



Next Meeting
November 13 , 2013



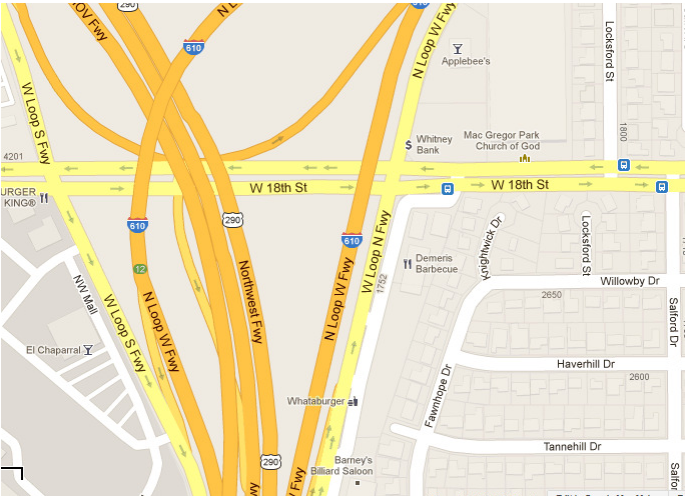
Dine with Friends at
Demeris BBQ at 6:00 P.M.
located at 1702 West Loop North,
Suite A, Houston, TX 77008

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:

"Silent movie scenes... Including Keystone Cops"



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 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



The FLIVVER FLASH

The Official Newsletter of The Space City T's ~ Houston, Texas
A Chapter of The Model T Ford Club of America

Fords crepitant primum, sed ipsi crepitant longissimae

Volume 36 Issue 11

NOVEMBER 28

November 2013



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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

President	Rick McCracken	(281) 726-5695
Vice President	Broderick Thompson	(713) 269-3820
Secretary	Stan Hoekstra	(281) 858-5577
Treasurer	Dave Lucas	(281) 388-0761
Board Member	David Carter	(281) 931-8268
Board Member	Denny Irvine	(936) 856-2929
Board Member	Ted Adcock	(281) 586-8180

The FLIVVER FLASH

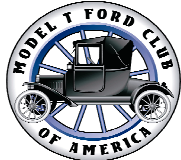
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The Space City T's Club is the Houston, Texas Chapter of The Model T Ford Club of America. All questions concerning membership in the Model T Ford Club of America, The Vintage Ford magazine, MTFCA Library, Chapter Insurance, purchase of manuals, back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

Model T Ford Club of America
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Centerville, Indiana 47330
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Annual dues (includes six issues of The Vintage Ford)
U.S. \$40.00
Foreign \$50.00 Canada and \$56.00 for all other countries.

Foreign payments must be made in U.S. dollars and checks payable at U.S. banks.
Life Memberships U.S. \$700.00, outside U.S. \$850.00



Model T Ford Club of America
Dues Increase

Beginning October 1, 2013 the dues for the Model T Ford Club of America increased to **\$40 in the U.S.; \$50 in Canada and Mexico, and \$56 to other countries.** The primary reason for this increase is that there have been four major postal increases since the last time the dues were raised. While costs have increased in other areas, the club has been able to mostly offset these through efficiencies and cost cutting.

Life memberships in the U.S. will increase to \$700; \$850 outside the U.S.

Note that dues are not used to support the Model T Museum. The museum is funded by admissions, donations, gift shop and product sales.

Please feel free to contact me at barbara@mtfca.com or 765-855-5248 if you have questions or need more information.

Barbara Klehfoth

Election

A slate of officers and directors was presented at the October meeting on October 9. It is as follows:

President	Rick McCracken
Vice President	Broderick Thompson
Secretary	Stan Hoekstra
Treasurer	Dave Lucas
Board Member	David Carter
Board Member	Bobby Wright
Board Member	Ted Adcock

The election to take place at the November meeting on November 13. Installation will take place at the Club Christmas Dinner on December 1.

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.

Space City T's Christmas Party



On The Cover



Six year old William Szekeres runs a fuel check on Dad's Model T during the 2013 Texas T Party in Lufkin.

Now you know that all dipsticks are not in Washington.

For a double perspective on the event, turn to page 4

Photo by Peter Szerkeres

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Hungarian Postage Stamp Celebrates Joseph Galamb

Ford T-modell
1913-ban Galamb József vezetésével megkezdődik a sorozatgyártás

Club member Peter Szekeres recently returned from Budapest where he obtained a postage stamp, shown on the right, commemorating Joseph Galamb who was born in Hungary. Mr. Galamb was a long-time close associate of Henry Ford and was instrumental in many of the developments, innovations and improvements related to the Model T. The stamp features the likeness of Mr. Galamb with a cascade of Model T's.

