

The Flivver Flash

The Official Newsletter of the Space City Ts of Houston, TX

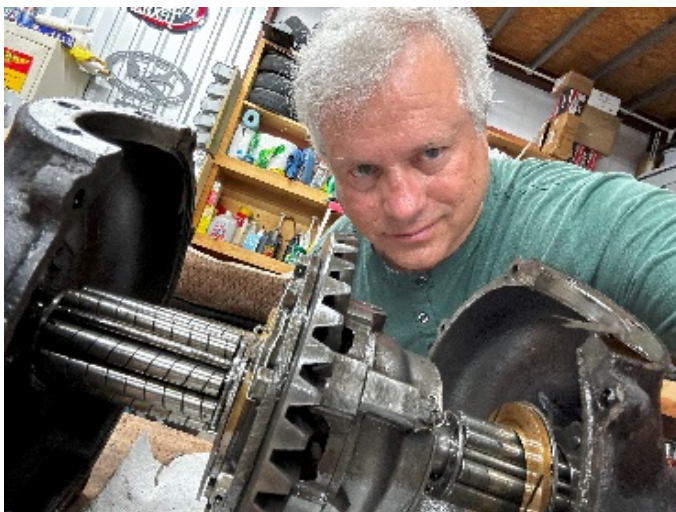
Path to a 1922 Model T Touring – Part 4

By Stephen Havemann

Continued from the February 2024 publication of Part 3 in The Flivver Flash.

Differential & Axle Rebuild:

Back to Denny Irvine's hanger for what hopefully would be a quick repair of whatever was causing the clatter in the differential. We remove the differential and drive shaft and start the step-by-step repair.



First, the drive shaft. The u-joint comes off very easily as the retaining pin just falls out. It should not have been so easy. There was no play in the bushing, and the bearings were within specs with the gear looking great. We are off to a wonderful start. Now to the differential.

Of course, we knew the axle was a bit worn. I did not hear it but was told a very respected Model T authority had commented that he would not use those axles as tent stakes when he saw them at the Rockport Texas T Party. I hate it when someone is right, but that has to do with the part of the axle he could not see.

When disassembling, the first item noticed were the pins which hold the steel thrust washers. They were very worn and did not hold the washers in place.

All parts were cleaned, and an assessment was made of parts to be ordered. Parts falling below specs included thrust washer pins, all 4 bearings, all 4 bearing sleeves, grease seals, one of the bronze thrust washers, brakes, brake cams, brake cam bushings, shackles and bushings, axle shaft washer, and 2 axles.

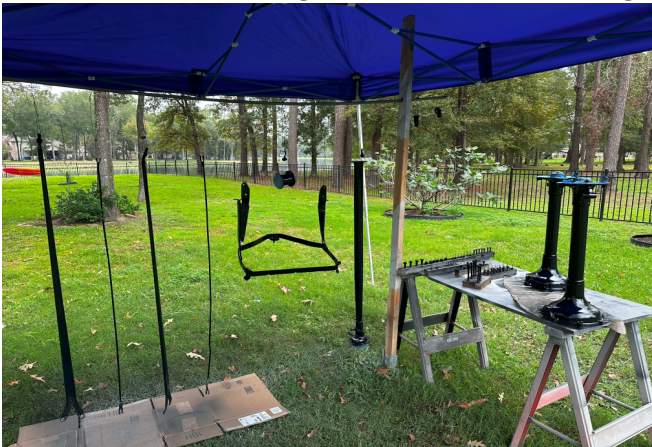
Yes, one of those steel thrust washers was slipping off the thrust plate pins and rubbing on the axle. The result was a nice groove in the axle. Who knows how long it would have taken, but I was heading towards a 2-piece axle. An order was made with Chaffin's Garage for the parts.

As we were cleaning up the parts, Denny asked if I was going to paint the differential housing. My thought was that it looked good, and we

could skip that step. As more of the grease was removed, the blemishes started showing. One day, Denny looks over at me and says, “you’re going to paint the differential housing, aren’t you?” I said “yes, it needs it!” The wire brushing and sandblasting begin.



When the Model T was young, people hung clothes on the line to dry. I hung Model T parts on the line to prime and paint. Sometimes I wonder what the neighbors must be thinking.



