



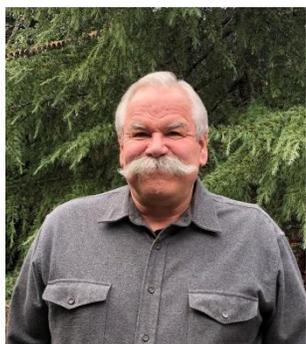
T Diggins'

Monthly Newsletter of the
Mother Lode Model T Club
Celebrating 50+ Years of Model T Fun

<https://www.motherlodemodelt.com>

April 2020

Message from Our President



I want to mention the passing of Doug Avery on February 24th and Eula Marriott on March 13th. I'm sure most all of us have already heard, so I mention this for those who may not have. It's always sad to lose fellow club members and friends.

I hope all is well with everyone with the current state of affairs in the world because of the Coronavirus and the aftermath from it. It is unfortunate that many car related activities have been canceled for this year and we unfortunately are impacted as well. Our April 9th meeting at Sizzler is canceled due to the restaurant being closed. The Friday Breakfast get-togethers are also canceled for the same reason. Susie's Shake Down tour April 25 is postponed until later in the year. As of right now our Swap Meet is still on, but the reality is that it very likely will be canceled too.

With all that's going on, there is some good news. All this time at home gives us plenty of time to get all those car projects going. Better get your Model Ts in shape because when all this Coronavirus business is over we'll have lots of tours to catch up on. I'm sure we will all have a major case of cabin fever by the time this is over!

For now, I hope you all stay safe. I'm really looking forward to seeing everyone soon!

Phil

Up Coming Events - 2020

Many activities are being suspended or canceled until the COVID-19 (Corona) Virus pandemic is under control. Best to verify before going. Those that we as a club attend and know about will be noted here and on our website. It's a fluid situation so I will be updating the website calendar as things change.

- ◆ Breakfast and Car Talk - **Suspended** until the COVID-19 Virus is under control.
- ◆ April 6 - Board meeting - **Canceled**.
- ◆ April 9 - General Meeting Auburn Sizzler. *****Canceled*****
- ◆ April 14 - LOLs, **Canceled** until further notice.
- ◆ April 17-18 - Bakersfield Swap Meet. **Canceled**.
- ◆ April 25 - Shake Down Tour. **Canceled**. Plan to reschedule for later this year.
- ◆ May 2 - Clarksville Days Tour. **Canceled**
- ◆ June 6 - Swap Meet set-up.
- ◆ June 7 - 46th Annual Mother Lode Swap Meet.
- ◆ June 13-14 - Santa Clara Valley Model T Club Endurance Run & Lowland Tour is **Canceled**
- ◆ June 14 - Pava's Multi-Club Old Car Tour.
- ◆ July - Breakfast Tour.
- ◆ July 18-23 - MTFCA Nat Tour - Spokane. [Info](#).
- ◆ Aug 5-9 Ryan Ramble Tour- NORCAL HCCA
- ◆ Oct 4 - Old Auburn Cemetery Tour
- ◆ Dec 6 - Christmas Lunch. The Ridge Golf & Event Center.

Charter Celebration Luncheon

Our 51st Charter Luncheon was held at The Ridge Golf and Event Center in Auburn, Ca. on March 8th. In attendance where 30 people, 38 people had signed up. Of those 38 we had 5 members who could not attend because of illness. Three of our members did not show up.

We enjoyed a buffet lunch of steak and salmon. All in all it was an enjoyable afternoon.

As a club, we are going to have to rethink our banquet type lunch or dinners. The Ridge requires a minimum of 40 people, the Auburn Valley requires a minimum of 50 people as does the Elks Lodge. We are shrinking in membership and people willing to attend events. If anyone knows of a venue which will take a small group, please let me know.

Thank you for all who attended and made for such a nice day.
Susie Krezman



LOL's

(Ladies Out to Lunch)

LOL's will be suspended until further notice.

Shakedown Tour

The Shakedown Tour is canceled for now. Susie will reschedule when the pandemic has cleared and it's safe to be out and about.

More Charter Photos



Charter Members- Norma Hyatt, Susie Krezman, Bobbi Machado, Naomi Edmonds.



Kitty & Gina just clowning around. I think most of us had blue tongues and didn't know it!

The things you miss by not coming out.

Thanks Allen for sharing your photos.

