



# T Diggins'

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

<http://www.motherlodemodelt.com>



January 2020

## Message from Our President

Happy New Year to one and all! I hope



everyone had a great holiday season. It's always nice to get the family together. Barbara and I always enjoy seeing the excitement at Christmas in the eyes of our grandchildren.

I would like to take this opportunity on behalf of the entire club to give Gary a huge thank you for all of the hard work he has done for our club as both President for the last two years and as Swap Meet Chairman for over a decade. He gets a chance now to sit back and take a well deserved rest!

We all had a very nice Christmas Party on December 8. A big thanks to Paula and her helpers, Kitty and Gina, for organizing the event.

Now, with the New Year upon us, we will have to start planning for all those activities we enjoy throughout the year. If anyone has an idea for a tour, or event, talk to Susie. She is always looking for ideas for tours and people to lead them.

Our Annual Swap Meet is just six months away and will be here before we know it! Plans are well underway. The Turlock Swap Meet is at the end of the month and several members of the club, including myself, will be passing out swap meet flyers.

(President's Message Cont'd)

Don't forget our regular club meeting on January 9<sup>th</sup>, and, of course, our annual President's Pizza Feed on January 18<sup>th</sup>. I hope to see everyone at these first activities of the new year!

*Phil*

## Up Coming Events - 2020

- ♦ Jan 3 - Breakfast and Car Talk - Mels, Grass Valley Hwy.
- ♦ Jan 9 - General meeting Auburn Sizzler.
- ♦ Jan 18 - President's Pizza Feed.
- ♦ Jan 21 - LOLs, 11:30, Auburn Sizzler.
- ♦ Feb - Crab Feed ??- Chairperson needed.
- ♦ March 7 - Charter Celebration Lunch. Auburn Valley Golf Club. 12 N Social, 1 pm Lunch.
- ♦ April 17-18 - Bakersfield Swap Meet.
- ♦ June 6 - Swap Meet set-up.
- ♦ June 7 - 46th Annual Mother Lode Swap Meet.
- ♦ June 14 - Pava's Multi-Club Old Car Tour.
- ♦ July 18-23 - MTFCA National Tour - Spokane, WA. [Info](#)  
Hosted by the Inland Empire Model T Club.

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## President's Pizza Feed

**Our annual President's Pizza Feed will be held on January 18, Mountain Mike's Pizza, Safeway center, Bell Road, Auburn. The club buys the pizza and soda; you buy your own beer, and or a salad if wanted. Come on out and socialize.**



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## LOL's

(Ladies Out to Lunch)

**January 21 - Tuesday, 11:30 AM - LOL's (Ladies Out to Lunch). Sizzler, Auburn. No RSVP needed.**

**The lunches are open to ALL ladies of the Club and we hope you will join us whenever possible.**

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The Mother Lode Model T Club elves dropped off the Christmas food donations to the Auburn Interfaith Food Closet today. Thanks to everyone for their generous donations. The food closet was most grateful. The food items were donated by those attending the Christmas party.

*Paula*

(Photo by  
Gordon the elf).



## Crab Feed Anyone??

This popular annual event needs a chairperson. If it is to happen, plans need to be made soon. Previous chair persons will help you get it going but we need you to volunteer to head this up. Contact Phil or Susie if you are willing to head this event.

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## 2020 Dues Renewal

Dues for 2020 are due. Please send in your \$20 with updated information. You can either pay at our upcoming meeting in January or mail to me at:

15185 Chattering Pines Rd  
Grass Valley, Ca 95945

Thank you for your prompt attention to this important matter.

Regards,  
Debbie Bamber, Treasurer

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## 50th Anniversary Shirts

We will circulate another order for 50th anniversary shirts at the January meeting. These are the gray shirts with the gold 50 logo.

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## Breakfast & Car Talk

**New this Year, Breakfast & Car Talk with Prez Phil, at Mels, 1730 Grass Valley Highway, every Friday, 7 am, starting Jan 3.**

**Come on out and talk cars, shop, etc.**

## **From My Shop**

### **by Phil Lawrence**

Since I have lots of rusty projects going, I've been looking into how to remove 100 years of rust accumulation on those parts. The goal was to find a method that could be done at home and done cheaply. I'll talk about my experience on electrolysis rust removal and how you can do the same. I started out researching electrolysis on the internet. There is lots of information there, plus many YouTube videos showing the process.

