

The Flivver Flash

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

Piney Woods: Nacogdoches Tour

By Stephen Havemann

Photos by Debbie Marino and Julie Arriaga

It was so much fun that I want to keep the Nacogdoches tour a secret! In all fairness, we will share some highlights. Benny Guseman and Sara Conroy were the tour champions. They arranged for friends, Ray and Diana Cunningham, old car aficionados to be there in case any of our Model Ts needed help along the way. Benny's daughter Julie Arriaga also joined the tour.

On Friday evening, May 16th, the Houston crew met at Benny's and Sara's to park trailers for the night and socialize. Benny kindly gave us a tour of his shop which is impressively well-organized and executed. He has an amazing setup, including his 1903 Curved Dash Olds!



Benny also showed us his current project, the restoration of a GTO. I cannot wait to hear that puppy fire up!

On Saturday morning, May 17th we gathered at Benny's and Sara's to unload our Model Ts and receive a tour briefing from Benny & Sara.



The tour booklet contained maps, turn by turn directions and handy notes. In addition, Benny, Joe, Sara, and Julie even set up arrow signs on Friday evening to assist with the many unmarked County Roads.

The tour participants included Benny & Sara; Anthony & Debbie Marino; Joe Scott; Denny Irvine; Stephen & Vivian Havemann; and Kathy Jo & David Butenschoen all in Model Ts. Benny was unanimously nominated to lead the tour.



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The morning drive was 43.6 miles on the west side of Nacogdoches along tree-covered back roads, rolling hills and curves. About halfway was a stop at Lake Nacogdoches to stretch our legs. There were folks fishing off the pier and one person reeled in a nice size fish.



Entering Nacogdoches, we passed a yard sale creating an impromptu shopping stop. Then it was on to lunch at Clear Springs Restaurant (home of, what I believe to be, the best onion rings in the world).



After-lunch activities included a visit to The Old Stone Fort on the Stephen F. Austin University (SFA) campus. As the oldest town in Texas, Nacogdoches holds historical significance in the settlement by US pioneers under Stephen F. Austin (considered the father of Texas).

Exhibits showed what life was like for the settlers including creating textiles so they could make clothes. After the Old Stone Fort, everyone had free time to explore town, the SFA campus, shop, etc. We gathered up at 4:30 pm for the afternoon drive.



The afternoon route covered 26.3 miles on the east side of Nacogdoches traversing a picturesque countryside. The rest stop was at Naca Valley Winery for refreshments and dinner. Naca Valley Winery offered a frozen wine which hit the spot as temps had risen into the 90s.



A few more folks from the local car club joined us at the winery. One of the couples attended SFA about the same time as Vivian and me – what a small world! About 7:00 pm everyone headed back to Benny's and Sara's. Steve, one of the local car club guys got his first ride in a Model T in Denny's car. His wife followed in their classic car.



Denny, Anthony and I loaded our cars into trailers for the night. David and Kathy Jo loaded their car on trailer before receiving a tour of Benny's shop. Kathy Jo and David said their goodbyes and started home (I guess they have a T Party to plan 😊). The rest of us enjoyed the sunset, had snacks, talked about how great the day had been and generally got to know each other.

Sunday morning, May 18th everyone met at Benny's and Sara's again to head out to Kinfolks Restaurant for breakfast where they dined with additional Nacogdoches Classic Car Club people that had met up with the group at the winery the prior day.



Then off to Lake Naconiche for the rest of the initial 22.1 miles and an opportunity to stretch our legs. If I remember correctly, Benny said the lake took 50 years to plan and is about 5 years old. Several folks from town were enjoying swimming at the lake's beach.



After leaving Lake Naconiche for the final 19.6 miles of driving, we crossed over the lake on the bridge. We continued mostly on backroads and even saw a deer running in a field. After arriving back at Benny's and Sara's, Denny, Anthony and I loaded up our Model Ts into the trailers. We sat around a bit and reflected on the tour with the following take aways:

- Benny & Sara organized a fantastic tour and are exemplary hosts,
- The route featured scenic roads less traveled,
- The break points were well placed,
- It was great getting to know other Model T and car enthusiasts,
- All the Model Ts performed flawlessly – Henry would be proud,
- Speaking for myself (and likely others) I hope Benny and Sara will consider making this an annual event.

