



The FLIVVER FLASH

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

Fords crepitant primum, sed ipsi crepitant longissimae

Volume 37 Issue 5



Memorial
Day
*Never Forget
Ever Honor*

**MAY 26
2014**

May 2014



Inside This Issue

Ben Yumori ~ 1921—2014	Page 2
Busy Events Calendar	Page 3
Oklahoma Got an F	Page 3
Chickasha 2014	Page 4
Keep Right Except to Pass	Page 7

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.

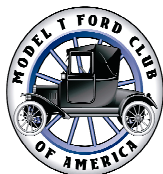
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The FLIVVER FLASH

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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:



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Annual dues (includes six issues of The Vintage Ford)
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On The Cover



Photo Credit: Diann Hoops

The color of choice at the Chickasha Swap Meet is rust.

Chickasha is the mecca for Model T aficionados every spring.

Follow Robert and Diann Hoops' foot steps beginning on page 4.

Ben Yumori 1921 - 2014



YUMORI, BEN TSUTOMU, 93, beloved husband of Betty; father of LaDonna (Mike) Yumori-Kaku; brother-in-law of Yukiko and Terrie Yumori and survived by many nieces, nephews and other relatives. Family service was held on Saturday, April 5th at the Homba Hongwanji Buddhist Temple, Los Angeles, CA.

Remembering Ben Yumori By GayNell Cordes

We joined Space City T's in the fall of 1982, just in time for the T Party. The first club roster we have is dated 1983 and Ben Yumori's name is right there, on the last page. It's been on the last page of our membership rosters every year since.

Ben would register for the T Party and determine how he might get to the host city. He would fly into the airport nearest to the tour town and ride with someone local, usually from Houston or Dallas or San Antonio. I don't know that he ever rented a car and drove himself but at least once he did take a cab over 100 miles to get to the tour city. He never brought a Model T to our tour but he always found someone with an empty seat in theirs.

Ben loved to talk and he was comfortable talking to anybody. If he rode half a day with a stranger, by the end of that day's ride, he'd be fast friends with his driver. And he smiled a lot. I think that's what drew folks to him on these tours.

In the early years of T Party and up until sometime in the 1990s, Ben could always be counted on to bring a suitcase full of door prizes. In those days, door prizes were held until the banquet and names were pulled from a bowl. It usually added over an hour to the banquet proceedings and sometimes we didn't finish the festivities until 10:00 p.m. or later.

The last time I remember actually sitting down and talking to Ben was in 2005 at the MTFCA National in Biloxi MS. We sat on a bench in the garden of the Jeff Davis Home, under the trees. His granddaughter came with him that year and it was evident then that Ben was getting frail. He still carried his camera bag though as he was an avid photographer.

I'm not sure when he last attended T Party but it was prior to 2009. He had many friends, all over the country and he was always a great friend and supporter of our Texas T Party.

2014 Calendar of Coming Events

- May 3
2014 **Spring Air Fair**
Pioneer Flight Museum
Kingsbury, Texas
See Flyer on this page
- May 14 **Space City T's Meeting**
2014
- May 15-18 **Frio Canyon Tour**
2014 Hosted by the Texas Tin Lizzies
Contact: Jim or Sandra Ruhmann
Jim: 979-415-4630, jimmodelt@yahoo.com
Sandra: 979-292-5658, roadsterqueen26@yahoo.com
- May 17 **Model T Homecoming**
2014 MTFCA Museum
Richmond, Indiana
<http://www.modeltfordclubofamerica.com/homecoming/show-and-tell/>
- May 23-25 **61st Texas Tour**
2014 Hosted by the Central Texas Region—AACA
Contact: Vic Donnell vic.donnell@com 512-894-4267
<http://www.texastour.org/>
- July 12 **"Old-Fashioned Picnic" in July**
2014 Presented by the Cypress Historical Society
Cypress Top Park on old Hempstead Road in CypressTx
Contact Rodney Sprenger 713-806-9174 / rodneyttu@aol.com
- July 13-18, **MTFCA Western National Tour for 2014**
2014
-
- Hosted by the San Diego Model T Club
- October 1-4 **2014 Texas T Party**
2014 San Angelo, Texas
Marshall Huling, Chairman
5811 Pecan Valley Lane
San Angelo, Texas 76904
Ph: 325-651-7132
Email: dmhul@suddenlink.net
- Registration form and payment must be submitted by August 1
If you need a Registration Form, contact Marshall
Make hotel reservations ASAP

Mea Culpa

A flyer for the Chickasha Swap Meet accompanied the April issue and it should have been the flyer for the Pate Swap Meet. We realized the mistake when we prepared to send out the email version of the newsletter. By that time it was too late. The print version was assembled and already in the hands of the U.S. Postal service and on the way to the recipients. We regret the error.

What Did The F Stand For?

By Diann Hoops



From 1925 to 1928 Oklahoma made license plates with an F. What did the F stand for?

