



# PLANETARY NEWS


April 2024 Volume 20 Number 4



## Jeff Clark's Engine



Coach House Crew at Clark's garage

aturday, April 20, Jeff Clark, Jim Clark, Dave Hjortnaes, Erv Wilkowski, Jeff Schmittinger, Jim Oliva and Mike Zahorik met at Jeff Clark's garage with the express purpose of installing Jeff's engine in his car. If you have been following the Model T Coach House in the paper and on our website, you would know that we have been working on refreshing Jeff's engine. Actually, Jeff started to remove engine parts last December. Then in February, on a warm day, 60°, we removed the engine and transported it to Mike Zahorik's garage. Over the next few months we worked on the engine and Jeff's wallet. We installed new valves and hardware, a replacement camshaft and a functional magneto ring. Then this Saturday on a cooler day 40°, we installed much of the auxiliary engine equipment. Sometimes it is easier to do so when the engine is on the floor rather than on the car's frame rails. With the starter/bendix and manifolds in place, the engine was picked up and guided into the car's frame. The drive shaft has to be inserted into the back of the engine/transmission. This required quite a lot of (Go To P.13)



## Model T enters the 21st Century

1]— **Coach House Crew** — We install Jeff Clark's engine

4]— **I Did It**— Model T enters the 21st Century

6]— **Coach House** — Continuing work on Jeff Clark's engine

8] — **Up Coming Events** — Parades, Picnic, GermanFEST, Yellowstone Trail Day

10]— **Up Coming Events** — Model T University, Venerable Fire Company tour

### **EVERY MONTH**

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6 Coach House

13 Model T Tips

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15 Recipe

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# **B**oard Meeting Minutes

## Monthly Model T Club Minutes April 2, 2024

Meeting was called to order by President, Jeff Clark at 19:03.

**2024 Board Members Present:** Ed Cassel, Jeff Clark, Jim Clark, Jr., Gary Grey, Frank Imp, Mark Kranz, Jim Oliva, Jeff Schmittinger, Chris Schoenemann, Erv Wilkowski, Mike Zahorik

**2024 Board Members Absent:** None

**Members Present:** Mickey Wilkowski, Cheryl Oliva, Marge Kranz, Kathy Dial, Scarlet, Jim Radtke

**Minutes:** Mike Zahorik read the minutes from the March meeting. Motion made by Frank Imp, seconded by Jim Oliva to accept the minutes as read. Passed

**Treasurer's Report:** Erv Wilkowski reported;

Beginning Balance	\$1,406.93
Revenue	\$ 0.00
Expenditures	\$ 243.77
Ending Balance	\$1,163.16

Motion made by Gary Grey, seconded by Mark Kranz to accept the report. Passed

**Sunshine News:** None

**Old Business:** Jeff Clark talked about the recent Coach Houses where we worked on his engine. Jeff also mentioned that, Little Hershey and the Rochester Memorial Day Parade. Jeff Schmittinger mentioned the June 15th Fire Museum tour. There is no new information regarding the Cudahy 4th parade. Jeff Clark thanked Erv Wilkowski for filling in as President and running last months meeting.

**Web Site/Newsletter:** Chris Brancaccio asked if they would run "Model T enters 21st Century" article in their newsletter.

**New Business:** Asked Brandon Butler about his Hollub Car Show. He is quire sure it will not occur, but is looking into another, will let us know. Eido Walny updated us on the Bayside car show on September 7. It will be 10 to 2 at One North Development grounds on the corner of Port Washington Road and Brown Deer. Mike Zahorik mentioned that Rich Edler is having a Model T University at his place in Waldo on June 8th; and Tod Wirth is having a Tour around Richfield & Threshere, September 21.

**Tours/Events 2023/24:**

- **January 20** -- Model T University
- **January 28** -- Sunset Playhouse
- **February 10** -- Coil Seminar
- **February 18** -- Sunday Brunch Olive Garden

- **February 25** -- Model A Swap Meet
- **March 3** -- Sunday BINGO
- **May 18** -- Little Hershey
- **May 27** -- Rochester Memorial Day Parade
- **June 1** -- Yellowstone Trail Day
- **June 8** -- Model T University Waldo
- **June 15** -- Fire Apparatus Museum
- **July 4** -- 4th Parades Alcott Park & Cudahy
- **July 21** -- Annual Picnic at Schmittinger's
- **July 27** -- GermanFEST & Heritage Day Parade
- **August 8-10** -- Michigan Model T Jamboree
- **September 7** -- Bayside Car Show
- **September 21** -- Richfield Threshere
- **November 2** -- President's Dinner

Motion made by Mark Kranz, seconded by Chris Schoenemann to adjourn the meeting. Meeting adjourned at 19:37.