Now it is time to find the next volunteer for a tour. We need to make sure the Model Ts are ready for the T Party.

To make a gift to support the Model T Museum, [click here](#) or go here: www.MTFCA.com

Waiter, a Table for Seven Please

By Bill Severn

The North Side has been at it again. Another breakfast at The Whistle Stop. Four cars made the trip (we caught Peter Adey before he escaped to Oregon). This time seven folks enjoyed the comradery: five Space City Ts members and two guests. Bill Severn's neighbors, Ed Davis and Bill Dean were the guests and joined for the model T ride, T talk and breakfast.



Left to right: Ed Davis, Bill Dean, Peter Adey, Denny Irvine, Steve Haveman, Mike Schlitzkus and Bill Severn.



After breakfast, a photo with Ts lined up for inspection. Left to right find Denny Irvines Roadster Pickup, Peter Adey's 14 Whiskey Wagon, Bill Severn's 16 Touring car and Steve

Haveman's 22 Touring car. Always ready to get the Ts out, the North Side rides again.

The George Ranch Upcoming Events in 2025

Here are some new events that we would like the Space City T's to be a part of this year at the George Ranch.

Display Cars at 1930's for Father's Day Celebration- Saturday, June 14, 2025: 9am-2pm.

Frontier Days: November 14, 2025 (Friday is mostly schools) 8:00am-2pm, and November 15, 2025 (Saturday open to public) 8:00am-5pm

The George Ranch can be a trailer drop, but we will need dates to schedule a trailer drop with the Space City T's. It can only be a 9am-4pm same day trailer drop if approved on George Ranch calendar. No camping. Let me know if you have any questions and for each event, I will need to know who will be attending.

Victoria Martinez Weaver

Education Coordinator, Education Department,
The George Ranch, 10215 FM 762, Richmond,
Texas 77469

Never underestimate the value of the [Space City T's of Houston](https://www.spacecityts.org) website.

Looks like [Space City T's of Houston](https://www.spacecityts.org) website may generate some Model T interest. That's just what we need.

Space City Ts Website: www.spacecityts.org

Email: modelt@spacecityts.org

FB: [Space City Ts of Houston Facebook](https://www.facebook.com/spacecityts)

Model T Fun (Maintenance & Repair)

By Bobby Wright

Part of the “fun” of owning a Model T is the maintenance things that often surprise you when you least need a surprise. That was the case for me a while back when I decided to move my 1927 Howe/TT Fire Truck. Plan was to move the truck to a building in the back of my property.

I started the Fire Truck and backed it out of the garage into my driveway. Driveway is about 150 feet long and although it appears flat, in that distance there is about a 7-inch drop, slightly downhill.

About halfway down the driveway, I got off the reverse pedal and stepped on brake pedal. Nothing! Still rolling backwards. So, I went to low pedal as an option. Nothing! Still rolling backwards. I pulled the parking brake lever and came to a stop. Now that I was not rolling, I continued to experiment with pedals. Literally nothing happened. Crap, this must be bad. Assuming the worse, I managed to push the truck back in garage.

Took a day or two to diagnose the problem. It was operator error. This is not a standard TT truck. It is a Fire Truck with a pump driven through a transfer case. The operating lever of the transfer case has three positions: straight through, a reduction gear for low-speed operation, and pump gear which disengages the drive line completely to act as an engine power take off (PTO) to pump water to put out a fire. Each position has locking pin stop.

What happened was, I failed to lock the transfer case into the straight through position. Apparently, when I went from reverse pedal to brake, my leg hit the operating lever and found

a neutral spot between the low and straight through. The easy “fix” is to retrain the operator.

Well, problem solved, now back to the original plan. Let’s move the truck to the back building. While driving to the back building on a grass covered gravel road, I noticed low pedal just did not feel good. It’s time to adjust the low band, I assumed. But, upon inspection I realized the external low band adjustment bolt looked too short. I better open the hogshead inspection door. Inspection indicated low band lining was likely “shot.” Time to pull all three and possibly replace.

I removed all three bands without incident. While removing adjustment nuts, washers, and springs, I loaded up every void I can find with red shop rags. I don’t want to lose anything down in the transmission!



