

The Flivver Flash

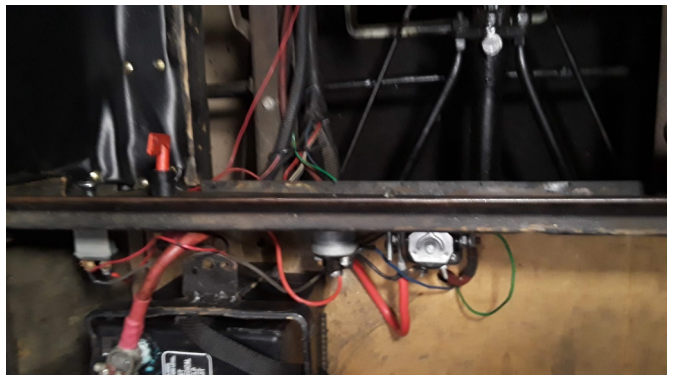
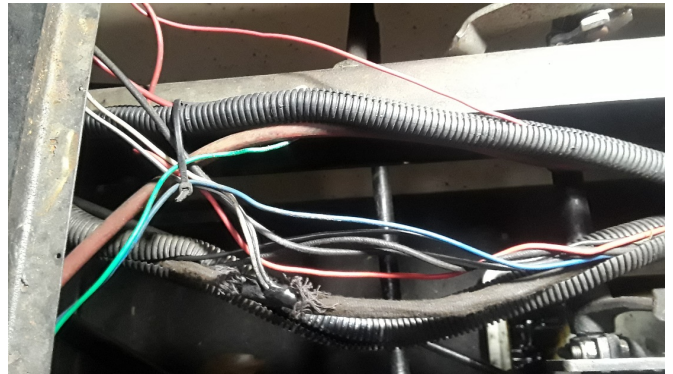
The Official Newsletter of the Space City T's - Houston, TX

Reworking the Electrical System

by Peter Adey

After successfully converting from distributor to coils and timer, the next project was to rewire everything and install a rebuilt generator to replace the alternator. My 1914 has a 1920 engine with the generator mount on the block. Since the car is essentially a hybrid (1914 coil box and switch but no dash switch or ammeter) attempting to wire the car to the 1919-1927 wiring diagrams was challenging. I reached out to Ron Patterson (The Coil Man) and he helped me create a modified wiring diagram specific for my unique case. Ron is a wealth of information, very supportive, and helped step me through the whole process. I owe him a tremendous debt of gratitude.

The following two pictures show the original rat's nest of wires, none to color or gauge standards and several not connected to anything (very confusing).



Once I had a wiring diagram to follow, it was time to dig into the wires on the vehicle. Tracing the wires, I found over 20 feet of dead wires that had been cut and

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left inside, adding frustration to what should have been an easy task. I focused on the load and charging circuits, all with 12 gauge yellow and yellow black wire. I added a terminal block to make following the circuits much clearer for future work. I rewired each of the peripherals (horn, headlights, tail/brake lights, coil box, and turn signals) to the load circuit of the terminal block.

None of the vendors sell reliable ammeters. The Fun Projects ammeters have been backordered for over a year and, according to Ron, are not likely to be available anytime soon. Realizing this, I special-ordered a round panel ammeter from Simpson Electronics for monitoring the charging rate. Ron provided a rebuilt generator and stepped me through testing the charge and load circuits after the rewire. Before starting the car, we tested the drain on the battery from the lights. Testing the load, we realized the head and tail lights were drawing nearly 18 amps by themselves!

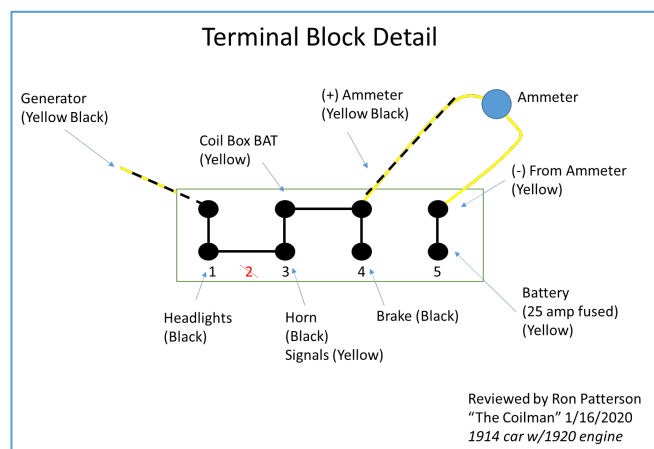
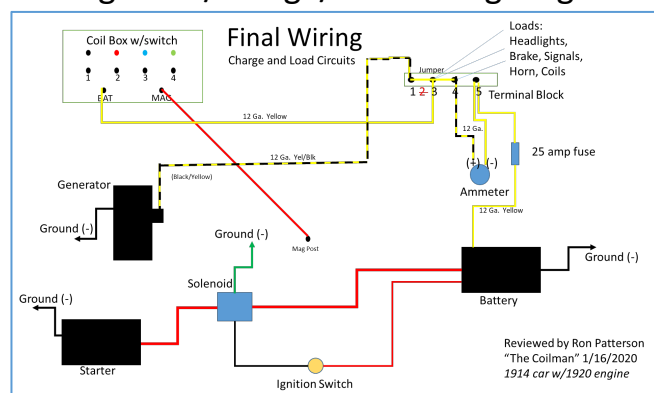
Ron immediately stopped me and cautioned that, with the existing headlights I would over work the generator. At some point in the past, the burners in the '14 acetylene headlights had been replaced with halogen bulb kits (available from the vendors). These bulbs demand a lot of amps and, unfortunately, are not replaceable.