The row of assembling Model T's above are from a commemorative envelope. The inscription translates as follows:
Model T, the mass production started in 1913 with the leadership of **József Galamb**



The Old Joke goes “What time is it when Model T’s follow each other ?” Answer: “Tin after Tin !”

Classified Ads

For Sale: Rebuilt Model T Ford Components
Rebuilt Model T Transmission
Rebuilt Model T Starter
Rebuilt Model T Generator
Call Bill McRee at 281-427-0792 for details

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 at 817-473-1333.

For Sale: 1922 Coupe
Suicide doors, mechanically sound, runs good, good top and upholstery. Asking \$9,500.
Contact Jerry Hathcoat—Brashear, Tx. 903-582-2241

Wanted:’27 Model T Front Bumper & Brackets
Contact: Gaylord Willet — Montgomery, Texas
936-448-1550

For Sale: Two Model T’s



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. 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, tour cam, modern spark plugs, alternator, modern carb and air filter. Both cars are 12 volt and have signal lights.
Contact: Robert Kirk 281-332-1701

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 at 936-875-6034





Free!!! A set of Flivver Flash newsletters dating from 1999 to the present. Moving and reducing clutter. First come, first serve. Otherwise they go into the dumpster. Contact Terry Woods, Home: 832-222-2294 or Cell: 832-659-5881

Ted and Janis Dumas on the Mend
By Gary Page



- Left to right: Juanita Anderson, Janis and Ted Dumas

Here is the latest update on Ted Dumas. He and Janis were at our monthly Dinner Night Out last Thursday. Both are doing surprisingly well. I understand that this was Ted's first trip out other than doctor visits. “I believe in miracles....” that would make a great song.

Thanks again for all you did for the Dumas's (???? my grammar education seems to have gone by the way-side). I think you guys handled the situation very well. Great committee effort (I really don't like committees, but yours seemed to work together well).

Suzy and I enjoyed the tour. Our Dallas club is off to Granbury for the weekend early tomorrow morning; fortunately they are coming my way leaving town so I don't have to leave until 9:15 and will catch them at the National Vet Cemetery close to my house.
Thanks to Gary for this update.

Where Are They Now?

After leaving Houston this summer, Dirk and Trudy traversed the west coast, Canada, back down to the east coast and on to Detroit. They are now taking a break to visit their new grandson in the Netherlands.



2013 Calendar of Coming Events

- November 13 2013

Space City T’s Meeting
- November 1-3 2013

Conroe Fall Swap Meet
Montgomery County Fairgrounds
337-249-7667 or www.hotrodsoftexas.com
- December 1 2013

Space City T’s Christmas Dinner

Texas T Party
Featured in USA Today

USA TODAY
FRIDAY, OCTOBER 4, 2013

STATE-BY-STATE

TEXAS Lufkin: Parking lots turned into a Model T showcase this week when the owners of century-old Fords gathered to share their stories as a part of the 36th annual Texas Model T-Party. Space City Model T Club, based in Houston, coordinates an annual tour to show off the cars and share the history of the Model T.

Hello to the
Youngest Space City T’s Member



Welcome Courtney Lilleker as she joins big Sister Vivien, Mommy Jennifer and Daddy Ross in the family. Her first ride was from the hospital to home in a 1927 Model T Tudor.

The future of the club is with these young ones as they grow up in Model T families and take part in the club activities in the years to come.

The 36th Annual Texas T Party
By Sandra Ruhmann

Wednesday morning started off over-cast and muggy. Early Bird Tour Day. Nothing was planned to start until 10am when the downtown businesses opened. We had several options of museums to go and visit:

Texas Forestry Museum... Shows the progress of the locomotive and lumber industry. Museum of East Texas... History of Angelina County and a Photography Exhibition. Ellen Trout Zoo and Antique Shops. For those interested there was a car show at the Pine Crest Retirement Center, and to our pleasant surprise, Richard and Billie Thompson were there to help reminisce about the good times in the club and all the fun they had with their Model Ts. Then in the early evening Al Meyer Ford treated us to a ‘burger burn’. Thanks to Richard Smiley, of the Blue Bell Creamery, for bringing Blue Bell Ice Cream for dessert.

