



# The FLIVVER FLASH

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

*Fords crepitant primum, sed ipsi crepitant longissimae*

Volume 41 Issue 2

February 2017

## Messing with my T

By Alan Fairclough and Stephanie Oehrlein

It was four weeks before the 2016 T party. Our 1924 model T, (Amelia, named after Amelia Earhart who also slept in a hangar with her plane) was starting to misbehave. The clutch was slipping in high and it was getting worse at an increasing pace. Back in March I had ordered a new set of jackrabbit clutch plates but while they were in transit I adjusted the fingers of the clutch spider and the old clutch plates were gripping just fine again, so when the new clutch plates arrived, they sat on a shelf for months.

Well, since the clutch was slipping again and the screws in the spider were as far in as they could go, I decided it was time to replace the clutch plates. Only able to work on weekends, I had to fix it or ride in the vulture wagon all week.

Fortunately, I installed a hoist in the hangar so it was a great help in moving the engine in and out. And in and out, and in and out...

The first time it came out, I mounted it on a handy rotating stand that I borrowed from my mentor Bill Sherrill. His encouragement was extremely valuable.



To get the engine out means removing many other parts such as the radiator, the hoses, the starter, the linkages, the steering column, the alternator, fan and fan bracket, water pump, horn and a lot of wires, nuts, bolts and blocks.

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A roll of mule tape that I was gifted by my other friend Alton Boyett, turned out to be very useful. Mule tape is used by the power companies to pull cables through underground conduits. It is about half inch wide and will lift 1300 lbs. with a single strand. Several slings were quickly made to lift the engine from different points. After a day and a half of struggling, the engine was out and hanging as shown.

Weekend 2 was spent disassembling the transmission and replacing the clutch plates and while I was at it, following sound advice, the clutch spring too. It took half a day to get the pin out of the clutch spring assembly. Having a hydraulic press helps a lot.



With the engine out, the car was pushed out of the way and looked very empty and sad.

The clutch and bands were assembled again after messing with

the springs and nuts of the bands and having to fish the nuts out again. Here is where I learned to use some dental floss to keep the nuts from disappearing in the transmission and having to turn the engine upside down to get them out again.

Many of you have done this and learned these lessons a long time ago. For me it was "learn as you go".

With the engine back together, it was a good time to re-paint the engine from a very girly pale blue to a more manly high temperature cast steel graphite

silver. (grunt!).

Weekend three was spent putting the engine back into the car and trying as best possible to get the pedals under the firewall and get the transmission bracket to slide along the frame and the front of the engine to sit in the cradle up front.



After a few hours, a lot of ups and downs on the hoist, grunting, pushing and pulling, while getting the square drive shaft hole and the U joint stem to match up, mashing my middle finger in the process, that is when

I found out that I had sheared the wiring looms on both sides of the frame.

Out came the engine again so I could splice the looms. No time to order new ones and replace them.

The T party was getting closer.

With the looms spliced and no time to test them, the engine went back into the car. The blocks and bolts replaced, with bandaged middle finger, leaving traces of blood throughout the car and hangar. Next the starter was replaced, the pump, horn, alternator, carb, muffler attached and almost replaced the radiator.





Then I found this woodruff key in the nuts and bolts can.

Words were said that will be left out of this story.

That night I kept thinking the key must belong somewhere in the transmission. Either in the clutch or the clutch spring assembly.

Early next morning, out came the engine for the third time and back on the stand where the transmission was pulled apart again. Nothing was missing.

The clutch spring pack came apart again and once again nothing was missing. The parts book did not show a woodruff key anywhere but in the starter shaft and it was much smaller.

After half a day and two cups of coffee, I finally figured out that this key was for the end of the steering column and I had taken the engine out and apart for nothing.

Learning the skills of taking the engine out and putting it back in was progressing. Back in it went in only half a day. Two and a half hours to get the starter back on after dropping the smaller woodruff key into the transmission and retrieving it with a magnet. I very nearly had to pull it out a fourth time.

