

Rockford Model T Ford Club Newsletter



January 2023



MEMBERS WORKING FOR YOU:

President	Aaron Crandall
Vice President	Steve Kindell
Secretary	Deb Werner
Treasurer	Jay Larson
President Emeritus	Steve Kindell
Directors	Bill Werner Craig Sheridan Duane Bunton Dave Lantz
Newsletter Editor	Kurt Duesterhoeft
Little Hershey	
Swap Meet	Dave Lantz
Sunshine Persons	Duane & Cathy Bunton



PURPOSE OF THE CLUB

The purpose of this chapter is to promote the interests of the public in the preservation and restoration of antique autos, particularly the Model T Fords, their accessories, lore, and literature.

AT A GLANCE – CALENDAR OF UPCOMING CLUB EVENTS

<u>Date</u>	<u>Time</u>	<u>Event</u>	<u>Location</u>
No meetings in January or February			
Wednesday March 1	7:00 p.m.	Monthly Meeting	United Lutheran Church 3630 N. Rockton Ave.

Final Notice! If you haven't already paid your dues, there's still time. The deadline is January 1st. You can make out a check for \$15 to:

Rockford Model T Club

and mail it to our treasurer at:

**Jay Larson
2103 Guilford Rd
Rockford, IL 61107**

Rockford Model T Club Board/General Meeting Minutes, December 7th, 2022

Rockford Model T Club

Board/General Meeting Minutes

December 7, 2022

President Steve Kindell welcomed everyone and called the meeting to order at Goodwill facility, Rockford. Officers, Board and club members present included: Steve Kindell, Jay Larson, Deb Werner, Bill Werner, Duane Bunton, Aaron Crandall, Craig Sheridan, Wayne Orrison and Phyllis Orrison, who brought the lovely coffee and treats festive display!

Secretary Deb Werner read the minutes of the club's December 2022 meeting. Jay Larson moved to approve, seconded by Craig Sheridan.

Treasurer Jay Larson read the treasurer's report. Duane Bunton moved to approve, seconded by Wayne Orrison; approved.

Old Business: Jay Larson confirmed his brother's Rockford Model T Club membership. Jay also states the cost to rent the Rockford Public Library meeting is \$30 per hour. Club members said they will explore options for free or low-cost meeting place alternative locations and discuss at the next meeting.

New Business: Election of officers took place for 2023. The club members welcomed a new club president, Aaron Crandall, and a new vice president, Steve Kindell. Secretary Deb Werner and treasurer Jay Larson remained in their respective offices. A motion was made, seconded; approved. Craig Sheridan said he wanted to remind club members that his church, United Lutheran Church, located at the corner of N. Rockton and Riverside, is no cost to hold any club meetings. Club members discussed the offer and a motion was made by Wayne Orrison and seconded by Duane Bunton; approved. The next club meeting will take place March 1, 2023 at the church.

Little Hershey: Steve said Dave Lantz emailed and Dave said he was waiting for a call back from Deb at Boone County Fairgrounds and also waiting to hear from the Robotics Club. Dave is also looking into possible food services and vendors that are licensed with Boone County Health Dept.

Future Club Events: May 6, 2023 – Cars and Coffee, downtown Rockford. The club will not host the event but will be displaying our Model T cars.

Members Projects: Craig said he is trying to replace the fuel pump diaphragm on his 1929 Franklin.

Steve Kindell made a motion to adjourn the meeting; Craig Sheridan seconded; approved

Next Club Meeting: Wed, March 1 at 7:00 p.m. – new location! United Lutheran Church, located at the corner of N. Rockton and Riverside, Rockford.

Those celebrating this month:

Birthdays

Dorothy Heltness 1/1
Ron Ehrenhofer 1/3



Monthly Meetings – New Location and Time

Mark your calendar. We'll be taking January and February off, so our first meeting of 2023 will be **Wednesday, March 1st at 7 p.m.** Note the change of time and location – we will be meeting at United Lutheran Church 3630 N. Rockton Ave. It's on the corner of Rockton Ave. and Riverside Blvd.