Thursday started out foggy and heavy with dew. Heading to Rusk and picture day. A great drive straight from Lufkin to Rusk, through the piney woods of East Texas. Getting to Rusk, we go to the Texas State Railroad Museum. We were to take pictures in front of the steam locomotive, but had to wait thirty minutes for them to turn the engine around to begin because the engine was facing the wrong direction. It is a working 1901 Steam Engine, which pulled us up the track from Rusk to Maydell where we had lunch provided while we rode. When we reached Maydell we were able to see the 1890 Turntable. The turntable is so balanced that it is said a ten year old girl can push the turntable around. In the railroads hey-day Texas governors would ride in a special car and each window had buttons that when pushed would let the kitchen staff know they needed something and the buttons still work til this day. The T Party had the whole train reserved and were able to walk back and forth between all the air conditioned cars. That evening when we got back to the hotels, the Committee had a room reserved for any who wanted to go, at Ralph and Kacoos, and fun was had by all. While we were at supper we heard the news that Ted and Janis Dumas and their daughter Dorinda, of the Dallas Club, had been in a terrible accident, where a modern vehicle came over the hill and ran into the back-end of their T. Ted had to be life flighted to Tyler Memorial because of a head injury and road burns on his hands and one arm from being ejected from the car. His daughter and wife were taken to local hospitals with minor cuts and bruises and released the next day. They thought he might need skin grafts on his face but the stitches are healing just fine. He stayed in the hospital all weekend just to make sure everything was ok, and as of the writing of this article he was in good spirits and thought he might be released on Monday following T Party.

Friday was a very interesting and educational day with several museums on the itinerary. First stop was the Naranjo Museum, named after Anthropologist Dr. Neil Naranjo who told an interesting story of a time he was being interviewed for an article and his wife came in with a dinosaur leg and became the hi-light of the interview. The Naranjo is set up to journey through Earth's earliest beginnings, to the dinosaurs, to the age of mammals and to the age of man. Next was the History Center which is made possible by the Lumber Industry around Diboll - Home of Temple Inland. Leaving the Center we head to Sam Rayburn Reservoir for lunch at the Cassels-Boykin Pavillion. We had a catered lunch of fried fish, cole slaw, pinto beans, hush puppies, and peach cobbler for dessert. Upon leaving the reservoir we were instructed to head to Mission Delores. The mission is located in San Augustine, Tx., and was founded by the Spanish as a mission for the Ais Indians, a division of the Caddo Indians. Afterwards we could go into San Augustine and do some shopping at some of the antiques stores. Then it was home to the hotel for supper on your own and rest up for the next days tour.

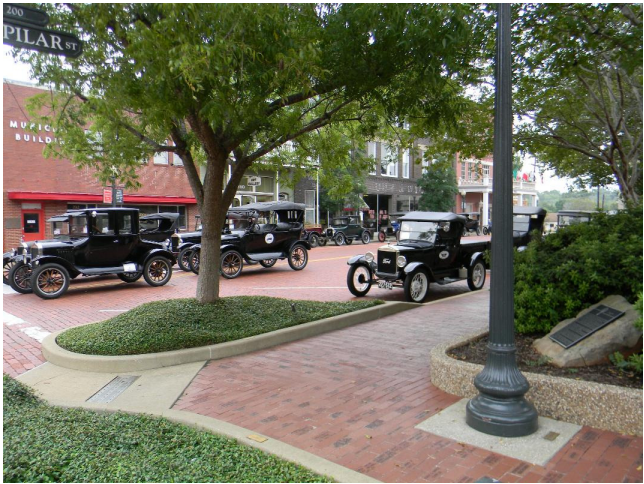
Saturday started off with a nice little chill in the air but not cool enough for a jacket. But it got HOT fast. We traveled to Nacogdoches where we parked behind the Visitors Bureau and were able to walk around town and do some shopping before going to lunch at Clear Springs Restaurant. At the restaurant we were treated to a special menu just for the T Party. After lunch we drove over to Millard's Crossing, a pioneer settlement, established by Lera Millard Thomas, wife of Congressman Albert Thomas. After the Congressman's death she became the first woman in Texas to serve in the US Congress. After leaving the settlement, it was back to the hotels to load up the cars and get cleaned up for the banquet.

The gentlemen cleaned up pretty good and the ladies, as always, were dressed beautifully. At the banquet last year Rosemary Stokley won a beautiful turquoise dress at the auction. She was proudly wearing it this year. As a surprise the gentleman that designed and made the dress for his wife was at the banquet as well. Another one of the hi-lights this year were the unexpected guests. We had two gentlemen from Australia, who had come over to Colorado to buy a Model T, a 1924 or 25 Model T Roadster, and saw our event going on and called Dave Lucas to see if they could join in on the fun. Dave said sure and they showed up and they said they had a great time.

Well, that's another TX T Party under our belts. Hope to see all of you next year in San Angelo. Happy and safe tooling, til we meet again!