The first of the parts arrive from Chaffin's Garage.



However, some parts, such as bearings, were on backorder. Yet, we had enough to get started reassembling.

Assembly began with the drive shaft. It did not require any new parts since everything met specs (except the retainer pin for the u-joint). Hoping to simplify installation of the pin in the universal joint, I had an idea to heat the pin on one end and use a rivet gun and place a rounded head on the same end. Then, only the other end would need to be peened to keep the pin in place. Oh, the looks I received when presenting this idea! It was only agreed to try it when I mentioned I had ordered an extra pin, so if the idea was a flop, there was another pin at the ready. Just imagine Denny with a blue flame torch and me with a rivet hammer ready to place a head on the pin. Surprising to all of us, especially me, it worked! With the drive shaft assembly complete, it was set aside.

The gears were pressed on the new axles and new axle gear lock rings installed. It took everything the 12-ton press had to get the gears in place. The steel thrust washer pins were drilled out and new pins installed. With the new pins installed, we could see how wallowed out the holes in the old steel thrust washers were. Additionally, the new bronze thrust washer was compared to what we thought was a good bronze thrust washer. We found the inside diameter was larger and outside diameter was smaller than the new bronze thrust washer. A quick call to Chaffin's Garage, and new parts were added to the backordered bearings.

It was time to install the axle sleeves. The use of a hose clamp to squeeze the sleeve together helped get the installation started. Denny had the tool for installing the sleeve, and with a

little persuasion, the sleeves dropped into place. One small improvement added were neoprene inner seals to keep differential oil in the pumpkin and help keep it out of the outer bearings.

Next came installing the bolts in the ring gear and to torque the bolts. Oops, did that bolt just stretch? Awwwww #%&! It did. Another quick call to Dave at Chaffin's Garage and a new set of ring gear bolts were ordered. BTW, Dave said he never reuses the ring gear bolts (others he does). The good news from Dave was that the backordered bearings had arrived that day and were going to ship out. We called in time to get the parts in the same shipment.

One suggestion in the Model T front and rear axle maintenance book was to use a rig to hold the left axle while fitting.



This picture shows the one I made by cutting a 6" hole in a couple of ¾" sheets of plywood and cutting a slot to slide the axle housing in place. The table legs were just hanging around from another project.

(This table might be used for replacing wood spokes – we will see.) With the backordered parts, the new steel thrust washers, bronze thrust washer, ring bolts, etc. received, reassembly began. When it came time to check clearance of the differential housing, removing some of the bronze thrust washer, I remembered a recent article in the September/October Vintage Ford (page 43)



“Tips for Adjusting Bronze Thrust Washers” and brushed up on the techniques.

I made a block for holding the bronze thrust washer by routing a groove the size of the bronze thrust washer. This saved my hand from encountering the belt sander and the heat created while sanding. I was able to spin the block to help keep the removal of the material even. (Note: the bronze thrust washer shown in the block is the old one. Notice the groove on one side and not the other. The sanding on it was not very even.) After several fittings, perfection was achieved! We are now ready for the final assembly.

Next photo shows the differential assembled and the drive shaft attached. This includes new brake cams and bushings, new neoprene outer seals, new emergency brakes and brake springs. Now, it is time to slide it under the car and attach radius rods, measure to make sure



the car will drive straight and install new rear shackles and bushings.

Install the wheels with new axle nuts and finally the car is back on its wheels. The emergency brake rods go on. Let’s jack up the rear one more time to adjust the emergency brakes, so it holds nice and firm. Finally, it was time for a test drive around the airport, and all went well.

Let’s get brave and get on the road and see if we can get up some speed. Again, everything seems perfect. So now, we put out the word for a breakfast run. This will really test the car. Denny and I departed the Conroe airport together and arrived at the Whistle Stop Cafe where we met Bill Severn and Anthony Marino for breakfast. Since the car was doing well, Anthony offered to follow me to my house just to make sure all went well (he had driven his F150). I took him up on the offer.

Here is the car (next page photo) back home in my garage with a nice shiny differential/drive shaft rebuilt for the next 100 years! Oh, I painted the spare tire holder – it really needed painting. Thanks again to Denny Irvine for mentoring me through this repair and sharing tools and workspace.