Old Auburn Cemetery Tour



**Save the date,
Sunday, October 4.**

**We have a request
to display our cars
during the Old
Auburn Cemetery
Tour. You will**

meet the ghosts of the Old Auburn Cemetery. Law enforcement, jurors, and murderers will rise from the grave to tell you their stories. Our cars will be parked at strategic points around the cemetery.

Club Shirts, New Order

I have been taking orders for a second batch of the 50th anniversary shirts. I also have had a request for shirts without the logo on the back; just the name of the club on the front and pockets. If there interest for these let me know. I am holding up submitting the order until things (shelter at home) are back to normal.

Auburn Cruise Night

Just saw that the Auburn Cruise night will not be held in May. June and beyond depends on the status of the virus and state and county advisories on group gatherings.

From My Shop

by Phil Lawrence

This month we want to make sure our wood spoke wheels are in perfect condition. It makes no sense to risk our lives and others' driving on bad wheels when we can possibly fix any problem.

First, make an overall visual inspection of your wheels, demountable or non-demountable. Look for any signs of rot or former shade tree repairs? Now, grab the top of the tire and wheel as mounted on your car and shake the wheel in and out, check all four wheels; Any looseness? Next, when you drive your car, do any of the wheels make any clock-clock sound?

Now that we have inspected the wheels, what do we need to do? If the wheels are sound, that is, no rot indicated anywhere, we're good so far. If you do see rot anywhere, do not continue driving the car. Replace the wheel with a good one or have it re-wooded by a wheelwright.

If shaking your wheel in and out shows any movement it will need to be fixed. If loose at the hub, you may be able to tighten the six hub bolts and resolve that issue. If it is possible to tighten the hub bolts remember to re-peen the ends over the nut. Never use lock washers.

Did shaking the wheel show looseness where the spokes enter the felloe? This may indicate that the tenon on the end of the spoke is worn smaller in diameter. Again, replace or re-wood your wheel. On demountables you can visually inspect the spoke tenon by taking the tire and rim off and looking at the end of the tenon where it comes through the felloe. If you are running original wheels, those tenons could be mostly rotted. They must be good and strong. That's what keeps the wheels from collapsing on turns. If you run on non-demountables, those can't be inspected without removing the rim from the felloe, just make sure there is no movement on that end of the spoke.

When shaking your non-demountable wheel, was there side-to-side movement of the felloe? If so, that's bad! You may need to replace the rivets that hold the felloe to the rim. This can be done by drilling out the rivets from the rim side, which of course means demounting the tire tube and flap if you use one. I will show you how to make a tool to aid the re-riveting process.

When you drive down the road, do your wheels make a clock-clock sound? That would indicate that your spokes are pounded down shorter moving up and down and hammering against the wheels' felloe, creating that sound. This is fairly simple to resolve, but we will first need to make a very simple tool in the shop to help us do the repair. So let's get started making a spoke jack!

Making the Spoke Jack

I made my first spoke jack fifty or so years ago and have made a few since. To make one you will need:
a piece of hardwood 1 1/2" x 1 1/2"--length is optional. The finished piece will be 6" long.
one 1/2" diameter machine bolt, 2 1/2" long (I used a fine thread bolt)
one 1/2 nut to match your bolt thread
one 1/2 washer
galvanized sheet metal, a small piece

Once you have your materials, you want to shape one end of your piece of hardwood into a "V" to fit between spokes where they join at the hub. I trimmed my wood block down to 1 3/8" x 1 3/8" to not be so bulky. The finished length will be 6" as I mentioned earlier.

Layout and mark the other end of the block on center. Take a 1/2 diameter drill bit (I used a Forstner wood bit) and drill a hole from the end down through the center of the block 1 1/2" deep. When you're done, some 80 grit sandpaper will make the edges more rounded and smoother.



Next, you will have to take a threading die and add some more threads to your bolt. Run the threads to 2" or more. This should give you enough travel for the adjustment nut to do both non-demountable and demountable wood spoke wheels. If the head of the bolt has any raised markings file or grind the bolt head smooth. Now that the spoke jack is made, you will need some spoke shims. I have never had to make any as I have some N.O.S. shims I bought at a swap meet decades ago.

If I need some, this is what I would do. Take your piece of galvanized sheet metal, cut into strips 3/4" wide for non-demountables and 1 1/8" wide for demountables. Make several strips and tape them together so they don't move and using a drill, make some 5/8" holes in the center of the strip spaced far enough apart that with hand shears you can cut out 1 1/8" diameter washers after drilling the center hole. After that is done, you will need to slot one side of your sheet metal washers 5/8" and you have your shims.

