

THE OCCASIONAL

SEPTEMBER/OCTOBER 2016

A PUBLICATION OF THE MODEL T FORD CLUB OF
GREATER ST. LOUIS, INC.

**WINNER, MODEL T FORD CLUB OF AMERICA 2014 NEWSLETTER AWARD - THIRD PLACE
THE 2014 AND 2015 OLD CARS WEEKLY GOLDEN QUILL AWARD**



BAKER WEDDING - 5
CALENDAR OF EVENTS - 2
CLUB INFORMATION - 10
EDITOR'S NOTES - 1
ENGINE OIL - 7
HELPFUL TIPS - 2
LIFE WITH MY NEW MODEL T - 8
MEMBER PROFILE, LANGGUTHS - 3

NEW MEETING PHOTOS - 6
NEW MEMBERS - 5
OVERNIGHT TOUR - 9
POST CARD HUMOR - 4
PRESIDENT'S MESSAGE - 1
SOME INTERESTING PHOTOS - 4
TRADING POST - 2
TRIP DOWN MEMORY LANE - 5

MESSAGE FROM THE PRESIDENT

Dear friends,

Well summer is about over and fall is coming. September will be busy! On the 10th is the car show at Aberdeen Heights in Kirkwood. If you would still like to go just show up with an old car by 9:30 am. The show is 10 to 12 then they will give us lunch. The address for this car show is 575 Couch Ave., Kirkwood, MO 63122.

The next weekend, the 17th, is the overnight tour. Sam Atkinson should have an article about this tour in this issue.

I know this is in the future but don't forget to make plans for Thanksgiving Day. That is the Christmas Parade downtown. Every year we have a few cars in this parade but it would be fun to have more.

Also I have gotten a nominating committee together to contact our members about running for the board. We need a vice-president, a treasurer and four board members. Now is the time to step up and learn how this club functions. We need you!

Make plans for our annual meeting and dinner. This year it's on December 10th. The time will be 12 to 4 pm and the location will be announced.

Keep driving and enjoying your cars and keep us informed of any extra tours or shows you participate in.

Steven Thum

EDITOR'S NOTES

Dear Fellow T Enthusiasts -

Since you are reading this you are a member of the Model T Ford Club of Greater St. Louis. You either own, or have demonstrated an interest in this amazing car. But... are you a member of the Model T Ford Club of America? Our club believes so strongly in membership in our national organization, that if you join the MTFCA, your membership in our local Model T Club is free! That's two clubs for the price of one! You simply cannot beat that! And while it is cheaper to simply belong to the local club, why join the national?

There are several reasons. My favorite is the award-winning publication of the MTFCA - *The Vintage Ford*. Each issue is packed with wonderful photographs, interesting articles, and informative helps for us to maintain and operate our Model T's. In addition, you have access to information about National Tours, and other locally organized and sponsored tours. Due to our membership in the MTFCA, Sherry and I have been on tours through the Rocky Mountains, a National Tour in Canada, Winter Tour in Florida, and a couple of other locally organized tours. Several of our members have done the Parke County Indiana Covered Bridge tour and love it.

In fact, the photo you see here is of us with our 1914 at Banff, Canada, on last summer's national tour. Our T's are cars, and as such they are meant to be driven and enjoyed. They are easy to maintain, relatively cheap to repair - most of us can do most of the repairs on our cars, and if not, there are several club members more than willing to help. They'll not do your work for you, but they will help. There are three classes of antique cars - Museum Pieces, Trailer Queens, and Drivers. My personal favorite is a Trailer Queen Museum Driver - it looks beautiful and nearly perfect but shows it is being driven. What's your car?



Steven G. Williams (email - steven1912@charter.net; cell 636-575-1469; home 636-548-8256)

CALENDAR OF EVENTS

- Sept. 9 - Membership Meeting, 8 PM, Freedom Masonic Lodge, 4557 Lemay Ferry Road, St. Louis.
17-18 - Overnight Tour, see article on page 11
24 - 2016 Model T Covered Bridge Tour, Parke County, Indiana.
www.westcentralindianamodelters.com for forms and information.
- October 14 - Membership Meeting, 8 PM, Freedom Masonic Lodge, 4557 Lemay Ferry Road, St. Louis.
- November 11 - Membership Meeting, 8 PM, Freedom Masonic Lodge, 4557 Lemay Ferry Road, St. Louis
24 - Annual Thanksgiving Day Christmas Parade.
- December 10 - Annual Meeting and Dinner. Mark your calendars, details later.

