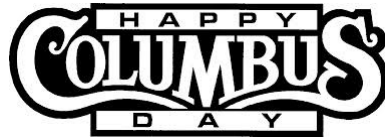




The FLIVVER FLASH

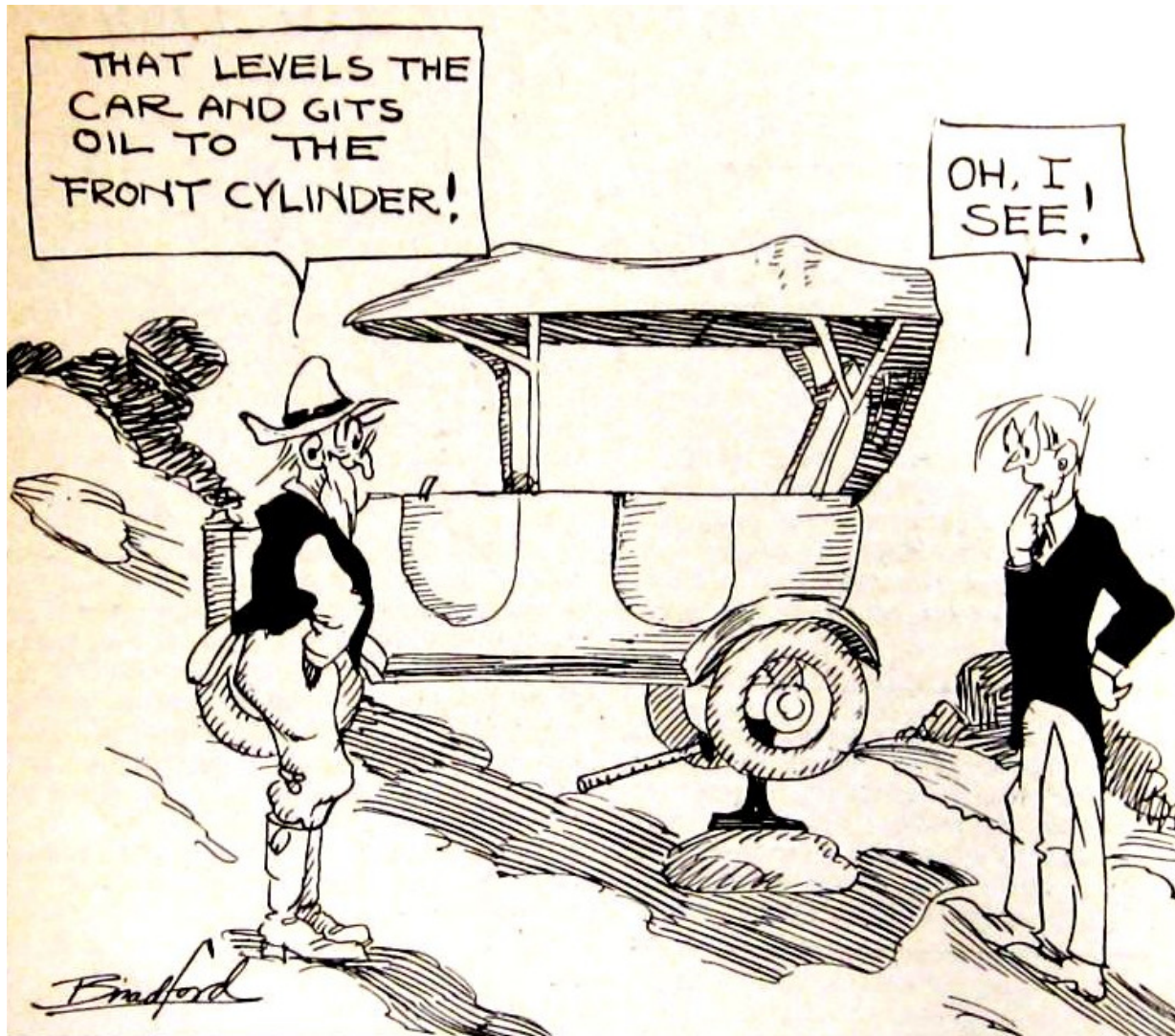
The Official Newsletter of The Space City T's ~ Houston, Texas

Fords crepitant primum, sed ipsi crepitant longissimae



Volume 37 Issue 10

October 2014



Inside This Issue

The Flivver Flash is published by the Space City T's chapter of The Model T Ford Club of America in Houston, Texas twelve times per year. This newsletter is produced for the education, edification and enjoyment of members and those expressing interest in joining the Space City T's. Said education, edification and enjoyment is as it pertains to the Model T Ford automobile. The Flash is also shared with other antique auto clubs. Other clubs may feel free to use articles from this publication with credit to this newsletter or the original source. News, articles, ads or anything of interest to club for publication must be submitted to the editor by the deadline of the 20th of month preceding the month of publication. Printing takes place the last week of the month. Annual dues are \$25.00 per year.

