



The FLIVVER FLASH

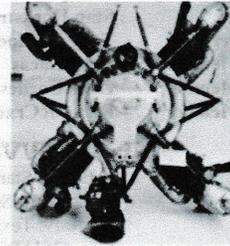
The Official Newsletter of The Space City T's ~ Houston, Texas
A Chapter of The Model T Ford Club of America

Volume 35 Issue 9

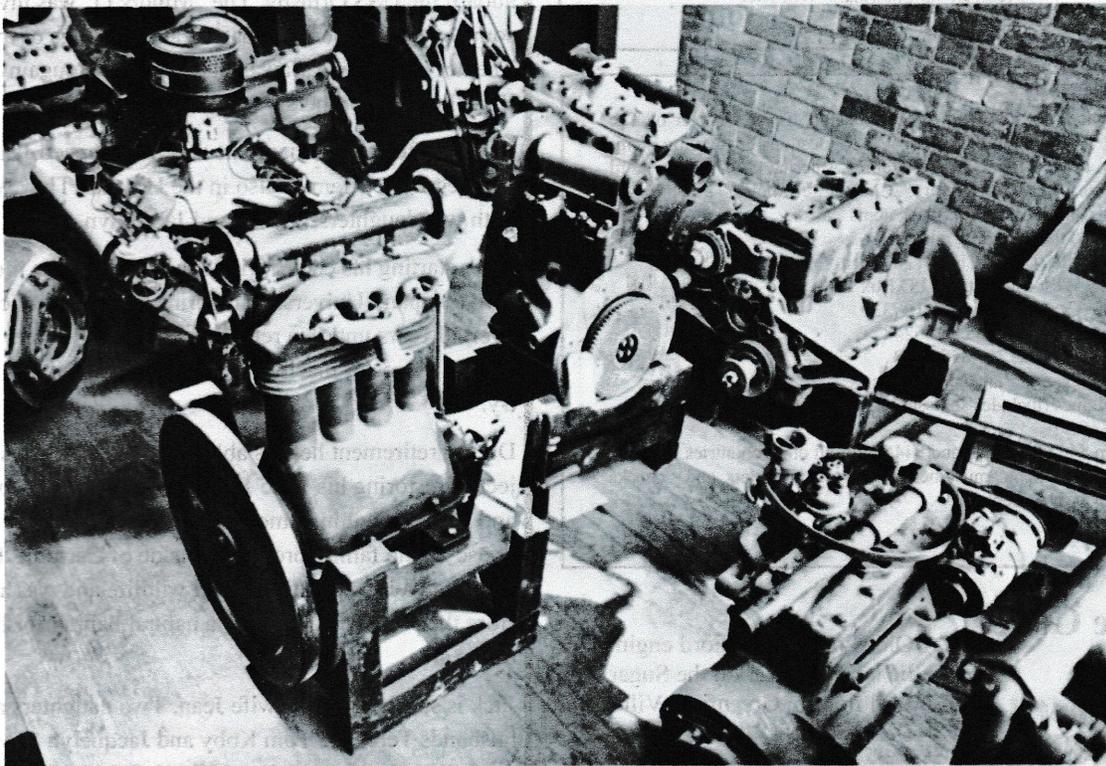


September 2012

Experimental Ford Engines



Another Great Archeological Discovery!



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Jack H. Schwecke 1926-2012

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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:

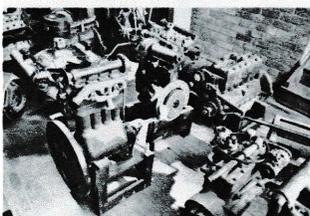
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On The Cover

Experimental Ford Engines
 Another Great Archeological Discovery!



Old experimental Ford engines lie helter-skelter on the Sugar Mill floor in Greenfield Village, Dearborn.

OHC 4 of 1907 stands in the foreground.

The engines have lain here since 1955, can be seen through windows.

See page 4

Jack Schwecke
 1926-2012

Jack H. Schwecke, 85, passed away on July 23, 2012 in Brenham, Texas. He was born July 29, 1926 in Houston TX to Col. Hugh Schwecke and Madeleine Boudouin.