**Next Month Meeting:**

Tuesday May 7, 2024 07:00 PM  
 Mark & Marge Kranz  
 18172 West Hillcrest Drive  
 New Berlin, Wisconsin 53146  
 (262) 679-9475

Respectfully submitted by  
 Mike Zahorik.

*If at first you don't succeed,  
 you are like most other people.*

**President's Message  
 You and Your Car**

I was browsing through the Milwaukee Model T website and checked out the photo gallery. I noticed there were a few pictures of older members with their T's.

It would be great to update the gallery to include the smiling faces of our current members showing off their Model T car or truck. Please take a picture or submit an old picture of you with your car or truck (include the model and year) and submit to Mike Zahorik.

Please don't be camera shy!

*Jeff Clark*

**Laughing at**

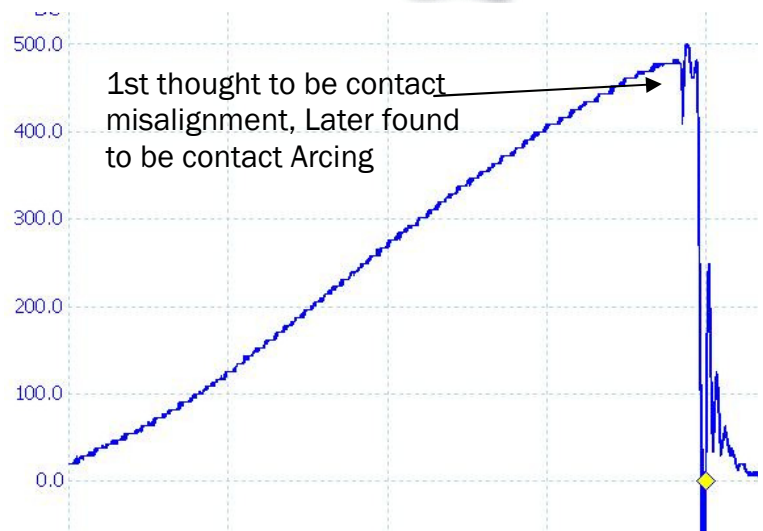
## I

# Did it—So can You

## Model T enters the 21st Century



Last month we talked about the Time To Fire and examined some graphs of coil current against time. I have investigated the rough area when the coil contact opens. Seems that a good fraction of contact misalignment can be a result of the indentations that the coil contact hardware causes from either over tightening or being tightened many times over the past 100 years. In the picture below you can easily see the marks that the coil hardware have made into the coils top wood. To make this issue a little worse, is that the indentations

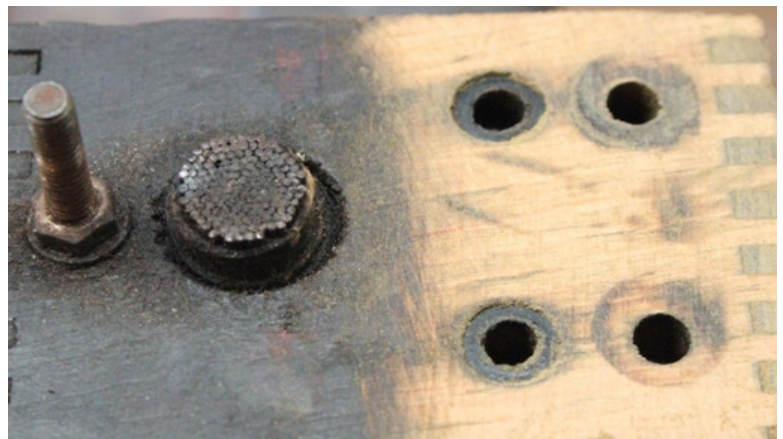


are not straight into the wood, but rather tipped toward the core. If new contacts are placed on this coil top, the contacts will not be able to be properly aligned. This will cause part of the noise seen on the graph above.

To correct this defect, the wood needs to be filled. I thought of trying to clean and fill these divots with the bolts in place, but that did not work. Turns out there was more work cleaning up than working on removing the bolts. With the bolts removed, the top was lightly sanded

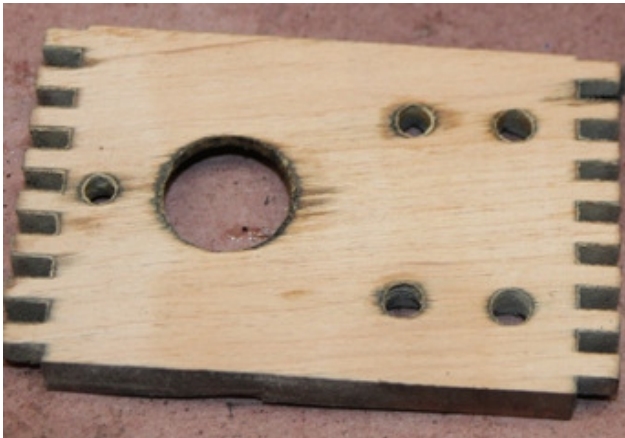
to remove all the old dirt and grime. Now the indentation can really be seen. I measured the indents and found them to be as much as 0.050" and the side closer to the core to be 0.010" to 0.020" deeper than the other side.