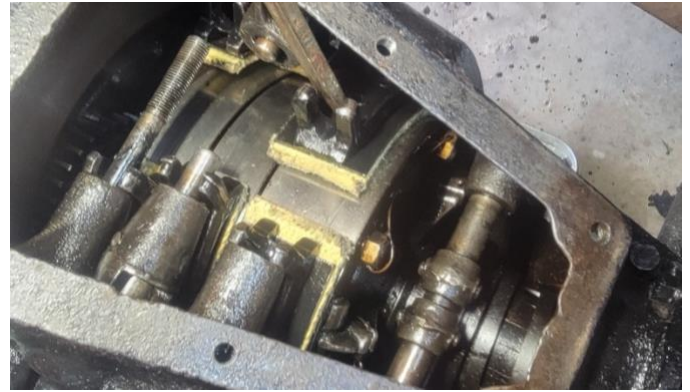
The reverse and brake band looked pretty good. Low band was thin and about two inches of one end was gone. The good news was the drums looked great. I ordered Kevlar bands, new washers and adjusting nuts.

The new Kevlar bands arrived, so I installed them on the metal bands with help from my wife, since it's not easy to do alone. With new linings in place, I oil-soaked the Kevlar bands by rubbing in oil over and over a period of time. It's surprising just how much oil the Kevlar absorbed.



Now for the hard part, install the rebuilt bands. Since it's not a one-person job, I tagged Tony Marino to assist me. It's much easier with help.

Tony agreed and was here one morning early and ready to go to work. First, we enjoyed a coffee. We used the spring steel band tool wrapped around the brake band to pull the new band around the drum. I fed the band while Tony pulled the tool. Not a really hard thing to do with two people. Front band (reverse) first, followed by low band, followed by wide brake band. All in place, time for a break.

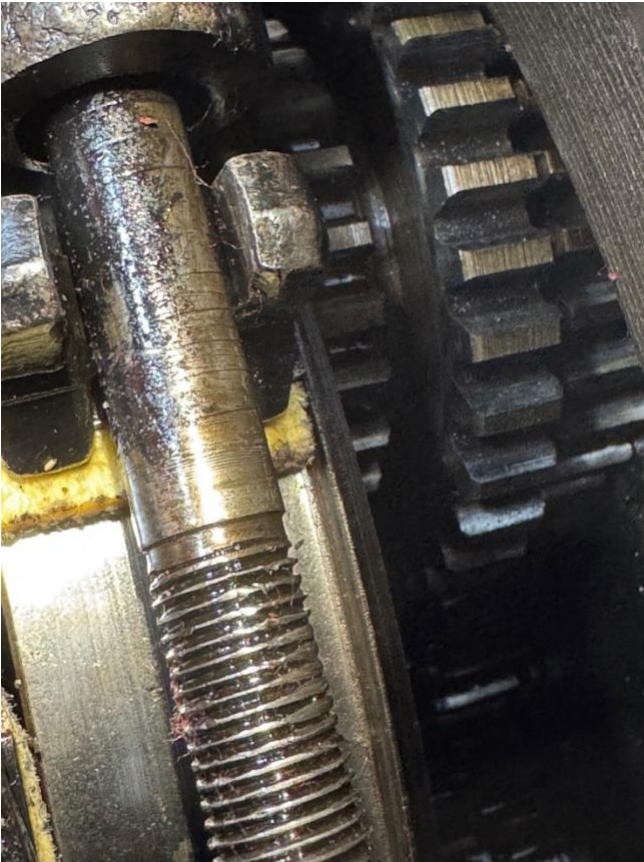


After the break we went to the task of cinching up the bands replacing the springs, washers and nuts. First, we repacked the voids again with red rags to prevent anything from falling in the transmission.

Everything went relatively well. We used a special tool to hold washer and nut to attach to pedal shaft of brake band. We used a zip tie to hold band together in place for nut. Low band easy, just screw in adjusting bolt. By the way, the special tool to hold the washer and nut worked well and the chance of dropping them was virtually zero.