Jack grew up in the Heights with his sister Jane and attended Christ the King grade school, Hogg Middle School, Reagan High School, Bryan Military Academy, and The University of Houston.

Jack entered the Navy during WWII and served in the Pacific aboard the USS Ormsby. The "Mighty O" was involved in some of the most critical battles and landings of the Pacific Theater including Tarawa, Guadalcanal, Bougainville, Peleliu, Leyte and others.

Shortly after his discharge he met and married Jean Franks and began their family also in the Heights. They were blessed with two daughters, Teresa and Jacquelyn.

After starting his career with Schlumberger, he founded his own company Universal Blueprint & Supply which he ran for over 40 years until his retirement. Over his career he invented several pieces of machinery for use in the Oil and Gas Industry.

During retirement he was able to finally tackle his dream project of restoring his 1925 Ford Model T to mint condition. He and Jean during this time also had the opportunity to build a house on the family property outside of Carmine TX. He always had a love of animals and wildlife and was able to restore the property to provide a natural habitat for the animals of the area.

Jack is survived by his wife Jean. Two daughters and their husbands Teresa & Tom Koby and Jacquelyn & Mike Oltremari. Grandsons and wives Mike & Tabitha Koby and Timothy & Jackie Oltremari. Granddaughter and husband Megan & Wylie Dunn. Great-grandchildren Sydney, Madeleine (May) & Jay (JT) Koby and Jack Dunn.

Proceeded in death by his parents, sister Jane and granddaughter Amy.

2012 Texas T Party ~ October 4-6

Gas 'Em Up!... Let's Go!



Bryan/College Station

2012 Calendar of Coming Events

- September 12 **Space City T's Meeting**
2012
- September 28-29 **Lone Star Regional 37Th Annual Swap Meet**
2012 **Vintage Chevrolet Cub of America**
Traders Village, Grand Prairie, Texas
- October 4-6 **35th Annual Texas T Party** ↑
2012 Bryan/College Station, Texas
Contact Tour Chairmen Ross and Jennifer Lilleker at
mrsmodelt@hotmail.com or 979-218-4083
- October 12-14 **Wagon Wheel Swap Meet**
2012 Hwy 304 & Hwy 535
Rosanky, Texas 78953
Contact Ed Zimmerhanzel 830-839-4353
or Ken West 512-360-5463
Email: wagonwheelswapmeetatrosanky@yahoo.com
- October 21-26 **2012 AAA Texas Glidden Tour**
 Brenham, Texas
 www.vmcca.org
- November 2-4 **Conroe Fall Swap Meet**
2012 Montgomery Co. Fairgrounds
Information: 337-249-7667
 www.hotrodsoftexas.com
- November 22 - 25 **Autorama**
2012 George R. Brown Convention Center
 1001 Avenida de las Americas
- December 2 **Space City T's Christmas Party**
2012 Christies Steak & Seafood
 6029 Westheimer
 5:00 P.M.

Father, Dear Father Come Home With Me Now

Father, dear father, come home with me now,
The clock on the dashboard strikes one;
Don't fuss with the car any longer, pupah,
You can't get the old tub to run!
The cylinder's cracked and the timer won't work,
And mother's been waiting since tea,
And tether the car to a post, father, dear
And come home on the trolley with me!

Come home, please father, dear father come!

Father, dear father come home with me now
The speed meter clock's striking two!
The night has grown colder, the rear tire's flat,
And mama may fret about you.
The camshaft is twisted, the pump's out of gear;
Perhaps before morning shall dawn,
Ma may grow real angry and want a divorce—
Come quickly, or she may be gone.

Come home, please father, dear father come!

Father, dear father, fly home with me now,
The clock's striking three!—it's struck out!
Don't fool any more with the magneto and coil;
The wires have grounded, no doubt!
The child's plea was answered—the answer was short,
Which the night winds repeat as they roam;
The gas tank exploded, some noise and some smoke,
And father and daughter blew home!

We're home, dear father, we're home!