To use your spoke jack and shims, position the jack in the wheel between two spokes. Place something between the bolt head and the felloe that will protect it from the bolt head. With two wrenches, hold the head with one and slowly turn the adjustment nut clockwise to spread the jack. You only need enough movement to slip one shim between the spoke and felloe. Do the same operation on the opposite side (180 degrees) of the wheel. Continue to work around the wheel using only one shim on each spoke (you don't want an oblong wheel).

If your wood felloe is loose, you may try re-riveting it to the rim. Don't try to re-use the old rivets. Drill them out from inside the rim. To do this, center punch the rivet and carefully and slowly drill through the head of the rivet. These rivets are peened down hot into a countersunk hole in the rim and ground flush with the rim. Drive the old rivet through the rim and wood felloe and out. Replace the rivet with a new one. Once the rivet is in place, position the spoke jack so that the head of the bolt rests on the head of the rivet. It will help if you take a drill the size of the rivet head and drill the bolt head slightly to form a recess for the rivet head. This will help hold the

spoke jack in place while you're peening the rivet. With a torch, heat the end of the rivet to be peened till its orange and peen the end into the countersink.

In closing, if you aren't sure about your wheels, have someone else look at them. After 100 years those original wheels are all suspect in my opinion. As I said earlier, never risk your life or anybody else's with questionable wheels. New re-wooded wheels are worth a whole lot less than a life. If you need a recommendation for an excellent wheel maker, call me. Any questions, call me.



Editor's Note: This brings to mind several years ago at a club safety inspection day. Allen had arrived in his newly purchased speedster. So, we decided to run the MTFCA list with his car. Allen's wheels looked new. One of the first things checked was to shake his wheels in and out. The left rear almost fell off the car! The nuts were not peened over and most of the nuts had loosened and fallen off into the brake drum. I doubt that he would have made the 25 mile drive safely back home. Attached is the MTFCA Safety check list. Give your car a thorough check before we start touring again.

Call to Order - The Meeting was called to order at 6:30 PM sharp by President Philip Lawrence. The Members present were all there with timely arrivals respected with the new gathering time.

A moment of silent prayer for the passing of Doug Avery, our long-term Member, was offered by Philip.

Greeter Report – Junette Avey-Brown noted that no visitors were present this evening.

Sunshine Report – Vice President Susie Krezman reported that she had sent sympathy cards to Mary Lynn Barrett, and Eric Barrett and Family due to the recent passing of Roger Barrett.

Treasurer Report – Treasurer Debbie Bamber delivered an update of the Clubs Income & Expenses this evening. Income for the Club was a bit lean this month with a few Members who have yet to pay their Dues. She will follow up. Our Club continues to remain in a very sound financial position.

Secretary Report - Steve Short reported that the February 9th General Meeting minutes was published in our Club's Monthly newsletter. Hearing no corrections by Members, he declared the February Minutes approved. He also commended the turnout of Members at the Club Founders Luncheon and their continued honoring of 51 Years of Club History and friendship!

VP - Upcoming 2020 Activities Report – Susie Krezman provided the following Activities summary:

- **The Annual Shake Down Run** will be held hosted by the Krezmans on April 25th, 2020! Exact details of the route have yet to be finalized but be sure to **“Mark your Calendar”** for the start of another Touring Season! The A-Club will be joining us. We will be meeting at the usual Raley's departure at 9:00 AM. The Route will be a relatively short drive to the Bola Vista Farm in Apple Hill.
- **The 46th Annual Mother Lode Swap Meet**, will be held at the Gold Country fairground, in Auburn (Set up on Saturday June 6th / Swap Meet Event on Sunday **June 7th, 2020**. We will be on the grass again! (Flyers were made available at the end of the Meeting to be distributed by Members present this evening. It's time to get the word to be reminded that we are still an active Club!
- **The “Beat the Heat Event”** will be scheduled in July (final date not yet set).
- **New Midweek Tour** is still a possibility.
- Perhaps a visit to the Old Auburn Cemetery with a guided tour possibly at on October 4th?