I planned on filling the indentations with epoxy. When using any type of glue, it is important to have the material clean. Glue does not stick to dirt. Using an Exacto knife, I



scrapped the dirt in the indent until I could see the wood beneath it. The 5 minute epoxy was troweled into place and allowed to dry for 24 hours. The excess epoxy was sanded off. The holes for the bolts had to be reamed out. This worked quite well the coil top is now flat and the hardware fits so that the contacts can be proper aligned. The coil seemed to work OK, but the noise seen in the trace was still there.

The next coil I tried, the entire coil top board was removed. The top was then sanded on my stationary belt sander until all the indentations were removed. This coil had indents that were nearly 0.045" deep. The sanding cleaned up the top nicely, but when the top was replaced onto the coil box, the side fingers extended beyond the top. They were also sanded down. The contacts and hardware was then re installed, but since the top was now 0.045" thinner, the vibrator contact was closer to the core and made adjustment difficult. To correct this I added 4 washers, that are 0.060"



think. This raised the hardware, made adjustment as it was originally and since the washers are wider than the hardware, will spread out the stress on the top.

Again the contacts and hardware was re installed on this box. The coil worked well, but again the noise at TTF was still there.

Thinking about this, my first thought was that the cushion spring was dragging on the rivet as it opened. I removed the cushion spring from the upper contacts and found that the rivet hole in the cushion spring to be 0.150" in diameter and the rivet at 0.100" in diameter. Seems that there is plenty of space and there should not be any interference. Then just out of curiosity, I wanted to

see if the operation of the cushion spring was actually causing this noise. To do this, I blocked the cushion spring against the upper bridge so it could not operate at all and re tested the coil. The Time To Fire, TTF was reduced by nearly 1 milli-Second. This changed my thinking about the cushion spring. Instead of viewing the cushion spring function as similar to modern ignition dwell, the cushion spring can be considered as a time extender. It allows the coil to charge about 1 milli-Second longer, by keeping the contacts closed longer. What this accomplishes is to build up more energy in the coil and therefore a more powerful spark.

Since wondering what this noise was, I went back and cleaned the contacts, thinking that maybe the cushion spring was sticking. The cleaning didn't change anything.

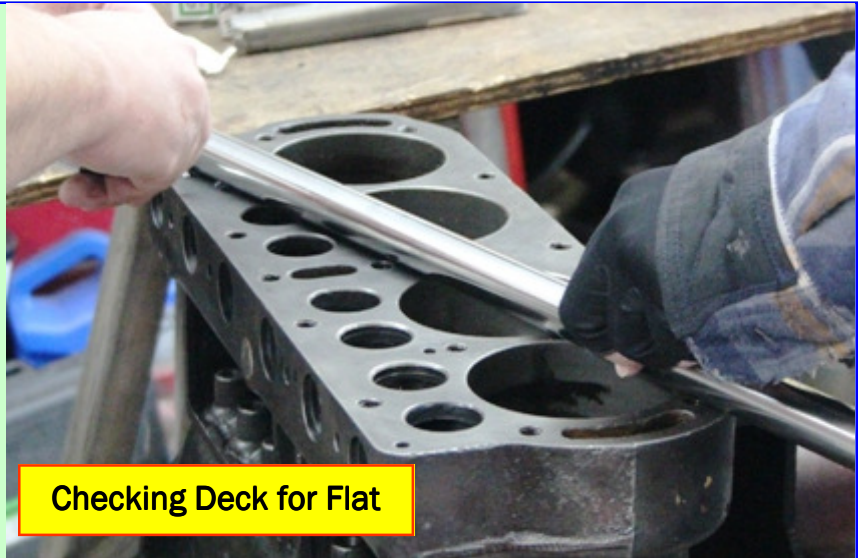
I went back to looking at the trace and measured the time that this noise occurred over. It would vary from about 50 micro seconds to 100 micro seconds. I came to the conclusion that what I was looking at was the arc that was occurring at the contacts. There is not much that can be done to suppress this arcing and this rather short amount of time will not affect ignition timing that much, so I figure this is something that just has to be accepted. So, contact alignment is since an important parameter, but it will only reduce the noise prior to Firing to about 0.1 milli-Second. Poor contact alignment will cause this noise to be longer than that.