— Photos by Sandra Ruhmann and Kathy Harris —







Texas T Party Another Perspective

By Bobby Wright

I just attended my second Texas T Party where I served as Vulture Trailer Driver and Coordinator. First, I would like to say the Lufkin T Party was a very well organized and well run event. Thanks Committee for putting together a well-planned event. The work involved to plan such an event is sometime lost in the fact that a well-planned runs so well. Serving as Vulture Trailer Driver tends to give a person a special perspective of a tour event such as T Party. Additionally, it puts you in direct contact with people that otherwise you might have little or no contact with. Although it can be work it is fun work for the most part. An example of fun work was the rare opportunity to pick up vehicles of two long time participants of T Party from the beginning who had never broke down in past T Parties. On the ride back to the hotel complex I was fortunate enough to hear stories about the beginnings of T Party as well as stories from various past events. It was great conversation as well as a true learning experience.

As for the part that was not fun, I never expected to pick up a Model T that had been involved in an injury accident. For me, responding to a vehicle accident was a normal part of my life for years serving as a fire fighter. This was different. Even a little more personal. Even though I had not met the T occupants prior to the accident. They were still part of the T Family. Dave Lucus rode with me responding to the accident. In route we saw a helicopter headed in the general direction of the accident and wondered if it was a medical helicopter. Turned out it was. Arriving at the scene we see the Model T down in a ditch, the medical helicopter parked in the road, two ambulances and various fire and police vehicles parked around the accident. The worst injured T occupant was transferred from one of the ambulances to the medical helicopter soon after our arrival. One T occupant was transferred to local hospital by ground ambulance and one T occupant was shaken but uninjured. The driver of the truck that rear-ended the T was uninjured. We were able to winch the wounded Model T on the Vulture Trailer for the ride back to the tour headquarters. Rick McCracken also responded to the accident site taking the uninjured wife about 100 miles to Tyler where the medical helicopter had taken her husband. I think Rick got back to hotel sometime after one in the morning. The accident got me to thinking about Model T safety. The subject of Model T safety sure brings on a lot of debate. At times it seems the only thing the Model T community agrees on is "we want to be safe". If you read any of the Model T forums on the internet you will find many comments and debates regarding safety and driving Model T's on public roads today.

Bobby Wright ~ Busy Guy Not only did he attend the Texas T Party on October 2 , but he showed up at the Aldersgate UMC Bazaar in Santa Fe on October 19 with a '24 Model Touring, Model TT and a Fordson in tow. In addition, he enticed Don Wingerson to bring his '19 Touring. Tony Marino also attended but was unable to bring a vehicle because of mechanical issues.



'19 and '24 Tourings, C Cab TT and Fordson



Don Wingerson's 1919 Touring



Couple resting on bed of TT. Strict diets?

There are some "purists" who only want a T configured as "Henry built it". There are others that insist on wire wheels, four wheel brakes and an over drive transmission so the T can be driven at speed with modern cars. My thoughts are as follows. Speed should not be a goal. Model T's are light weight vehicles designed to sell with little thought to safety. We cannot do much to effect the driving of the modern vehicles around us. They are listening to the radio, talking on the phone, texting on the phone, sleepy, impaired, and a variety of other things that distract them from what they should be paying attention to.

Face it, we are slow. Much slower than most drivers of modern cars expect us to be. We are not driving in a Model T period world. The vehicles we share the road with are not Maxwells, Stanleys, and Brushes. It is not 1909 - 1927 anymore. We share the road with vehicles that are over twice the weight and speed of the Model T. So a little modification in the name of safety is likely in order and acceptable.

So, what can we do? Probably the best things we can do make ourselves visible and drive defensively. Looking around at T Party I noticed probably most cars have some sort of rear lighting and in some cases directional signals to help with the visibility issue. A single flashing light of red or blue seemed to be the most popular. Seems to me like a simple modification that doesn't turn the Model T into a "Street Rod". The hardest part seems to be remembering to turn these lights off at each stop. (Ted) By the way, Ted's little blue light on Ol' Blue is hardly noticeable when turned off and is very visible when on in a variety of conditions.

When I was Fire Chief I always told the Fire Fighters going was optional, stopping is not. It was much more important that our fire trucks be able to stop than be able to go. With that in mind it is probably a good idea to have auxiliary brakes. Looking around at T Party a lot of the driving T's do. I think it is a good option and apparently during the time of the T it was also popular. Do you really think you can remember to use the reverse pedal to stop your car if the brake band stops working? I don't. I would probably remember that option right after impact.

So other than the accident what are the memorable events of T Party? The Natural History Museum south of Lufkin was a real surprise. If you did not go there you need to stop the next time you pass that way. The train ride was also a memorable stop and the food was great.

So in the end, other than the accident, it was a great T Party. Be safe. — Photos by Bobby Wright —



Now, for my next death-defying act....