Taking Monday off, the engine was bolted back in, all the accessories put back, the radiator on, the hoses back on, new coolant, etc. the car started right up and after a few adjustments to the clutch it was gripping nicely. I might have even been able to adjust the bolt on the clutch arm and got a reasonable neutral, but lacking experience I never tried that. Instead I have new clutch plates, new spring and a newly painted manly looking engine. A bandaged finger and with only half an hour delay, I had a T that I could drive onto the rented trailer and head for the party.

We got to the hotel in Stephenville at 2 am but we made it and Amelia sure behaved great.



Sadly, Amelia has since been sold but the scars, blood, grease and oil stains and great memories that I am now proud enough to share will live on.



## Senior Moments

by Bobby Wright

There are some things we can't really do much to change. Like getting hit by a meteor. Not much of a chance of it happening but virtually nothing we can do to change the odds one way or the other. Then there are things we do to ourselves that cause us frustration and cost us time. Like setting down a tool by the coffee pot when getting a cup of coffee and then spending several minutes looking for the tool all around the shop until finally back tracing steps until we get back to the coffee pot and there it is.



And then there are those situations I call Senior Moments which cause me frustration, or loss of time, or

pain or some other unpleasantness. I hate them. Because it is MY FAULT and could and should have been avoided.

Here is my recent example. I had a car for sale. One of three. I had a prospective buyer coming to look at the car. Car was running fine but I figured why not check and set the coils just to be sure it was running well when the buyer came. Seemed like a good idea. So why not?

So, out come the coils and into the testing device. All tested well. A little adjustment but nothing significant. Now back in the car. Figured I should at least restart the car, so I did. It started and I shut it down. Didn't pay any attention to how it ran.

So the prospective buyer came to see the car and at some point we decided to take a test ride. So fire her up and we are on our way. Well it just didn't run well and had no power. But we took the ride and got back to my house. At some point the prospective buyer left without making a deal.

I had promised my son a ride so I suggested we take that car out and ride. All I did was confirm that it was running horrible and ran out of power before 30mph.

So back at the house I just had to investigate. Taking a screwdriver and shorting the plugs I determined #2 wasn't firing at all. That explains a lot but why? My first thought was maybe since I did have the coils out maybe I just needed to re-seat #2. So, I did. No change.

The next thing I thought was to remove the coil and put it back in the tester and see how it performed.

While taking the coil out I learned in a Senior Moment I had put the coil in backwards! No wonder #2 wasn't firing. Turned it around. Restarted engine. It was obvious the problem was solved. So off with my son for another test ride. Difference was amazing. 35 mph comfortable.

Returning to the house I figured I needed to explain to the prospective buyer what I had done in hope he would believe me. I guess he did. He ended up buying the car.



## SO, YOU SAY YOUR ENGINE IS RUNNING A LITTLE ROUGH

By Bill Severn

### Day One

At the 2016 Stephenville T Party my 1916 Touring Car seemed to get off to a great start. Even though Vulture Wagons were hauling cars regularly back to the hotel, I managed to avoid a breakdown. However, the car was running a little rough when I did get back to the hotel. I did the usual stuff: adjusted the carburetor mixture and made sure the plug wires were snug. I checked the wires on the timer as well. I did not have a spare timer with me, so I called Ross Lilleker and asked if he would bring one when he came up the next day.

### Day Two

The car started easy and seemed to run fine. It just lacked the smoothness at cruise speed. And, the cruise speed was lacking. It felt like an ignition problem. As I got closer to the hotel it really began to run rough. I hated to call for a Vulture Wagon, the hotel was so close. Into the parking lot and safe at last. In the dark of the parking lot I pulled the timer off. With my cleanest rag, I wiped it out and tried to give it a visual check. Could not see much in the dark and so put it back on for another day.