Space City Club Officers and Board Members

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Vice President	Broderick Thompson
Secretary	Stan Hoekstra
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Board Member	David Carter
Board Member	Bobby Wright
Board Member	Ted Adcock

The FLIVVER FLASH

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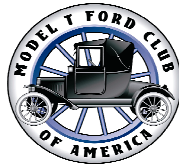
The Space City T's Club is the Houston, Texas Chapter of The Model T Ford Club of America. All questions concerning membership in the Model T Ford Club of America, The Vintage Ford magazine, MTFCA Library, Chapter Insurance, purchase of manuals, back issues or store items can be directed to the following address:

Model T Ford Club of America
 119 West Main Street, PO Box 126
 Centerville, Indiana 47330
 Phone: 765.855.5248

Fax: 765.855.3428

E-mail: jay@mtfca.com

Annual dues (includes six issues of The Vintage Ford)
 U.S. \$40.00
 Foreign \$50.00 Canada and \$56.00 for all other countries.



Irene Gilbert

-2014

It is our sad task to announce that Irene passed away on . . .
 Our condolences go out to Chester and the family.

Meet Your New Editor

Welcome to Clint Allred as the new editor of the Flivver Flash.

Clint has agreed to assume the editorship of the newsletter. We are in the process of getting Clint comfortable in his new role. This involves the transfer of club assets (club printer and peripherals) and one on one instruction on procedures and processes in the composition and production of the newsletter.



Clint

Please accord Clint all the courtesy, consideration and assistance that has been showered upon the retiring editor.

— Stan Hoekstra



Crankcase sluggish with sludge?

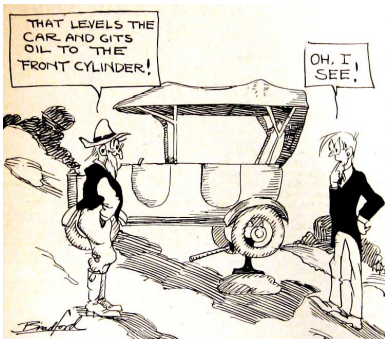
Best tonic for sick engines is Marvel Mystery Oil. In crankcase, it cleans up sludge, carbon deposits in a jiffy. In gas tank, it lubricates upper cylinder regions . . . keeps exhaust valves free . . . lets your car deliver its power-potential on less gasoline per mile.

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On The Cover



Walter R. Bradford was a writer and cartoonist known to the public in the teens and twenties.

He relates his experiences with Fords (Model T's) back in the day.

Follow the adventure beginning on page 4.

