



# T-rific T Tales



July, August, Sept. 2018

Volume 3, Issue 3

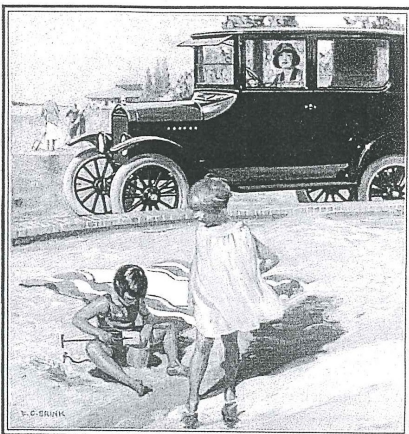


Newsletter of the T-Rific T's Club of West Central Wisconsin

**INDIANHEAD**  
**SWAP MEET**  
**AND**  
**CAR SHOW** **44<sup>th</sup> Annual**

August 5th, 2018

**NORTHERN WISCONSIN STATE FAIRGROUNDS**  
 GATES OPEN AT 7AM  
**CHIPPEWA FALLS - WISCONSIN**



Supreme in Service as in Saving

THE Ford car, with its uniformity depend- able position, in comfort and convenience, gives a key to the wife and healthful out- side. It enables the owner - her family and friends - to have all the benefits of fresh air and change of scene, without fatigue. And when it is a question of cost, a Ford is acknowledged the world over to be a stand- ard of value that has never been approached. For not only is it the least expensive car to buy, but the most economical to operate.



THE UNIVERSAL CAR

Bring your vintage car and join the T-rific T Club at their usual designated corner.

**IMPORTANT:** If participating, plan on arriving at 7 a.m. or contact Denny Mickesh so he can save a spot.

Short club meeting on Sunday at 1 p.m.



- Inside This Issue:**
- ◆ Technical Support Team Information
  - ◆ T'rific T Club April Meeting Minutes and Pictures
  - ◆ June Club Event - Munson Bridge Winery
  - ◆ Member Spotlight - Larry Hanson
  - ◆ Area Car Shows and Events
  - ◆ Club Bulletin Board
  - ◆ Blast from the Past - Model T Article by Gordy 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 Utphal  
Phone: 715-271-6564  
Email: gutphal@yahoo.com
- ◆ Treasurer Linda Hanson  
Phone: 715-837-1578  
Email: ljhqilter@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

### Club Meeting Minutes - April 22, 2018, Mike Webb's Warehouse

Larry Hanson called the T-Rific T Spring Fling meeting to order. Linda Hanson gave a treasurer's report showing current balance of \$1830.91. Pauline received a hand in appreciation of the newsletter all members enjoy receiving. She asked for a volunteer for the spotlight section for the upcoming July issue. Larry Hanson was drafted. Mike Webb has a T-Rific T website set up on Go-Daddy but would like someone to maintain it. Cindy Yardley volunteered to tackle this job. A nominating committee consisting of Denny Mickesh, Brian Tourville, and Stephanie Culver will be seeking candidates for president, treasurer, and possibly secretary in preparation for voting at the fall meeting. The Red Cedar Classic Auto Club car show and swap meet previously held in Colfax has changed location this year to the Dunn County Rec Park in Menomonie on Sunday, May 20, 2018. Pauline invited our club to join their model A club in a tour to Munson Bridge Winery near Withee on Father's Day, June 17, 2018. It was thought this tour might conflict with the car show and swap meet at Farmington, MN, but I show the Farmington date is June 10, 2018, so it would be possible to attend both events. August 5 is the date of the Indianhead Car Show at the Chippewa County Fairgrounds. Look for more information in the next newsletter. Mike provided a delicious lunch and several members brought side dishes to go with the meal.





## T-RIFIC T CLUB EVENT



On a hot Sunday, June 17, 2018, three vintage cars and their T-rific T Club drivers met up at Jim Falls and ventured to Withee, Wisconsin, to team up with the Chippewa Valley Model A Club to participate in the second annual Father's Day Car Show at Munson Bridge Winery - Larry and Linda Hanson, John and Pauline Spiegel, and Bob Baker. The Hanson vehicle experienced some issues along the way that required a few stops but eventually made it there. Club members Cindy and Marv Yardley, along with George Uthall and girlfriend Jean also attended. Munson Bridge owners Tom and Sheri Rohland provided a delicious lunch. The rhubarb dessert was especially fabulous and Sheri shared the recipe with us. Thunderstorms were predicted for late afternoon/early evening so Larry and Linda headed back home to Dallas early but got caught in them. The car ran great though and we were glad to learn that they arrived home safe and sound but VERY wet!! THANKS Larry and Linda so much for making the LONG and challenging trip - very appreciated.