### Day Three

My son-in-law and grandson showed up to ride along with me. Great guys, seasoned mechanics, not on Model T's, but they are good. Off we went but now the car is really, running rough. About a mile from the hotel and I said "We've got to go back". This time the parking lot was well lit by brilliant daylight. We pulled the timer and it looked a bit strange. The inside roller-race was worn at a strange angle and there were cracks inside the timer. What could do a thing like that? Still hidden in the shade was the timer roller. I reached down to feel it's condition and found it dangling from the end of the cam shaft. It was firmly held in place by the nut but the roller was moving all over the place. Once removed, we could see that one of the brackets that held the roller was broken.

ken. The roller had been going around in the timer sideways. This explained the odd wear pattern inside the timer and of course, the rough running.



Out came the new timer with its' roller. The timer was perfect, the roller not-so-much. The spring was missing. A quick check of the old broken roller revealed that the spring was still there. A quick timer replacement and we were on the road catching up with the others.



Ain't T Parties Great?



**Dues Are Due**

Remember, the deadline for dues payment is March 15. At that time the roster will be compiled according to those paid. Dues are still **\$25.00** per year. Please **print** out this page, **fill out** the form below with your most recent information, and make your check payable to **Space City T's**.

Please **mail** your dues to the Treasurer at:

**Anthony J. Marino**

**302 Torrey Court**

**League City, Texas 77573**

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

**SPACE CITY T's MEMBER ENROLLMENT**

Model T Ford Club of America membership # if Applicable \_\_\_\_\_

Model T Ford Club International membership # if Applicable \_\_\_\_\_

DATE \_\_\_\_\_ CHECK # \_\_\_\_\_ AMOUNT \$ \_\_\_\_\_

Name: \_\_\_\_\_ Spouse \_\_\_\_\_

Minor Children (under age 18) \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Work: \_\_\_\_\_

Cell: \_\_\_\_\_ Cell: \_\_\_\_\_

**E-Mail address:** \_\_\_\_\_

Occupation: \_\_\_\_\_

Model T's Owned:

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*Space City T's of Houston Bylaws, Article VI, Section 4: Dues for members admitted to membership between July 1 and December 31 shall pay (1/2) of the annual dues. (\$12.50 for the given year, \$25.00 per year thereafter)*

MTFCI  
P.O. Box 355  
Hudson, NC 28638-0355  
828-728-5758



Visit us online at  
[www.modelt.org](http://www.modelt.org)

## MEMBERSHIP APPLICATION FORM

Last name: \_\_\_\_\_ First name: \_\_\_\_\_

Spouse name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Province (if other than U.S.): \_\_\_\_\_

Country (if other than U.S.): \_\_\_\_\_

E-mail: \_\_\_\_\_

Occupation: \_\_\_\_\_

Home phone: \_\_\_\_\_ Mobile phone (optional): \_\_\_\_\_

MTFCI membership number (for renewals): \_\_\_\_\_

Are you a member of a local chapter? \_\_\_\_\_ If yes, which one(s)? \_\_\_\_\_

List up to four Model T's that you own:

Car 1: \_\_\_\_\_ Car 3: \_\_\_\_\_

Car 2: \_\_\_\_\_ Car 4: \_\_\_\_\_

### Membership roster:

Membership information is normally included on a club roster which is never sold/used for non-club purposes. You may request that your information not be included in the printed roster by answering yes or no below:

Include my information in the club roster: yes \_\_\_\_\_ no \_\_\_\_\_

One year, individual or family membership dues, (12-month rolling):

- U.S.: \$40.00
- Canada: \$45.00
- All other countries: \$50.00
- All memberships payable in U.S. funds on a U.S. bank only.
- Individual Life Membership: \$700.00 U.S. / \$800.00 Foreign

To pay by check: make check payable to MTFCI and mail with application to:  
MTFCI, P.O. Box 355, Hudson, NC 28638-0355

To pay by credit card: complete the information below, visit [www.modelt.org](http://www.modelt.org)  
and pay by Authorize.net, or call 828-728-5758.