**Next Month:** xxxxxxxxxx

**Car in the Ditch**

# Model Coach House

Friday, March 22, 2024 Jeff and Jim Clark, Erv Wilkowski and Mike Zahorik took Jeff's engine over to Adam Doleshal's garage to have the valves fitted. It was a snowy day so we wrapped up the engine in a heavy duty plastic bag and made the trip. Upon arrival we mounted the engine on Adam's engine stand. Which happens to be an easier mount than My stand. Something I will want to improve on. First thing that we did was to check the block deck for flatness. Adam has a special rod that he uses with a feeler gauge to check if there are low spots on the deck. Then prior to any grinding, the top of the block is taped off so that grit does not enter the cylinders. Next the valve guide holes were cleaned out and the proper pilot is inserted into the valve guide. We had previously reamed the guide hole.



Checking Deck for Flat

Then after dressing a stone, the first cut on the engine deck was made. The angle of the valve is 45 degrees and the angle on the stone was cut at 46 degrees. This allows the valve a better chance of sealing in use. The pilot has to be inserted in the valve guide hole so it is tight and properly centered. The end of the pilot is ground to 0.328", but is tapered about 0.001". That way it can be inserted tightly. The 46 degree stone cuts into the block deck until the cut looks clean and consistent. There should not be any dark spots, which are pits and the width of the cut needs to be consistent all the way around the cut. If the cut is wide on one side and narrow on the other, this indicates that the valve seat is off center a little or the valve guide hole had worn on an angle. Then when the reamer was used the reamer followed the slight angle, putting the hole off center. The solution for this is to grind a little deeper until the narrow part of the cut is similar in size as the other valve

## Grinding the Valve Seats



cuts. The stone has to cut straight after each valve hole. The edges become worn and a slight groove appears. This will cause a poor grind if used without shaping the stone. These stones are made of aluminum oxide or simulated ruby. These will cut the soft cast iron nicely. If your engine has hardened valve seats, these types of stones will not work. Special stones are needed to hardened seats. While Adam was grinding #3 exhaust valve, he felt that the grinding was doing something irregular. He suspected a crack in the seat area. Using a MagnaFlux machine we found a slight crack. At this point we could have installed a hardened seat, but Adam figured that since this car doesn't drive a LOT, the crack would not make a difference. AND if it did, this hole is in the center of the engine and his portable machine for installing hardened seats would work fine without removing the engine. We then measured the center of the valve face and compared it to the center of the ground seat. It should be about 1/2 way down the valve seat. After all the 46 degree angles were cut, the stone was changed to 30 degrees and the seat were ground again. This cuts the very top of the seat and relieves the hole slightly. This make the actual valve seal a little smaller. This is done so that should any carbon or other matter will not stay on the valve seat. A smaller valve contact will tend to



### 1926 Model T Coupe,

Stored in the UP

Ground up restoration, rebuilt engine, adjustable valves, oil slingers on crank, diode cutout. Large STOP tail light. Aer-more whistle.

Extra parts; 1 steel wheel, pistons, engine block, crankshaft, head, extra transmission and bands, wrenches,

horn, Ford manual, and other literature. Generator, starter parts, jack, Sun visor, frame and rain gutters.

Asking \$9000 or best offer

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crush the matter or push it out of the way. This extra grind is similar to chamfering the edge some. After 30 degree cut another stone at 60 degrees is used. This chamfers the inner edge. Adam used a little marking fluid on the seat in order to more easily see the cut. Since both the 30 and 60 degree cuts are only slight the stone does not need to shaped as often. Next the valves

#### Lapping Valves



are marked 1 through 8, front to back; and lapped into their seats. The valves were marked by grinding slight nicks into the heads. This is important in that each valve is fitted to a



#### Checking for Cracks, MagnaFlux

particular hole. Jeff was employed as the valve lapper. About six dots of lapping compound was applied to the valve face and then lightly lapped into the seat. The valve is rotated back and forth with only the weight of the valve and tool to push downward on. Fresh compound makes a loud grinding sound and as the compound is used and thrown out, this sound diminishes. The lapper must then raise the valve and this allows the compound to move back on the face of the valve and lapping continues. This is done 3 or 4 times. Once all the lapping is finished, each valve has a little bluing applied to the valve face. Then with the lapping tool the valve is inserted into it's valve guide. The valve is moved up and down some to get a feel of where the center is and then stamped into the Go To P.12

#### Driver in the tree



## Belvidere - Little Hershey Swap Meet & Car Show

Saturday May 18, 2024

Boone County Fairgrounds

Route 76 North Belvidere Ill

Let's See What Little Hershey Swap Meet Is All About! A  
modern metal tour

While the gates open at 6 a.m., we don't have to be there that early. Let's meet for breakfast along the way. We can meet at Westwind Diner in Darian at 9:00 a.m. To get to the diner, take I-43 to exit 15. Turn left to go under the expressway. The diner is approximately 200 yards on your right. **Let Jeff Clark (414-281-9848)** know if you are going to join us so he can give the diner an accurate head count.