Officer Elections

At the December meeting Aaron Crandall was elected Club President and Steve Kindell was elected Vice President. The other officers and Board members remain unchanged. All of the positions are now filled! It's been quite a while since we've had that. Thanks to Aaron and Steve for stepping up and thanks to Deb, Jay, Bill, Craig, Duane, and Dave for continuing to serve the club.

Annual Banquet

At the October meeting it was decided to move the banquet from fall to spring. The annual banquet is being planned for Sunday, April 23rd 2023. Sheryl Stier has volunteered to coordinate the banquet, but more helpers are always welcome! Look for more details to come in future newsletters.

2023 International Meet

"Beer, Cheese, and Model T's" is the theme of the International Meet scheduled for July 16 – 21, 2023 at Devil's Head Resort in Merrimac, WI. The Meet is not likely to be this close again for many years. So start thinking about attending! For more information or to get email updates, go to the tour website:

<https://www.2023modelttour.com/>

You can register on-line for the hotel using the link below. Use Group Code **71623MTF** when you register to get our special rate. Lodge/Inn/Premier Rooms should be \$119 per night plus tax. Suites should be \$139 per night plus tax.

<https://www.devilsheadresort.com/lodging-condos-resort-sauk-merrimac-wi-wisconsin/>

Alternatively, you can call (608) 493-2204 and press 1 to get reservations. Ask for the Model T Ford block of rooms.



Little Hershey Update

The Little Hershey Committee has met numerous times to brainstorm ways to improve the event and increase attendance. Work is ongoing, but here's a few things they've come up with:

- Increased advertising – The group has looked at ways to target the automotive enthusiast crowd through local, national, and club publications. They've identified over 50 local retailers where we can put up posters. Those businesses have been grouped into five regions:
 - Rockford East
 - Rockford West
 - Rockford North/Loves Park/Machesney Park
 - Belvidere/Marengo
 - South Beloit/Caledonia/Rockton/Roscoe/Poplar Grove
- Improved signage at the fairgrounds
- Emphasis on older cars for the Cruise-In
- Have a Hit and Miss engine demonstration
- A portable PA system that can be used with a golf cart to make announcements and play music in the vendor area.
- Food vendor needs a highly visible location and needs to provide breakfast and lunch items.
- Investigate alternative DJs for the car show/cruise-in

Non-Club News - Stroll on State Parade and Car Show

Dave Lantz chauffeured the Grand Marshalls in his Mustang at the Stroll on State parade in downtown Rockford. The Davies family donated the tree giving them the honor of being Grand Marshalls. This year the annual event added a car show which attracted around 20 cars. Over 800 people voted for their favorites with the winners walking away with some nice Christmas cash.





Dave drives the Grand Marshalls in the parade



Here's a list of proposed activities for 2023. Some folks have already stepped up and volunteered to host an event. January is the traditional time for resolutions, so take a look at the list and resolve to host or chair an event for 2023. It's only through volunteering that the club can continue to keep our hobby active.

Date	Event	Host/Chair	Event Location or Meeting Place
January	New Years Day Tour		
April	Ladies Day Out		
April	Tech Seminar		
April	Dust Off Tour		
April 23rd	Annual Banquet	Sheryl Stier	
May 18th	Little Hershey Set Up	Dave Lantz	Boone County Fairgrounds
May 20th	Little Hershey	Dave Lantz	Boone County Fairgrounds
May	Memorial Day Parade	Steve Kindell	Downtown Rockford
June	Dairy Breakfast	Duane Bunton	
July 4th	Kirkland 4th of July Parade	Duane Bunton	Baumann Park Cherry Valley
July 16th - 22nd	International Tour Devil's Head Resort		Merrimac, WI (608) 493-2204
July	Surprise Tour		
August	Sycamore Steam Show		
September	Overnight Tour		
October	Fall Tour		
TBD	Christmas Party		

Auxiliary Transmissions and the Rockford Connection

By Kurt Duesterhoeft

It could be argued that the Model T created the automotive aftermarket industry. It seems everyone and their brother wanted to cash in by offering some sort of gizmo, gadget, or contraption for the Model T. Some of these inventions were quite useful while others made great claims that never came to fruition. One of the more useful accessories was an auxiliary transmission. These transmissions were installed between the stock planetary transmission and the rear differential, allowing the driver a greater combination of gear ratios. Using a lower gear ratio gave the T more torque for pulling heavier loads while a higher gear ratio gave more speed at lower rpm. At one time there were over twenty different brands of auxiliary transmissions made in the U.S., and two of them were right here in Rockford.