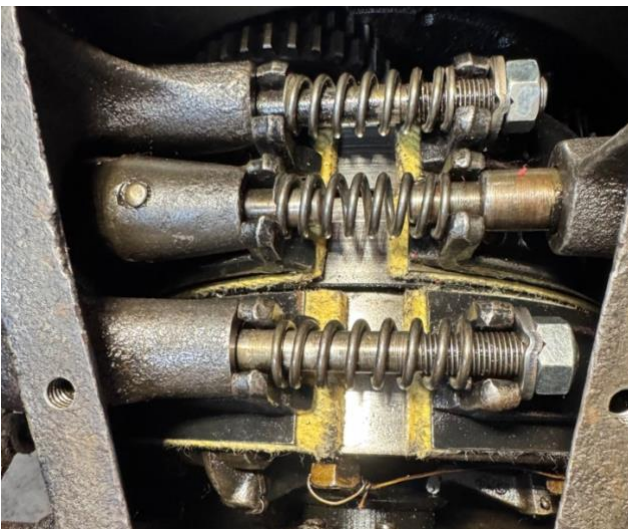


One to go, but the front band has a problem. Crap, the band just seemed too short to cinch up. What possibly could be the issue. We are clueless. Tony suggests I text David Vier, so I did. David responded almost immediately suggesting the band is likely hung up on a little leading-edge lip on the drum. We both forgot the lip was even there, and it is rather hard to notice.



Turned out that was the problem. Even a little lip greatly increased the circumference of the drum. We adjusted the band. I cinched the band up as it should. We added a zip tie to hold in place. We used the tool to hold washer and nut, and we got it all back together.

We removed all the rags. Job done. Yes, I have tested the bands. Everything works as it should.



The most important thing about this little project is the willingness of people to help either in person or remote by sharing their expertise and experience including my wife. Tony and David literally made short work of the project.

Just one of the best things about owning a Model T is the willingness of everyone to help each other.

THE BURTON COTTON FESTIVAL

By Denny Irvine

You may have seen the poster—April 26th, 2025—time for another Cotton Gin Festival complete with all the parades, vendors, tours and displays.



Denny Irvine and Steve Havemann headed out to participate. We were surprised to meet Space City T club members Diann and Robert Hoops, as well as Sandra and Jim Ruhmann.

Registration was from 8:00 to 9:30 and the parade kicked off at 10. Fire Engines led the way, followed by the classic and antique cars

and tractors. We even followed a flatbed trailer with a red-hot grill and the riders handing out hot dogs along the route.



Marching bands from the Junior High and High School were blended into the route. We were surprised at the number of onlookers.



At the end of the parade, all the vehicles were invited to park along Main Street where the crowd could get up close.



Then the people converged on the center of town to take in the afternoon's activities—craft booths, vendors, food trucks, the pavilion and band, and of course the Cotton Gin tours.



Everybody's favorite was when they fired up the twin-cylinder diesel engine which used to drive the entire gin.



At the end of the day, the mission was to produce a full bale of cotton. Tours thru the Gin continued all day and included an executive from the Lummus Gin Company which is still in business today.





League City White Linen Night

By Richard Lewis

Gentlemen and Ladies: [White Linen Night](#) is fast approaching so we thought we should give you the opportunity to participate once again this year. This League City event is clearly the biggest activity (4000 to 5000 people) that the [League City Historical Museum](#) has on its calendar each year.

It is Saturday, June 14th from 4pm to 8pm with you showing up in the 1pm to 2:30pm timeframe for parking setup at the Museum at 210 N Kansas Ave, League City, TX 77573.

Please reply to my email below and let me know:

- If you can make it or not
- How many vehicles you desire to bring,
- What make, model and year of vehicles

Thank you so much for your support over the years, this is always a good event and again this year you get a **free ice cream** from the Good Humor man.

Richard Lewis, VP, LCHS
rklewis45@gmail.com
(281) 554-2994



The Fourth annual Ford Model T Event at Pioneer Flight Museum was held in Kingsbury, Texas on Saturday, March 29, 2025.

This event featured The Model T Ford Olympics.

[Click here to see a video by Denny Irvine.](#)

2025 Texas T Party, Marshall, TX

October 7-12, 2025

FOUR DAYS IN EAST TEXAS!