I hunted down some BA15D bayonet mount sockets that have a lamp thread base (Amazon) that fits the thread from the burner stem base. No modification was needed to install multi-voltage LED headlight bulbs (ledlight.com). The draw from the lights dropped the load down to a

couple amps (from the incandescent tail lights).

The final task for the generator installation was to set the output. The car had been converted to 12 volts in the 60's, so we set the third brush all the way to its minimum setting. After starting the car, the ammeter read just a few amps and increased to about 8 amps at speed. This was good enough, since this was only a temporary setting to move on to the next step.

Final ignition/charge/load wiring diagrams:



After successfully completing the rewiring and generator circuitry, I moved on to converting the car back to 6 volts. O'Reilly Auto Parts carries the Optima Red Top 6 volt battery. It is a bit pricy, but reviews on the MTFCA forum are very good, and Ron

strongly encouraged going that route. I placed yet another order from Langs for 6 volt versions of: signal flasher, signal bulbs, and solenoid. I decided to replace the incandescent tail/brake light with bright red dual filament LEDs (ledlight.com). This should reduce the load down to under 2 amps and allow me to set the third brush for a nice low demand on the generator.

Naturally, solving one issue always leads to another! The battery cables in the car were modern cables for 12 volts and were insufficient to operate the starter at the lower voltage. There was just not enough juice to the starter to get the engine to turn over. Bummer! Yet another order for proper 1/0 gauge battery cables resolved this issue. Now with 6 volt conversion complete, the third brush was reset to output about 4 amps at idle and 6-8 at speed. Finally, Ron suggested a 6 volt voltage regulator to replace the current diode cutout. Once again, Fun Projects has the part on backorder, which seems to be a common occurrence with this vendor. Once installed, the entire car electrical system will have been replaced and upgraded to a safe and sustainable stock charging system, all to documented standards.

Mission accomplished!

Final terminal block wiring:



Check The Coil Boxes

by Ignatio Valdes

Shirley is a 1924ish Touring parts salad consisting of a 1922 body, 1913 differential and 1925 motor. My son and I purchased her from Backyard Classics in Minnesota, who purchased her from a mystery person, who prefers to remain anonymous, but is said to have purchased her from an auction. She was probably involved in a sandwich crash in her mysterious history, then parts replaced from a much older car and a younger car. It is possible that she was poorly restored back in the 1970's.



Final surgery with John Tannehill before getting back on the road

When we received her, she barely ran. Nearly everything was worn out. The differential was full of the dreaded grey goo babbitt sauce from a pulverized thrust washer. The steering was very sloppy with

nearly all the bushings worn out. The drive shaft and drive shaft tube were wrong, the 4th main 'ball cap' was toast, the engine rod caps needed filing and shimming. The transmission was good, the compression not bad. The radiator was an aluminum replacement that didn't fit. The frame was bent. The wheels were dry rotted and one wheel was clocked. The coil boxes needed rebuilding. The key switch was shot. The exhaust was pinhole-rotted through. The gas tank leaked. The homemade wiring harness was frayed. Three thousand dollars in parts and four months rebuilding the drive train, front end, and rebuilding the wheels resulted in a reliable, serviceable Model T that has provided 3 years of great fun. '100 smiles per gallon'. The rebuild was followed locally and nationally on the MTFCA forum. Total strangers from the Space City T's of Houston club and across the country would show up at my garage door offering parts, help, and goodwill. It was an amazing experience that I will not soon forget.

