



The FLIVVER FLASH

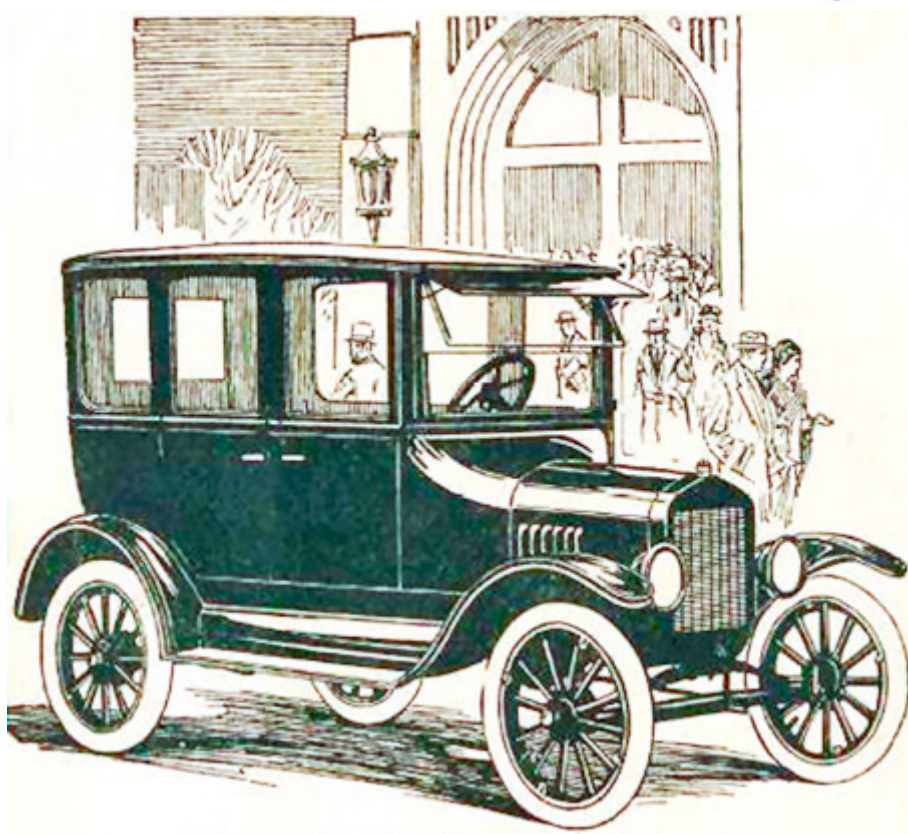
The Official Newsletter of The Space City T's ~ Houston, Texas

Fords crepitant primum, sed ipsi crepitant longissimae

Volume 37 Issue 2

Valentine's Day - February 14

February 2014



My Sweetheart

by Alice Crowell Hoffman

Anthony had Cleopatra,
Romeo his Juliet,
But none of these famous lovers
Put one over on me yet.
I've a sweetheart more alluring
Than the Sorc'rous of the Nile
Yet she leads me not to ruin
By the magic of her smile.
She is far more captivating
Than the love of Romeo;
Life without her has no flavor
Everything is dull and slow.
She's the pinkness of perfection
All her moods with mine accord;
And I take great pride in telling
That my sweetheart's Lizzie Ford.

February 1925 - Ford Owner and Dealer

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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.

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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:

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

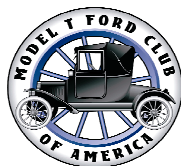
Fax: 765.855.3428

E-mail: jay@mtfca.com

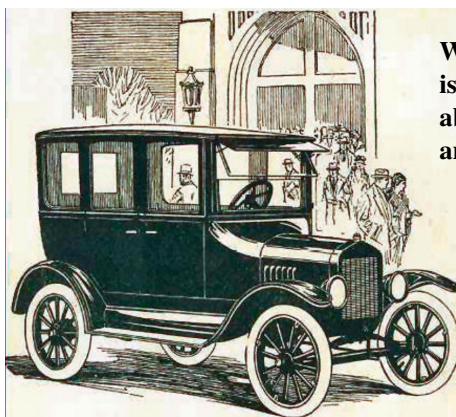
Annual dues (includes six issues of The Vintage Ford)

U.S. \$40.00

Foreign \$50.00 Canada and \$56.00 for all other countries.



