



The FLIVVER FLASH

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

Fords crepitant primum, sed ipsi crepitant longissimae

Volume 39 Issue 9

September, 2015



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4th of July Parade

written by: Mackenzie Rice

Every year my family and I feel privileged to be in our town's 4th of July parade. It has been something my mom, dad, younger brother, and I look forward to annually. This year our family had a new addition. Our newborn came to watch!

The day before the 4th, was the day to make "Abercrombie Flavus the Fourteenth" (our Model T) shine. The T has been in my family ever since my great-grandpa bought this new in 1920. We spent the afternoon washing, polishing, decorating, and spraying each other with the hose. It's always a thrill to get down the basket of decorations from the tallest shelf in the garage. We strung red, white, and blue fabric along the truck bed, threaded blue garland through the frames of the windshield, and hung red, silver, and blue beads everywhere we could. That night, Dad and I were up cutting out letters that would be our homemade sign. We went to sleep eager about the day ahead!

The next morning we woke up happy and excited. As Dad drove off to get in line, Matthew and I exchanged glances. We were about the luckiest kids in the world! A few minutes later Mom took us to the parade site. There we handed off Max (our newborn) to our grandparents. Mom opened up the candy bags and gave us each a small handful for the upcoming crowds.

To start the Model T, I pulled the choke and managed the gas, while Dad cranked from the front. As Dad drove the T in the painstakingly slow tempo of the parade, my brother and I began throwing handfuls of candy out into the crowd. As we did, we shouted, "Happy 4th of July!" to everyone we saw. Our dog, Franklin, barked along from the front seat. It's always fun to see friends that I know along the sides of the parade route. This year ours was the oldest antique car in the parade.

After the festivities, we branched off. Dad drove Abercrombie Flavus and mom took the rest of us back home. There, I helped Dad take everything apart. It was so sad to see all of our decorations go back on that shelf. Afterwards, our tradition is to go to James Coney Island for hot dogs and more.

Even though the parade was technically over, it wasn't over on TV! We had recorded all of the news shows that had cameras at the parade. We cheered when we caught a glimpse of ourselves on the news coverage of the event!

During the day of the 4th, lots of little things happen to make this a special day, from washing and decorating, to praising the Model T for doing a great job in the parade. Those little things are the small traditions that make long-lasting memories. I know it sounds weird but I feel like my life would be different without my friend, the Model T. One day I'll hope to keep these traditions alive when my brothers and I inherit the T.



2015 Calendar of Coming Events

Sept. 9	Space City T's Meeting
Sept.30-Oct 3 2015	38th Texas "T" Party Uvalde, Texas Deadline Aug 15th
Sept 12-13	9th Annual San Antonio Texas Model T Ford Show San Antonio Texas See below

September 12 - 13 , 2015 - San Antonio Texas.

POSTPONED because of RAIN, from May 2015

Please invite all Model T's and their owners to join us on May 23-24, 2015 at the 9th Annual San Antonio Texas Ford Model T Show hosted by the "T Fords of Texas" San Antonio Model T Club and the Texas Transportation Museum at 11731 Wetmore Road, San Antonio, Texas 78247. We plan to have free admission, free train rides, offer rides in Model Ts, have technical demonstrations, Tons of T fun, a Fill-the-T canned food drive for the San Antonio Food Bank, a Saturday night Model T Club Dinner and a Sunday morning drive past the Alamo. For more information check out the club's activities link on our web site at WWW.SAModelT.COM or [Email us](#) Facebook us @FordModelT or Twitter @T_Fords_of_Tx.

We welcome all Model T's and Model T enthusiasts. If you would like to set-up a demonstration or sell/advertise your Model T associated wares, then please contact us early so we can accommodate your needs. This is a free show; Texas Transportation Museum is a 501-3c non-profit and the T Fords of Texas is a bunch of friends and families that enjoy our cars and share the histories and passion with our community



Hard Luck Award

By Jerry Davis

Before my tale of woe begins let me say, the Cochran Tour was an outstanding success for Marge and I. Could have turned out differently for sure but what is, is. I had "fined tuned" Ole Black to a fare thee well before we left on our 5 day journey to Cochran Alberta and felt good about it. The tour was to began on a Monday but we decided to arrive on the Saturday before, allowing for a day of rest and a Sunday drive in our Excursion to Lake Louise which was not included on the tour. What a beautiful drive. Lake Louise is a story book setting. If you haven't done it...

do it.