About four months ago, Shirley started running poorly. She was missing, backfiring, had low power, and could not reach top speed. The Texas T party was not as fun as it could have been. The timer was found to be dirty, and cleaning it up helped some. She was getting spark okay. The easy test of shorting a spark plug on the head with a screwdriver to see if the engine 'labors' worked okay. She was getting gas okay. I changed the timer, but no change. I changed the plugs, but no change. I came to the January Space City T's of Houston club meeting and borrowed the club coil box tester. Bingo! The ECCT coil box tester

showed good capacitors but unreliable firing. The coils had become unadjusted and the points were worn out. The coils had been rebuilt three years ago by a competent rebuilder; Ron Patterson. So I mailed them back to Ron, and he changed the points and re-adjusted them.

Shirley ran better, but was still missing and backfiring, so I drained the radiator and took the head off. I shouldn't have. Just a compression test would have been sufficient. Inside, the cylinders were fine, just dirty and sooty from running badly. All I really needed to do was to keep driving her, to blow the soot out, so I did, and Shirley runs great again with my family out driving!



So if your T is running poorly check the coil boxes!

2020 Calendar of Events

2020 Winter Tour, March 8 - 12, 2020 in Gainesville, Florida. Hosted by The Tin Lizzie Club of North Central Florida. **CURRENTLY FULL - WAITING LIST ONLY.** For forms and info visit: tinlizziefl.com email f.stephenellis1@gmail.com or call Steve at 352-207-1498.

Liberty Church is hosting its **5th Annual Car Bike & Powersport Show** on **Saturday, March 21st** at 200 FM 2025 Cleveland TX 77328. Check in 10am, judging at noon and trophies at 3pm. Entry is \$25. Please contact Andrew Treece at drewbritt1011@gmail.com

Concordia Lutheran School, Tomball car show and tell. Would like to see a few more cars at this very worthy event. Contact: Randy Neumeyer at 281-320-8248. TBD date but thinking March 20, 23, or 24 or April ?. If interested let Dave Lucas 713-299-3059 know what dates work and will work with Randy.

Friday, March 27th is Robison Elementary Founders Day. The address is 17100 Robison Woods Road, Cypress, TX 77429. Amber Sessions has information at 713-598-5648. Hope we can have 3 to 4 Model T's and Professor Doug Brough! Please contact Bill Sherrill at (713) 299-0042 or email bsherrill@secoindustrial.com

Sunday Mar. 29 - The 2nd Annual American Heroes Car Show hosted by The Lost Cajun and Texas Roadhouse at the Brazos Town Center at FM 762, Rosenberg, TX 77471. March 29th Sunday, happens to be "VIETNAM VETERAN'S DAY". Very appropriate since our charity is The Xena Project who serves Vets, Military & First Responders at no charge! Tom Koppa 281-652-6233, tomkoppa@yahoo.com

April 4 and 5 - Houston Music & Arts Festival - In conjunction with the City of Sugar Land, Outlaw Nation is proud to present the Houston Music & Arts Festival at the Crown Festival Park

in Sugar Land. Please click here: houstonartsfestival.com/#classic-cars for an overview. Find us at: www.outlawnation.com/. We are offering a \$500 reward to the Space City T's, for 20 Classic Cars to be displayed from 1PM to 6PM each day. Each participant will receive vouchers for FREE food & beverages. There will be 10 - \$50 O'Reilly Gift Cards. Please email or call Tom Miller: 775.232.4743, tom.miller@outlawnation.com

Tuesday, April 7, 2020 - Prairie View A&M car show on campus- 5pm to 9pm. This is a new event for the club. Contact: Terrie Fields 832-563-4681 for instruction and details.

BURTON COTTON GIN FESTIVAL - Saturday, April 18, 2020 10:00 AM to 6:00 PM. This festival benefits, and celebrates the Oldest Operating Cotton Gin in America, in Burton, just off Hwy 290. For more information on festival, please call us at 979-289-3378 or visit www.texascottonginmuseum.org. Jerry Davis at 281-451-9949 has offered his farm as a gathering spot for trailers and vehicles then tour 6 miles or so to the all day festival.