Old Business –

- **Club T-Shirts:** John Saylor reported that he now has enough requests to place an order for T-shirts! Contact John Saylor as soon as possible if you still interested in landing some more Club clothing items!
- **MLMTC Annual Crab Feed:** Gary reported that the Feed was well attended, and he was grateful to continue this historic Club activity. He had successfully purchased the right amount of Crab, and the “Non-Crab Eaters” were happy with their Pasta Entrée. Everyone was well fed and enjoyed the evening. Thanks to all the Volunteers who made the event successful!

New Business – Nothing was offered this evening.

Show and Tell– Eric Lindstedt shared 2 obscure pieces of unknown metal car parts for the Members to see if they could identify these indeterminate items. One was thought to possibly belong to a wooden wagon. Conclusion was the best guess! The 2nd piece was thought to be a Model T touring “canopy stay” from a late date Model T. The crowd was pretty confident that they were right about this one!

Adjournment - With no further discussion, John Boorinakis moved the meeting closed at 7:35 PM, and adjourned by President Lawrence.

Respectfully , Stephen J Short, Secretary

Anniversaries and Birthdays



April Anniversaries

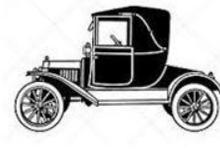
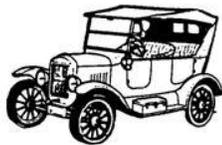
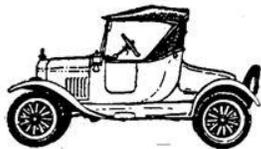
Richard & Joyce Weitzel 6
 Dick & Wanda Johnson 24



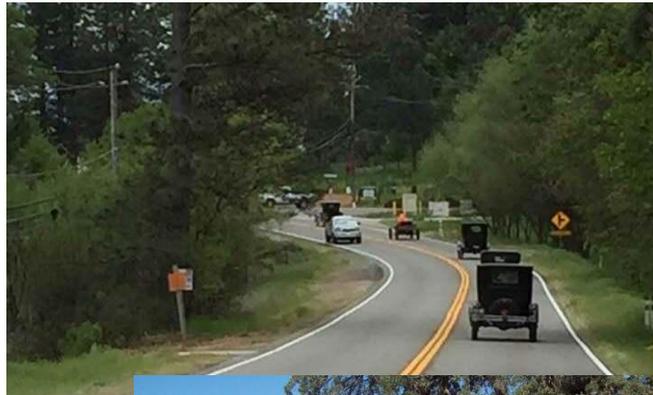
April Birthdays

Mary Lynn Barrett	1	Philip Lawrence	19
Susie Krezman	8	Patricia Pava	19
Dennis Furr	9	Larry Taylor	22
Beth Finkbeiner	13	Mike Berry	29

The birthdays and anniversaries listed here are based on information you have provided on your membership form. If you don't see your name on your month, please send to me at: j99saylor@gmail.com



Let's go on a Virtual Tour. Memories of past years.





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2020 Officers

President ----- Phil Lawrence 530-559-1440
Vice President ---- Susie Krezman 530-823-7957
Treasurer -----Debra Bamber 530-906-7343
Secretary-----Steve Short 916-791-7087

Board Members

Gary Krezman -----916-599-0059
Edward Rodriguez-----530-320-0647
John Saylor-----916-202-5842
Sherry Rodriguez-----530-526-4405

Sunshine ----- Susie Krezman
Website & Newsletter - John Saylor - 916-202-5842

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T-Diggins'

Published monthly to keep members informed of club activities and to promote participation in club events.

Publication copy should be sent to the editor by the 25th of the month to be included in the next issue. Send all copy to: 7304 Goldwood Way, Citrus Heights, Ca 95610 or email to j99saylor@gmail.com

Club Website

The Mother Lode Model T Club maintains a website at <https://www.motherlodemodelt.com>. The website keeps members informed of club activities, photos of club events and members cars. The website also provides membership information an application and introduces those new to the hobby to the club.

The *Mother Lode Model T Club* was organized and became a chapter of the *Model T Ford Club of America* in 1969. The club is a non-profit organization dedicated to the personal enjoyment of its members through the preservation and restoration of the Model T Ford and especially through activities involving the use of Model T Fords.

Meetings at held on the second Thursday of each month with the exception of December, at the Sizzler, 13570 Lincoln Way, Auburn, Ca. 5:30 pm for dinner, 7 pm meeting.

Membership is open to anyone with an interest in Model T Fords. Ownership of a Model T is not necessary.

Dues - Annual Dues are \$20 per family.