On The Cover



**Well, after all, this
is a newsletter
about Model T's
and their lovers!**

"I LOVE YOU LICENSE PLATE LADIES"

My adventures ^{OR} registering my car under the Texas Year of Manufacture (YOM) rules

By Bill Severn

I bought a 1916 Model T Touring car in 2007. It needed total restoration and I decided to restore it as close to original as I could. I even thought that I would try to use an original license plate, if possible. I had heard of the Texas Year Of Manufacture (YOM) antique car registration program.

During the following year, I found on Ebay, a first edition Texas license plate at auction. Having heard the horror stories where an original plate could not be used because the number was in use somewhere else in Texas, I rushed to the license plate office to see if the number on the plate would be available. It was. I asked if the plates were issued in pairs or was this the only plate with this number. The license plate lady said she thought they were only issued as single plates (she was wrong about that). With this information I bid on the single plate and won it. When it arrived it looked pretty good; no rust-through, no bends, no breaks. To my surprise I got an Email from the person I bought the plate from saying that she had found the mate to the plate that I had bought. Obviously the license plate lady had been wrong about singles and pairs. Did I want to buy the plate? I did. When it arrived it was in pretty good shape, too.

It took me a couple of years to complete the mechanical portion of the restoration, but finally in 2009 I was ready to drive the chassis around a little. I thought I had better get the car registered and a set of plates on it. So, with the proper paperwork in hand and the pair of plates as well I went to the license plate office. When I presented my paperwork and plates, the license plate lady took the plates to her supervisor where there was a lengthy discussion. The supervisor walked over and said, "OH NO, YOU CAN'T USE THESE PLATES". Why I asked. "There is not enough of the original paint left on the plates, they will have to be painted." Back home I went and started searching on-line for someone to restore the plates. I finally found someone in the Fort Worth area who would take on the task.

Three months later the plates arrive. They are stunning; restored to perfection. How can they possible not approve these plates now. So off I go to the license plate office again with everything I might need. I present my paperwork and the newly restored plates. The license plate lady takes the paperwork and plates to her supervisor who comes back and says "OH NO, YOU CAN'T USE THESE PLATES" Why I ask. She reply's, "Your car is a 1916 and these plates are 1917 to 1922". I said, "These are Texas First Edition plates, Texas didn't make a plate any earlier." She replied, "You will just have to get a Texas Pre-state plate." Back home I go with the now useless plates. They are beautiful, have cost a fortune, and are now useless to me. I think about selling them but eventually just store them away.

Fast-forward now to 2012. Early in 2012 I decide to buy a 1921 Center Door Sedan. I get it home and it is now time to transfer the title and register the car. Suddenly those restored first edition plates come to mind. They are for cars from 1917 to 1922. That certainly includes the 1921 Center Door. So, with paperwork and plates in hand off I go to see the license plate ladies.

I present my paperwork and the beautifully restored plates to the license plate lady. She takes everything and goes to confer with her supervisor. The supervisor comes to the window and says "OH NO, YOU CAN'T REGISTER THE CAR WITH THESE PLATES." Why not I ask. "Because you need to have the 1921 Radiator Tag in order to use these plates." The Radiator Tag validated the 1921 registration when using the first edition plates. Defeated again by the license plate ladies I returned home, tail between my legs, to seek a 1921 Radiator Tag. I called everyone I knew associated with license plate collection and restoration and finally found a 1921 Radiator Tag in need of restoration. It arrived three weeks later beautifully restored in the correct green color.

Finally it is off to the license plate ladies again. I present everything I have. Paperwork complete and in order. Check made out to J. R. Moore, JR. License plates restored to perfect condition. Radiator Tag; "Oh we won't need that." WHAT, I screamed to myself silently. I kept my mouth shut. After all that I went through, she is not using the Radiator Tag.

Across the counter with a smile came my registration, title and year-sticker to accompany the tags. I'm just going to walk out of here before anyone can say "OH NO" to me again.

My 1921 Center Door now sports the beautifully restored plates, and on the radiator is installed the un-needed but beautifully restored Radiator Tag.

"I LOVE YOU LICENSE PLATE LADIES."



Fords crepitant primum, sed ipsi crepitant longissimae

Beginning with the April 2013 issue, the statement shown above has graced the front cover of this newsletter as well as the sign-in sheet at the monthly meetings. We were surprised that no one commented or asked about the meaning or translation until Bobby Wright asked us about it in December. We told him the revelation would take place soon.

