

The Flivver Flash

The Official Newsletter of the Space City T's - Houston, TX

THE 2020 TEXAS T PARTY IS POSTPONED UNTIL 2021

THE LOCATION WILL STAY THE SAME -
TEMPLE, TEXAS

Planning a Texas T Party is a lot of work. At times it is challenging, to say the least. This years' 41st TEXAS T PARTY in Temple, Texas has faced many challenges and some very unique obstacles to overcome. COVID-19 has proven to be relentless.



Just when we thought we had a handle on it, it came racing back and the numbers are staggering. The committee has met and looked at the future forecast of the

For more Space City T's of Houston info:

Website: www.spacecityts.org

Email: ModelT@spacecityts.org

COVID-19 Pandemic, and it is not good. Therefore, because we care about EVERYONE who attends the Texas T Party, we are going to regretfully postpone the 2020 Temple Texas T Party to 2021. It is just the right thing to do. This decision was not an easy one to make. In fact, we were in Temple on Sunday, August 2nd, putting the final touches on some of the details. So here is what happens next.

Everyone who has sent in their registrations with payment will be receiving a full refund. For accounting purposes, there will be no carry over to 2021. This means that everyone will need to register and pay again in 2021. As for the hotel reservations, the Hilton Garden Inn has agreed to move all reservations that are currently made to the corresponding dates in 2021. No charges

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will be made to anyone. However, if you wish to cancel your reservation at the hotel, you are responsible to do that yourself. Postponement notices will be posted on Facebook and the various web sites where the Texas T Party has been advertised including the MTFCA.

Please watch for the confirmed dates of the 2021 Temple Texas T Party to be announced early next year. We have a great tour planned and we are fortunate that everything we worked on this year will easily transfer to 2021. In the meantime, wear your mask and social distance. The T Fords of Texas look forward to seeing everyone at the Temple Texas T Party in 2021. If you have any questions, please feel free to contact: Daniel Bratcher (chairman), Hugh Hemphill (co-chairman), or Mike Mackechney (co-chairman) using the contact information provided below. Thank you,

Daniel Bratcher, Chairman,

timeless.t.tours@gmail.com

Hugh Hemphill, hugh@satx.rr.com

Mike Mackechney, mmackechney@gmail.com

I Want A Ruckstell

by David Carter

Shortly after a few tours, especially with steep hills, and on a past tour with Don Adcock to Pikes Peak, I was in research mode to better my experience of driving. I chose to go with a Ruckstell mainly due to no need for cutting the frame to fit and it was an accessory back in the day. But

getting one is a timing thing of luck and money. It was 12 years later when I stumbled onto one from Ross Lilleker, who purchased a three car buy and one car had a running big drum Ruckstell in it. Ross was shipping them overseas, so I purchased it from him. It came complete, ready to install and also had pre-installed Rocky Mountain brakes.



I finally got it home where it sat for a year at my shop. I really didn't know anything about the guts tolerances, so I hauled it back to Ross to go through and freshen it up. I found it had a new standard ring and pinion, new U- joint and minimum wear. While it was apart, it was cleaned inside and out. I opted to replace one axel shaft and add the modern pinion bearing, reassembled and

painted by Ross. I got it back home where it sat for another year due to the fact that I didn't want to fiddle with a perfectly good running car. Go figure! Finally, I decided what the heck, and the journey began.



Removing the standard rear end and installing the Ruckstell was easy. The effort went into making it a left hand shift and setting up the Rocky Mountain brakes. For the left hand shift I had an old emergency brake cross member, which I cut up and harvested the bearings. I made two drop brackets to keep everything below the floor boards, then I opted to not use the same hole in the floorboard as the brake lever, so I made a new hole.

After all that, I realized it would be a bear to get the floorboard on and off, if needed, and it would probably be on the side of the road, not fun! So I made the Ruckstell hand lever removable.



It was now time to set up the Rocky's, and the pain begins! It's too far to turn back now, so I pressed on. Rocky's are a must with the Ruckstell, due to the fact that it can go into a neutral gear position. The biggest feat is getting the Ford parking brake adjusted with the neutral cam and the Rocky swing plate all synced together. This took a week for me to even get close. I found no matter what I did I couldn't find neutral with the parking brake lever!