It's now Monday morning. As I was backing out of the Ramada Inn, Ole Black let out a shudder that caused me to consider, "what was that"? It happened twice before we left on our journey to Banff. Well, she was running good so off we go. The car ran as near perfect as I could expect on our trip. Arriving at Banff it was obvious we were in the last group to arrive so we joined up with the line to have our photos made. Photos were made at the Historic Banff hotel with two Royal Mounted Police to stand guard with each car. Impressive. It was then to the parking lot with a short stroll to the luncheon banquet hall where we were invited to feast of a meal not to be bested in the best of Houston eateries. This Calgary club put some major time and effort here. It's now about 2:00 and the choice was to tour the Banff souvenir shops or start a leisurely trip back to Cochran. We decided an early return would suite us just fine so it's to the gas station and out of town we would go.

We're now about 3 miles out of Banff and nearing the intersection to join up with 1A back to the motel when all of a sudden that shudder I experienced as we left came back only this time it was LOUD and SHOOK the entire car, locking up the rear wheels. I knew immediately this was not good as a oil cloud went every where. We immediately piled out as some local folks following us came running up to say there were parts of the car flying every where. In fact he handed me a piece of cast iron. I'm thinking this is REALLY not good. Throwing the Warford in neutral they helped me push Ole Black off the road. In as much as our cell phone would not work in Canada they called for a vulture wagon and Les Schubert showed up. Les hauled Ole Black off and we traveled back with Bill and Anna Kynoch.

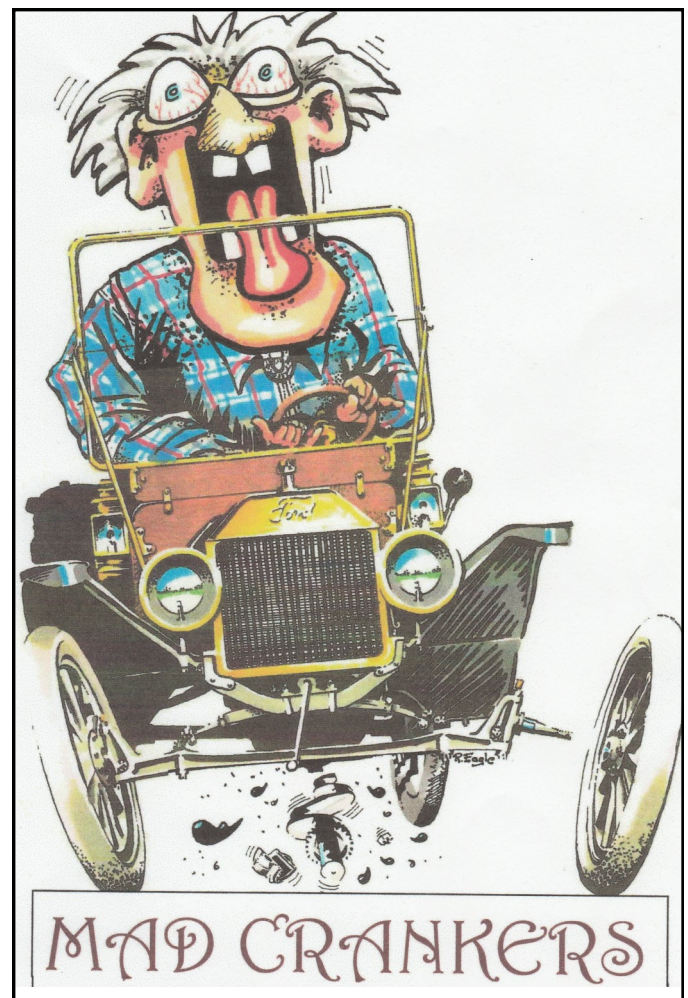
The rest of the tour was usually traveling with one of the Calgary Host as they pulled one of the trouble trailers. (Vulture Wagons....here in Texas)

Banquet night, no questions asked, I was the hard luck recipient. UGH. Back to Texas we go.

Ross Lilleker has the engine, or what's left of it now.