Check out www.mtfca for more Model T Ford Club of America tours, information, forum, etc.

From *Rattling Ford Jokes* (1915): Traffic Officer - "Hey you. You're breaking the speed limit." Owner of the Ford - "Quit your kidding." Traffic Officer - "Say, don't you suppose I know what I'm talking about?" Owner of Ford - "How fast was I going?" Traffic Officer - "Eighteen miles an hour." Owner of Ford - "I'll give you a 'sawbuck' if you'll come 'round to the club tonight to tell it to the boys."

"Why is it some people are never satisfied? While one man is trying his level best to buy a Ford another is doing everything under heaven to get rid of one."

"Mary had a little Ford,
It's wheels went round and round,
But that's all the good they did her
Because everywhere she wished to go
She had to walk and take the darn thing with her."

Teacher - "If you saw twenty or more Fords together would you call them a flock, a bunch, a brood or a herd?" Jimmy (whose father is a doctor) - "Please ma'am, I should call them germs in a culture."

Helpful Tips

(Ed. Note - Each issue I'd like to include hints and tips here, so if you have any to suggest, email me - steven1912@charter.net)

Lubrication is crucial to the safe running and long-lasting of the Model T. But perhaps the most neglected area of lubrication is the springs. Blanchard, *My Ford; Its Care and Repair* (1925) tells us to lubricate them every thousand miles or so, to prevent rusting and squeaking. I'll not bore you with kerosene and cylinder oil though! Jack the car up and take the weight off the springs. Remove the spring clamps, and using either the spring spreader tool or a cold chisel, spread the springs and thoroughly lubricate between them. Use a good graphite grease, perhaps one of the modern sprays. Thoroughly and completely grease them. Better yet is to remove the springs, and paint them with "slip paint" and reinstall.

TRADING POST

(If you have items "For Sale," "Wanted," or "To Trade," email the information to the Editor, steven1912@charter.net. Items will be listed only once, so if you want it relisted, you must let me know to repeat it. Please include contact information.)

Sears upright 30 gallon air compressor. Single cylinder, oil free, 150 max psi, 2 HP running/6 HP max. Developed. 8.6 scfm at 40 psi; 6.4 scfm at 90 psi. Retail sale at \$349.99. Sell for \$150. Steven Williams, 636-575-1469.

Member Profile - Laren and Joyce Langguth

By Steven Williams

In 1965 Laren's mother knew of a young lady named Joyce was working with her at Famous-Baar, and the girl was going to be going to college in Cape Girardeau, where Laren was a senior. Mom gave Laren a note with information about this girl, and her approval, instructing him to look her up when the term began. As Laren explained: "I was a senior in college, do I want to see a freshman girl, all sweet, of whom my mother approved? I think not! And I threw the note away. My folks came down for homecoming, and we were in the lunch line when this lovely young lady came up and talked with my mother. I thought I really needed to get to know this girl." And the rest is history. They dated for a couple of years, and married June 9, 1967. They both got their teaching certificates, Laren teaching art in middle school in the Ritenour School District, Joyce teaching math, first in public school then until retirement at UMSL.

For 47 years they have lived in the same house, a few doors north of where Laren grew up. His folks were big in the antique car hobby, and Laren cannot remember a time when he didn't have old cars around him. His father was interested in anything mechanical, anything different. He doesn't remember not being in parades and car shows. His folks had a 1911 Mitchell, '13 RCH (RC Hupmobile, they had several RCH's) '17 Interstate, '23 Model T firetruck, and 1910 IHC high wheeler, among other things. Laren and Joyce continue to show cars, either Model T's or others in their collection, at the Easter Sunday Forest Park Car Show. He inherited his father's collection, and added to it in 2006 their '21 Touring Car.

His father's cars were all "projects," and when he inherited the cars in 2005, he remembers telling Joyce "I'm not having fun. I have lots of projects, but I'm not having fun." That led them to buy their Touring car, followed shortly thereafter in 2009 with a real spiffy 1927 T speedster. After buying the touring car, they joined the Model T Ford Club, and have been very active members since. The touring car they bought from an owner about two blocks from where they live. The speedster he found on Ebay, in Iowa. In January he and Nelson Jones went to Iowa to get it. Snow was on the ground, it was 13 degrees below zero, and they brought the T home. And between the T's, he bought a 1920 Briggs and Stratton Flyer to go with the 1923 Red Bug Flyer that was electric powered.