However, upon further reflection, we decided to see if anyone would like to take a crack at it. As an aid, we present it here in a more readable font.

Fords crepitant primum, sed ipsi crepitant longissimae

The person who comes up with the correct translation will be declared the winner.

Disclaimer:

This contest will not produce a prize, implied or actual. You will just have to lie back and rest on your laurels.

Dues Are Due

The deadline for dues payment was January 15.

The roster will be compiled according to those paid up. Dues are still \$25.00 per year

Do not send dues to the editor

Send all dues to our treasurer for 2014,

Dave Lucas

2115 County Road 160

Alvin, Texas 77511

NOTE: Dues are not tax deductible. To do so will jeopardize our club's 501c non-profit status with the IRS.

THIS IS THE LAST CALL FOR DUES!!!

February 15 is the absolute deadline

Appreciation

2014 Calendar of Coming Events

February 12 **Space City T's Meeting**
2014

February 22 **Newman Castle Tour**
2014 Website: newmanscastle.com
Contact: clintallred@outlook.com

February 24 **2014 MTFCA Business Meeting**
Winter Getaway Cruise
On the Royal Caribbean Liberty of the Seas.
Contact Berniece Young at 505-294-7450

March 4-23  **Houston Livestock Show and Rodeo**
2014

March 20, 21 **24th Annual International**
Chickasha Pre-War Swap Meet
"World's Largest Early Auto Meet"
Contact: Mike or Susie Ersland
Phone: (405)224-9090
email: information@pws.com

May 17 **Model T Homecoming**
2014 **MTFCA Museum**
Richmond, Indiana
<http://www.modeltfordclubofamerica.com/homecoming/show-and-tell/>

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 Marshall Huling, Chairman



At the January club meeting, 2013 Texas T Party Chairman Dave Lucas presents his committee members with Plaques of Appreciation for the hard work they did preparing last year's event. Left to right; Dave Lucas, Rick McCracken, Denny Irvine, Dave Carter.

On May 17, 2014 "All Roads Lead to Richmond"

as we encourage you to share your early Ford and Model T memorabilia, collectibles and seldom seen items. If you want to share your collection during the second annual Show and Tell, come join us.

Visitors are encouraged to examine the many unique items, talk with their owners, and learn the history of early American transportation.

Items on display primarily featuring the Model T Ford, but guests will also see great items from other manufactures as well.

Outside the museum you will find additional displays and vendors in our new Swap and Sell meet. Guests can also purchase ice cream (made using a hit and miss engine), homemade pie at our Bake and Sell and food catered by the Tin Lizzie Cafe.

Youth can stop by a tent especially set up for them where they can learn about building their own Model T and how to get sponsored by several companies making Model T parts or providing services to the hobby.



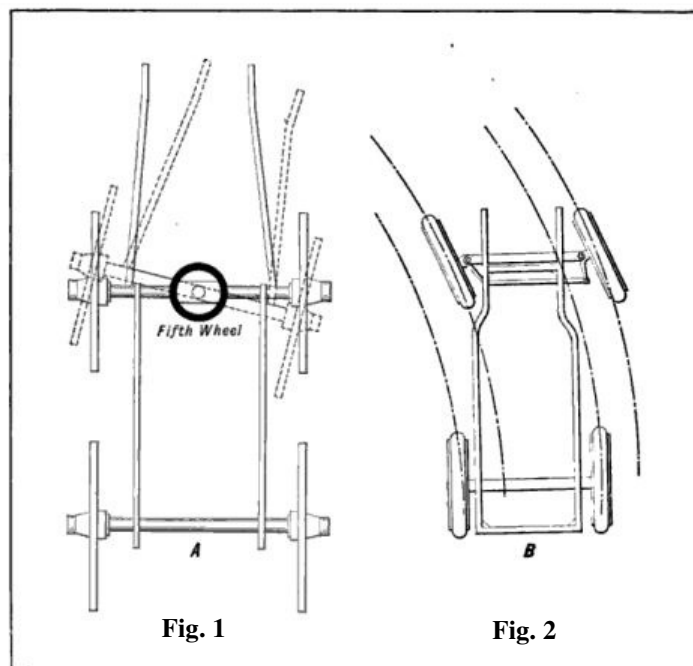
MODEL T HOMECOMING
MODEL T MUSEUM - MAY 17, 2014

Model T Steering Geometry

By Stan Hoekstra

Of all the subassemblies of the Model T, the front steering geometry may be the least understood of all the components of the Model T. Well, perhaps second to the planetary transmission.