Here's what we found:

1. Broken crank with a really jagged fracture. Ross is of the opinion we drove to Banff with a cracked crank before it let go. I will say this, I noticed some vibrations just before all hell broke lose.
2. Busted hoghead.
3. Busted Z head.
4. Two bent rods with a smashed piston.
5. Bent cam.
6. Cracked block with the third main journal ripped out and still attached to the remains of the crank.
7. A fly wheel with 3 or 4 ripped off magnets that became projectiles knocking a fist size hole in the hoghead.



Thank heavens my 40 plus years of collecting T parts allows me to come up with all that needed to get going again. Let me say here that those Calgary guys would not let me leave before going back to my trailer allowing me to re position Ole Black in the trailer so the weight distribution was as it should be. Those guys were/are so thoughtful.

Well, that's it. You can cry over it, shrug it off, but life's too short to let it linger too long. See you down the road

NAME _____

DATE _____

MODEL T SAFETY INSPECTION FORM

As a participant on the Texas T Party Tour, hosted by the Space City T's Chapter of the Model T Ford Club of America, you are required to inspect your car prior to being admitted to the tour. Please check each of the following with a "✓" for yes, "N" for no, or and "NA" for not applicable. Please mail before the tour.

Steering

Steering wheel has minimal (less than 2")
to no play _____

Acceptable wear and minimal to no play in: _____

- Radius rod (wish bone) to crankcase _____
- Ball arm (pitman arm) to steering gear connecting rod (drag link) _____
- Steering gear connecting rod (tie rod) to yoke ball _____
- Spindle bolts (king pins) _____
- Spindle connecting rod bolts _____

Cotter keys (or lock washers, if holes not drilled) installed in the following: _____

- Radius rod (wish bone) to front axle [2 required] _____
- Steering gear bracket to frame [3 required] _____
- Ball arm (pitman arm) to steering post [1 required] _____
- Steering gear connecting rod (tie rod) to yoke ball [2 required] _____

- Steering gear connecting rod (tie rod) to steering gear ball [2 required] _____
- Spindle connecting rod to spindles [2 (1 per spindle)] _____
- Spindle bolts (king pins) [2 (1/spindle)] _____
- Spindle arms [2 (1 per spindle)] _____
- Front spring hangers (shackles) [4 (2 per side)] _____

- Front spring to frame [2 or 4 required, depending on year] _____

- Yoke ball [1 required] _____

Safety-wire crankcase studs holding radius rod ball cap _____

Grease in steering gear case and steering gear bracket (also check gear post and pinion gears for wear) _____

Check for play in steering gear case to steering column (check rivets/taper pins) _____

Brakes

Brake pedal (and, reverse pedal) bottom out before reaching floorboards _____

Both rear wheels lock-up under hard braking _____

NOTE: Auxiliary brakes are highly recommended for stock cars and should be installed if car has an auxiliary transmission

Emergency Brakes

Hand brake sets securely before limit of its travel (check pawl and spring) and both rear wheels lock. _____

Note: The hand brake must be able to hold the car with the engine running and should be able to hold the car on a moderate slope.

Cotter keys (or lock washers, if holes not drilled) installed on: _____

- Control shaft assy to frame [4 required] _____
- Brake shoe bolt [2 (1 per side)] _____
- Brake rods [4 (1 per end)] _____

Engine/Power Train

Oil leaks — within acceptable limits _____

Gasoline leaks — none, when parked (in-line shutoff valve recommended) _____

Cotter pins installed on: _____

- Carburetor rod [2 (1 per end)] _____
- Choke/carburetor adjustment rod [1 at carburetor] _____

- Commutator rod [2 (1 per end)] _____
- Crankcase arm to frame [4 (2 per side)] _____
- Low speed connector [2 (1 per end)] _____
- Universal ball cap [2 (top bolts)] — bottom two cap screws safety-wired together _____
- Fan bolt (on earlier cars) _____

WheelsSpokes (and felloes on earlier cars)
are tight _____Front wheel bearings — no play,
good condition and greased _____All wheels tight and axle/spindle
nuts cotter-keyed _____

Lug nuts tight on demountable rims _____

Checked tires for wear, weather
cracks, rim cuts, etc. _____**Rear Axle**Rear wheel nuts tight and secured with
cotter pins (use long wrench) _____Cotter keys (or lock washers,
if holes not drilled) installed: _____