The Mohawk transmission was a sliding gear unit that installed directly behind the stock planetary transmission. From the literature, it appears to be a 3-speed unit. If the stock transmission was left in high, the driver had three forward gears to choose from, plus reverse. However using both the high and low speeds of the stock transmission gave the driver a total of six forward speeds and two in reverse. Not much else is known about the Mohawk company. Exactly where they were located, when they were in business, and what happened to them has been lost to history.

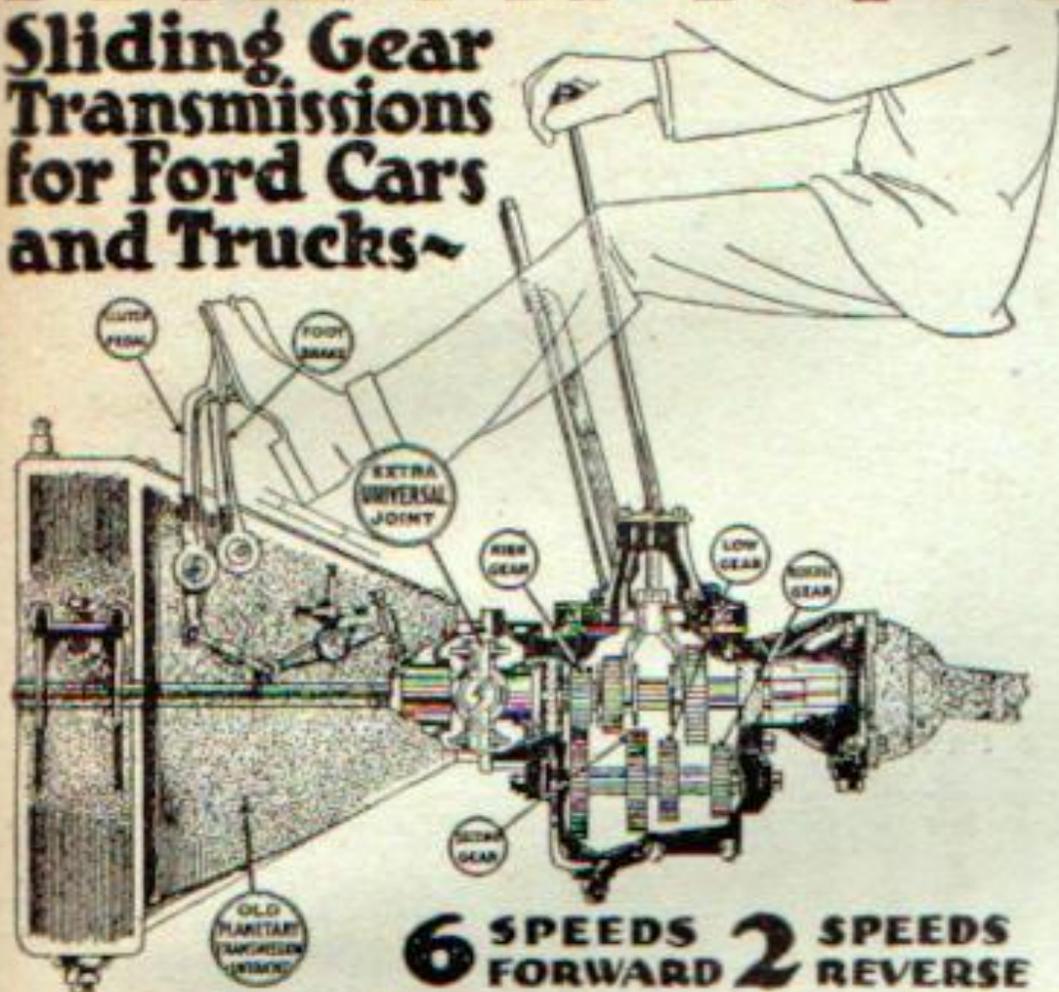
The Price-Hollister company was located at the corner of 20th Avenue and 9th Street before moving to 1907 Kishwaukee Street. They produced a line of auxiliary transmissions called Jumbo, named after a legendary elephant, and used an elephant in their advertisements. Jumbo the elephant was an enormous African bush elephant that P.T. Barnum bought from a London zoo in 1882 and put in his traveling circus. Jumbo was the first African elephant in North America and is estimated to have stood almost 11' tall at the shoulder. The Jumbo and the Jumbo Giant transmissions both mounted to the back of the stock Ford transmission. The Jumbo was a two-speed unit and was offered in both a car and a truck version. The Jumbo Giant, like the Mohawk, was a 3-speed unit with reverse and was marketed for passenger cars. In fact, the Jumbo Giant and the Mohawk are so similar that some have speculated the Mohawk was actually made by Price-Hollister and marketed under the Mohawk name. This might also explain why there seems to be so little information about the Mohawk company. Whatever the story was, we'll probably never know for sure. In 1926 Price-Hollister introduced a rear-mounted transmission called the Jumbo Planator that mounted to the differential, available for both cars and trucks. This appears to be a two-speed unit which, when combined with the Ford transmission, gave the driver a total of four speeds forward and two in reverse. The Jumbo Planator was less than half the price of the front-mounted Jumbo Giant (\$49.50 vs. \$100).