While they've done parades and club tours, they no longer do parades, but continue to do the Easter Concours Show in Forest Park. And they have quite an eclectic collection of various items - lunch boxes, signs, license plates, and toys among other things. Life for the Langguths has been topped off with four daughters, 5 grandchildren, and 2 great-grandchildren.



Left, Laren & Joyce with their '21 touring.



Right, 1920 Briggs & Stratton Flyer



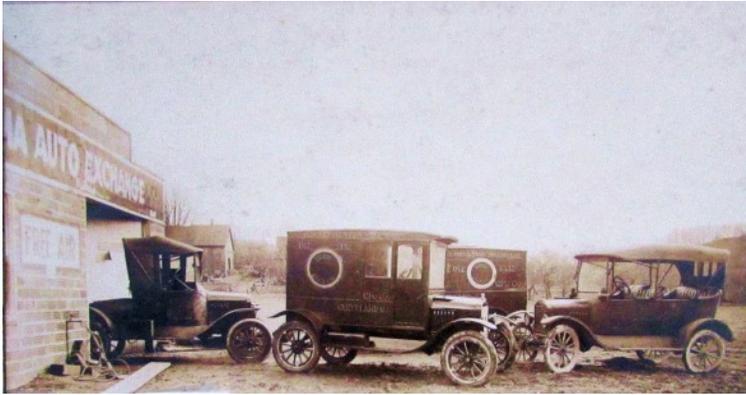
Above, '23 fire truck; right, '27 speedster



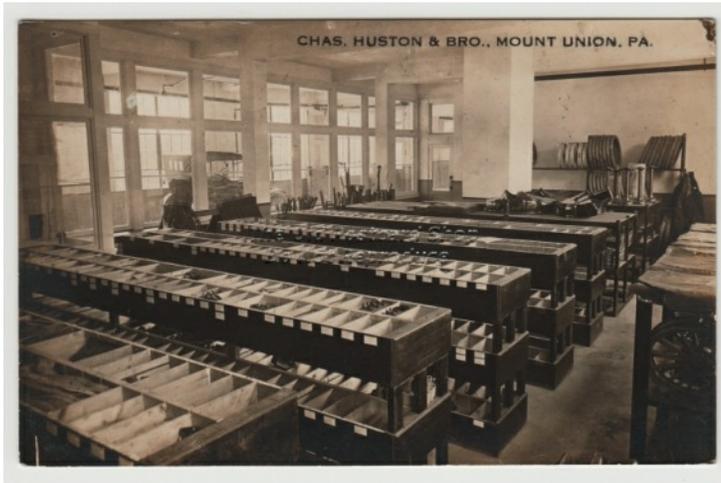
Left, 1920 Detroit Electric Model 85A

Above, 1917 Interstate

SOME INTERESTING PHOTOS!



Above - Free air at the Auto Exchange.
 Right - new paint on the gas station.
 Below - parts room at a Ford dealership or garage.



Above - Model T in a flooded street.

**MODEL
 T
 POSTCARD
 HUMOR**



NEW MEMBERS

Please add these new members to your mailing list, and welcome them to the meetings!

Baker, Damon and Buffy
#10 Elannchester Drive
Manchester, MO 63011

Ernst, Joseph and Nancy
207 Clearpoint Lane
St. Louis, MO 63123

Ellerbeck, Gerald and Gayle
11241 Hillsboro Victoria Road
DeSoto, MO 63020

Mikko, Bill and Peggy
4146 Glendale Road
House Springs, MO 63051

A TRIP DOWN MEMORY LANE!

By Steven Williams, photos by Dave Groerich

To help the youth group at Christ Memorial Lutheran Church fund a trip to a gathering in New Orleans, Dave and Kathy Groerich donated a "Trip Down Memory Lane" in their 1915 Touring car. Jim and John Bernthal were the lucky winners. Not only did they go down "Memory Lane" but "Memory Lane" took them to Ted Drewes! Talk about a good time! (Maybe some time next summer we ought to meet in our T's at Ted Drewes? How fun would that be?)



Wedding Photos - Damon and Buffy Baker, May 13, 2016

Dave and Kathy Groerich's 1915 Model T Touring car was the "get-a-way" car for Damon and Buffy's wedding. Two more photos for your enjoyment. The Bakers are new members of the club also! What a way to start life, and a club membership. A beautiful Bride, and a handsome Groom. The car isn't too bad either - wonder who polished the brass?



Our New Meeting Location

Photos by Jenny Sanders

We have now met twice at the Freedom Masonic Lodge. Volunteers have been providing wonderful refreshments, and attendance has been great! Here are some random photos of the first meeting, and of our Board of Directors at their first meeting in the new location.