Cartoon by Walter R. Bradford

2014-15 Calendar of Coming Events

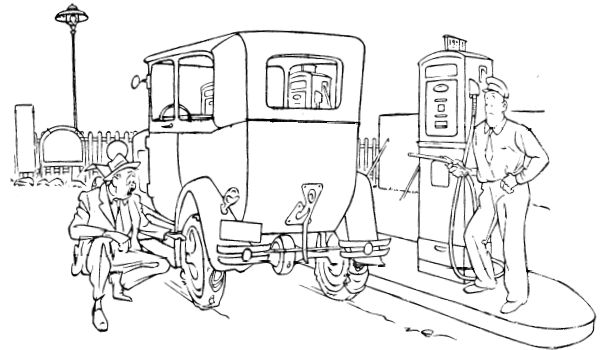
- September 10 **Space City T's Meeting**
2014
- October 1-4 **2014 Texas T Party**
2014 San Angelo, Texas
- The 37th Texas T Party leaves the hotel Wednesday at 1:30 with a visit to Aeromotor Windmill manufacturing plant, a 30 mile long drive around the lake and a car show with burger cookout at the Ford dealership. Thursday includes pictures at Fort Concho, a drive to the Goodyear Proving Grounds, lunch in Robert Lee, some fun hills and turns on Burma Road and an Ice Cream Social at the San Angelo Museum of Fine Arts. Friday, we will tour Native American Indian pictographs, lunch at Olfen, Texas with access to a beautiful "painted church", then the Barrow Museum near Eola, TX. Saturday will include a visit to West Texas Boy's Ranch, lunch at a winery, a drive with turns and fun hills, including a paved road though a private ranch, closing with the banquet in the historic Cactus Hotel ballroom, a 1928 Hilton Hotel.
- Marshall Huling, Chairman
- October 11 **Rally on the Roof Car Show**
2014 Sponsored by the
Houston Automobile and Transportation Museum
See item this page for details
- Oct 18 **Fall Festival and Chili Cook-off**
2014 Calvary Episcopal Preparatory School
1201 Austin, Richmond, Texas 77469
(281) 342-3161
- October 18 **Static Display Event**
2014 **Church Bazaar Food and Craft Show On Site**
Aldersgate United Methodist Church
13217 FM 1764, Santa Fe, Texas
From 9a to 4p
Parking for haulers nearby
- October 25-26 **27th Annual Speedster Endurance Run**
2014 Model T Ford Club of San Diego
See item this page for details
- November 8 **Fall Fly-in & Picnic**
2014 Pioneer Flight Museum
- December 7 **Space City T's Christmas Dinner**
2014 Christies Seafood
RSVP to Dave and Sandra Lucas - daverlucas@yahoo.com
- March **50th Annual MTFCA Meeting.**
2015 Hosted by The Orange County Model T Ford Club
- July 12-17 **MTFCA's National Tour**
Celebrating the MTFCA's 50th year
Cochrane, Alberta, CANADA.
Hosted by The Foothills Model T Club of Calgary

Election of Officers

A slate of officers and directors will be presented at the club meeting on October 8. The slate will be published in the November issue of the newsletter with the election to take place at the November meeting on November 12. Installation will take place at the Club Christmas Dinner in December.

If you wish to throw your hat in the ring or submit a nomination, contact President Rick McCracken at 281-351-0701 / rick.w.mccracken@gmail.com. Or, Secretary Stan Hoekstra at 281-858-5577/stanhoekstra@att.net.

Flivver Funnies



"I'm afraid three gallons will be about enough."

A Quick Guide to Texas Grammar



Where Are The Model T's?

The source of this tale is from a 1924 issue of the Ford Owner and Dealer. You will note that there is no mention of Model T. Prior to the introduction of the Ford Model A, Fords manufactured between 1908 through 1927 were generally referred to simply as Fords.

Many of our readers will remember Walter R. Bradford, writer extraordinary on Ford topics from any angle, and illustrator of his own writings. Brother Bradford formerly was a regular contributor and his remarks and sketches were enjoyed by all. However, a couple of years ago, he went on a fishing trip and liked "the great open spaces where men are men" so well that his colleagues in the city began to think he would never come back. But the prodigal has returned and begun to limber up his typewriter and sketching pen. Here is the fruit of this first offering and we hope there will be more. —Editor.

A Ford's a Ford For All That

By W.R Bradford

Who also drew the pictures

Bradford County, in Northern Pennsylvania, is noted for its hills. There, each hill is a starting place for profanity. Even cows, coming home to be milked, will detour miles out of their wsey to escape these breath robbing back breaking hills. What then of the automobilist? He breathes a silent prayer, retards his sprark—and gives her the gas. If he has a Ford, all is well, if the hill isn't too long, if he is an oldi-timer at the game, he will stop at certain intervals and jack up the hind end so as to let the oil run down on the front bearing, which has been cheated out of its share.. By the angle of ascension, of the Bradford County hills Nifty trick, what? Captain Frank Oore, of Rome, Pa is the inventor of this stunt, I think.

I landed at Nichols, N.Y. This is sixteen miles from Lake O' Meadows, Bradford County, Pennsylvania, where I was headed for a summer's holdforth with the pickere!— and a radio set. There I met the Captain, and loading up my three trunks, tool chest, provisions and a few other dunnages, we started. Coming a few miles out of the village of Nichols, we struck the first hill, which though teep, was but a love-kiss to the sturdy Ford, loaded as she was. She had a truck, or delivery body, and with the mass of cargo, and two passengers, it was a load of some weight.