• Rear spring to frame [4 required] _____

• Rear spring hangers (shackles)
[4 (2 per side)] _____• Rear spring perches to wheel flanges (backing
plates) [2 (1 per side)] _____

No oil leaks at outer seals _____

Check differential gearcase oil level _____

Other

Lights functional _____

Brake light (may not be original equipment,
but recommended) _____

Safety glass (strongly recommended) _____

Rear view mirror(s) _____

Fire extinguisher _____

First Aid kit _____

Registration and Insurance Papers _____

Vehicle Data

Year _____ Body Style _____ Identification # _____ License Plate # _____

Insurance Information

Company _____ Date of Expiration _____ Policy # _____

Waiver/Certification

In consideration of my being permitted to enter my vehicle on the subject tour and all of the related activities sponsored by the host chapter and the Model T Ford Club of America, I hereby certify that:

- I inspected my vehicle as noted herein and believe it to be roadworthy.
- I understand the inspection items/listings contained on this form are compiled from sources believed to be reliable but are not completely inclusive of all areas and items that should be checked or that could cause safety concerns. No warranty, guarantee or representation is made by the host club or the Model T Ford Club of America as to the absolute correctness or sufficiency of any representation contained in this listing and the host club and the Model T Ford Club of America assumes no responsibility in connection therewith, nor can it be assumed that all acceptable safety measures are contained in this listing or that inspection of other areas of the vehicle or additional accessories may be required under particular or exceptional condition or circumstances for safe operation
- The vehicle is properly titled and registered, as required by the state of my residence.
- I certify that I have insurance coverage on the entered vehicle that covers my liability and physical damage as required in my state of residence.

I release and hold harmless the subject tour host chapter officers, directors and members and the Model T Ford Club of America officers, directors and members from any liability of any kind whatsoever as a result of any personal injury or property damage sustained by the undersigned.

OWNER/ENTRANT _____ DATE: _____

Received by: _____ DATE: _____

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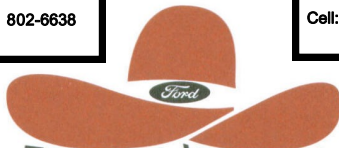
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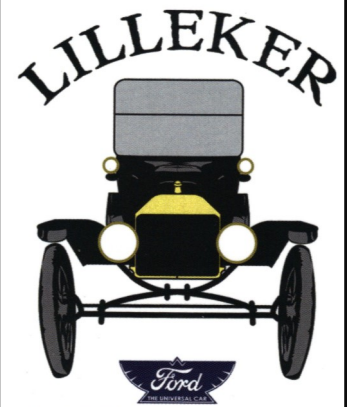


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The Flivver Flash is published by the Space City T's chapter of The Model T Ford Club of America in Houston, Texas twelve times per year. This newsletter is produced for the education, edification and enjoyment of members and those expressing interest 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 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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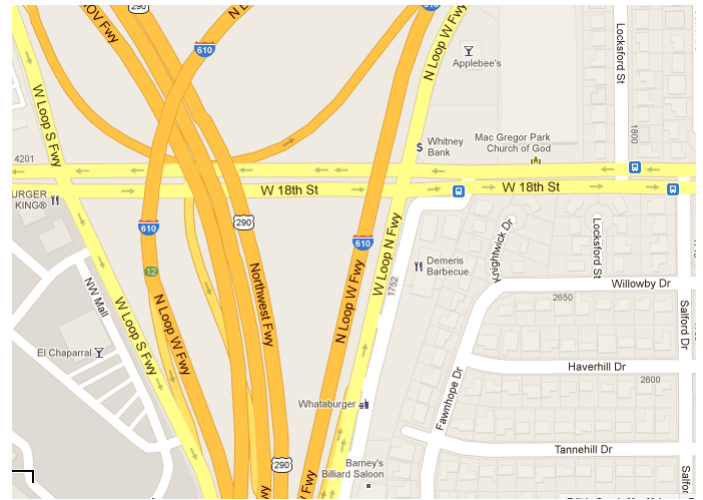
**Next Meeting
September 9, 2015**



**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**



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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First Class Mail