Our intrepid board.



(From: *A Book of the Best Ford Jokes*, no date)

“Screen your open-grate fires in winter, swat the flies in the summer, stop, look and listen at grade crossings, don’t start the kitchen range fire with the kerosene can, keep your nose out of other people’s business, and maybe you’ll live to be run over by a drunken flivver driver.”

“Look here,” shouted the irate Madam Jones - and, when I say “madam,” I mean “madam” - to the butcher. “This sausage that I bought in here an hour ago has got pieces of rubber in it. How do you account for that?”

“Ah, lady,” explained the butcher soothingly, “that is only another indication that the flivver is taking the place of the horse.”

ENGINE OIL

By Steven Williams



The one topic guaranteed to cause conflict or disagreement in Model T circles is engine oil. Which to use? Ever since buying our Model T in 2002 I've heard that any oil today is better than what was available in the 'teens and 'twenties. And so I bought name brands, and didn't worry. But I suggest to you that this has changed.

The main reason why is that modern oils have to be formulated for modern engines. And many commentators smarter than me have said that having the wrong oil in an engine can do more harm than the stuff used back in the heyday of the T. Some people use oils formulated for diesel engines. But those oils are designed to handle the great amount of soot which works its way into the crankcase, plus other blow-by products of diesel combustion. Gasoline by-products

might not be managed as well with a diesel oil. Even more important is something called "oil affinity." Our modern cars do not sit as long as our antiques, be they T's or some other make. Such occasional use requires an oil that has a certain degree of "cling" so that it protects various engine parts when you start the car weeks or even months after last driving it. Most T engines fling the oil, and don't pump it. So there needs to be some cling to keep the oil from running off the parts in the weeks between use. Various racing oils, such as by Valvoline (not cheap, but neither is an engine rebuild), "Driven", and others work well in T's and other old engines.

Thick or thin oil? Generally we've believed we should use thin oil (e.g. 5W-30) because it will flow more easily, flow faster, and therefore will carry heat away from the surfaces. But some believe thicker oils serve a purpose when engine rpm's are very low. One author has written that most main and connecting rod bearing receive their oil supply under pressure, so if the viscosity is thin, that means more oil will flow per given time to keep the film thickness large enough. But in the case of pistons against the cylinder walls, what exists is closer to a "squeeze film" - - whatever oil is there keeps the surfaces apart as it is being forced away but without being replenished eventually all the oil will be squeezed out and the surfaces will contact each other. But because the piston is in relative motion to the cylinder wall, a hydrodynamic bearing exists which helps to keep the surfaces apart. However, the combination of low relative speed, high load and low viscosity of the oil could result in surface contact. So if the piston speed is slow and the load is high when you deliberately or inadvertently lug the engine, to keep the surfaces apart you need higher viscosity than otherwise. Some recommend 10W-40 oil because it flows like 10 weight when cold but when hot acts like a 40 weight oil, thus protects better.

Synthetic oil lubricates very well, but does not allow a rebuilt engine to "break-in". And synthetics drain away quickly when a car sits for any length of time. In addition, since the only way we can clean our oil is to drain it and change it (you ARE using detergent oil, aren't you?), Synthetic oil is a waste of money. ZDDP is highly recommended, as modern oils are very low on zinc, and zinc bonds to the operating surfaces in such a way that when the oil disappears, you don't have metal on metal but metal on zinc. Zinc is important for flat tappets and other very high stress applications, but has been phased out of modern oils.

So, based on what I've read in several publications, the recommendations are to use 10W-40 detergent racing type oil, and as necessary add ZDDP. But then, your methods may vary.

Life With My New Model T

By Bill Tabor

Last time I told how I got the T home and running. Now was the time to drive and enjoy the car. Saturday nights I almost always went to my favorite club where I knew everyone, drank my 7-UP and danced with all the girls. Not this Saturday. A Saturday in the garage is vastly different to sitting at a drafting table eight hours a day five days a week. My buddy Harold Blackburn set up a drive for Sunday. I had called Martha Williams and she and Gene were ready for a drive so she started calling club members. We met at Katz Drug Store at 1:30 PM. This we did nearly every weekend there was no club function. These impromptu tours almost always brought out 10 to 15 cars of the 30-35 members of the Ozarks Antique Auto Club.