Please charge my card for this amount: \_\_\_\_\_

Card type: MasterCard \_\_\_\_\_ VISA: \_\_\_\_\_ Discover: \_\_\_\_\_

Card number: \_\_\_\_\_

Expiration date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Don't miss your  
opportunity to receive  
a FREE year  
of membership!**

Simply give a MTFCI membership  
to someone by submitting an  
application and payment for  
them or have them reference your  
membership number below when  
they submit their own application and  
payment. You must give or sponsor  
two (2) new memberships in order to  
receive your free year.

Offer expires December 31, 2016

Sponsoring member #: \_\_\_\_\_

**The Model T Ford Club of America is the world's largest club of Model T owners and enthusiasts.**

*You do not have to own a T to join in the fun!*

Founded in 1965, together we share a passion to preserve and promote the Model T Ford for future generations by educating people in its history, lore and maintenance. We have members in all 50 states and 41 foreign countries, with more than 130 chapters that provide local activities and fellowship for Model T enthusiasts.

#### Member Benefits Include:

- **Subscription to The Vintage Ford** - An award-winning magazine filled with information on all aspects of the hobby: resources for Model T parts, repair and maintenance info, lists of tours, swap meets and events, plus lots of photos and articles for and about Model T enthusiasts.
- **Free Museum Admission** - Membership includes free entry to the MTFCA Model T museum and access to the museum library for members and their immediate family.
- **Free Classified Ads in The Vintage Ford** (non-commercial ads) up to fifty words each.
- **Events & Tours** - Your entire family will enjoy reliving the days of the Model T at national, regional or chapter events and tours. Participants often dress in period clothes. National events can attract 100+ Model Ts (from perfectly-restored, show quality to right off the farm).
- **Annual Meeting** - Held early in the year, our Annual Meeting gives members the chance to get together, visit and learn. Activities include awards, educational seminars, club business, entertainment and social events.



## MEMBERSHIP APPLICATION

*(If already a member, please give this to a friend)*

Sign up online at our website or fill out and mail us this form. Membership extends to immediate family members, including spouses and children (under 18) living in the same household.

Name \_\_\_\_\_

Immediate Family Members' Names \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Postal Code \_\_\_\_\_ Country \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

**ANNUAL DUES\***: One year membership is \$40 in US, \$50 in Canada and \$56 in all other countries (includes 6 issues of The Vintage Ford magazine). Life membership is \$700 in US, \$850 other countries.

To charge your membership, fill in the information below or join online at [www.mtfca.com](http://www.mtfca.com).

Credit Card # \_\_\_\_\_

VISA • MasterCard • Discover (circle one)

Expiration Date \_\_\_\_\_ CVV Code \_\_\_\_\_

(Last 3 digits on back of card)

Signature (required) \_\_\_\_\_

Make checks or money orders payable in U.S. dollars and send to:

MODEL T FORD CLUB OF AMERICA

P.O. Box 996

Richmond, IN 47375-0996 USA

☐ Check this box if you are renewing your membership.

*\*Membership dues are subject to change.*

## THE MODEL T FORD CLUB OF AMERICA

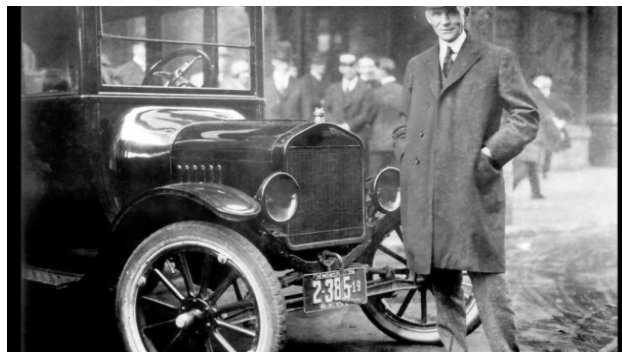
P.O. Box 996 • Richmond, IN 47375-0996

Phone: 765-855-5248 • Fax: 765-855-3428

[www.mtfca.com](http://www.mtfca.com)

The Model T Ford Club of America is a 501(c)3 nonprofit organization.

Not affiliated with Ford Motor Co.







Youse betta send me more Flivver Flash articles!

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. Emailing takes place the last week of the month. Annual dues are \$25.00 per year.

#### Space City Club Officers and Board Members

President	Rosemarie Stokley	(281) 574-7850
Vice President	Luke Cordes	(713) 449-9129
Secretary1	Rick McCracken	(281) 351-0701
Secretary2	Dave Lucas	(281) 388-0761
Treasurer	Anthony J. Marino	(281) 482-4156
Board Member	Bobby Wright	(409) 771-5548
Board Member	Nancy Carter	(281) 931-8268
Board Member	Bill Severn	(936) 273-3592

### The FLIVVER FLASH

Anthony J. Marino  
302 Torrey Court  
League City, Texas 77573  
(281) 482-4156

email: [ModelT@spacecityts.org](mailto:ModelT@spacecityts.org)

web site: <http://www.spacecityts.org/wp/>

## Calendar of Events

- |               |  |
|---------------|--|
| <b>Feb 8</b>  | <b>Space City T's Meeting</b>  |
| <b>Mar 3</b>  | <b><u>'On the Road for a Reason'</u> car show at Challenger Columbia Stadium located at 1955 W. NASA Blvd. Webster, TX 77598</b> |
| <b>Mar 8</b>  | <b>Space City T's Meeting</b>  |
| <b>Apr 1</b>  | <b><u>Liberty Church 2nd annual car show</u> at 200 FM 2025 Cleveland, TX 77328</b>  |
| <b>Apr 12</b> | <b>Space City T's Meeting</b>  |
| <b>May 10</b> | <b>Space City T's Meeting</b>  |
| <b>Jun 14</b> | <b>Space City T's Meeting</b>  |
| <b>Jul 12</b> | <b>Space City T's Meeting</b>  |
| <b>Aug 9</b>  | <b>Space City T's Meeting</b>  |
| <b>Sep 13</b> | <b>Space City T's Meeting</b>  |

## From Blow Out to Bearings in Less Than One Hour

By Dave Lucas

I was preparing my 1927 Touring for a wedding and had one tube blow out. Another was about to blow the stem out and two other stems were badly deteriorated so I decided to change all five tubes.



As I was removing the rear wheels I noticed some excessive slop in the axle to bearing clearance. Installed my spring support tool and removed the rear axle. Just me, my rope, my spring tool, a couple jack stands and 4 hours of labor and the rear end

is out and ready for disassemble. It is now apart and cleaned up waiting on new axles, bearings and seals.



### Flivver Flash Inputs Needed

Do You Have Something to Share? A Barn find, Funny and not so Funny Model T stories? Tour Photos, or articles about Model T's? Your Model T acquisition stories, Restoration Photos or Swap meet finds? A special interest article?

**Please send ads, articles, photos, etc. for our Flivver Flash news letter to:**  
[topkick7@outlook.com](mailto:topkick7@outlook.com)



Have Fiberglass fenders would like metal.

Need spray aprons, seats, throttle and timing linkage, Hood, Top frame, emergency brake shoes, whatever else you may have laying around. Please call:

Clint 713 725 0506 or John 713 829 4242



### For Sale: 1915 Model T Touring

Hand crank start only. Starts, runs, and stops as should. Roll up rear top. \$15000



Call or text Bobby Wright at [409-771-5548](tel:409-771-5548) or email at [bcw54800@gmail.com](mailto:bcw54800@gmail.com)

Some of you may remember my dad, Ralph Reeder and Performance T Parts. My dad had gathered a large collection of parts some of which I have sold since he died in April of 2009. I still have a lot of miscellaneous parts that I hate to see sit with me and deteriorate. There are rear ends, engine parts, hogs-heads, magneto rings and lots of small parts. Some of the inventory of Performance T Parts is still intact and includes quite a few restoration parts, distributors, camshafts (both reground and cores), alternators, the virtually indestructible belts he made in various lengths, gasket sets and a few new aluminum heads and a couple that have been run. There are several lights, carburetors and lots of other stuff. I have one complete engine and the chassis and some sheet metal from a TT truck. The Performance T Parts trailer is still sitting in my driveway and is full of miscellaneous parts. I still have the under-slung 27 Roadster he and I built as well. It has been sitting under cover for 8 or 9 years and I might consider selling it. I would like to sell everything in one lot and will make a good deal if any of your members might have interest or pass my phone number along to anyone who might.

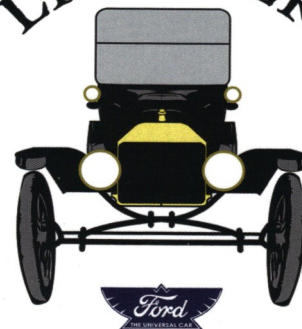
Thanks, Bubba Reeder 281-507-3713

Seven (7) USED 30 x 3 1/2" tires for sale Wards Riverside, Universal etc. \$30 to \$40 each depending on wear.

Two (2) used Kelsey rims, eight (8) square clamps and eight (8) lug nuts; \$200.

— OR BEST OFFER —  
Anthony 281-482-4156  
[topkick7@outlook.com](mailto:topkick7@outlook.com)  
in League City, Texas

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**For Sale: 1924 Model T Touring** 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 engine was built with special updates. High compression head, aluminum pistons, stainless steel valves, hardened exhaust valve seat inserts, adjustable valve lifters, tour cam, modern spark plugs, alternator, modern carb and air filter. 12 volt system and signal lights. Asking \$13,000. Contact: Robert Kirk [281-332-1701](tel:281-332-1701)



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 magazine issues or store items can be directed to the following:

### Model T Ford Club of America

309 N. 8th Street, PO Box 996

Richmond, IN 47375-0996  
Phone: 765-855-5248

E-mail: [susan@mtfca.com](mailto:susan@mtfca.com)

\$40 Annual dues includes six issues of The Vintage Ford

Join MTFCA at: <http://www.mtfca.com/>





**Next Meeting  
February 8, 2017**



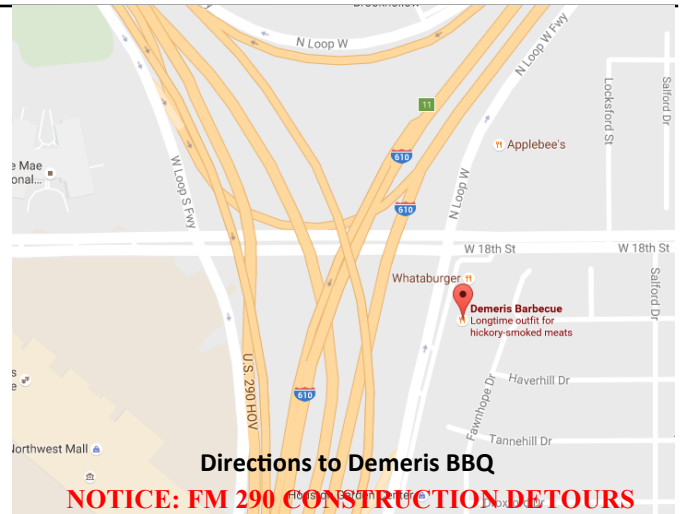
**Dine with Friends at  
Demeris BBQ at 6:00 P.M.**

**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**



If construction allows, 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 immediately on the right after Houston Garden Nursery.

If construction allows, 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 BBQ after the WhataBurger.

If construction allows, 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

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**Space City T's of Houston  
Anthony J. Marino  
302 Torrey Court  
League City, Texas 77573**



**First Class Mail**