—Author Unkown

A Dispatch From the Eastern Front

By Doug Brough

We took a 2.5 week trip to the Northeast in early August. One of our stops was in Rochester, NY to visit Skip! He took us to a restaurant which has having a BIG car show that evening (and it was a beautiful day for such). There were probably 50+ cars there, mostly from the 60's and 70's (a few pre 60's cars). So here are a couple pics from that event. Sorry, no Model T's, so we chose a picture around this early Ford V8. Skip is doing fine and says "hi" to everyone.



This article is reprinted in part here with permission from the author, Daniel Strohl. It first appeared in the 1973 November-December issue of Special Interest Autos, a Hemmings publication.

For more interesting articles by Mr. Strohl check out the website www.hemmings.com/newsletter/. It's a free daily newsletter to which you can subscribe.

It is published Monday through Friday. It will keep you abreast of what is going on in the world of collector cars.

Experimental Ford Engines

By Daniel Strohl

The mystery began when we got a letter from Bill Ironside of Berkley, Michigan. Mr. Ironside said that our mention of an in-line, 5 cylinder engine for Ford's postwar Light Car project rang a bell in his mind.

"I've seen it", he wrote, "and at the time I saw it, I thought I'd gone crazy. I saw the engine along with dozens of others. They are tucked away in an unrestored sugar beet mill at the far end of the village. They are all near several large windows and can easily be seen. Did you know about these?"

No indeed we didn't but it took no time at all to find out that Mr. Ironside had led us to a gold mine of odd, unusual and fascinating experimental engines—56 in all inside the sugar mill. The Henry Ford Museum acquired then on permanent loan from the Ford Motor Company in 1955. Before being moved to the sugar mill, the engines were stored on the second floor of an old dairy barn on Ford Road, just east of the Southfield Expressway, on Ford property. Before that, they had languished in the basement of what was known as the Ford Engineering Laboratory, now called the Triple-E Electrical Building of the Ford Motor Company.

Relatively little is known about the engines themselves, but perhaps the oddest facet of their existence is, Why hadn't someone "discovered them before?"

The 56 engines will provide grist for the historian's mill for decades to come. Records exist in the Henry Ford Museum, but these leave the most intriguing question unanswered. When were these engines built? Most seem to have been intended for automotive use, but some could be for aircraft, others for stationary power applications, a few for agriculture vehicles (tractors, etc.), and some might have been military.

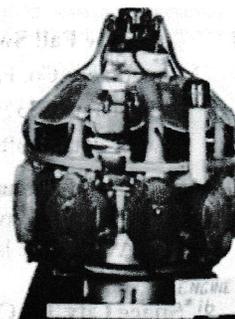
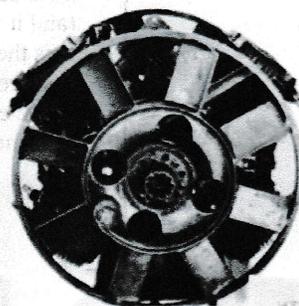
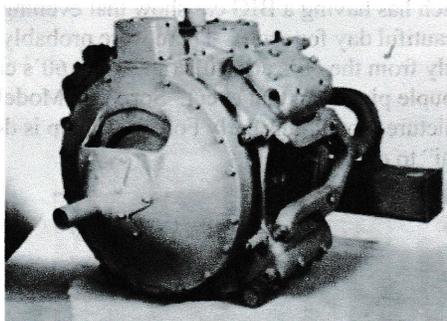
Another question that looms large at this point" If 56 engines of these old engines have been saved, how many others were scrapped or stored elsewhere?

As one member of the Henry Ford Museum staff told SIA, "The main reason they were built was because Henry Ford wanted them built." That's true, and it means that the elder Ford had a greater interest in research and experimentation than most of us had suspected up until now. Another knowledgeable source has told us, "Aspiring engineers and inventors could sometimes get through to Henry Ford. If Mr. Ford 'bought' an idea for an engine or some other device, he would set up the new genius in a small private office and let him proceed in great secrecy. The results were some pretty wild engines. These usually would run but were always dropped in the end.

