

The Flivver Flash

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

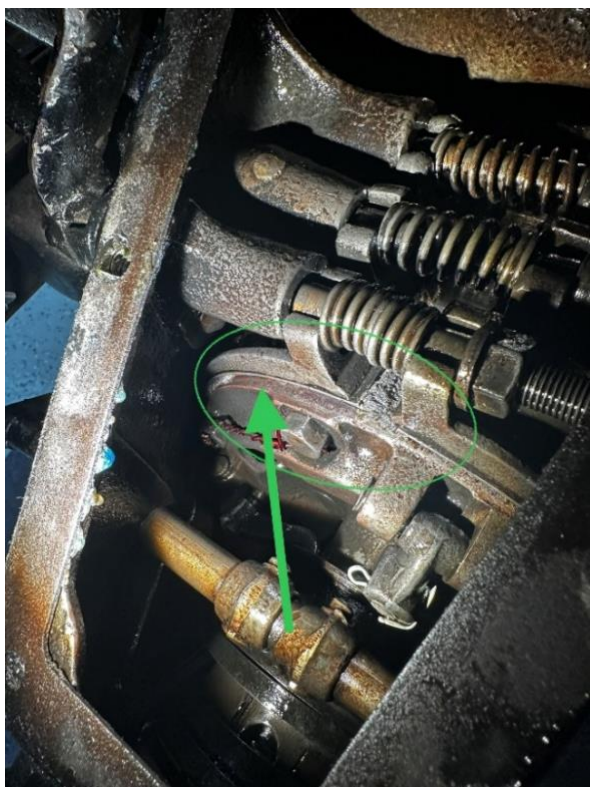
Path to a 1922 Model T Touring – Part 3

By Stephen Havemann

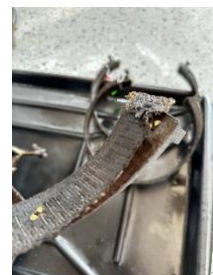
*Continued from the January 2024 publication of
Part 2 in The Flivver Flash.*

Transmission Bands:

Oh no, the car is not stopping as well as it should. I opened the transmission cover to adjust the brake band only to see what appears to be metal on metal.



Pulling the bands, confirms the brake band is worn off.



Time to install some nice new Kevlar bands. To my surprise, the bands have been upgraded to the new style two-piece bands.



I figured out the bands were two pieces after removing the hogshead.

Having the hogshead off gave me a great opportunity to clean off grease and old paint. Wow, there is a Ford script on the top of the hogshead which could not be seen before. The hogshead and the pedals were painted and are now nice and shiny.

Somehow removing the hogshead was much easier than reinstalling the hogshead. With a little willpower, it fell into place. All the YouTube videos said it would take multiple

adjustments over time to get the bands adjusted. They were not kidding!

Texas T Party 2023:

Feeling good about the 1922 Model T and all the improvements, it was off to the 2023 Texas T Party in Rockport, TX. The first two days of the tour were spectacular and the only item I felt needed attention was an adjustment to the low-speed band, which was a simple and easy adjustment.

Just as I was finishing up, two gentlemen came walking up (Dave Lucas included) pointing to my wheels saying it looks like they are making sawdust. Dave shook the wheels, and I could see a clear gap between the hub and spokes. A whole group of people started to jump in, and quickly, we had the nuts tightened on the front hubs.

On to the rear wheels, I soon found out that to tighten their bolts, they had to be removed. Of course, the wheel did not just pop off after removing the nut. This is when Marvin Neunhoffer jumped in and provided a specialty tool used to screw on the axle, along with a large hammer (Rear Wheel Hub Knockoff Tool – I now own one and it will be in my toolbox). One whack and the wheel was off. Left wheel done, on to the right rear wheel. Same whack and the wheel came loose (of course in place of a cotter pin is a finishing nail – this should have been a sign).