Oklahoma based cost of vehicle tags on property value (not weight like in Texas). People with expensive cars (Cadillac, Buick, etc.) always said they drove a Ford to get the cheaper plates. So the state put on the F for Ford and if you got caught driving a fancy car with an F plate you were cited for having stolen plates!



Chickasha 2014 ... things were different!

By Diann Hoops

For one thing the weather was great. It did dip down to mid 30's Wednesday night and there was some wind but humidity remained low and skies were clear. This year the fairground folks arbitrarily changed the rules and campers were not allowed to go in on Tuesday as they have done in the past. Campers were required to line up on Wednesday morning with the vendors! Many of us spent the night in the dirt lot next to the railroad tracks along with early vendors. David, Brinson's step-dad, and Tom Black – both from Longview - visited with us Tuesday night. There was no consistent information on what would happen Wednesday morning. We had good spot in the dirt lot and were 4th in line. On Wednesday before 7 am the folks in front of us started moving out to the highway (we were not dressed and had to scramble). Then the fairground people said we were too early and made us circle back and line up in front of the fairground buildings. 7 o'clock came and went; 8 came and nothing happened; finally after 9 they started letting people through the gate. Robert along with several others had hauled chairs over to the campsites to reserve spots. We get set up with no problem.



Once we are 'inside' there were other differences. The dirt/grass spaces east of Buildings 1 and 2 are now paved. Makes it quite nice in inclement weather I'm sure. We heard they are going to pave more before next year! We ran into quite a few folks from our club and also from past T Parties - David Carter, Mike Noe, Willie Cordes and the boys, Brinson Burks, Michael McDonald, Jerry Davis, and my 'kissing cousin' Jim Ruhmann. I am always amazed by the stuff gathered here. The variety of camping vehicles alone is interesting. There was everything from a giant beautiful Prevost down to a tear drop. There was an ancient Naylor with Marilyn Monroe cut-outs on the sides (reminded me of bombers from WWII with pin-up girls painted on the fuselage).



Despite the great weather, there was one nasty mud hole to traverse. And there were cars for sale in all stages of restoration from rust buckets to showroom ready; lots of trailers filled with parts ... I wouldn't hazard a guess as to what the various objects were.



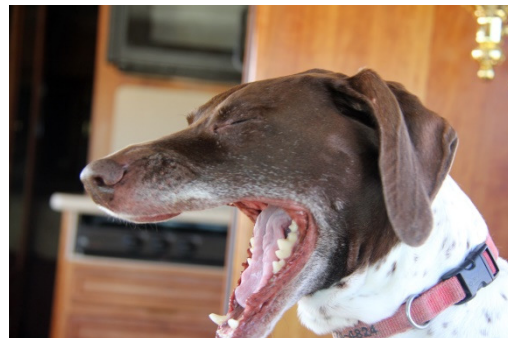
I did find a Schwinn bike similar to Mama's! Real nice man was asking \$1200 but would take \$800. I showed him pictures of Mama's bike when it was new (with me and my sister in the basket) and after I restored it. He said he enjoyed looking at the pictures and thinks I need to buy his bike so I will have a pair.



Around 5 the vendors got to relocate inside and set up. Saw Ross Lilleker carrying Vivian plus some Model A people we know. I returned to motorhome and made nachos for the 'boys'. At one point we had 9 guys crammed in our 34' tin box wolfing down nachos, as well as, the leftover guacamole from lunch. Abby was very well behaved. By 6:30 supper was ready but neither of us was hungry. We did finally eat the chicken and went to bed early.



Thursday dawned a cool 36 degrees. Before light buyers started pouring in. Robert didn't get off until after 8. I met him later as he was returning with purchases (4 tires and a *new* radiator). I went on a photo walk but bought me a little red wagon model for \$5. Saw Gator Gould's booth where the guys from last night were selling stuff. Visited with Nancy and Ben Hardeman but mostly petted Marian Rose. My feet start hurting and I headed back to motorhome. Abby and I went for a walk. Robert came for a break and we ate leftovers (the great BBQ rib people were not here this year). Later we returned to the swap meet. Saw more folks (Russ Grunewald, Pete Reinthaler, Danny, Chuck and June Crane) and met some nice new people including a guy trying to sell a Model A roadster he had spent 51 years restoring. Robert and I agree there seem to be fewer vendors and fewer buyers this year. There were open spaces inside and outside. Not sure what this portends for the future. I returned to motorhome and made two batches of brownies which I later took over to the keg along with Abby. The brownies disappeared in a flash and I think Abby got some beer. Back home Robert and I had pot roast, fresh salad and hot rolls along with two brownies I kept back!



Friday dawned warmer (mid 50's). We ate breakfast, broke camp and were rolling by 7:30. It is nice to be homeward bound.