After the invention of the wheel, it was a small leap to the two wheel cart, which served mankind for many centuries, from lowly peasant to the Roman Centurion in his chariot. However as loads increased in size and weight and as distances traveled became greater, a second wheel-axle steerable combination was added to the front of the conveyance.



The first steerable front ends of these wagons utilized a 'fifth wheel' which allowed the axle to pivot in order to change direction of travel. See Figure 1.

With advent of the automobile, greater speeds were attainable and the simple fifth wheel lacked the control precision required. Improvement was realized by using pivoting front wheels with kingpins affixed to a stationary fixed front axle. See Figure B. This provided stability in turns, but introduced wheel scuffing because the out board and inboard wheels circumscribed different circles of radius when making a turn.

It is at this point in transportation history that the Ackermann Principle is introduced. The problem of scuffing was solved by German carriage maker Georg Lankensperger in 1817. The system was patented in England by Lankensperger's agent, Rudolph Ackermann in 1818.

The Ackermann setup allows the inside front wheel to track a smaller radius than that of out side wheel. This is accomplished by making the tie rod between the two kingpins shorter than that of the axle.

The correct positioning of the king pin arms is defined by a line drawn from the kingpin to the center of the rear axle. See Fig 3.

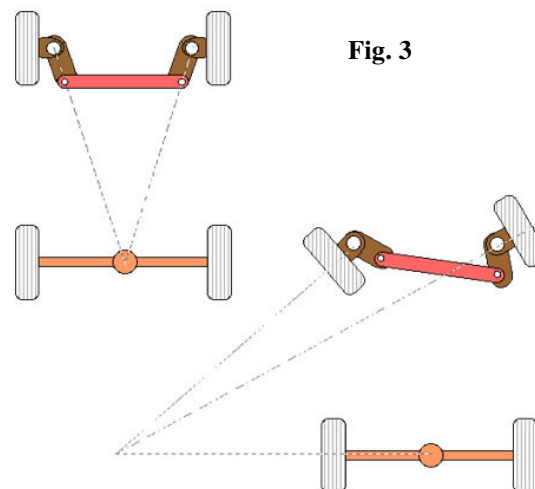


Fig. 3

It can be seen that when the vehicle is steered to the left that the left wheel is turned at a greater angle than that of the right. The left wheel will now describe a tighter radius turn than that of right wheel and therefore reduce or eliminate scuffing.

Geometrically, the intersection of the lines drawn from the centerline of front wheel spindles and that of the rear axle describe the radius of each front wheel.

The Ackermann principle can be furthered illustrated by the parallelogram shown in Figure 4.

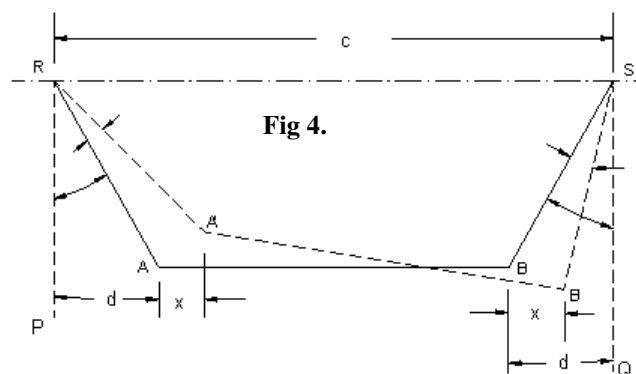


Fig 4.

With the tie rod represented by line AB and the front axle represented by RS, it can be seen that kingpin arm AR is displaced at a greater angle than that of kingpin arm BS.

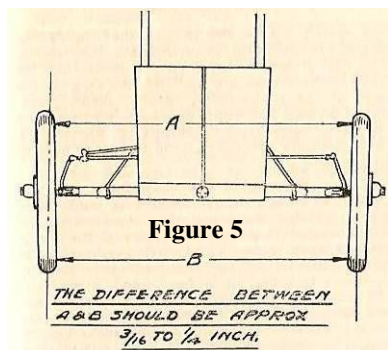
With the Ackermann principle firmly established, let us move forward to other sophisticated parameters of front end steering geometry.