### Rhubarb Pudding Cake

- 2 cups chopped rhubarb
- 1 3/4 cups sugar, divided
- 3 tbsp soft butter
- 1 cup flour
- 1 tsp baking powder
- 1/4 tsp salt
- 1/2 tsp vanilla extract
- 1/2 tsp almond extract
- 1/2 cup milk
- 1 tbsp cornstarch
- 2/3 cup boiling water

- ◆ Please rhubarb in bottom of 8 or 9 inch square pan.
- ◆ Mix 3/4 cup sugar, butter, flour, baking powder, salt, extracts, and milk together (add a little more milk if too thick to pour). Pour over rhubarb.
- ◆ Mix remaining sugar and cornstarch; sprinkle over mixture in pan. Pour boiling water over the top.
- ◆ Bake at 375 for 45 minutes. (Bake 10 minutes longer if gluten-free flour.)
- ◆ The sugar topping creates a glaze on the top of the cake as well as creating the pudding at the bottom. Serve warm with ice cream or let it cool, slice, and invert on a platter to show off the pudding.





## CLUB MEMBER SPOTLIGHT: LARRY HANSON

I was raised on a dairy farm in northwest Wisconsin, not far from where I live now. I was the oldest of seven children. My brother is 1-1/2 years younger and what mischief one didn't think up, the other did. My father enjoyed telling us about times he and his friends had with model T's and model A's. I have liked T's almost since I can remember.

My brother and I picked every stone pile clean of T parts within walking distance. As we dragged things home and asked dad, "Is this Model T?", he would say, "Yeah," or "Model A" or "No, that's for a grain binder." We built a couple of garden tractors, narrowing the rear end and front end and using pump jack gears for gear reduction, no guards or shields on anything.

When I was 12, I worked for our neighbor who had a small farm and cabinet shop. His name was Edwin Ruse. Out in the cow yard sat a 1926 (dad said) model T pickup. The cows grazed around it. That was the first time I fell in love. I asked if I could buy the model T. He said, "Yeah, if you work a couple of hours for free." I said YESS!!! I took it home and put it in the shed.

Two years went by and school and girls (one in particular) got the upper hand. My brother and I bought a '38 Ford coupe that would make a great race car. Another two years went by welding in roll bars and other modifications. At 16, I could race with parental permission so Saturday night was spent in Rice Lake and Sunday afternoon in Eau Claire if we hadn't wrecked it yet. Friday night was for my favorite girl (who is still my favorite girl, by the way). After high school and the end of race season in September of 1963, I joined the navy for four years.

After service, we moved to Minneapolis and I worked in machine shops and bought a house with a big garage. My little pickup could finally come home. But, the garage wasn't really that big so we built on another 24 x 24 feet. Now I needed a mill and lathe! This is now 1971 and I made Babbitt jigs and a line boring fixture and poured the mains and rod bearings. Progress!

Then along came some guys with more money than sense who asked me to build race engines for grass drag snowmobiles. That and boring and sleeving snowmobile and Harley Davidson cylinders used up the next seven years.

In 1979 my folks were ready to retire and we had the bright idea to go dairy farming. Poor little pickup, I haven't forgotten you. In 1997 a couple from another

state agreed to buy our farm and they had cash so we willingly went out of business.

We built a new home on 40 acres that we kept and got jobs. I finally got back to that little pickup. It was pretty rusty, especially the box. I removed every rivet, welded in new metal where needed and riveted it back together. That favorite girl I mentioned earlier held the bucking bar perfectly. I finished our little green pickup in 2003.

If we had 100 old cars, this would be our favorite. Even though I put it on the back burner so many times, I think it forgives me because it has really treated us well.