## ROCHESTER MEMORIAL DAY PARADE

**May 27, 2024 @ 10:30AM**

Meeting location

Chubby's Cafe

S91W22985 Milwaukee Ave

Big Bend, WI 53103

We will meet at Chubby's Cafe at 10:30 AM. We will line up at 01:00 PM for the historic Rochester Memorial Day Parade. This parade has been an annual event for the last 170 years. The Parade starts at 01:30 and should last about 30 minutes. After the parade we will tour some nice back county road to East Troy for some ice cream at J Laubers Ice Cream Parlor (if they are open).

**Contact: Jeff Clark  
(414) 281-9848**

### Something New in 2024

Your President has said:

Grapes are wine in pill form. Larva was a great band before the Beatles emerged.

Math puns are not all bad, just sum. I have a fear of speed bumps, But I'm slowly getting over it.

What did the right eye say to the left eye? Something smells between us!

What did the plate say to the fork? Dinner is on me!

Why did the student eat her homework? Because the teacher told her it was a piece of cake!

*From Mickey Wilkowski If anyone has words of wisdom, you can be a guest humorist. mail them to the editor.*





## 2024 Annual PICNIC

**JULY 21, 2024 -- 11am**

Jeff & Denise Schmittinger's Home  
 S47 W33727 Fox Hollow Drive  
 Dousman Wis 53118  
 (262) 307-5167

Plans are in the works that the meat, beer, soda and water will be furnished. Every family coming will be asked to bring a dish to pass. Please coordinate your dish with Erv and Mickey so that we don't have eight baked beans and no salads. We are also requesting you bring lawn chairs if you have them – if you don't, don't worry about it, let us know and we will bring extras.

We plan on meeting at Erv & Mickey's around 10 am, then driving to Sunset Park on Sunset Drive west of Waukesha. If you trailer your car, you can meet us at Sunset Park and leave the trailer here. We will then leave Sunset Park about 10:45 for the Picnic.

Please RSVP,      **DEADLINE DATE: July 14, 2024**



## GERMANFEST

SATURDAY JULY 27, 2024

MEET AT NORTH END OF SUMMERFEST @ 11:30

CALL TIM KIRST(414) 305-0248 FOR DETAILS

The moon is full

## The Dairyland Tin Lizzies MODEL T UNIVERSITY June 8, 2024

Place: Rich Edler's Garage  
W 4502 Clear View Road  
Waldo Wisconsin

Time: 9:00 AM to ??:?? PM

Topics and Presenters:

- Various

The Dairyland Tin Lizzies have invited the Greater Milwaukee Club to this University. Rich always puts on an enjoyable time and an excellent feed



Saturday June 15, 2024

Founded in 1961, the Venerable Fire Collection Inc. is a non profit and tax exempt, educational foundation, with the sole purpose of preserving for perpetuity the essence of an era only recently past. The collection consists of 40 pieces of fire fighting apparatus and an extensive collection of fire fighting memorabilia dating back to 1860. We will meet at McDonalds on Moorland road across from Brookfield Square at 9:00AM. We expect to leave at 9:30AM and drive north to Jackson where we will have brunch, leaving at Noon to arrive at the Museum at 12:30PM After enjoying the Museum we will depart the Museum and return home on our own. This is a rain or shine event. If either the weather or your Model T is not cooperating, bring your modern iron. Please RSVP by June 1, 2024 so that we can coordinate

out tour activities.

**JEFF SCHMITTINGER (262) 307-5167**

For those that are not near the Brookfield Square, you can join the tour on the Route. We plan on driving north on Moorland road, then Pilgrim to Hwy 145. Then Northwest to Hwy P to Hwy 60. Brunch will be in Jackson. After Brunch, will we take Hwy 60 back to Hwy P, then North to Cedar Creek Road, west to Hillside road, North to the Museum.



# Yellowstone Trail Day

Saturday

**June 1, 2024**

**9 a.m. to 3 p.m.**

The Yellowstone Trail began in 1912 when a group of South Dakota businessmen worked to establish a route from Boston to Seattle for early automobile tourists to travel cross country and visit Yellowstone National Park. In southeast Wisconsin, the Yellowstone Trail followed the route of Hwy. 175 in Washington, Dodge and Fond du Lac counties. Many businesses catering to the influx of automobile tourists sprung up along the trail. The Yellowstone Trail Association provided maps, marked the trail with signs and painted yellow arrows, and promoted the route until the 1930's. The YTA again promotes the Yellowstone Trail as a fun and historical auto route today.