So I made what I call the EZ neutral attachment for a Rocky's setup. It did the trick and made the lever cam more rigid too. I also made a replication of the EZ slider adjust attachment which was selling for \$65. All this and you still have to tweak it! I wish I had listened to my old words: If It ain't broke, don't fix it! Anyway, I had a good time learning and am looking forward to that first Ruckstell worthy hill.



Odds and Ends

from Jim Davis

This is a reproduction gas gauge from the MTFCA Forum being made that looks pretty COOL! <https://www.mtfca.com/phpBB3/viewtopic.php?f=5&t=14511#p109723>

Dozens, if not hundreds of different gas gauge accessories were made back in the Model T Ford era. Some unique, some really bizarre. One even looks like an ash tray below your seat. We waited until we found just the right one to reproduce, and here it is. Just a gentle touch will tell you how much gas in in your tank.



Don't be like Wile E. Coyote . Never again lean over your open tank with a lit match. Tired of looking for your dirty old stick? No problem, just a light touch of your finger, day-night or in a blackout....a light touch will tell you how much gas you have.

Lost your cheaters again, no problem, a light touch will do it. As long as your cap fits the

standard Ford thread, we can make an accessory to fit.



Round tank, Oval tank, Cowl tank, Square tank, really deep speedster tank, if it takes a Ford cap, these will work. No extra charge for something custom. The original design was improved just a bit, with aluminum and zinc plated steel for no corrosion issues, and most important, a Nitrophyl float for a lifetime of service.



I also found this photo on the MTFCA forum. It is just an interesting trivia picture. It looks like a 'Yankee Snow' tire with more traction once a revolution. From the way the inside of the right fender looks the tire was on that wheel?!



I also found a YouTube link to this very interesting video on the MTFCA Forum talking about Model T trailers. <https://www.youtube.com/watch?v=4jk9H5AB4IM&app=desktop>

The YouTube video has a model car and model trailer on a treadmill and varies the tongue weight and then gives the tail of the trailer a nudge.

The tail heavy trailer is slow to recover with a slight nudge, and it goes out of control when it gets a heavy nudge.



The 60/40 weighted trailer recovers from even the heaviest nudges. It seemed like good information. Jim

The American Magazine 85

Ford

Testing Ford crankshaft for hardness on the Brinell instrument

TUDOR \$580
EQ. DETROIT

Maintaining Quality Through Inspection and Re-inspection

The reliability for which Ford cars are famed everywhere is determined first by the quality of materials used and, second, by the high standard of workmanship. **Q** The inspection system maintained is unusually thorough. Not only are parts tested at each stage in production, but frequent re-inspections follow, to insure against carelessness or inaccuracy on the part of inspectors. **Q** Only thus can the uninterrupted flow of Ford production go on, and the dependable performance every buyer of a Ford car expects, be assured. FORD MOTOR COMPANY, Detroit, Michigan

RUNABOUT \$260. TOURING \$280. COUPE \$320. TUDOR SEDAN \$580. FORDOR SEDAN \$660
All prices f. o. b. Detroit

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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 and enjoyment of members and those expressing interest in joining the Space City T's. Said education 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 use articles from this publication with credit to this newsletter or the original source. News, articles, ads or anything of interest to the club must be submitted to the editor by the 20th of the month preceding the month of publication. Emailing takes place the last week of the month. Annual dues are \$25 per year.

2020 Space City Club Officers and Board Members

President	Dave Lucas	281-388-0761
Vice President	Rick McCracken	281-351-0701
Secretary	Rosemarie Stokley	281-574-7850
Treasurer	Jerry Smith	281-461-9906
Board Member	Nancy Carter	713-580-3368
Board Member	Bobby Wright	409-771-5548
Board Member	Bill Severn	936-273-3592

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Officer Nominations Wanted

Please communicate your 2021 club officer nominations to Dave Lucas at (713) 299-3059 or daverlucas@yahoo.com as soon as possible.

New Members Wanted

Please visit our [Space City T's of Houston Texas web site](#) and view our club future and past Model T Ford events and activities.