Crawford Auto Museum

By Doug Brough

Our son is going to college at Case Western University in Cleveland, Ohio. Right adjacent to the campus is the Crawford Auto Museum:

<https://www.wrhs.org/crawford/>

The cars are immaculate! They feature cars once made in Ohio, but they have quite a variety of other cars.

The shiny trio of Fords below are made of stainless steel. They were meant for marketing purposes. They were commissioned by the Allegheny Ludlum Steel Corporation to promote the use of stainless steel. I'm sure Ford benefited too. Shown are the stainless steel '36 Ford, stainless steel '66 Lincoln and a '60 Thunderbird.



More museum photos can be found at:

https://www.brough.biz/crawford_museum/

You can click each photo to see a larger version.



If you're ever in the Cleveland area, it's worth a visit.

**To make a gift to support the
Model T**

**Museum, [click here](#)
or go here: www.MTFCA.com**

Space City Ts Website: www.spacecityts.org

Email: modelt@spacecityts.org

FB: [Space City Ts of Houston Facebook](#)

34th Annual National PRE-WAR SWAP MEET

where the east meets the west

March 15th & 16th, 2024
Friday & Saturday

30 miles SW of OKC on I-44
Exit HWY 62 (Exit 83)

West to the Grady County
Fairgrounds

1895-1945



Celebrating the first
50 years of the automobile!

CONTACT US:

Michael & Susie Ersland
(405) 224-9090 // www.pwsm.com

visit us on Facebook @ Chickasha Pre-War Swap Meet

Pre-War transportation
related items only

Vendors unwilling
to comply need
not apply

Make check payable to PRE-WAR SWAP MEET
P.O. Box 562, Chickasha, OK 73023

Deadline: Pre-Registration (for same space) Nov. 1, 2023
All spaces \$50 in advance* // \$60 at gate

Name:

Address:

City / State / Zip:

Home: Cell:

Email:

☐ By checking this box, you are agreeing to receive all correspondence via email.

Number of spaces requested

outside:

..... Gravel / Grass (approx. 10'x30')

..... Paved Lot (approx. 9'x25' / max height 9')

inside:

..... South Building (approx. 10'x10')

..... North Building (approx. 10'x10')

..... Tables (North Building only / \$10 each)
*tables limited // rental based on availability

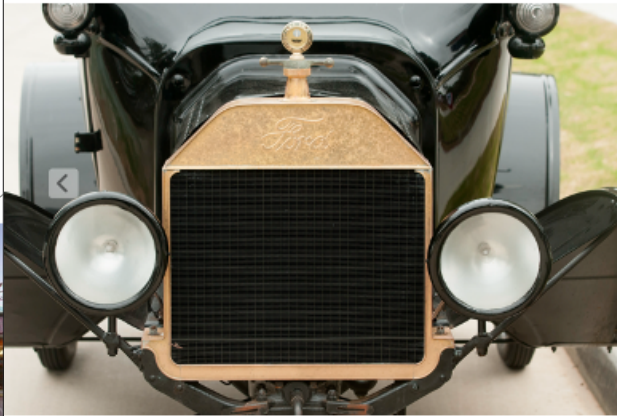
If more than one space, request layout

..... End to End Side by Side

2024 Texas T Party, Kerrville, Texas October 16 – 19. 2024

<https://www.innofthehills.com/>

1-830-895-5000



FOUR DAYS OF HILL COUNTRY FUN

VISIT THE Y O RANCH

Inn of the Hills Texas T Party rate \$109.00 per night + tax
Inn of the Hills is a No Pets Hotel

Pet Friendly Alternative Hotels

LaQuinta Inn and Suites
1940 Sidney Baker St., Kerrville, TX 77028
1-830-896-9200

Hampton Inn Kerrville
2038 Sidney Baker St., Kerrville, TX 77028
1-830-257-0600

Best Western Sunday House Inn
2124 Sidney Baker St., Kerrville, TX 77028
1-830-896-1313

Space City T's 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 **\$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:

Craig Neuman
2302 Lord Nelson Drive
Seabrook TX 77586

SPACE CITY T's MEMBER ENROLLMENT

Model T Ford Club of America membership # _____

Model T Ford Club International membership # _____

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:

Space City Ts 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 1/2 year, \$25.00 per year thereafter.

