Home Journal and The American Magazine. All were beautifully illustrated by leading artist of their day; Floyd Brink, George Harper, D.G. Charleson, L. Sundelong and others. Their sketches more closely resemble real photos than water color paintings. Why, they almost made this writer wish he had kept Ida, The Five Dollar Model T Coupe, instead of the 1915 Model T roadster he drives today. Well, Again, Almost!

Hey, Keep all four coil's a-buzzing!

Read: The Last of the Five-Dollar Model T's, By Gordon Gee Issue no. 114 March/April 1968

Look for more of these closed Model T Ford ads catering to females in future newsletters!



MODEL T TIMES, JULY-AUGUST 2004

# SPRING