The second hill was a corker; almost like the side of a church. Here the Ford stalled. I got out and pulled off a fence rail, and when the Captain would crowd her up the hill a few feet, I would do the Horation at the bridge stunt, and block the hind wheels with the fence rail. This kept up on the hills, and they were as the Smith family as to "numerosity." Going down one hill bu meant the get-ready for another one, of just a little "moreness."

The fence rail business finally becoming monotonous— besides raising blisters on my hands, got me to thinking. How's this? My Ford used to take hills on low while she was loaded. Sumpin' wrong here. I ambled over to the control room of the Ford. Hm-m. The spark lever was advanced as though for a level road. I pointed this out to the Captain. "Well, there no fool like an old fool," he said. "I never noticed it!"

I did no fence rail stunt on the next hill, steep as it was. The old Ford answered the call, and went up, though the radiator perspired immensely when we got there.



This performance filled the Captain with optimism, and he charged the next hill at a 40-mile rate, and he the Ford went up that hill in jig time. The baggage and myself, however, stayed behind, owing to the fact that a thundering bump jarred us out.

Lifting a trunk and a barrel of potatoes off my well-jounced anatomy, the Captain asked if any bones were broken. I said no, but I feared the potatoes were mashed up a bit, and would he please look and see if my radio set had stood the gaff as well as I had. Backing the Ford down the hill, we loaded up the plunder and got a flying start and by a herculean effort made the top of the hill. I'll admit, the Captain swore a bit, but this is always permissible—and expected, with Fords—and mules. Show either that you are afraid of them, and your goose is cooked. They can be mastered by the "cave man stuff."

Every Ford in that neck of the woods carries an anchor. I asked the Captain what this was for. He said: "You'll see." I did. When we reached the start of Currier's hill, the Captain said: "Now when she stalls, throw that anchor as far ahead of you as you can."

"Chowf!" The characteristic death-gurgle of a stalled Ford. I leaned over the bulwarks and heaved the anchor a good twenty feet. She took hold. Then, when the Captain gave her the gas, we keelhailed the critter up the hill by heaving on the anchor rope. Fact. This is the way we beat Currier's hill!



Climbing more hills of Brobdingnagian proportions brought us to Lake O' Meadows, a beautiful sheet of water, nestled down in a valley. The Captain drove the Ford right into the lake, submerging the radiator cap, which he took off and filled the radiator. "Treat 'em rough" is the Captain's motto with Fords. "Besides," he said, "What water gets in the bearings and oil trough, serves to wash out the grit. In proof of which, I never have any burned out bearings, or cut, or scored wrist pinson the crank shaft." Verily, here was a Ford that had the right kind of treatment, altho, the average owner, treating his car so, would shudder like a fond mother trusting her youngest in a den of famished hyenas.

Well, one man's meat is antoher man's poison. I use to change oil every 500 miles in my Ford., and use plenty of it, yet I seemed to have more trouble with scored and burned out bearings than the man who never put in oil till something squeaked. I can only lay this to the fact that some folks are so designated by fate to be in the way when a barn falls down. In other workds, I belong to that tlogde, where were it raining soup, none of us would have anything but forks and toothpicks. We were sitting around the sawdust cuspidor in the :cornor grocery" at Warren Center. Old man Beals drove a Frod—had driven it all over Bradford County, which, itself is evidence enough that he knows Fords. I aske him what considered the best combination; the plain, unadorned flivver, or the one with added benefit of the labor saving and efficiency of making accessories.

Beals refreshed himself with a fistful of fine-cut tobacco, and when the juice was well worked into the bearings, aimed a squirt at a hound dog under the stove and plunked him fair. After the ensuing hullabaloo had somewhat subsided, Beals spoke:

"I dunno. I never drove nuthin' but the naked critter, just as it came from the factory. A Ford is like a baboon. He's alright till you put a red coat on him, the he trys to be suthin' else, an' ceases to be an otherwise good baboon."

These sentiments met with a chourus of "that's so's" from the other members of the Sawdust Cuspidor Bund.

I asked if they had ever used self starters?—(the Fords there, were of the '12 and '14 vintage. Sturdy old buck sthat stood the gaff.) One or two said thdy had, but preferred the egg-beater method of starting the litle engine.