You will need to remove any grease, oil or paint on the parts first for the process to be effective. Wire brushing any loose dirt and rust off the parts will also speed up the process. You will, of course, need a few things, most of which you probably already have laying about your shop. You'll need a plastic container. I chose a 5-gallon bucket. I thought it best to start out small. Next, you will need a 6 or 6-12-volt car battery charger with a manual mode. You'll need some scrap steel pieces to use as sacrificial anodes (never use stainless steel for this process as it creates a toxic and illegal waste byproduct). I used 2-foot long, 1/2" rebar I bought for a few dollars to use as anodes. And lastly, you'll need some Arm and Hammer Washing Soda (sodium carbonate). I spaced the rebar three on each side of the bucket—you want the anodes to surround the part being cleaned. Marking the very top of the bucket on each side of the rebar, I drilled 1/16-inch holes and individually wired each one with tie wire (more on the wire later) in a vertical position to the inside of the bucket to hold them in place. It would be best to set this up outside, away from any open flame such as a pilot light on a water heater or furnace in your garage. The process creates small amounts of hydrogen gas (think Hindenburg). I put my set up out back, under the patio cover.

Filling the bucket with tap water I measured out five tablespoons of the washing soda (one tablespoon per gallon of water) and stirred it until it dissolved. The washing soda makes the water more electrically conductive. I then wired each of the rebar sticking out above the bucket together in series using some #14 gauge automotive stranded copper wire I had. (#12 gauge copper wire might be better.) I attached the wire to the rebar using small hose clamps to make the connection.

The only thing left to do was gather some small rusty parts which I wired together with tie wire (used to wire rebar together when doing concrete work, we used to call it bailing wire). I used a piece of 1 x 2 wood cut long enough to span the 5-gallon bucket. Take your wired-together parts and attach an additional piece of the tie wire, about 16" to 18" long, to the parts. Determine the length needed to suspend the parts under the water, wrap the wire around the wood to keep the parts from falling to the bottom of the bucket or touching the rebar anodes, which you don't want to happen. Make sure the parts are submerged under the water.

Taking the remaining tie wire from the parts, bend it over on itself and twist it together. This will give it a better contact surface to hook the charger to. Take the positive lead on the battery charger (RED) and connect it to the anodes. The negative line from the charger (BLACK) gets connected to the wire from the submerged rusty parts.

This is where the fun starts! Set the charger on 2 amps, the manual (not automatic) 6-volt setting. Plug the charger into a GFCI Protected outlet to get the process started. You will see small bubbles coming from the parts almost instantly. That's good; the process is starting to work.

The parts can be left for days without any harm. After a day or two, pull the parts out and take a look. Don't expect the parts to be bright and shiny because they won't be. They will be kind of nasty looking, and the water in the bucket will look like sludge. Rinse the parts off and remove the wire tying them together. I take them into the house to the laundry room sink and, under running water, brush them with a small stainless steel brush until they are clean. Dry them off well; a portable hair dryer on the "hot" setting does the job in no time.

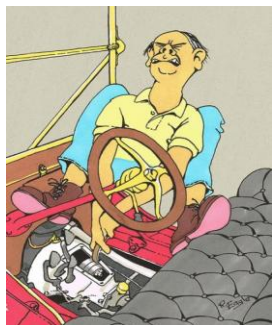
Before I forget! Please be sure to clean the sink when you're done. I don't want your wives mad at me too! Next, I'll take the parts out to the garage and hit them on the wire buffing wheel to polish them bright and shiny before prime painting them.

(From My Shop, Cont'd)

The rusty sludge in the bucket will settle to the bottom and you can continue to clean more parts in it if you want. At some point, it will need to be cleaned. If you have plants in the yard that like iron rich soil you can dump the water around them. It may kill grass. Otherwise, I just dump it in the yard. It isn't toxic, which is what I like about the process. Clean off the rust build-up on the anodes, set it all up again and you're ready to clean more parts.

As I mentioned, if you're interested in this process, go online and learn more, or call me if you have questions.

Next month I talk about my thoughts on the electrolysis process and describe how to make a simple, but useful, tool for working on your Model T engine.



#### Editor's Note:

If you have an example of how you solved a problem, made a unique tool, or other process to make working on your project a little easier, please write it down and send to me. We can learn a lot from each other if we share ideas.

And you cooks in the club - Send in a favorite recipe, or kitchen tip.

John - [j99saylor@gmail.com](mailto:j99saylor@gmail.com)

There's got to be a better way!

## Club Website

Our club website has a section showing off our members cars. If your car is not there and you would like it to be, please send me a picture and I will get it on there. For those that are there, please check to make sure I have the year correct and if you still have the car. For those that own cars other than Model Ts there is a section towards the end with those cars. - John - [j99saylor@gmail.com](mailto:j99saylor@gmail.com)

\*Meeting Minutes - There was no Business Meeting in December, so no Minutes.