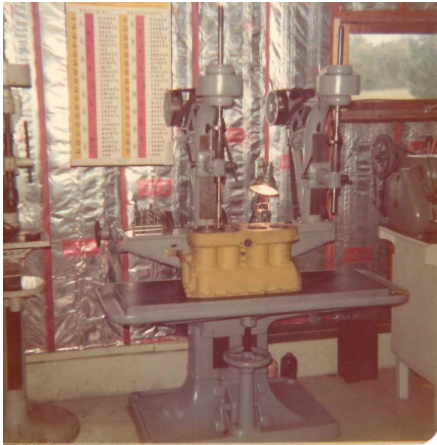
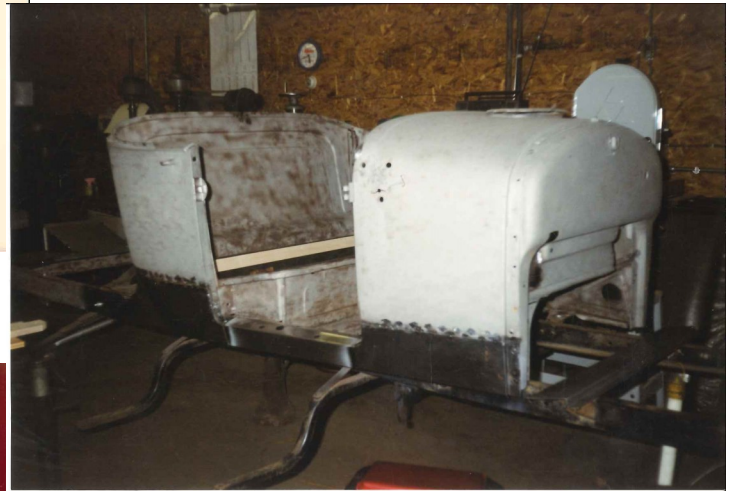




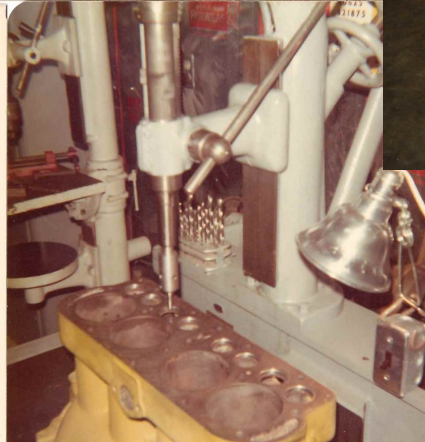
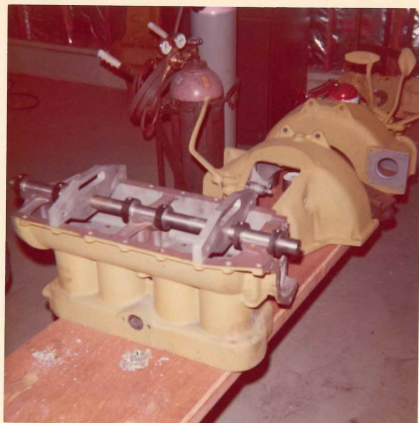
1975 - Shiny New Babbitt



Working on Upholstery



Rusty Parts and Repair



1975 - Different Stages on the Engine





## New Way to Check Under Carriage



### AREA CAR SHOWS and EVENTS:

- ◆ July 12 - 14: 46th annual Iola swap meet and car show
- ◆ July 21: Main Street Car Show – Downtown Chippewa Falls 5 – 9 p.m.
- ◆ July 22: Beldenville Old Car Show - Ellsworth
- ◆ August 5: Indianhead Car Show - Chippewa Falls Fairgrounds (see front page)
- ◆ August 11: Pure Water Days Parade - Chippewa Falls, 1 p.m.
- ◆ August 11: Main Street Car Show - Downtown Chippewa Falls 2 - 6 p.m.
- ◆ August 11: Pioneer Village Classic Car Show - Barron 8 a.m. - 3 p.m.
- ◆ August 26: Festival in the Pines Car Show - Eau Claire, 9 a.m.
- ◆ September 1: Sturgeon Fest Car Show - Jim Falls - 9 a.m.
- ◆ September 2: Sturgeon Fest Parade - Jim Falls, Lineup by 11:30 a.m. (Parade starts at noon)
- ◆ Sept. 9 - Lake Holcombe Car Show - 9 a.m. - 2:30 p.m. - \$5.00 registration fee
- ◆ September 28 - 30: Jefferson Fall Swap Meet



## CLUB BULLETIN BOARD

### T-Rific T Club Website News

Thanks to many hours of hard work by club member Cindy Yardley, our club has a website!!