If interested, please provide your name, address, mobile phone, & email, and make a \$25 check payable to:

Space City T's

Please mail your information and check to the Treasurer at:

**Jerry Smith
 13723 Llano Lake Court
 Houston, TX 77059**

The Space City T's Club is the Houston, Texas chapter of the Model T Ford Club of America. All questions concerning membership, The Vintage Ford magazine, the 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

Email: susan@mtfca.com

\$40 annual dues includes six issues of the Vintage Ford

Join MTFCA at: www.mtfca.com

FLIVVER FLASH INPUTS NEEDED

Do you have something to share? A barn find, funny or 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 email ads, articles, photos, stories, etc. etc. to: topkick7@outlook.com

For Sale: 1929 Model A Boat-Tail Speedster



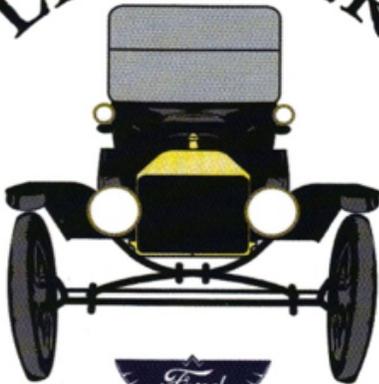
2016 Keels & Wheels pics

'Boat-tail' is from two 1947 International pickup hoods, 4 cylinder Model A motor with Stromberg downdraft carburetor, & modern intake manifold, Kelsey 16" bent spoke wheels, and rebuilt electrical system.

\$11000

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 leave a message or
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ROSS LILLEKER

979.218.4083
[WWW.MRMODELT.COM](http://www.mrmodelt.com)

Next Meeting Cancelled

September 9, 2020



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

located at

**1702 West Loop North,
Suite A, Houston, TX 77008**

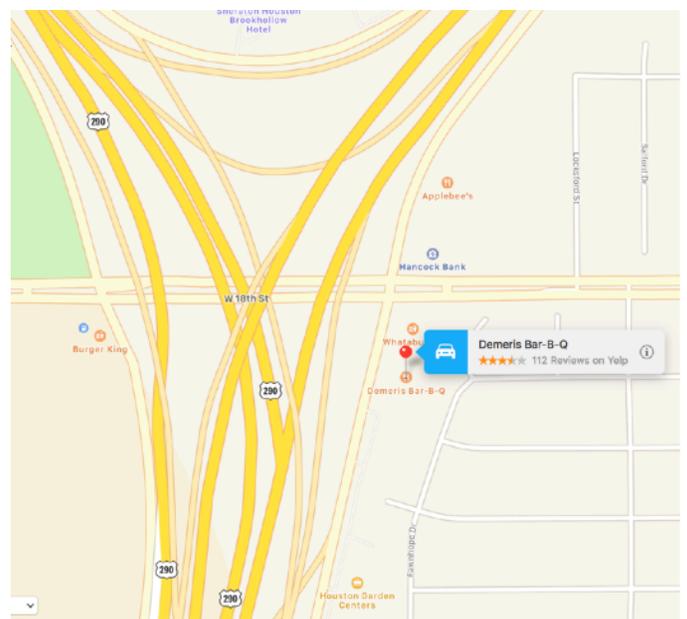
**Then attend the
Space City T's Meeting at 7:30 P.M.**

Place:

**Lazy Brook Baptist Church
—1822 West 18th Street in the
Heights**

Website: www.spacecityts.org

Email: modelt@spacecityts.org

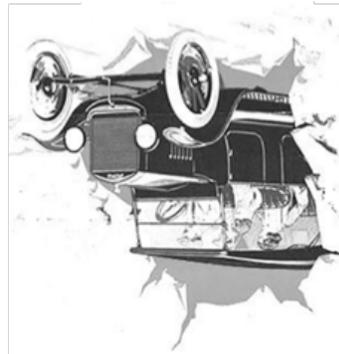


Directions to Demeris BBQ

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 immediately on the 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 BBQ after the 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 BBQ will be on your right after Houston Garden Center.



First Class Mail



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