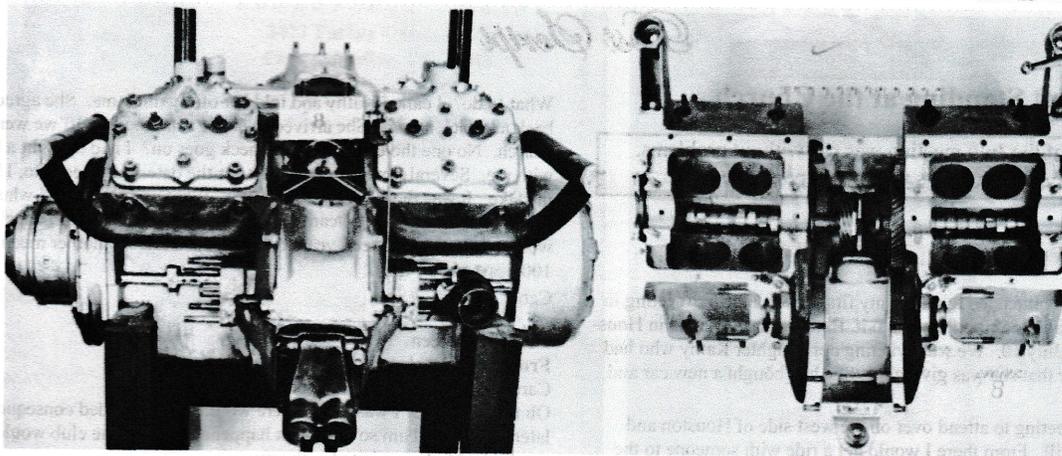
Who would have dreamed that Ford kept such a steady program of widely different engine experiments going through the years? And if Ford has such a huge program, what does this mean about the size and scope of similar programs at General Motors, Chrysler, and other car companies during the same years? Tiny hints and peeks have come through about all car companies experiments over the years, but this is perhaps the richest single find yet—the largest indication of the breadth and scope of a major auto manufacture's early interest in searching for new engine designs and concepts.

We suspect that this archeological discovery will keep historians busy and happy for quite some time. We are looking forward to the unraveling of many remaining mysteries.

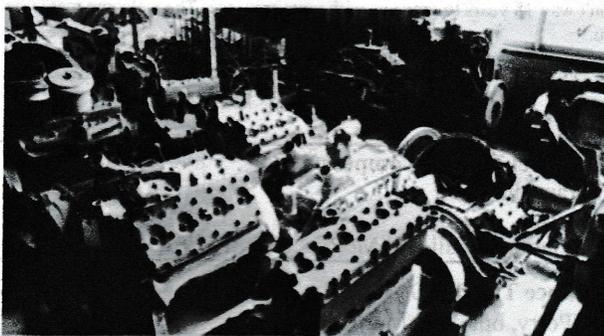
Our thanks to Les Henry, Randy Mason, and Bob Springer of the Henry Ford Museum and Greenfield Village, Dearborn, Michigan; the Ford Archives; Donnell A Sullivan and Roy J. Shumann, Dearborn; Michael W.R. Davis, Chuch Gumushian, and Al Lee of Ford Motor Company; and Bill Ironside, Berkeley Michigan.



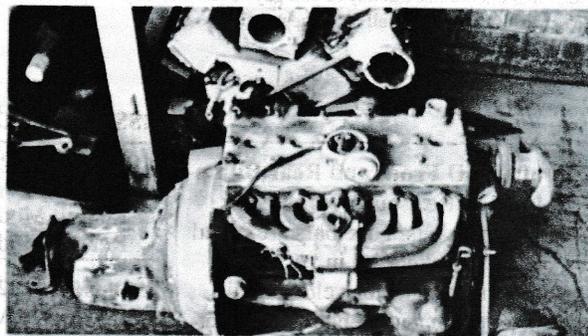
Among X-8's in the collection are SOHC for aircraft (far left), water cooled version above at center that's air-cooled and meant for automotive application. At right, the radial 9-cylinder appears to have been intended for either automotive or aircraft use or both.



Both these views show the same engine, a V-8 with the transaxle mounted in the middle of the block. Henry Ford patented several rear engine configurations in the mid-1930's and John Tjaarda also worked on similar designs at the same time.