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 936-756-5363



Wanted: Newsletter Editor We looking for a new editor to take over the Flivver Flash. This will not be a jump in and sink or swim situation. We will be as involved as much or as little the new editor wishes. However we will not intrude. We will remain available to assist and do research for articles. If interested contact Stan Hoekstra
Phone:281-858-5577 Email: stanhoekstra@att.net

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 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

For Sale:

1927 Roadster New top, knockoff wire wheels, rumbleseat

1927 Coupe white wall tires, wire wheels, shimst still in the main caps. Asking \$7,500 for each

Contact: Gaylord Willet Montgomery, Texas

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



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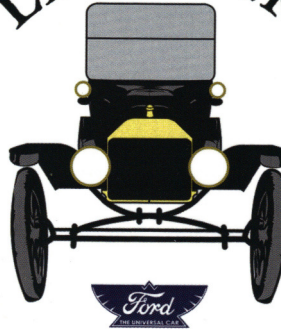
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THE PATRIOT, HARRISBURG, PENNA., SATURDAY, OCTOBER 10, 1908

THE FORD STEERING GEAR

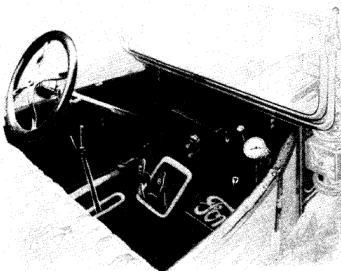
Henry Ford Says Left Side Is Where
It Should Go and Places
It There

"Did you ever stop to consider," remarked Henry Ford, designer of the Famous Ford, "that there isn't a real good logical reason for locating the steering gear on the right hand side of the car?" How did it originate? Well, it's largely due to the fact that in its earliest stages of the industry Americans bought foreign made cars and so accustomed themselves to right side drive. The foreign cars were so designed, due to road conditions being opposite, vehicles passing on the left instead of the right.

When most of the American owned cars were of foreign construction it was only natural that the majority of drivers accustomed themselves to that method. As American cars assumed the ascendancy they adhered to this feature of design. But it's wrong and because it is wrong it is not included in the design of the new Ford touring car—and here is why it is wrong:

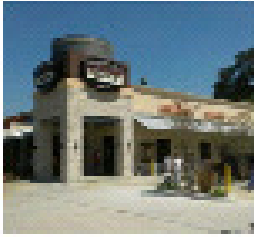
We drive on the right side of the street, we approach the curbing with the right side of the car nearest the curb. When we stop the steering gear, the control levers are along side the curb or the inside of the car. To dismount the driver and his front seat passenger step into the street and walk around the car. Instead of stepping directly on to the curb as is the case of the new car with the left hand drive. In muddy sloppy weather this is a very decided disadvantage, especially if the other passenger is a woman for she has her skirts to consider.

Another disadvantage is found where with a car coming up from behind you want also to turn out to the left either to pass a vehicle ahead or to round a corner. Seated on the right you must bend way to the other side of the car and look behind to assure yourself that in turning you do not get into the way of a car behind. Seated on the left a turn of the head gives you a clear view behind. In passing a car or other vehicle approaching in the opposite direction, seated on the left you can see just how much room you have or need to escape the oncoming car—you are seated on the side nearest the passing car. It's the logical side and in time, all American built cars will be so designed and foreign cars for American sale will have to be altered to comply.



Next Meeting:

May 14, 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**

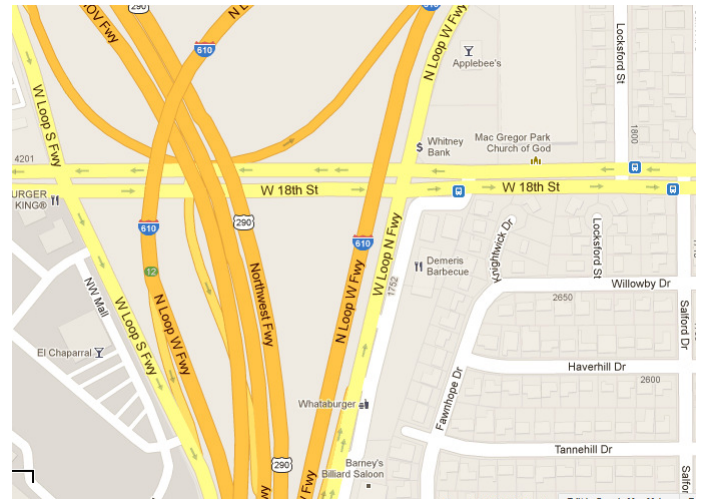
Place:

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

Program:

Model T Racing

Presented by Broderick Thompson



Directions to Demeris BBQ

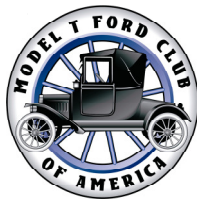
From the east or west on I-10 or the south side of downtown, take the I-610 West Loop North and get off at the 18th Street Exit. Demeris BBQ will be right after Houston Garden Nursery.

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.

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