"Never had any trouble starting a Ford, to speak of" said Beals. If you start in right, with a Ford—or a woman, for that matter an' show you are the boss, either one will up-an-turkey, when you say so."

Ah's me! I see now where I started wrong in both instances. In consequence I am a hen-pecked man— and afraid of Fords! But gosh dingit, there's so many Fords! Everywhere I go a Ford comes at me, buszzin' and jes tearin' around like and infuriated June bug. (I'm afraid of them things, too.)

Some time after, an artist friend paid me a visit. He drove up from Phildelphia in a Ford equipped with a valve in the head arrangement, a Bosch mag. For ignition, and lot of other dow-hackers which save gas and profanity.

Friend Schrier, the Distirict Attorney of Bradford County had a Chandler— one of the Pike's Peak motor boys. He was the only one who had ever climbed Currier's hill on high. One day whe we were coming from Warren Center, we met this Chandler going up Currier's hill. My friend opend up everything on the Ford. "Are you going to try to pass that Chandler?" I asked. "Try?" he replied, "I'm going to do it." And he did! The pep that Ford had was marvelous! The devil's grandmother, pushing, behind, could have done no better.

The next thing was to give old man Beals a ride in this Ford. Striking the bottom of Currier's hill, old man Beals expected the usual going into low. Open goes the muffler—(and a roar like Niagara Falls on payday!). Half way up the hill Beals swallowed his cud of finecut in the excitement. "Sufferin' dinglbats" he shouted. "This is old Henry, himself. Yip!"

Beals now drives a Valve-in-head equipped Ford. He has the last word in in ignition, as well. A streamline body also adds to the gaiety of nations, and they call him "Zip" Beals, now. But he still uses the egg beater method of starting the motor.

"It's still a Ford, jes' the same" he said. "If I put on a self starter, the blamed thing would think I was afraid of it an' I'd have to git a Packard," he said.

Maybe he's right.

Classified Ads

For Sale: 1924 Coupe: Standard axle, good upholstery and paint, fatboy steering wheel, generator, side fence, honeycomb radiator, #4 exhaust leak. Asking \$8500.. Contact: Richard Smith Smith Tire & Auto



Place Your For Sale or Wanted Ad Here — No Charge

Do you have a Model T you want to sell or do you want to acquire a Model T? Have Model T parts you're looking for or Model T parts you are ready to part company? You've come to the right place. Let the editor know what you would like to place in your ad.

For Sale: 1917 Model T Touring Car I have \$15,500 invested and would like to get \$12,500. New tires, perfect body, It is a total restoration with electric starter. The body is rust free and in great condition. Ross of Lilleker Antique Auto Restorations reworked the transmission, clutch, and the engine runs great.



More photos at <http://transformationalchurchconsulting.com/about.htm>

For Sale: Rebuilt Model T Ford Components

Rebuilt Model T Transmission
Rebuilt Model T Starter
Rebuilt Model T Generator
Call Bill McRee for details

For Sale: Two Model T's



For Sale or Trade 2003 190 Bay Boat Triumph

In excellent condition. Has 115 Yamaha, Center Cold console, GPS, Fish Finder, MinnKotta Trolling motor, Triumph trailer. \$14,000.00 or best offer. Would trade for Model T. Contact Leon

The '24 has lots of extras such as a floating rear wheel bearing, high speed Ruckstell, Rocky Mountain brakes with Kevlar linings, ball-bearing 4th main, Kevlar transmission bands and clutch disk. The '15 has small version Rocky Mountain style brakes, starter and one piece exhaust/intake manifold.

For Sale: 1922 Coupe

Suicide doors, mechanically sound, runs good, good top and upholstery. Asking \$9,500. Contact Jerry Hathcoat—Brashear, Tx.

The engines in both cars were built with special updates. High compression heads, aluminum pistons, stainless steel valves, hardened exhaust valve seats inserts, adjustable valve lifters, four cam, modern spark plugs, alternator, modern carb and air filter. Both cars are 12 volt and have signal lights.

For Sale:

1927 Roadster New top, knockoff wire wheels, rumbleseat
1927 Coupe white wall tires, wire wheels, shims still in the main caps. Asking \$7,500 for each
Contact: Gaylord Willet Montgomery, Texas

Contact: Robert Kirk

For Sale: Walker Estate Model T's

- 1915 Brass Roadster,
- 1925 Fordor Sedan,
- 1927 Tudor Sedan,
- 1926 Roadster,
- 1925 Touring,
- 1924 Roadster with Chevrolet Transmission

For complete photo depiction of the collection, see page 6 of the October 2013 issue of the Flivver Flash.