<https://t-rificts.com>

It is still somewhat under construction - More pictures and upcoming events to be added.

Please email website items to Cindy:  
cindylo5700@yahoo.com

(She is also working on a Facebook Page!)

### T-Rific T's T-Shirt Inventory

(Most recent Style)

2 Large - \$18 each

3 X-Large - \$18 each

(Older Style)

1 X-Large - donation

These will be available at the Indianhead Car Show  
Or contact Linda at 715-837-1578

### Help Needed by a Club Member

Norval Beyrer from Colfax is asking if a club member could put a new ring gear in his Model T.

Please contact him at 715-658-1420





FOR USE ON A MODEL T FORD OR JUST A BETTER WAY? by Gordon J. Gee

# The Dixston Power Mill Attachment

for use on a

# Model T

## FORD

or Just a Better Way?

By Gordon J. Gee



Figure A

After reading Bill Porters' excellent article in issue 307 of the Model T Times: The Schuler Auto Belt Unit for Model T Fords, this writer felt duty bound to discuss a second motor driven alternative for using a Model T motor to perform the many every day chores on the old homestead, The Dixston Power Mill Attachment. This apparatus is very different from Schulers' multiple use front pulley unit, or the old tried and true tractor style tireless rear wheel method.

Unlike the Schuler accessory, the Dixston adaptor was bolted on in place of the driveshaft. This would put to harness that old spare motor left to rust away behind the barn. Such a quaint helpmate would eliminate any need to tie up the family flivver for purpose other than transportation.

### **How The Dixston Power Unit is Set Up.**

**First Step:** A spare Model T Ford motor is bolted firmly to a bare frame, cut off just ahead of the handbrake area (or just behind the handbrake if the motor is sometimes started in neutral). (See figure "A"). Both in turn are then mounted upon a substantially constructed support, generally of timber. The above could also be equipped with a set of cast

iron wheels for maneuverability. The Dixston is then attached to the rear of the motor (see figure "B"). A gas tank is added, either bolted on top of the fire-wall or secured to some convenient base near by. If, however, a complete running gear is contemplated, the tank could be left in its original position. If that second method is used, the engine should be mounted cross-wise on the chassis. This eliminates the need to saw off the first third of the frame and, consequently, makes the entire assembly easy to move on its original wheels.

**Second Step:** A stationary structure, consisting of two heavy wooden saw horses, would then be positioned along with a well greased metal shaft, the pulley, a drive belt and a well secured circular saw blade. A movable "V" shaped wooden trough is then set up next to the saw disc. It should be recognized at this stage that the saw teeth must point directly toward the lumber, or the mill may very well end up tossing logs over onto a neighbors' farm, or heaven forbid, on top of the farmer.

### **II. How the Dixston Power Unit Work**

A Model T Ford engine generates its highest torque (the twisting force on the crank shaft) at about 1.200 R.P.M. (or twenty two miles per hour). This would be Ideal for moving a Ford motorcar down the road, but much too fast for millwork if both pulleys are the same diameter. However it is feasible to increase the saw shaft pulley to twice the diameter of the one mounted on the Dixston unit.