**Learn more about local history and the Yellowstone Trail on Yellowstone Trail Day!**

**Byron, Slinger, Lomira and Theresa** historical societies will be open to welcome visitors

**Saturday, June 1 from 9 a.m. to 3 p.m.**

Start at any of the locations and get your free Yellowstone Trail tour guide to begin your time travel experience and see landmarks from the era still here today! Visit multiple historical societies in one day! Enjoy a fun day on the road with other vehicles, old and new, celebrating the history of "A Good Road from Plymouth Rock to Puget Sound".

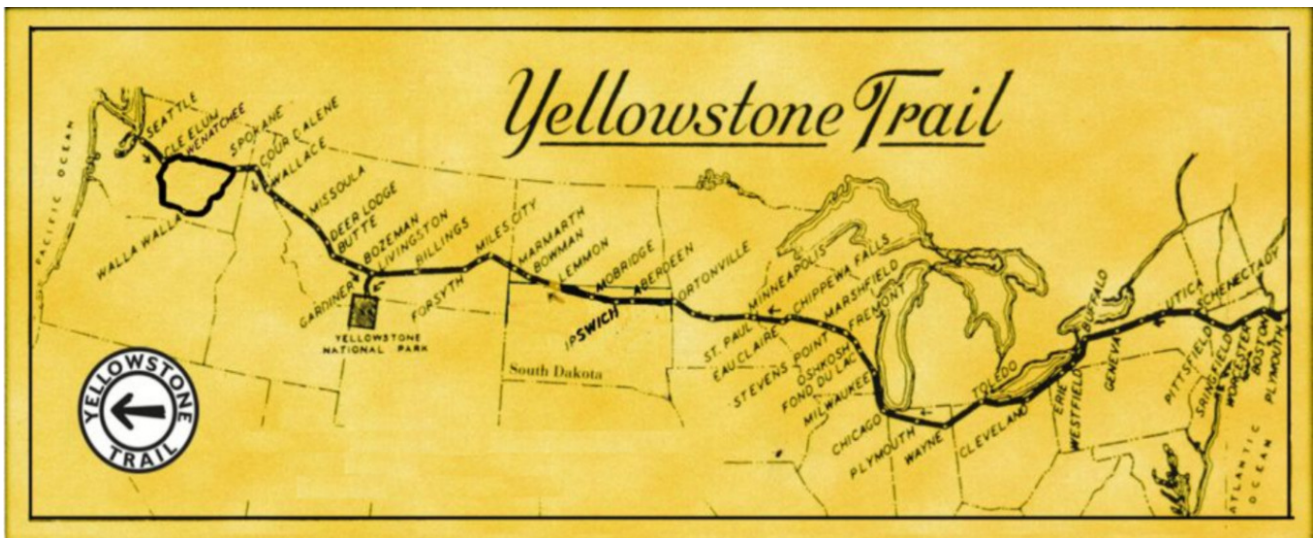
**Byron Historical Society**  
 Byron Town Hall  
 N3097 Highway 175  
 Byron, Wisconsin

**Lomira Historical Society**  
 Silver Leaf School at Sterr Park  
 Pleasant Hill Ave.  
 Lomira, Wisconsin

**Slinger Historical Museum**  
 414 Kettle Moraine Drive South  
 Slinger, Wisconsin

**Theresa Historical Society**  
 Solomon Juneau House  
 201 South Milwaukee Street  
 Theresa, Wisconsin

For more information, contact Jim at 262-224-9734



**And so was he**

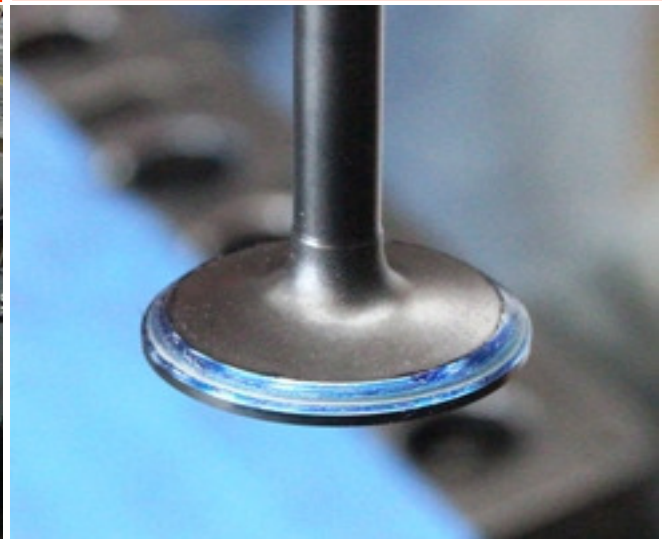
# Model Coach House

seat. The bluing should be transferred evenly to the seat and the valve face should also show an even coating of bluing and there should be a bright shiny ring where it made contact with the seat. 7 of the 8 seats were OK, one had to be lapped a little more. This was all we did today. The engine was returned to Mike's garage, where we will continue working on the engine next week.