Contact: Craig Corley



We've Moved Texas T Parts



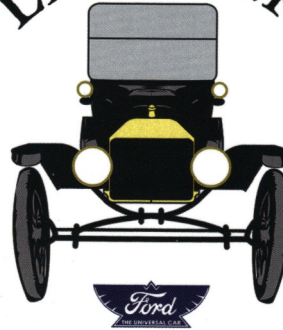
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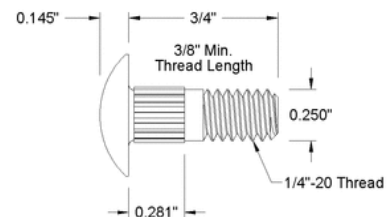
dwatson@tommievaughn.com
1145 N. Shepherd • Houston, Texas 77008

Technical Tip

The following was posted on the MTFCA website forum by Brian Eliason. If you have a need to replace the rivets holding hand braked quadrant to the the frame, this is an expedient method of using bolts. The McMaster-Carr part number 98060A211. It beats the appearance of a hex head bolt.

By [Brian Eliason](#) on Sunday, August 17, 2014 - 07:42 pm:

I used these ribbed neck bolts from McMaster-Carr. The diameter of the ribbed section is large enough that it fit tightly in the holes in the quadrant and frame so there was no slop like you would get with regular 1/4" bolts. When I installed them, they were tight enough that they drew in snugly as I tightened the nuts and they had no tendency to spin in the holes. I used lock washers and Loctite.



McMASTER-CARR CAD
http://www.mcmaster.com
© 2013 McMaster-Carr Supply Company
PART NUMBER **98060A211**
Round Head
Ribbed Neck Bolt

**Next Meeting
September 10, 2014**

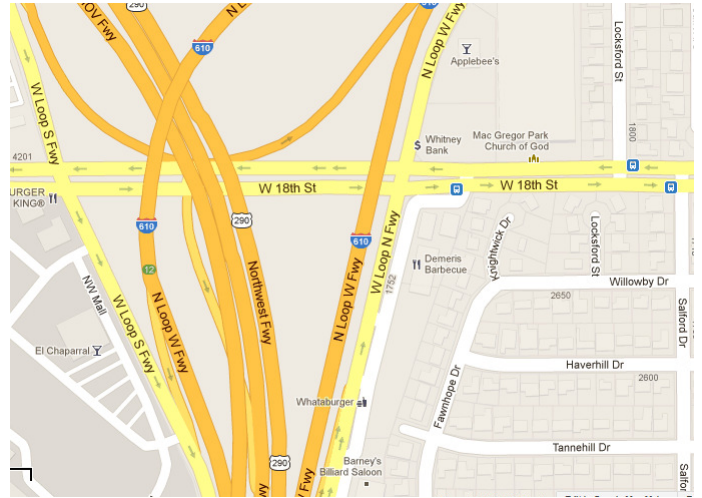


**Dine with Friends at
Demeris BBQ at 6:00 P.M.
located at 1702 West Loop North,
Suite A, Houston, TX 77008**

**Then attend the
Space City T's Meeting at 7:30 P.M.**

**Place:
Lazy Brook Baptist Church
1822 West 18th Street in the Heights**

**Program:
Model T Coils — Part 2 - Adjusting the Points**



Directions to Demeris BBQ

From the east or west on I-10 or the south side of downtown, take the I-610 West Loop North and get off at the 18th Street Exit. Demeris BBQ will be on the right after Houston Garden Nursery.

From the west on Highway 290, exit at Mangum and turn right to 18th Street. At 18th, turn left, cross under West Loop and turn into the Whataburger parking lot on the right. Proceed to Demeris after Whataburger.

From the north on I-45, take the 610 North Loop West around to the I-610 West Loop South to the Hempstead Highway exit. Make a U-turn under I-610 and proceed north on the frontage road to just before 18th Street, Demeris will be on your right after Houston Garden Center.



First Class Mail



**Space City T's Chapter
Editor: Stan Hoekstra
19427 Bear Springs Drive
Katy, Texas 77449**

The FLIVVER FLASH