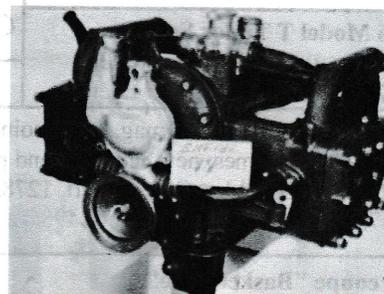
In another part of the mill, engine with variable compression and camming, stands against window. Another X-8 rests beside it.



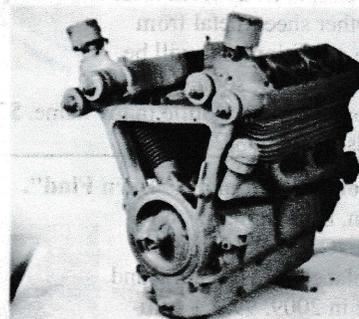
In-line 5 harks from 1947, was Henry Ford's pet. Six proved smoother and not much costlier.



Old sugar Mill kept its secret 19 years despite thousands of visitors seeing engines through tall front windows. No one identified engines until an SIA reader recognized the 5-cylinder power plant.



Like most other engines in the collection, opposed L-head 4 carries no date or clue to use.



Overhead-cam, air-cooled V-12 of 128 cid uses aluminum block with steel sleeves.

Post Script

Visiting Member Left Standing at the Church

The cancellation of the July meeting was not without problems. Here's one. There may be others yet to be reported.

From: Carey Green
To: Stan Hoekstra
 Stan,

Boy was I confused and upset. I intended to attend my first Space City T's meeting in about eighteen years. I was really looking forward to it. Barbara and I arrived in Houston late afternoon on Tuesday July 10. We were visiting our daughter Kathy who had driven us down to pickup a car that she was giving us. She had bought a new car and did not need her 1999 Jimmy.

Wednesday night she had a meeting to attend over on the west side of Houston and offered to drive me to Jax's Grill. From there I would get a ride with someone to the church for the meeting. We arrived at 5:55. She left to go to her appointment. I was let alone with no car. I looked around and did not see a familiar face. After a while not seeing anybody knew I asked one of servers about our group. She denied having any knowledge of such a group. There I was stranded with no transportation to the meeting at the church. I decided that I could not call any of you guys even if I had your phone number(which I didn't) because you would all be at the meeting.

What to do? I called Kathy and told her of my dilemma. She agreed to come back and pick me up. She arrived in about a half hour. Off we went to the church. No one there. What in the heck goes on? I had brought a Flivver Flash with me. Several times I consulted it for the date and place. No, I had not made a mistake. It was the right date and place. What goes on? Well when we got back home I received your postcard telling that meeting had been cancelled. I hope it won't be another eighteen years before I try to attend another meeting. I would be 100 years old by then.

Carey

To: Carey Green
From: Stan Hoekstra
 Carey,

Oh my goodness! I was afraid there would be unintended consequences and collateral damage. I am so sorry that happened to you. The club would have very much liked to have visited with you.

What happened was that the church had scheduling conflict and didn't receive notification until the day before the meeting. The newsletter had already gone out so there was a mad scramble to get the notification out to the membership before the meeting.

Don't wait 18 years to grace us with your presence. The welcome mat is out for you.
 Stan

Classified Ads

For Sale: Set of USED Front and Rear Bumpers for 1926-7 Model T. Rear bumpers are split style. Complete with brackets. Face bars are pitted and need to be plated. Brackets are in very good condition. They have no breaks or welds. Email photos can be sent so they can be enlarged for better view. Contact: Eric "Gator" Gould, Monroeville, AL 251-765-2677 or gatorsts@frontiernet.net

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: 1921 Produce Truck - Original Body LIKE a Martin/Perry, but not a Martin/Perry. Good Paint. Two new tires. Has 12 Volt system, electric starter. Nice stock vehicle. \$12,500 Helping sell for a friend.