With many weeks of work and help from friends, the body was pounded and straightened, sandblasted, primed and painted. Chassis also. Preparing to head to the Felix Graves Swap Meet in Broken Arrow, Oklahoma, I was helping a friend gather stuff to take. He was handing things down from the rafters of his garage, when I saw it! It was a 26-27 turtle back. "You, you son of a gun! Why didn't you tell me you had one?" He told me he had forgotten all about it. Ten minutes later we were bringing it down through the rafters to the floor. It was in great shape with an original trunk key tied on to it with bailing twine. I dropped the turtle back off at Conrad's shop, told him to forget about the pick up bed and paint the turtle back instead. Conrad wanted the pick up bed. So we traded his body and paint work for my pick up bed and we were both happy. As the year progressed I continued to work 2 or 3 hours evenings on the chassis and frame and starting the engine a couple times a week.

One day I needed to go out in the field to make some field notes on a project of relocating a distribution line and sub station. Driving a city car I headed back to the office and passed the Firestone Tire Store. I went in. I asked the manager if he had any 4:40 - 21 tires. He looked at me quizzically. "Yes I do but I can't sell them to you." "Why?" I asked. "They are old S-2 tires left over from WW II. They are rated 35 mph. I can only sell them for static display. I told him I was restoring a 1927 Ford Roadster for show and display purposes. Anyway, a Model T won't run more than 35. "I sure would like to get them out of my inventory. Will you sign a display only statement?" "Sure, whatever you need." "Would you buy all 8 that I have?" "Depends on what the price is." He answered with, "How about 50 bucks for all eight?" I paid him. I kept four and a good used tire for a spare. Since no one I knew needed '26-27 tires, I took them to the next swap meet and sold the 4 extra tires for \$60.00 And had a very happy customer.

Now with all new tires and tubes in the garage, I thought more and more about driving the T. The thought soon became an incurable itch. I had to get the wheels finished. More late evening work. The finished wheels looked really good with new tires and paint. The varnished, bleached wood spokes were a nice contrast to the shiny black hardware and red demountable rims. But I wasn't quite ready for the road - the cooling system needed work. I put long hoses on the top and bottom water outlets on the engine. Set the air compressor to 110 to 120 pounds pressure. Connected the air hose and garden hose to the upper outlet. Adapted the lower outlet to a long piece of pipe. With the water running smoothly out the long pipe, I opened the air valve. It blasted goop, grime, rust and all kinds of stuff clear across the street and into the neighbor's yard. There were even several chunks of molding sand from when the engine block was originally cast at the factory. I opened and closed the air valve several times until the water was clean. I then moved the flush valves from the open engine outlet and connected it to the lower radiator hose fitting. Also moved the connection from the engine bottom water outlet to the upper radiator hose outlet and put a cap on the filler neck. And most important - I reduced air pressure to 35 pounds. Again with water running steady I opened the air valve. Once again an array of unusual things came blasting out. Strangely, a whole hickory nut came out. The T was now running continuously and without problems. It drives good!

Over the next few weeks I was able to get the last little section of the frame and chassis cleaned and painted. And I drove the car, one half gallon at a time! Still no body. Soon Conrad called, the body was done. Three trips with my pickup, careful not to scratch anything, I was ready to install the body. I stocked the fridge with beer, soda, and snacks. Sunday afternoon after church, 8-10 guys showed up at my house. Soon the body and turtle back were all bolted down and adjusted so the doors closed as they should. The rest of the parts were installed and secured. All I had left to do was a new gas line and wiring harness. The next month, October, I bundled up and drove the T to the club meeting. Later the upholstery shop installed new kick panels, door panels and seats. No top. Didn't have the top bows.

I owned that little red Model T for about 12 years. It was my first running Model T. I believe I averaged more than 1000 miles a year as long as I had it. Of course there were repairs to be made toward the end of its time with me. Oh yeah, that Sears One Year Battery was still in it when I sold the car twelve years later. And that's the story of my new Model T.

2016 OVERNIGHT TOUR TO CHESTER, ILLINOIS

By Sam Atkinson

Hold the phone, stop the press and clear the schedule, it's time to make your reservation for this year's overnight tour.

This year's overnight tour is being combined with the Annual Fall Tour and we think it a good one.

The destination for the overnight tour is the southern Illinois town of Chester. Chester is the birthplace of cartoonist Elzie Crisler Segar, creator of "Popeye" so the entire town is Popeye related. There are statues all around town of every conceivable character from the Popeye cartoon series and detailed trivia abounds. It's a unique town and fun to explore! We will have a scavenger hunt to find the different characters!