**MICHELIN**  
FRANCE, ENGLAND, ITALY, AMERICA.

When purchasing your new car specify Michelin Compressed Tread Tires, a type exclusively Michelin's and the ONLY new thing in the tire world. Insist on this equipment and you will get it. Then, whether your car costs \$1,000 or \$5,000 you are assured of the best tire service in the world—a tire equipment that the greatest and most expensive cars give their purchasers. In this point at least your car will be without superior and you will have the most in tire economy, durability, convenience and satisfaction that money can buy. You are paying for tires when you buy your car. Insist on having these which give the greatest value.

**WINS AT BRIARCLIFF**

As tested car, driven by Blom, and equipped with Michelin Flat Compressed Tread Tires and Michelin Compressed Tires, won the greatest record and endurance covered ever held in this country. It has won the world's longest and most arduous test throughout. This makes a case money for Michelin's \$1.00 tire point connecting and abroad, and only this year but even there more racing today.

Cut this advertisement out and send it to the manufacturer of the car you have selected, in a letter specifying Michelin Tires. At the same time write us the name of the car. If the manufacturer does not immediately accede to your request we will at once inform you of several very excellent makes of the same price and class which WILL give you Michelin's.

NEW YORK, 1763 Broadway  
CHICAGO, 1344 Michigan Ave.  
DETROIT, 247 Jefferson Ave.  
BOSTON, 695 Boylston Street  
BUFFALO, 908 Main Street  
SAN FRANCISCO, 426 Golden Gate Avenue

MICHELIN TIRE CO., MILLTOWN, N.J.

**An Amazing Record of Tire Perfection**

In 1906 we replaced one tire for every hundred sold.  
In 1910 we replaced one in every thousand.

GOODYEAR tires were proved beyond question to be stronger and better than any other kind as long as four years ago—yet the Goodyear Straight-Side Detachable Tire today is better even than the old Goodyear tire by a full thousand per cent.

You probably recall having seen four years ago our circular called "Evidence," shown at the top of this page. This circular contained an extract from reports made by the Supervisor of the Tire Association on August 1, 1906, to all members of the Tire Association of 1906, and covered a period of eleven months, beginning September 1, 1905.

It showed the percentage of replacements to output which was made by every one of the big tire manufacturers who comprised this association, all of whom operated on a uniform mileage guarantee of 3,500 miles.

**GOOD YEAR**  
Straight-Side Detachable Tires

For 1910 these Straight-Side Detachable Tires can be had at the same price as standard makes of Clincher Tires

## Anniversaries and Birthdays



### January Anniversaries

Mark & Barbara O'Connor	3
David & Pat Pava	19



### January Birthdays

Mark Porco	7
George Tuck	12
Lynne Lyndon	14
Naomi Edmonds	16
Gordon Goodell	21
Tom Huff	26

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](mailto:j99saylor@gmail.com)

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**Blast from The Past - Reprinted from the April 1972 T-Diggins. Clem Sala and his brother Vic was known for building some very fast Model Ts.**

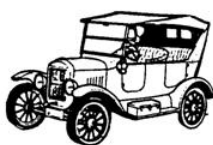
### GROWING UP WITH MY MODEL T'S, #6

#### "World's Fastest Mile"

In 1930 some promoters got together and decided to build a speedway out in East Oakland. It was to be a one mile track with banks on the turns with an oiled dirt surface. This made for a very fast track and all the top boys in the racing business raced there. Men like Fred Frame, Ralph Hepburn, Ernie Triplet, Rex Mays, Louis Meyers and Ted Horn. I couldn't wait until it opened. They put on a good race. I remember it was a sellout crowd. The depression hit the speedway right after that and the promoters started looking for more ways for the track to make money. They put on a six day race one week. They had six kinds of racing in six days; race cars, motorcycles, stocks and hot roadsters. The roadsters were to race on the sixth day. As you know I was there and ready. I stripped off the fenders and windshield and was ready to go. I'll say one thing; I learned more things that day than I did in all my previous years. I found out I didn't know anything about a racetrack or about racing a motor, but learned real quick.

I did qualify with the fast bunch and at the start of the race I found myself out front. Boy was I flying. The race was for 10 miles. About halfway Freddy Agabashian, who was driving a Chevy 4 Roadster, was on my tail. I fought him off until just before the last two laps. A rod let go and Fred won the race. Freddy later went on to become a champion. You might remember him as the man who set the fastest time at Indy with a diesel race car in 1952. He worked for the Champion Spark Plug Company.

Well, from the first day at the Oakland Race Track, I raced and built different types of race cars and midget race cars. I quit in 1949 at the request of my wife who was fed up with my racing all over the state.





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Mother Lode Model T Club

<http://www.motherlodemodelt.com>

## 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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Mother Lode Model T Club  
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Auburn, CA 95604

## 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](mailto:j99saylor@gmail.com)

## Club Website

The Mother Lode Model T Club maintains a website at <http://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](http://www.mtfca.com)