As automotive technology advanced and road engineering and surfacing improved throughout the 20th century, road speeds continued to climb. The geometry that sufficed for the horse and buggy days was woefully inadequate for automobiles.

Besides the Ackermann principle, three other basic parameters come into play in steering geometry:

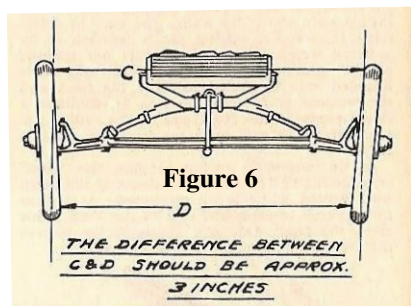
Toe In, Camber and Caster

Toe In (also called gather in older publications) provides straight line forward travel stability. See Figure 5



Note that the distance between the front of the wheels is less than that of back of the wheels. This produces a slight toe in of 1 or 2 degrees. If the wheels were toed out, the vehicle would attempt to satisfy both directions and would tend wander about the road. Because the wheels toe in, the vehicle is still attempting to satisfy both directions. But because they are working against each other, the effect is to cancel the wander and produce a straight line of travel.

Camber is the centerline of the kingpin drawn extended down to the road surface. Ideally, the centerline should fall on the center of contact patch of the tire with the road.



High performance cars that require greater road holding ability tend utilize negative caster to obtain greater "bite" on the road when cornering. Less steering effort is realized when positive camber is introduced. Even less when the centerline falls exactly in the center of the contact patch. Early Ford expert Murray Fahnstock tells us that exact compliance is not feasible with Model T design and the kingpin center line falls outside the contact patch. See Figure 7.

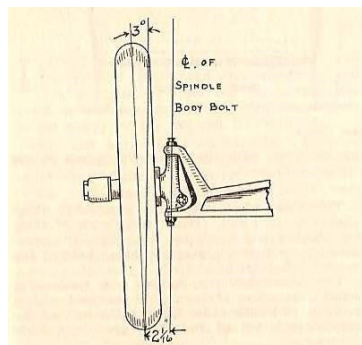


Figure 7

Caster is the inclination of the kingpin so that the centerline of the kingpin falls ahead of the tire contact patch. See Figure 8

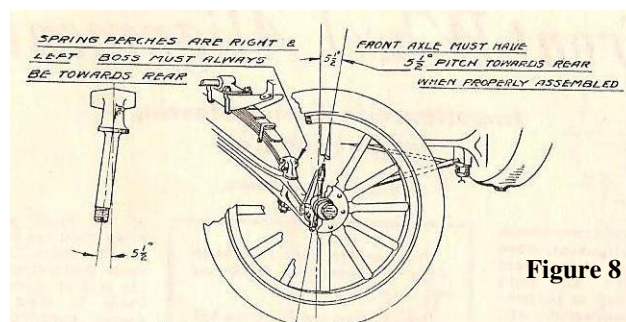


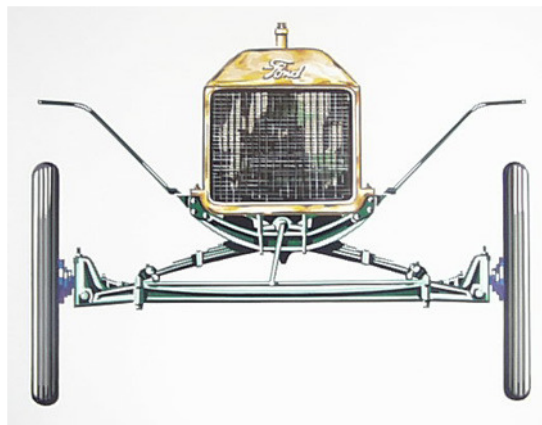
Figure 8

This provides a degree of self centering after turning a corner as well as providing directional stability. Thus, toe in and caster are critical for proper steering. Note in Figure 8 the caution of the importance of the correct installation of Model T spring perches. When re-assembling front axles and springs, perches are often installed backwards, left for right and vice-versa. To do so, throws off the caster.

This covers the fundamentals of front end geometry and alignment with regards to the Model T. The subject is actually quite complex when applied to modern automobiles. Independent suspension, both coil and torsion bar, along with power steering, McPherson struts, sway bars and rack and pinion steering have all evolved into an engineering field by itself. Today it is not uncommon that rear suspensions are subject to alignment. In fact, four wheel steering is appearing on new vehicles.