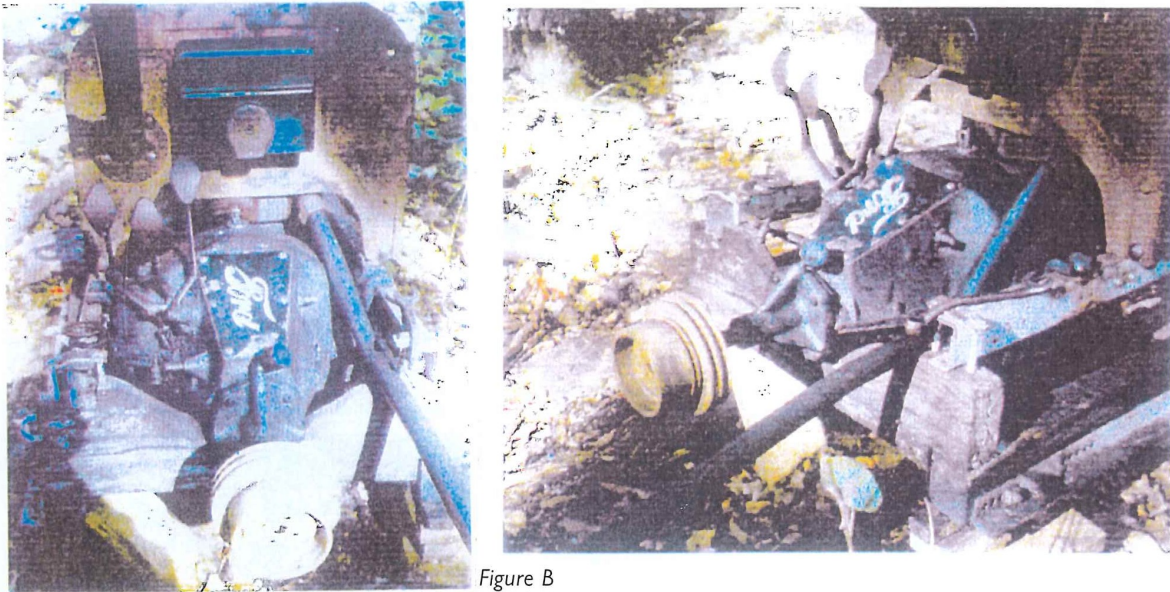


Figure B

This would give you 600 R.P.M., or a 1 -2 ratio. This delivers half the rotation speed, nearly ideal for cutting wood. Additionally, a 1 - 3 ratio or 400 R.P.M. optimum for mundane farm work, such as, grinding feed, using a pumpjack, running a cream seperator, butter or ice cream churning, lifting hay bales up to the barn loft, and many other tasks.

The motor itself is started and run in high (or in neutral if the hand brake is used), and therefore, no handbrake is required. Gas and spark levers are adjusted normally. It is suggested that the steering wheel be removed, since it would only get in the operators' way. The belt pulley saw blade and log cradle assembly could be set up on either side of a running motor. However, if the operator decides to

install the above on the passenger side, the drive belt should be run in between both pulleys in a figure eight.

**Conclusions Reached**

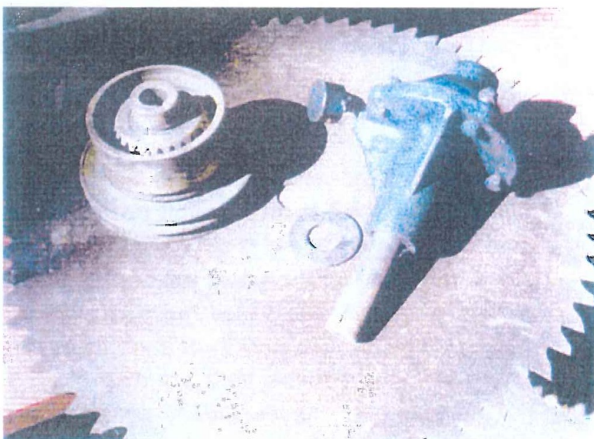
Though the Dixston power unit appears to be quite capable of performing the multitude of tasks its inventor intended, it is the opinion of this writer that it could be very very dangerous. Therefore, it is little wonder that a variety of newly developed farm tractors were in service very early in the 20's to replace most all such mechanical devises.

The Dixston and Schulter power accessories, along with the tireless rear wheel, had to go, and sooner was far superior to later. Such devices very soon belonged in a museum of ancient automotive history.

But here is an interesting afterthought. What more unusual Model T Ford accessory gizmo's, gimmick's and Rube Goldberg apparatuses might be uncovered in the future? Perhaps a flying Flivver wing set. Say, don't laugh! There was a kit manufactured and sold in the mid-fifties to convert a classic bicycle into an air glider. I'm told that it actually worked (after a fashion).

And remember; Keep those circular saw teeth sharp and facing forward!

*Acknowledgments: My special thanks to Douglas Neuman, James Thompson and the late Andrew Hankins for their contributions to this article.*



Basic components of the Dixston accessory power unit.

*Gordon Kee*