When Ford introduced the Model A in 1928, it adopted the 3-speed sliding gear transmission which, by then, had become the de facto standard for almost all automobiles. The Model T's planetary transmission became a thing of the past and the demand for auxiliary transmissions declined. That, along with the Great Depression, appears to have been more than Price-Hollister could weather. They declared bankruptcy in 1933.

Dave Lantz has a Jumbo transmission and is planning to install it in his Model T. It will be great to see the Jumbo on the roads once again, back home where it all started.

MOHAWK

Sliding Gear Transmissions for Ford Cars and Trucks~



The MOHAWK TRANSMISSION is SUPREME in its field. It is the only complete unit with Extra Universal Joint which positively aligns the transmission, thereby preventing the transmission from coming out of gear and the premature wearing of parts.

The MOHAWK provides either three speeds forward and one reverse or six speeds forward and two reverse at the driver's option. Right hand emergency brake also adds to efficiency of operation.

Pays for itself in road construction and all heavy duty work by elimination of planetary trouble and saving in cost of hand replacements.

The MOHAWK is increasing Ford truck sales for dealers. It makes possible a standard equipped truck for much less than the original cost of other commercial trucks. Combined with the powerful Ford motor the MOHAWK TRANSMISSION is unbeatable by anything near the price.

DEALERS: The MOHAWK agency is profitable. Some territory is still available. Write quick.

THE MOHAWK CORPORATION

Dept. D—ROCKFORD, ILLINOIS.

New 4

Forward
Planetary
Speeds for
Fords
\$49.50



7 Big Points

1. It is **PLANETARY**.
2. Eighty per cent of the gears are standard Ford parts.
3. Priced the Ford way.
4. Simplest design.
5. Installed **EASILY** in 1½ hours.
6. Operated perfectly by any Ford driver five minutes after installation.
7. Invented by Charles E. Storr, famous axle and transmission expert.

A single, simple unit to bolt right ahead of the differential housing.



A Big New Field of Profit for You

At a price clear under other transmissions, Jumbo now offers you a planetary gear shift that is the last word in performance. It provides a 4-forward, 2-reverse speed selection. It exactly doubles the Ford's power.