WARNING

1. Be sure you have the spindles on the correct sides. The right side spindle should have a left hand thread and the left side spindle a right hand thread. If assembled backwards, the outer bearing will tend to self-tighten and lock up the front wheels while driving.
2. Be sure you have the perches mounted on the correct sides. The bosses must always face to the rear of the car. If assembled backwards, the caster will be incorrect and will result in difficult steering.



Classified Ads

For Sale: 1924 Coupe: Standard axle, good upholstery and paint, fatboy steering wheel, generator, side fence, honey-comb 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

Wanted: '27 Model T Front Bumper & Brackets

Contact: Gaylord Willet — Montgomery, Texas

936-448-1550

For Sale: Two Model T's



1915 Roadster ('Lil Red)



1924 Touring

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

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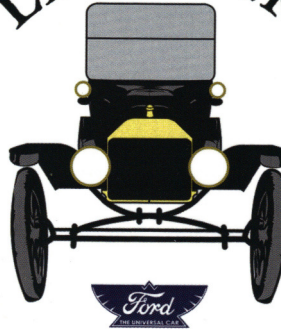
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Ford Model T versus Tesla Model S

The February 2014 issue of Car and Driver features an entertaining nine page article about the recent race conducted between the subject vehicles. Surprisingly, the results were amazingly close, if not conclusive.

Here are two cars on opposite ends of the historical and technological spectrum, one fossil fueled, the other propelled with electrons. They have a common bond inasmuch as they are both trail blazing pioneers.

The trial began at the Ford Piquette Plant and ended at the historical laboratory of Nikola Tesla in Shoreham, New York on Long Island.

If you can't rush out and buy the magazine, either because it's sold out or you don't want to part with the purchase price, fear not; we will make it available as a pdf or printed eight page hard copy.

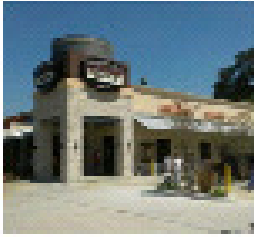
Follow the escapade as David Liepelt of Greenfield Village and Chris Paulsen, Assistant Professor of Technology at McPherson College, pilot the 1915 Model T across the Eastern United States.

To obtain a copy contact the editor at stanhoekstra@att.net or 281-858-5577



Next Meeting

February 12, 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

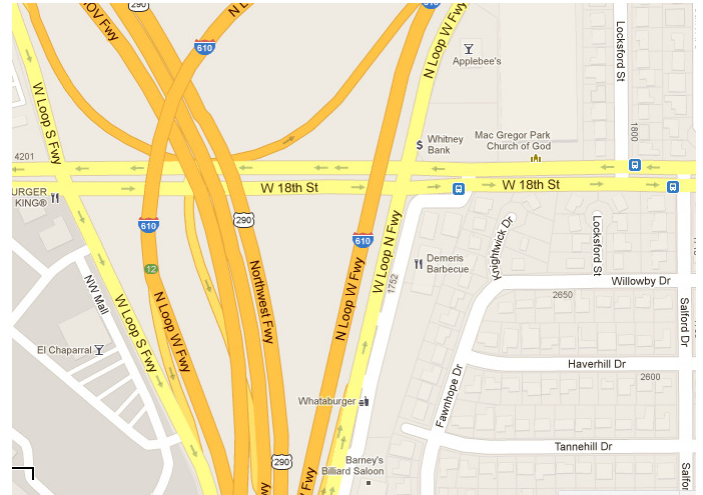
1822 West 18th Street in the Heights

Program:

2013 Texas T Party at Lufkin, Texas

A Denny "Three Wheel" Irvine Production

Presented by Broderick Thompson

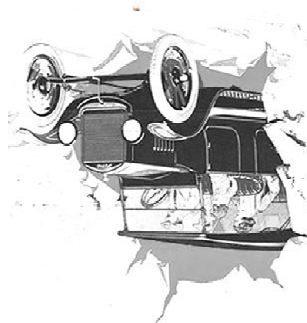


Directions to Demeris BBQ

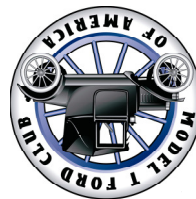
From the east or west on I-10 or the south side of downtown, take the I-610 West Loop North and get off at the 18th Street Exit. Demeris BBQ will be right after Houston Garden Nursery.

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.



First Class Mail



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

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