Host hotel:

Hampton Inn Marshall, 5100 E End Blvd S, Marshall, TX 75672

To book: 1. Go to www.hamptoninn.com

2. In Where to? Type Marshall, TX

3. Select Check-in Check out dates.

4. Click Special Rates, Scroll the Group Code type: **TTP**

5. Click Find a hotel

It will be the first hotel in the list. Room rate **\$119+tax**

(You may also call 1-800-426-7866. Inform agent of code **TTP**)

Hot breakfast, Pet Friendly. **Group rate expires September 23, 2025**

2nd Hotel:

[Quality Inn Marshall, 4911 E End Blvd S, Marshall, TX 75672](#)

903-935-7923, Call to book, use code Texas T Party

Room rate: **\$86+tax single \$90+tax double**

Hot breakfast, NOT pet friendly. **Group rate expires July 30, 2025**

Other hotels:

Click here: [Clarion Pointe Marshall](#)

5301 E End Blvd S, Marshall, TX 75672, 903-927-0009

Click here: [Comfort Suites Marshall](#)

5204 E End Blvd., Marshall, TX 75672, 903-927-1139

Click here: [Best Western Executive Inn](#)

5201 E End Blvd., Marshall, TX 75639, 903-935-0707

Click here: [2025 Marshall Texas T Party Registration Form](#)

Click here: [MTFCA Safety Inspection and Release Form](#)

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.

2025 Space City Club Officers and Board Members
 President Steve Havemann 281-433-5182
 Vice President David Veir 713-823-2359
 Secretary Rosie Stokley 832-444-9927
 Treasurer Craig Neuman 346-855-0544
 Board Member Bill Severn 936-443-8006
 Board Member Mike Schlitzkus 281-387-6658
 Board Member Dave Lucas 713-299-3059

The FLIVVER FLASH

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

email: modelt@spacecityts.org
 website: www.spacecityts.org

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 2025 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](#)

For Sale: 1914 Model T Touring Car



It is a T-2000 New Body from Sweden. New Body includes splash shields, running boards, fenders, hood. Rebuilt Engine. Radiator is new, Re-wooded wheels. NEW top, interior, seat springs. New wood in original top bows. All lights original. Original windshield new safety glass. New tires. Driven 100 miles since restoration.

\$20,500

Contact Gator Gould
 Monroeville, AL
 251-765-2677

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

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

-June 11th – 7:30pm Face to Face at LifeBrook Church
with Zoom and Demeris BBQ

-July 9th – 7:30pm Zoom virtual meeting



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

located at

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



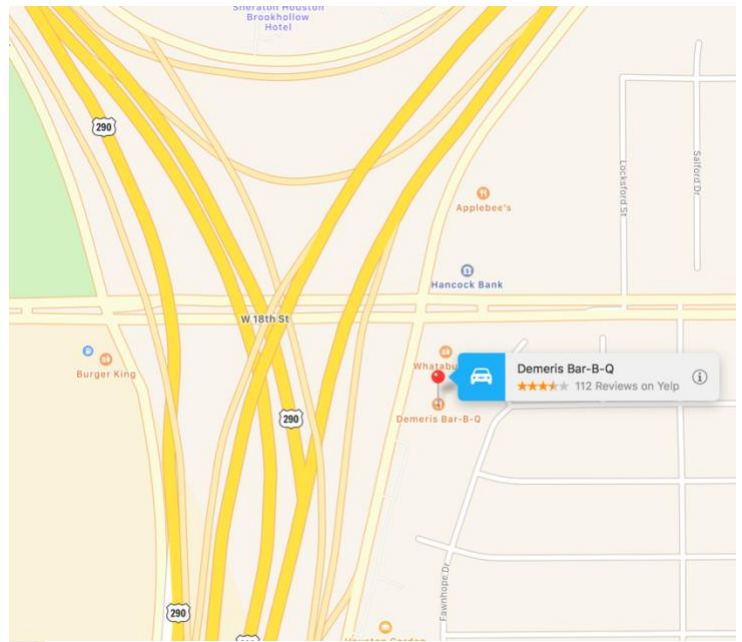
**Then attend the
Space City T's Meeting at 7:30 P.M.
Place:**

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



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

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