When pulling the right rear wheel off, the brakes and brake springs fell to the ground. The first thing I noticed was that the brake hub was packed with bearing grease. More folks came to the rescue. Suddenly, cans of brake cleaner appear! With the use of rags, the

grease was wiped off and brake cleaner was used to spray off the grease. Dave Lucas noticed the bushing for the brake cam was very worn. About 70% of the axle shim was missing. So, the search for an axle shim was underway. Of course, an axle shim was found. Everything was tightened.

Then, Dave Lucas and I test drove the car around the parking lot, and it was deemed road worthy. I did not capture any pictures and certainly did not get all the names of the folks helping but would guess the numbers were 10 – 15 people actively contributing parts, supplies, and tools. This was my first Model T tour and what a wonderful experience it was to see so many people jump in to help!

The next morning was a 130-mile tour, and it was a glorious day for the drive. A few miles down the road, a clacking noise started coming from the right rear. I stopped but could not find anything wrong, so continued. Back on the road, the clacking continued. We caught up with Denny Irvine and he jumped on the running board and said drive down the road a bit. His head pops up to announce something does not sound right. Our wives (Denny's and mine) join folks in other cars while we return my car to the hotel. Denny and I caught up with everyone just before the break stop and Anthony and Debbie Marino graciously chauffeured Vivian and I for the remainder of the Rockport Texas T Party.

Even though I was not able to drive my Model T the last two days, we had a wonderful time at our first Texas T Party! We are looking forward to the 2024 Texas T Party.

Please check back next month to hear how we ended the clacking noise - aka the differential rebuild.

My Newest Acquisition: 1915 Touring

By Alex Pinyozy

I recently purchased another "T" off Craigslist out of Oklahoma. I couldn't pass it up once I saw the photos, and the price was surprisingly low. It was more than scary sending that much money out of state for a car that I had not seen personally, but luckily all came out well. I called a shipping company to pick it up and deliver to my warehouse outside Lufkin, Tx. One shipper quoted me over \$2000, but I found someone else who brought it for only \$600. Still a lot of money for a gamble that the seller was not a crook, and the car would be there for pickup.

At the time of pickup on an open flatbed trailer, I was told it was raining in OK at 5 PM, and there was a line of thunderstorms that covered the whole route. I have no clue as to how the car arrived at Lufkin the next morning at 8 AM and was perfectly dry. Just a lot of luck, I suppose.



Now I started looking at the car. It was supposedly driven up until 4 years ago. It looked as though I should be able to crank it up and drive it as is. Not bad for a car 108 years old. I did put a gallon of gas in it to check it out.

Gas immediately started pouring out the carb. I was happy to find that the original shutoff valve would turn and still worked like new. Now I am looking for parts for the "Kingston L" carb. I find no parts available in the supplier catalogues?

I am thinking the upholstery is original 1915. It needs replacing. It looks original, but I will probably leave it as is for now since I like the "old original look".



The top, which I believe was a very early replacement, is non-serviceable, but it is still there. That is the only thing I see on this car that I think of as non-original. I also cannot find ANY rust, which shocks me. What I saw that looked like surface rust in the photos is just dust and dirt.

I may be asking for a fun day with the club to play with it and someone show me how to operate this thing. There is no starter, no driver's door, and no idea how to operate the switch on the coil box, etc., etc.

Jump forward to the January 12, 2024, club fun day help session:

Dave Veir wrote the following: Thanks to Bobby Wright and Craig Neumann for coming out and supporting Alex to get his T running. You guys

were awesome. Craig, I hope your arm is not too sore from cranking. Bobby, nice work fixing that carburetor.



We started off the morning by checking the basics. Alex had previously removed all the spark plugs, and with the plug wires still attached, we buzzed each coil to confirm there was good spark at each plug.