Members are encouraged to join the Model T Ford Club of America. MTFCA members receive the bi-monthly publication *The Vintage Ford*, voting privileges in national club and can participate in the many national club tours and events. Annual dues for the MTFCA is \$40.00 payable to:
The Model T Ford Club of America
P.O. Box 996
Richmond, IN. 47375-0996
Telephone: (765) 373-3106
www.mtfca.com



MODEL T SAFETY INSPECTION FORM

As a tour participant in the Mother Lode Model T Club and the Model T Ford Club of America, please use this guide to inspect your car prior touring on a regular basis. Please check each of the following with a "✓" for yes, "N" for no, or and "NA" for not applicable.

Steering			
• Steering wheel has minimal (less than 2") to no play		• Spindle connecting rod to spindles [2 required] 1 per spindle	
• Gear Cover lock screw (6-32) in place		• Steering gear connecting rod[tie rod] to steering gear ball [2 required]	
Acceptable wear and minimal to no play in:		• Spindle bolts (king pins) ,2 (1/spindle)	
• Radius rod (wish bone) to crankcase		• Spindle arms [2 (1 per spindle)]	
• Ball arm (pitman arm) to steering gear connecting rod (drag link)		• Front spring hangers (shackles) [4 (2 per side)]	
• Steering gear connecting rod (tie rod) to yoke ball		• Front spring to frame [2 or 4 required, depending on year]	
• Spindle bolts (king pins)		• Yoke ball [1 required]	
• Spindle connecting rod bolts		• Safety Wire, Grease, Wear	
Cotter keys (or lock washers, if holes not drilled) installed in the following:		* Safety wire crankcase studs holding radius rod ball cap to each other. No cotter pins allowed.	
• Radius rod (wish bone) to front axle [2 required]		• Grease in steering gear case and steering gear bracket	
• Steering gear bracket to frame [3 required]		• Check gear post and pinion gears for wear	
• Steering gear connecting rod (tie rod) to yoke ball [2 required]		• Check for play in steering gear case to steering column. [Check rivets /taper pins]	
• Ball arm (pitman arm) to steering post (1 required)		• Check for 6-32 steering case lock screw	
Brakes		NOTE: Auxiliary brakes are highly recommended for stock cars and should be installed if car has an auxiliary transmission.	
• Brake pedal (and, reverse pedal) bottom out before reaching floorboards.			
• Both rear wheels lock-up under hard braking.			
Emergency Brakes		Cotter keys (or lock washers if not drilled) installed on:	
• Hand brake sets securely before limit of its travel (check pawl & spring) and both rear wheels lock.		• Control shaft assy .to frame [4 required]	
• Note: The hand brake must be able to hold the car with the engine running and should be able to hold the car on a moderate slope.		• Brake shoe bolt [2] (1 per side)	
		• Brake rods [4] (2 per end)	
Engine/Power Train		• Commutator rod [2] (1 per end)	
Oil leaks - within acceptable limits. Gasoline leaks — none, when parked (in-line shutoff valve recommended) Cotter pins installed on:		• Universal ball cap [2] (top bolts) — bottom two cap screws safety-wired together	

Cotter Keys installed		• Crankcase arm to frame [4 (2 per side)]	
• Carburetor rod [2 (1 per end)]		• Fan bolt (on earlier cars)	
• Choke/carburetor adjustment		• Low speed connector [2 (1 per end)]	

MODEL T SAFETY INSPECTION FORM, CONT'D

Wheels		• All wheels tight and axle/spindle nuts cotter-keyed	
• Spokes (and felloes on earlier cars) are tight.		• Lug nuts tight on demountable rims	
• Front wheel bearings — no play, good condition and greased.		• Checked tires for wear, weather cracks, rim cuts, etc.	
Rear Axle			
• Rear wheel nuts tight and secured with cotter pins (use long wrench)		• Rear spring hangers (Shackles) [4] (2 per side)	
• Cotter keys (or lock washers, if holes not drilled) installed:		• Rear spring perches to wheel flanges backing plates [2] (1 per side)	
• Rear spring to frame [4 required]		• No oil leaks at outer seals	
		• Check differential gear case oil level	
Other		• Registration and Insurance Papers	
• Lights functional		• Rear view mirrors - California requires two.	
• Brake light (may not be original equipment but recommended.)		• Fire extinguisher	
• Safety glass (strongly recommended)		• First Aid kit	

Notes - Repairs needed: