



The FLIVVER FLASH

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

Volume 34 Issue 10

October

October 2011



NATIONAL BREAST CANCER AWARENESS MONTH



C. Harold Wills



Joseph Galamb



Spider Huff

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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.

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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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Two Steps Forward, Two Back

Progress trap, the condition societies find themselves in when human ingenuity, in pursuing progress, inadvertently introduces problems that it does not have the resources to solve, preventing further progress or inciting social collapse. - Wikipedia

In the interest of staying abreast of technology, we retired our old computer that has a checkered past. It began life in the late 1980's as an IBM clone sporting an 8088 microprocessor, 2 KB RAM, a 5¼ inch floppy drive, no hard drive and running on DOS. It was as basic a word processor as a Commodore 64.

Over the years, it morphed into a respectable powerhouse, sporting an AMD Athlon XP 2400 processor, 114 GB hard drive, 1.25 GB RAM and running on Windows XP.

Enter a new Dell computer with an AMD Athlon 64 x2 Dual Core 3800 processor and running on Windows Vista.

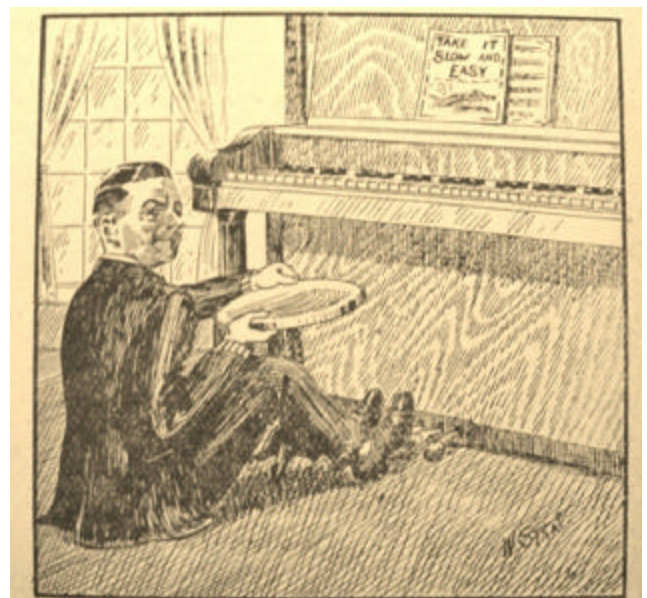
It was then we found that we could not print the newsletter in booklet form that allowed stapling the 11 x 17 sheets on the folded spine. As a result, the July and August print issues of this newsletter were not printed as a bifoldd booklet, instead being individual sheets stapled together.

We experimented with printer settings to no avail, tinkered with various printer drivers with no success. In frustration, we tried a new Gateway laptop running on Windows 7. Same problem, same attempts at correction.

Then in an Eureka moment we dragged the old clone out of mothballs, fired it up and wonder of wonders, everything works.

Perhaps Henry Ford was on to something when he refused to make changes on the Model T for change sake.

It's All in the Fancy Ford Footwork



Mr. Gus Oline Demonstrates Ease of Ford Control

On The Cover



Three of Henry Ford's Lieutenants played critical roles in the success of the Ford Motor Company and the Model T. Turn to page 4 for more about these interesting men.

New Addresses

Philip and Donna Cavanaugh
15000 Mansions View Drive, Apt 707

Conroe, TX 77384

Ph: 830-660-4843

830-660-0181

pcavanaugh1@consolidated.net

Jerry and Marge Davis email address change:
gbrkdavis@gmail.com

The Club Is Looking....



....for a few good folks who would be willing to throw their hat in the ring and serve as a club officer.

To nominate a member or to self-nominate, contact
President Dave Carter (281) 931-8268.

2011-12 Calendar of Coming Events

October 12 **Space City T's Meeting**
2011

October 22 **Seabrook's 50th Anniversary Celebration**
2011



9:00 am to 3:00 pm
Rex Meador Park, 2100 Meyer Road
Seabrook, Texas

Looking for Model T Participants

Website: www.ci.seabrook.tx.us

Contact Bill Sherrill

Cell 713-254-1700

Email: bsherrill@secoindustrial.com

November 4-6 **Fall Conroe Swap Meet**
2011 Conroe, Texas
Call 409-749-0824, 337-249-7667

March/April **2012 - See the South Slowly Tour**
2012 North American Touring Ts
Susan and Joss Sanderson
5220 W. Larkspur Ridge Dr.
Tucson AZ 85743
az_tchr@yahoo.com
520 260 9772

Space City T's 2011 Christmas Dinner 2011 Christmas Dinner



When?

December 3, 2011
5:00 PM

Map to County Line BBQ

Where?

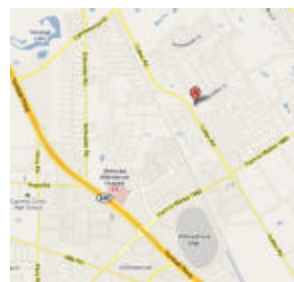
County Line BBQ
13850 Cutten Road, Houston,
Texas 77069


Please R.S.V.P to the Carters
by November 30

Email: flymyrv@aol.com

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See you there!





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The Model T Trio

By Stan Hoekstra

While Henry Ford painted the concept of the Model T in broad strokes, it was the genius of the men he employed that brought the new car into being. Foremost among those men were Childe Harold Wills, Joseph Galamb, and Edward "Spider" Huff.

In a walled off secret room in the Piquette plant, the new car took shape under the tutelage of Henry Ford. He positioned himself in a comfortable rocking chair and oversaw the development while drawings were posted on a large chalkboard.

We present here snapshots of the subject individuals.

Childe Harold Wills

Also known as **C. Harold Wills**
(June 1, 1878 - December 30, 1940)



Wills joined Henry Ford as a draftsman in 1902. One of his first projects was work on Ford's 999 and Arrow race cars. Upon the organization of the Ford Motor Company in 1903, he was promoted to chief engineer and metallurgist. He had a hand in the design every Ford car until 1919 when he resigned to establish his own auto company. Wills left his indelible mark on the Model T in a number of ways.

Henry Ford recognized the superiority of nickel-chrome vanadium steel which was not readily available in the day. It was Will's task to bring to fruition the mass volume of the material required by Ford beginning with the Model N in 1907 and for every Model T to follow

The Ford script carried on the radiator shell and hubcaps of every Model T and on present day Ford products was Will's idea. It was the font in a printing set that he had as a teenager. Today, it is recognized world wide.

The Model T planetary transmission was conceived and developed by Wills. It proved to be a feature that allowed ease of operation compared to the non-synchronized sliding gear transmission of the era. That, and the self starter, put women in the driver's seat.

The detachable cylinder head was a Wills innovation.

This made machining the block a much less costly operation and contributed to the low cost of the Model T. Also, it greatly simplified repairs on the engine, so much so, that average shade-tree mechanic could overhaul a Ford. This was another factor that made the Model T so popular in the hinterlands.

By the late teens, Wills relationship Henry Ford had begun to sour. New people were moving into management and one, Charles E. Sorensen, forced Will's departure. He walked away with 5.5 million in severance which allowed him to found his own company to produce the Wills-St. Claire auto. The enterprise lasted until 1927. He consulted for several auto companies after that and died in 1940.

József Galamb

Also known as Joseph A. Galamb
(February 3, 1881 - 4 December 4, 1955)



Galamb was born in Makó, Hungary. He received a mechanical engineering degree from Budapest Industrial Technology Engineering Course in 1899. After one year of compulsorily military service, he worked as an engineer and draftsman for various companies throughout Europe.

In 1903 he embarked for America to seek his fortune.

By 1905 he had landed at Ford as a designer and one of his first assignments was a redesign of the Model N cooling system.

In 1905, he did experimental work on a prototype Ford tractor. Eventually it was handed off to a protégé of his, fellow Hungarian Eugene Farkas.

Henry Ford recognized Galamb's talents and he became instrumental in the development of the Model T. So much so, that the fabled "secret room" in the Piquette plant, in actuality, was Galamb's drafting room and the womb of the Model T. Once the Model T was in production, he had a hand in developing the moving assembly line.

By 1914 Galamb was in charge of the engineering department and responsible for any changes in the Model T. During the mid-twenties he had a hand in the engineering of the "X" engine which never saw production because it was deemed impractical. He continued in his role of chief mechanical engineer until the advent of the Model A in which his influence was again evident as it was in the Model T.

By this time he was admired by and working closely with Edsel Ford. During the developmental stages of the Model A, Galamb's drafting skills and innate sense of design served the company well in crafting the styling of the new car. On this, he and Edsel both contributed to what was being hailed as a baby Lincoln. The team of Edsel Ford and Joseph Galamb continued to style the Ford cars of thirties including the classic '32

Just as he had operated under a veil of secrecy during the development of the Model T, so did he with development of the Model A which was to replace the Model T.

He retired from Ford in 1944 and died in 1955.

Edward S. Huff

Also known as **Spider Huff**
(July 15, 1879 - March 1940)



Little is known about Huff's early life. What is known is that he had a rather unique relationship with Henry Ford, that no other employee enjoyed. So unique, in fact, that Huff and Ford were on a first name basis. All others addressed Henry Ford as Mr. Ford.

Huff's association with Ford began in the earliest years of the automobile industry. He, among others, collaborated with Ford on the development of the Quadricycle when he was a teenager and showed a remarkable talent in electrical technology. Huff followed Ford through the iterations of Ford's businesses; the Detroit Automobile Company, the Henry Ford Company and ultimately the Ford Motor Company.

Prior to the formation of the Ford Motor Company, Ford was involved in racing to test and promote his cars. It was this participation success that caught the attention of investors and allowed Ford to finally form what became known as the Ford Motor Company. During the years of racing competition, Huff was instrumental in engineering of the electrical systems of the Ford racers.

However, he was not immediately in the employ of the Ford Motor Company, but instead became an independent contractor who developed and supplied electrical components to Ford. This venture was short-lived and Huff soon rejoined Ford to go on develop electrical systems for the N, R, S and T alphabet series of cars.

His crowning achievement was the perfection of the low tension flywheel magneto. It was an important factor in the reliability of the Model T, eliminating the need for a battery to power the ignition system. In 1912 Huff again left Ford over a dispute in royalties for the magneto system used in Model T production. Again, as independent contractor, he received a series of patents for magneto design, lighting systems and starter/generators.

In 1917 he opened Huff Laboratories and thrived for a time. During the ensuing decade, Huff and Ford waged a legal battle over the matter of the royalties on the Model T magnetos. By the mid-twenties Huff was bankrupt. To head off further legal confrontations, Ford offered to hire back Huff and place him in the Ford Engineering Laboratories. Huff accepted. While there he worked on the new Model A electrical system.

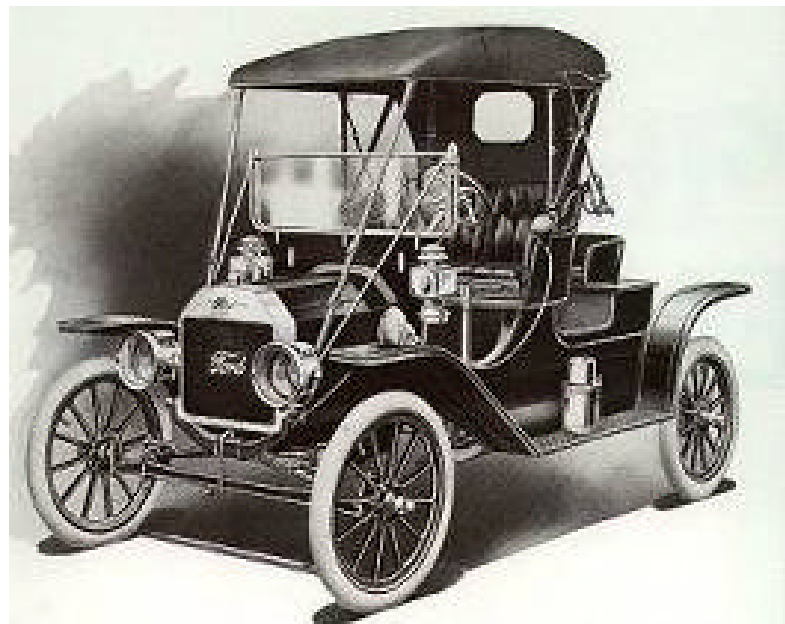
He passed away in 1933

Research for this article was drawn from Wikipedia for Wills and Galamb

http://en.wikipedia.org/wiki/Childe_Wills

http://en.wikipedia.org/wiki/J%C3%B3zsef_Galamb

Professor Trent Boggess's article in Vintage Ford Volume 31, Number 3 page 20 was the basis for the information on Huff.



Post Script

Snapshots From the Past

Last month we featured Frank Gusman and his Curved Dash Oldsmobile in the cover article. Since then, Frank uncovered a photo of that same Olds rolling out of the dealership in 1902 with the original owner sitting on the passenger side (wearing hat). This car was third to ever grace the streets of Houston, so Frank owns a significant piece of history.



The photos to the right show the one the first aircraft based in Houston. It was a Beleroit owned by the employer of Frank's father, L.L. "Shorty" Walker. Frank's father was also the aircraft mechanic.



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For Sale: 1926 Model T Tudor Sedan.

Needs restoration. Has wood wheels. \$4000.

Call Gator Gould 251-765-2677 gatorsts@frontiernet.net

For Sale: Complete set of Vintage Ford Magazines. \$450

Call Gator Gould 251-765-2677

gatorsts@frontiernet.net

For Sale: 1923 Model T Ford

All original, needs complete restoration. No rust through anywhere, stored inside. Ran last summer \$8000.00

Please call Russell Gibson—281-691-2669

For Sale: 1914 Model T Truck

Excellent condition \$12,500

New car trailer \$1500. Contact:

Lee Latham le2_lat42@yahoo.com



Wanted—1927 Front Bumper and Brackets

Contact: Gaylord Willet—Montgomery, Texas

936-448-1550

Wanted: Model T Ford—1909 - 1925 Car or parts needing restoration, running or not. Roadster preferred, must be reasonably priced. Contact: David Craft 281-328-6375

For Sale: 1923 T Touring Good tour car.

New tires and battery, everything works. Has distributor, starter, outside oil line. Old restoration by Ralph Reeder. Been in storage for some time. \$7,500.

Contact: Ray Barth 16411 Heiden Circle Spring, Tx 77379 Ph. 281-253-6237

rbjfp@earthlink.net



For Sale: 1922 Canadian Coupe

Engine number C379398,

more parts than shown. Asking \$800.00

Butch Edmunds 713-201-5963

Waller, Texas



Next Meeting

October 12, 2011



Dine with Friends at
Jax Grill at 6:00 P.M.
1613 Shepherd Drive in the Heights

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

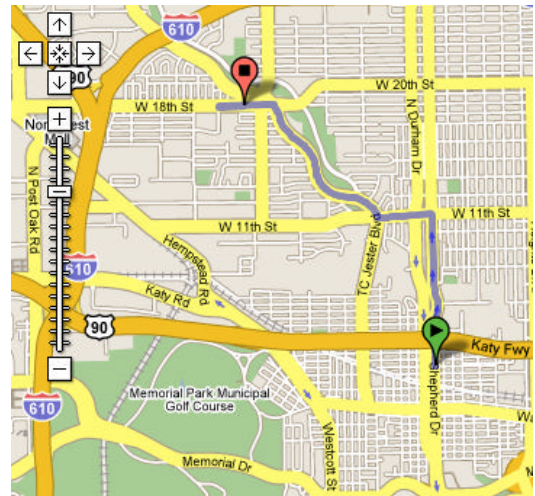


Program:

To Be Announced

(But you can bet your boots it will be interesting)

Presented by Ross Lilleker



Directions from Jax Grill to Lazybrook Baptist Church

Head **north** from **Shepherd Dr** - go **0.3 mi**
Continue on **N Shepherd Dr** - go **0.8 mi**
Turn **left** at **W 11th St** - go **0.4 mi**
Turn **right** at **TC Jester Blvd** - go **0.2 mi**
Bear **left** at **W TC Jester Blvd** - go **1.0 mi**
Turn **left** at **W 18th St** - go **0.4 mi**
Turn **left** into the **parking lot** of the church



First Class Mail



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Editor: Stan Hoekstra
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