Bobby and I checked the fuel tank to see what the quantity and quality of the fuel looked like. The fuel looked clean and clear but a little low, so we had Alex add 5 gallons just to make sure we had enough. We opened the fuel valve on the sediment bowl attached to the fuel tank then opened the fuel bowl drain on the carburetor. Unfortunately, not a drop of fuel would come out.

After a group discussion, it was determined that the fiber gasket inside the fuel bowl had expanded and was blocking the fuel passages that feed the main jet and drain valve. The carburetor was reassembled and reinstalled

and we now had plenty of fuel coming out of the drain.



We primed the engine, turned the ignition to BATT, and after Craig cranked the engine multiple times, it came to life. It ran rough and needs some more work, but it does run. Craig even experienced his first “free start”!



Bobby added: In full disclosure. David diagnosed the lack of fuel flow problem. I just verified and cleared the issue.

We sort of got Alex's car running very rough but couldn't keep it running for long periods. A down and dirty compression test showed not particularly good compression on one or two cylinders. We left Alex with a plan that may help free his sticky valves.

So, what is a down and dirty compression test? Remove all spark plugs, place thumb over spark plug hole tight as to seal, then have someone turn over engine with hand crank. Then compare suck and blow of each cylinder.

We proved it is willing to try to run at least. That's all for now. We will update everyone the next time we work on Alex's T.

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](#)

2024 Texas T Party

October 16-19, 2024

Kerrville, Texas USA

Hosted by The Space City Ts



All model T enthusiasts are invited to bring their Model Ts and attend the 2024 annual Texas T Party. This four-day driving tour will be based in the Texas Hill Country town of Kerrville, Texas. The primary lodging will be the INN of the HILLS Hotel & Conference Center in Kerrville. Daily trips will usually not exceed 100 miles, will go in every direction, and will travel to interesting destinations to see interesting things: museums, pumpkin patches, cowboys, horses, and long horn cattle. There will be fun for everyone. Come on folks, I can't tell you how many people I have talked to who wanted to attend, but never did. Here is your chance. T Party Tour planning is still on-going, so no details about registration or hotels are available right now.

To place yourself on the notification list, email Bill Severn, the Tour Co-Chairman at: wcsevern@earthlink.net

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

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 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

-February TBD – Either a 7:30pm Face to Face at LifeBrook Church with Zoom and Demeris BBQ or Zoom

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



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

located at

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



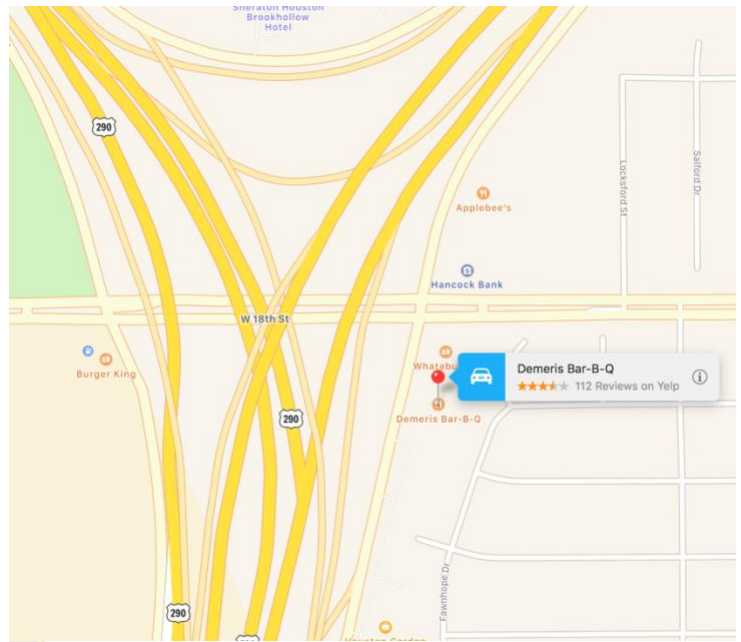
**Then attend the
Space City T's Meeting at 7:30 P.M.**

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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