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 Flivver 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 27th of the month preceding the month of publication. E-mailing occurs the last day of the month. Annual club dues are \$25 per year.

2024 Space City Club Officers and Board Members		
President	Tanner Grebe	936-537-7443
Vice President	David Carter	713-875-1049
Secretary	Rosie Stokley	832-444-9927
Treasurer	Craig Neuman	346-855-0544
Board Member	David Veir	713-823-2359
Board Member	Mike Schlitzkus	281-387-6658
Board Member	Dave Lucas	281-388-0761

The FLIVVER FLASH

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

email: modelt@spacecityts.org

website: www.spacecityts.org

For Sale: 1929 Model A Boat-Tail Speedster



2016 Keels & Wheels photo

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

\$7995 OBO ([more photos](#))

Please leave message or email:

Anthony J. Marino

832-607-8528

topkick7@comcast.net

FOR SALE

1925 DOCTORS COUPE



PRETTY RED WITH BLACK TRIM. SHE HAS A FEW NICKS BECAUSE I DRIVE HER. RUNS REALLY GOOD, POWERFUL, ENGINE DOES 45MPH WITH EASE. GARAGED, NO RUST. MOSTLY ORIGINAL, EXCEPT DISTRIBUTOR AND INSIDE KIT. HAS LEATHER AND WOOD PANELS. FOR MORE INFO ON ENGINE CALL ROSS AT LILLEKER AUTO. **\$12,000**
ROSEMARY STOKLEY
KATY, TX 1-832-444-9927

New Members Wanted

Please visit our [Space City T's of Houston Texas web site](#). If interested in becoming a member, please provide your name, address, mobile phone, & email, and make a \$25 check payable to the:

Space City T's

Please mail your [information form](#) and check to the Treasurer at:

Craig Neuman
2302 Lord Nelson Drive
Seabrook, TX 77586

A special "Thank You" to all club members who paid their 2023 dues!

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
Richmond, IN 47374-3034
Phone: 765-373-3106

Email: rachel@mtfca.com

\$50 annual dues includes six issues of the Vintage Ford
Join or Renew at: [MTFCA Join or Renew](#)

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](#), [videos](#), or [links](#) to: topkick7@outlook.com

CLUB MEETING MONTHLY SCHEDULE

-March 13th – 7:00pm Zoom virtual meeting only

-April 10th – 7:30pm Face to Face at LifeBrook Church with Zoom and Demeris BBQ or Zoom



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

located at

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



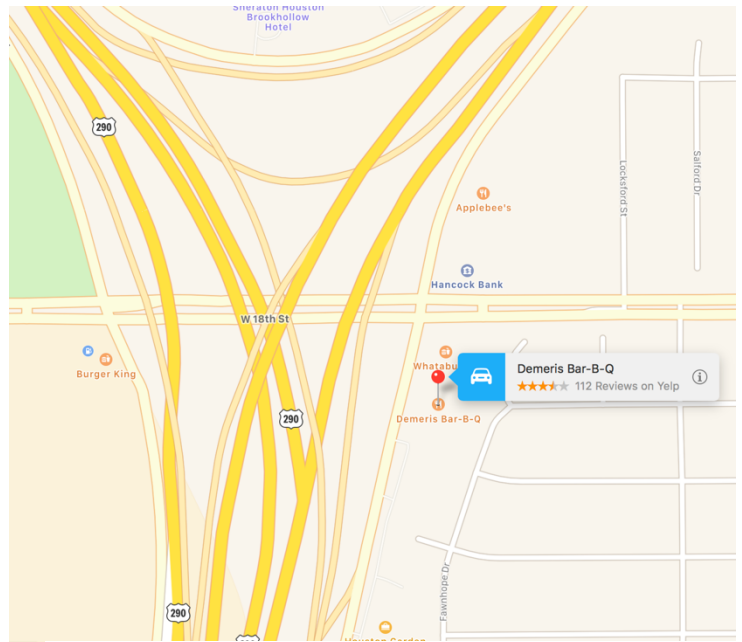
**Then attend the
Space City T's Meeting at 7:30 P.M.**

Place:

**Lifebrook 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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Anthony J. Marino
302 Torrey Court
League City, Texas 77573

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