Checking the valve & seat for seal



Contact rings shows good seal



## JIM OLIVA'S MODEL 'T' TIPS

Like many of you, I'm doing my spring Model T maintenance. Check the tire pressure, changed the oil, start her up and drive to the gas station for some fresh gasoline. My car was not running it's best, so I drove a little more to try and get an idea of what was not right. Back in the garage, I started with the coils and timer. After a cleaning and setting the car showed no real change in performance. Back to the garage, removed the carburetor in hopes of finding a big wad of dirt, nothing. The next item was the sediment bowl. I loosened the drain at the bottom and.....

nothing. Not a drop came out. Here was the big wad. So, I removed the bottom brass fitting and it dropped, along with all the dirt and gasoline into my soup can catcher. There was quite a bit of dirt, plugging the screen. But, I also found that the bottom brass fitting would not thread back into the bowl. The threads in the bowl had rusted away to the point where they would not hold. To repair this mess I removed the bowl, flushed out the gas tank and purchased a new sediment bowl from Adam Doleshal. The engine runs like a champ again!

Mike Zahorik wrote this tip. Safe driving!



*Jim Oliva*



lifting, lowering and wiggling back and forth, but eventually they slipped together. The back ring was bolted in place. Next the wishbone was bolted and wired into place, followed by the transmission ears. Jeff Schmittinger and Erv Wilkowsky installed the generator, while Jeff and Jim Clark worked on fitting a new firewall. The coil box was bolted to the firewall and the wiring was terminated. The steering column was a group effort. The initial ignition timing was set and we were ready to attempt an engine start. Oil was added to the crankcase, the gas was

turned on and the carburetor drain was opened to make sure fuel was in the carburetor bowl. We didn't have the radiator on so we could not run the engine long, but we would see whether or not the engine would run. The battery was connected, the choke was applied and Jeff cranked the engine with the starter. On the first try, the engine popped, but did not continue. The second try, produced a few more pops, then on the third try when the engine popped, the timing was advanced and the engine picked up speed



and ran. A little carburetor adjustment and she ran pretty good. We were concerned that the old timer was not the best, so before we called it a day, a New Day timer was used to replace the old Milwaukee timer. The Milwaukee would not make contact in a consistent manner. The new timer seemed to improve the run some, but we could not run the engine long, so as not to over heat it. So we will have to wait until next time to hopefully finish up and do a test drive.



# MAY 2024

## Model T Ford Club Greater Milwaukee BOARD MEETING

**May 7, 2024 7:00 PM**  
**Mark & Marge 's Home**  
18172 West Hillcrest Drive  
New Berlin Wis, 53146  
(262) 679-9475

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

### 2024 CALENDAR

#### January

20 Model T University  
28 Sunset Playhouse (see page 16)

#### February

10 Coil Seminar  
18 Sunday Brunch Olive Garden  
25 Model A Swap Meet

#### March

3 Sunday Bingo

#### April

28-30 Jefferson Car Show

#### May

18 Little Hershey  
27 Rochester Memorial Day

#### June

1 Yellowstone Stone Trail Day  
8 Model T University  
15 Fire Apparatus Museum

#### July

4 Parades Alcott Park Cudahy  
21 Summer Picnic  
27 GermanFEST  
27 Heritage Day Parade

#### August

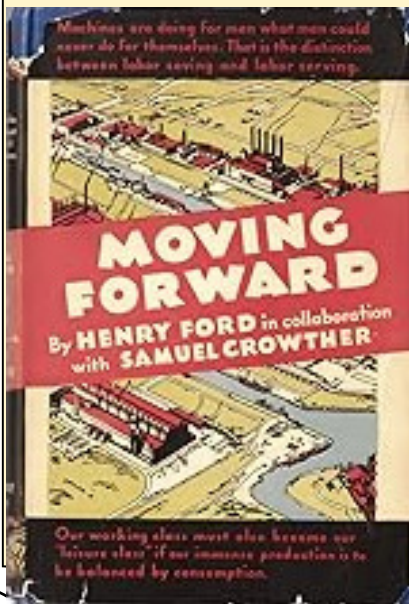
8-10 Michigan Model T Jamboree

#### September

7 Bayside Car Show

#### November

2 President's Dinner



### Moving Forward

by **Henry Ford & Samuel Crowther**  
ISBN-13 : 979-8857481738  
**1931**  
**296 pages**

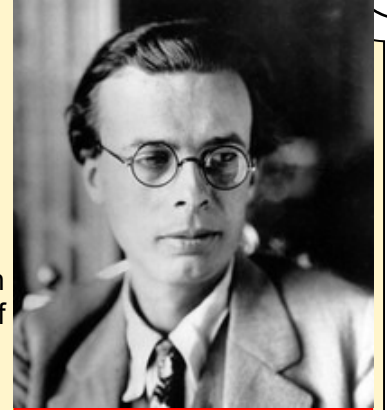
#### Chapter 2 -- The Place for Wages

"An employer who is not fit for his job comes under the same law as any other inefficient worker. There is nothing in his status as employer that will save him. He has responsibilities but no divine right. If he is a good man in his job he will pay good wages, just as he will make a good product. And his workmen, directed by him, will be enabled to earn good wages. It is a matter of efficiency, not philanthropy. The only pride or satisfaction either may have in it, or even gratitude, is the feeling that this is a world that yields right results to right efforts. "

This is a direct quote from the Moving Forward book.