Saturday May 23 - The Annual Danny Dietz Memorial Event Car Show will be Saturday May 23rd at the Fort Bend County Fairgrounds at 4310 TX-36, Rosenberg, TX 77471. Call Tom Koppa 281-652-6233, tomkoppa@yahoo.com

MTFCA 2020 National Tour, July 18 - 23, 2020 in Spokane, Washington. Hosted by [The Inland Empire Model T Club](#). Contact Matt Hansen at (509) 998-9927 or at gbluffcider@yahoo.com

Tom and Patti Strickling and friends welcome you to beautiful Tuscarawas "T" County, Ohio, for the [MTFCI's 64th Annual Tour JULY 19-24, 2020](#), IN NEW PHILADELPHIA, OHIO. Join us for a busy week of beautiful backroad driving, history, entertainment, arts, antiques, ICE CREAM, youth activities, and more. For questions, contact Tom Strickling at Ttour2020@yahoo.com

Texas T Party 2020

Temple, Texas

September 30 - October 3



Welcome to the 2020 Texas T Party web page at <https://www.txtransportationmuseum.org/samodelt.com/texas-t-party-2020.php>. The 4 day event will be held in Temple, Texas.

Like all good T parties there will be plenty of tours and activities. We look forward to providing all the details including an overview of daily activities in due course. One thing we are definitely planning to do is attend the Texas Early Day Tractor and Engine Show on Saturday October 3.

The 2020 Texas T party will be based at the **Hilton Garden Inn**, located in the medical center area of the Temple Medical Center. A special "T Party Tour Rate" of **\$100** per night has been negotiated for tour participants. The hotel is committed to providing 80 of their 130 rooms at this rate. It may go over this quota depending on demand from other customers, so act quickly. The hotel is pet friendly but does require a \$50 non-refundable deposit.

Hilton Garden Inn
1749 Scott White Blvd, Temple, TX 76504 (254) 773-0200

Please Note that the hotel parking lot only has room for our Model Ts and modern cars but not trucks and trailers. We are working diligently to obtain permission to use space close to the hotel. Information on this topic will be provided as soon as possible. No secondary hotel has been reserved at this time. Information on this subject may be added at a later date, depending on the need. Information about places to park an RV will be provided soon.

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

THE FLIVVER FLASH

Anthony J. Marino
302 Torrey Court
League City, TX 77573
281-482-4156

email: modelt@spacecityts.org

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, Texas 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



ANTIQUE AUTO
MODEL A & MODEL T SPECIALIST

ROSS LILLEKER

979.218.4083

WWW.MRMODEL.COM

For Sale: Bubble Room



2 year old complete, custom made, tall, self supporting bubble room for storing your Model T clean and dry. 8 inch tubes have a pump to keep a constant pressure to support the structure as needed. A fan provides low contact pressure constant flow of filtered air.. Note: Too tall for an 8 foot ceiling room.

Original price \$1,800.
Price for 2 year old complete system \$1,000.

Call/text Bobby Wright at 409-771-5548 or email bcw54800@gmail.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

Next Meeting

March 11, 2020



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

located at

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

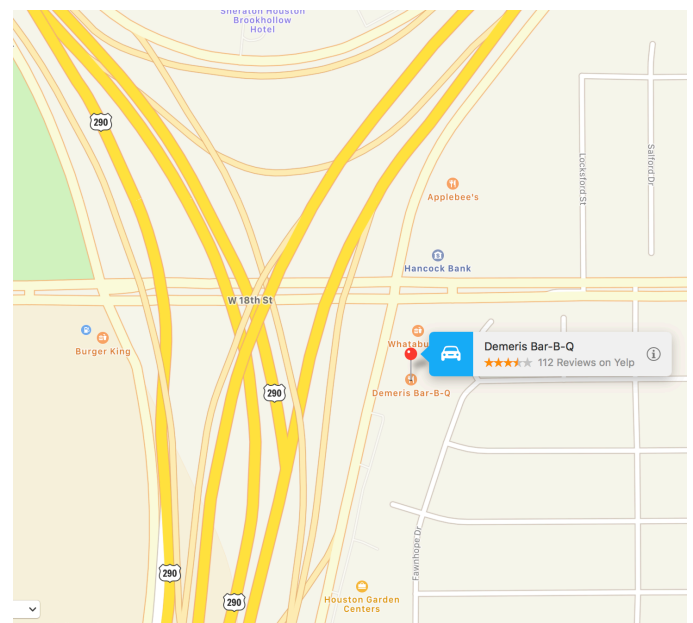
**Then attend the
Space City T's Meeting at 7:30 P.M.**

Place:

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

Website: www.spacecityts.org

Email: modelt@spacecityts.org

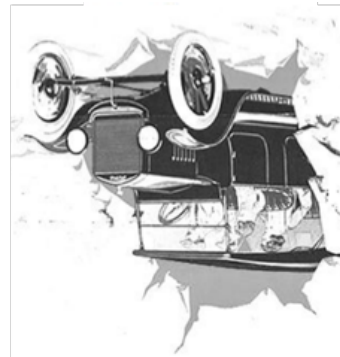


Directions to Demeris BBQ

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



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

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