Contact : Gator Gould 251-765-2677 or gatorsts@frontiernet.net

For Sale: 1926 Model T Tudor Sedan. Needs restoration. Has wood wheels. \$3,000. Gator Gould 251-765-2677 gatorsts@frontier.net

For Sale: 1923 Model T Speedster Totally restored from ground up. Features: 12 volt electric start + hand crank, new radiator, Rocky Mountain brakes, new fuel system, 5 new Firestone tires and much more. Excellent show car and run about. Drives and runs great. \$17,500.00 OBO. Will deliver at no additional cost up to 500 miles when funds are verified. Pat Hardy 409-385-8888, Email: Slh1314@aol.com Silsbee, Texas



For Sale: 1927 TT Truck New carb, mag, coils, points and gas tank. New wood in bed and frames, new cedar cut and planed from my farm. Asking 12,500, negotiable. George Hart, 12782 Hwy 259N, Omaha, TX 75571 903-452-2900 Ghart2498@aol.com

For Sale: 1926 coupe "Basket Case". 99.9% complete, but needing full restoration. Running gear from former club member Charles Brandt's coupe. Body from local Austin county car. Other sheet metal from other cars but in nice condition. Car will be parted out, if not sold together, soon. Not numbers matching, but clear Texas title in my name. \$2000.00 Contact Terry Woods 281-693-2236



For Sale: 1927 Model T Ford Coupe West Texas car Drivetrain intact. Engine turns. Solid Body. Make reasonable offer. Contact Carl Sexton 337-356-7723 candpsexton@aol.com

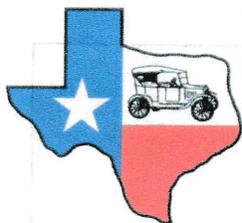


For Sale: 1926 Fordor California "Barn Find". Needs full restoration, but original wood in relatively good shape. Only two or three pieces need to be replaced. Was running and driving when bought in 2009. 99.9% complete. Matching numbers car. Clear Texas title in my name. \$3,000.00 Contact Terry Woods 281-693-2236



Wanted—1927 Model T 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



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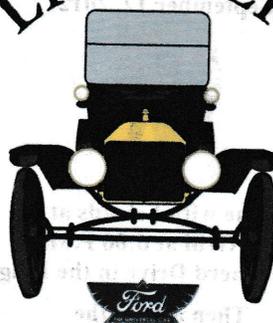
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Address Change

Philip and Donna Cavanaugh
51 Trafalgar Place
Conroe, TX 77384

Please update your records

**SAVE THE DATE
12-2-12**



**Space City T's Christmas Party
Christies Steak & Seafood
6029 Westheimer, Houston
The fun starts at 5:00pm**

Next Meeting

September 12, 2012



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.

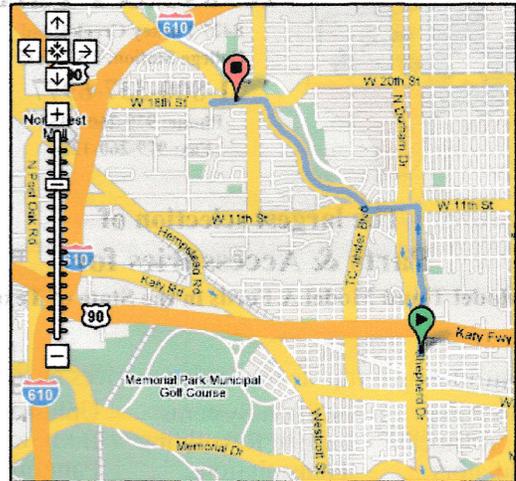
Place:
Lazy Brook Baptist Church
1822 West 18th Street in the Heights

Program:

"Ford in Aviation"

Video Presentation by Denny Irvine

Under the auspices of the Three Wheel Production Company



Directions from Jax Grill to Lazy Brook Baptist Church

Head north from Shepherd Dr - go 0.3 mi

Continue on N Shepherd Dr - go 0.8 mi

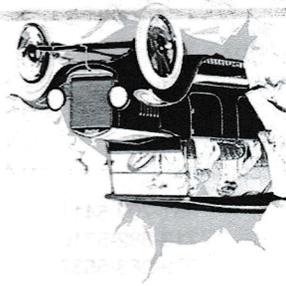
Turn left at W 11th St - go 0.4 mi

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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