**Edsel Ford** says, Aldous Huxley wrote of a fictional society, in his novel *Brave New World*. Dad's innovation and legacy seemed rather cold and impersonal to Huxley. There were many changes, rapid and quick changes in early part of the 20th century and Dad played a large role in the American Industrial Revolution. The Model T completely altered the way people and industry worked, but so did many other items of that time. Although Dad didn't really invent the assembly line or the concept of mass production, it's been pinned to him. The assembly line was fast and efficient, but impersonal. Each worker



**Aldous Huxley**

### 2024 Board of Directors

President	Jeff Clark	(414) 281-9848
Vice Pres	Mark Kranz	(262) 679-9475
Treasurer	Erv Wilkowski	(262) 784-5614
Secretary	Mike Zahorik	(262) 784-2291
Board	Chris Schoenemann	(262) 388-1708
	Jim Oliva	(262) 698-2337
	Gary Grey	(262) 574-9263
	Jeff Schmittinger	(262) 307-5167
	Ed Cassel	(414) 232-6273
	Frank Imp	(414) 327-0387
	Jim Clark Jr	(262) 212-6671

had a specific task which was trivial on its own, but put all the different little

tasks together, and you get mass production. The assembly line took the individual out of production. It is off of this impersonal productivity that Huxley's *World State* functions.

In the book, Dad became a symbol of innovation, automation, and progress; in other words, the main foundations and themes which make up *Brave New World*. Huxley paints a picture of what he imagines an automated world would look like, creating an assembly-line society without individuality or curious thought. He takes Dad's innovation and impact on the mechanical world and stretches it to the extremes. Aldous Huxley was not very happy with how the times were changing, and if you ask most people, they would say they don't like change either. Many so called 'good things' are forever lost to change, but if it were not for change all the bad in the world would stay for ever.

### Cheese Cake using Bakers style cottage cheese

From the kitchen of Jim Clark Jr.

Dough:

1 3/4 cups flour, 1 cup shortening (1/2 butter), 1/2 tsp salt, 3 Tbsp sugar

1 tsp baking powder, 4 Tbsp milk

Mix the ingredients together and pat into a grease 9x13 pan

Filling:

1 lb Bakers style cottage cheese (Bright Star brand), 1 cup sugar, 2 Tbsp flour, 1/2 tsp salt

3 eggs beaten, 1 can evaporated milk (13 oz), 1 1/4 cups regular milk, 1 tsp vanilla

Mix together and pour into pan, sprinkle a little cinnamon on top

Bake for one hour at 350°. Test with knife. *This is an inherited recipe from the Clark ancestors*





WE'RE ON THE WEB  
 HTTP://WWW.  
**MILWAUKEEMODELTCLUB.COM**



**M O D E L T  
 G R E A T E R M I L W A U K E E**

**F O R D C L U B O F**

Corresponding Secretary	Mickey Wilkowski	(262) 784-5614
Incorporation	Tod Wirth	(262) 305-8495
Membership	Erv Wilkowski	(262) 784-5614
Elections	Ed Cassel	(414) 232-6273
Sunshine News	Mickey Wilkowski	(262) 784-5614
Roster	Denise Paulson	(414) 477-2013
Web Site / Newsletter	Mike Zahorik	(262) 784-2291
Seminars	All members of the board of Directors	



**We drive'm, we don't tow'm around**



Milwaukee Model T Club  
 Nylon Jacket with light  
 liner, Xs - 6XL.

**Contact Erv or Mickey Wilkowski  
 (262) 784-5614 — 8/4/2020**

Jacket with Logo \$30.00 Xs - XL  
 Jacket, Logo & name \$33.00

Shirts and Jackets have to be ordered and may have a higher price.

Milwaukee Model T Club Polo Shirts Red with club logo.  
 Shirt with embroidery \$14.00  
 Shirt, embroidery & name \$17.00



Also available immediately from Erv,  
 0 — Milwaukee Model T Red Logo Baseball Caps \$8.00 each  
 5 — Milwaukee Model T Red Winter Knit Hats \$9.00 each  
 3 — Shirts with embroidery (size2XX) \$12.50 each