Consider Jumbo Planator's advantages. Consider its sales possibilities. You know it will sell—and in volume. Every foresighted man knows it. Consider yourself as the logical dealer in your locality to cash in right now while the season is on. \$49.50 for passenger car type—\$69.50 for truck type. You can see what those prices mean, in volume!

Use the coupon below as a reminder—rip it out and let it start the full details moving to you now.

JUMBO **PLANATOR** for FORDS GEAR SHIFT

THE PRICE-HOLLISTER CO., Dept. E., Rockford, Illinois.

I am interested in details of Jumbo-Planator Transmissions for Ford cars and trucks. Without obligation, send me descriptive details.

NAME _____

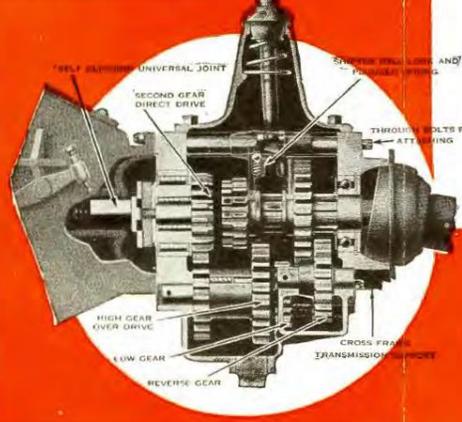
ADDRESS _____

CITY _____ STATE _____



Big Value At Low Cost
 Passenger car speed and economy in overdrive — giant power and dependability in underdrive. Made throughout from the best of materials and designed for quick and easy installation.

List \$100
 with Complete Attachments



Three Speeds Forward and One Reverse

“JUMBO GIANTS” Give You Everything that Highest Priced Cars Have—and What Only a FORD Can Give.

Specifications
GEARS Nickel steel drop-forged gears —strong enough to hold any three-ton truck ever built.
BEARINGS Roller and ball bearings throughout.
SHAFTS Ten spline shaft for easy shifting.
CASE One piece case with supporting member at rear.
PROPERLY ATTACHED Patented method nickel steel through bolts for attaching. (Can't come loose.)
LUBRICATION Continuous oil bath.
ALIGNED with JUMBO Self-Aligning Universal Joint.

THE finest and most complete transmission for Fords in the World now enables you to place your Ford in a class with the regular gear shift automobile. Here are six of the many reasons why it will handsomely pay you to equip your Ford with a JUMBO Giant Transmission:

JUMBO FEATURES

- (1) Three Speeds Forward and One Reverse—the only transmission that combines overdrive, direct and underdrive with a REVERSE GEAR.
- (2) The most powerful transmission built for Fords—more than doubles pulling power in emergency low (maximum low gearing 66.6—1.)
- (3) 30% more speed in overdrive.
- (4) Provides seven speeds forward and three reverse.
- (5) Eliminates planetary band replacement.
- (6) Gives the Ford the same drive and control as the larger cars.

Jumbo Giant Passenger Car Gear Ratio Table

	10 tooth pinion *Mi (Standard Ford Per Part)	11 tooth pinion *Mi (Standard Ford Per Part)
Jumbo High Speed (Overdrive).....	2.92-1	50
Jumbo Second Speed (Direct Drive).....	4 -1	35
Jumbo Low Speed.....	7.37-1	18
Ford Low & Overdrive.....	8.64-1	15
Ford Low Speed.....	11 -1	11
Double Low Speed.....	20.2-1	6 1/2
Emergency Low Speed (Double Reverse).....	36.9-1	3 1/2
Jumbo Reverse Speed.....	9.2-1	14
Ford Reverse Speed.....	19.5-1	6
Double Reverse Speed.....	35.95-1	3 1/2

Our GUARANTEE Backed by \$2,000,000 Plant

JUMBO Transmissions are Guaranteed to do all that we claim for them and are guaranteed against breakages caused by defective material or workmanship. Any defective part will be replaced free of charge if returned to factory as per guarantee card attached to each transmission.

Manufactured By THE PRICE-HOLLISTER COMPANY ROCKFORD, ILLINOIS