Here are the particulars: At 9:00 AM on Saturday September 17, 2016 we will meet at the 'Sams Club' parking lot on Lemay Ferry Rd. We plan to leave at 9:30 sharp. We will travel down the Illinois side of the river via the gorgeous Bluff Rd. With sheer bluffs to our left, river-bottom farmland to our right, a few small towns and few other vehicles on the road this is the perfect route for a Model T tour. We have one 'Pit' Stop scheduled along the way.

We will be staying at the Best Western Chester just north of town. After inspecting the rooms we give it a "Two Thumbs Up" and I think you will too. They have very clean rooms, a swimming pool, a picnic area out back, free breakfast, and a convenient location. NOTE: there is no elevator so if you require a room on the first floor you must specify that when making your reservation.

That evening we have a reservation at "Harvest House", an excellent restaurant just up the street from the Hotel. You will like this restaurant!

Sunday morning we will return home on the Missouri side of the river via scenic Highway 61.

We encourage everyone to consider going, especially those with Model T's. If you decide to go you must do 2 things: (1) call Mary Ellen Stevenson (314-401-1590) so she can get an accurate head-count for the Saturday night dinner reservation, and (2) call the Best Western Chester (618-826-3034) and reserve your room. **Be Sure** to tell them you are with the Model T Club.



OFFICERS

President - Steven Thum (2016-2017)
314-961-3197

Vice President - Mary Ellen Stevenson
(2016-2017) 314-401-1590

Treasurer - Joe Trehwella (2015-2016)
618-466-6192

Secretary - Dave Kuenzel (2016-2017)
636-230-5887

BOARD OF DIRECTORS

2015-2016:

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Don Spaeth, 636-285-0851

Steve Stevenson, 314-640-0048

Steven Williams, 636-575-1469

2016-2017

Steve Dodson, home - 314-846-5588,
cell - 314-607-1688

Gerald Ellerbeck, home - 314-638-6137,
cell - 314-420-1424

Keith Sanders, 314-329-6377

Daniel Mullis, 314-416-4954

SEPTEMBER/OCTOBER OCCASIONAL DEADLINE

The deadline for news and items for the November/December issue of **THE OCCASIONAL** is October 15th. Please submit any information to Steven Williams, steven1912@charter.net or call 636-575-1469.

Pictures and articles are wanted, but we need names with photos please.

Thanks!



Not sure the year, but nice family pose. And the baby is sure determined!

BASIC INFORMATION ABOUT THE MODEL T FORD CLUB OF GREATER ST. LOUIS

Meetings are held the second Friday of each month, 8 PM, at the Freedom Masonic Temple, 4557 Lemay Ferry Road, south St. Louis County. Membership: Keith Sanders is the membership chairman, and you may contact him regarding membership in both the Model T Club of Greater St. Louis, and our parent organization, the Model T Ford Club of America. Contact information: Telephone: 314-329-6377. Email: jenkeith4@att.net.

We strongly encourage national membership. Dues are only \$40 to the Model T Ford Club of America (P.O. Box 996; Richmond, IN 47375-0996) which includes automatic Local Membership. In other words, join MTFCA and your membership in the Model T Ford Club of Greater St. Louis is free!!! Otherwise, dues to the St. Louis club are \$20 per year.

The advantage of belonging to the national organization is a bi-monthly award-winning publication - *The Vintage Ford*. It is a great publication, full of valuable information for Model T owners. Also, check out the national club's website at www.mtfca.com and especially the forum which is full of great information.



WWW.STLMODELTCLUB.
MODEL T FORD CLUB
OF GREATER ST. LOUIS, INC.
P.O. BOX 2251
FLORISSANT, MO 63032



Dave and Kathy Groerich drove their 1915 Touring Car as the “Get-A-Way” car for Damon and Buffy Baker’s wedding May 13th. “Everything went smoothly for the couple.”

The Model T Ford Club of America (P.O. Box 996; Richmond, IN 47375-0996) was formed to encourage and promote active interest in the Model T Ford and its history by membership unrestricted as to location. It is non-profit and non-discriminatory, and is dedicated to widening the base of the hobby by providing information, assistance, and direction to interested parties. Sample copies of their magnificent magazine, *The Vintage Ford*, are available free upon request at the above address. Active touring chapters are encouraged, in order to spread interest and participation events. Regional and national activities are provided by the chapters. Members of the MTFCA may be members of the Model T Ford Club of Greater St. Louis with no additional dues or payment. For further information on joining, see inside the back cover.

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