



T Diggins'

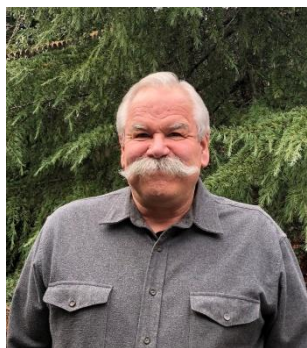


Monthly Newsletter of the
Mother Lode Model T Club
Celebrating 50+ Years of Model T Fun
<https://www.motherlodemodelt.com>

September 2020

September President's Message

August was sure one crazy month! With the pandemic still raging on, fires are now raging throughout the state, the closest in Nevada City, where the Jones Fire there came less than a half mile from our former home. And let's not forget the heat wave we had!



We had some excitement in our new neighborhood a couple of weeks ago. Barbara and I were out shopping and received a phone call from our next door neighbor saying there had been an accident in front of our houses. She called us a second time and said we better rush home.

Well, we got home to find a pickup embedded into our garage. My Ford Ranger was parked in the driveway and got hit, the corner of the garage was knocked off the foundation two feet, and the garage door destroyed. And, oh yeah, the gas line to our house got sheared off. Luckily, no one was hurt. I'm sure it will be months before I can really use my garage again.

Now, for the good news! We have two new members: Forrest Kahle and Richard Kemp. I'd like to wish a warm welcome to them both. It will be a while yet before we, as a club, can all get together, but that day will come.

I sure hope everyone is well. I haven't heard otherwise so I guess that is good news also. Until next month, stay safe and take care.

Up Coming Events - 2020

All monthly membership meetings, LOL's and Breakfast are suspended until further notice.

- ♦ June-Sept - Auburn Cruise Nights **Canceled**
- ♦ Oct 3 - The Sacramento Swap Meet at Cal Expo has been postponed until April, 2021.
- ♦ Oct 4 - Old Auburn Cemetery Tour - **Canceled**
- ♦ January 30-31, 2021 - The Turlock Swap Meet has been cancelled for 2021
- ♦ Dec 6 - Christmas Party Lunch. **Cancelled.**

National News

The July \ August Vintage Ford magazine finally arrived. Some very good tech articles and it looks like the "Car Owner Virus Cure" / Golden Gate Tour was a big success.

The MTFCA Model T Explorer Youth Club is approaching 150 members during this charter year. Sign your future Model Ter up by October 15 to be a charter member. Details in the Vintage Ford.



Anniversaries and Birthdays



September Anniversaries

Kent & Kristy Keyser	11
Ken & Olivia Marriott	28

September Birthdays

Richard Instness	2	Mark O'Connor	20
Maya Marroitt	11	Bobbi Machado	22
Vern Marriott	16	Doug Avery	26
Paula Mikles	16	Kristy Keyser	27
Al Stoll	17	Helen Johnson	28

California Auto Museum Events



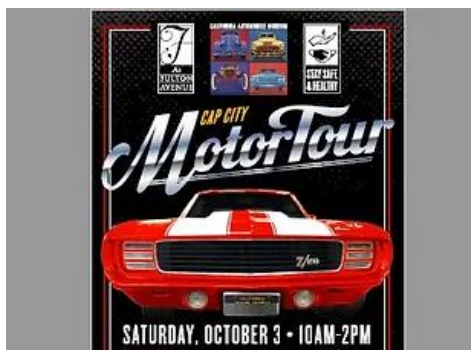
Online Auction

The museum has launched an online auction of interesting items for your consideration!

<https://www.biddingowl.com/Auction/index.cfm?auctionID=22950>

Please bid early and often! Email to director@calautomuseum.org with any questions about individual items. Note that the auction ends 9-7-20 at 12:00PM eastern time.

Cap City MotorTour



Oct 3, 2020
RAIN or SHINE

A city wide driving adventure with stops at the California Automobile Museum, along historic Fulton Avenue, and at points of interest around the city. Locations along the route will reward participants with promotional items and free samples! Drivers that visit all stops will be entered into a drawing for additional prizes.

Customs, hot rods, muscle cars, low-riders, and exotics are encouraged, but all vehicles are welcome. Social distancing rules will be observed.

Cost: \$20 Museum Member; \$25 Non-member

More info: <https://www.calautomuseum.org/event/CapCity-MotorTour>

New Top for an Old T

by John Saylor

Several years ago a top bow socket broke on my 21 Touring, probably due to rust out from the inside. I temporarily repaired with a splint. I finally found a replacement set of bows from club member Mark O'Connor in a pile of rusty bows that had been traveling around from several owners all searching for that right one. After disassembling, wire brushing and light sand blasting I had the perfect socket to repair my set. The top on my car was 50 years old and showed it. So, after removing the old covering, I decided it would be best to go back with new.



After reviewing many posts on the MTFCA Forum, it was obvious that Classtique Upholstery had the best kit.

While waiting for the kit to arrive (They had a 6 week order interval), I finished preparing the wood portion of the old bows. The wood was solid but there were many nail holes from previous top or tops so I filled them by pressing in round tooth picks dipped in wood glue. They looked like a porcupine while drying! Once dry I snipped the tooth picks off and sanded flush and painted.



The kit came with instructions that were somewhat abbreviated in some sections as well as links to videos. In some cases the written instructions varied from the videos

and there were differences from my existing top. The videos were a big help and I found it best to take notes and review the video several times as I progressed. I discussed the differences with Mike at Classtique and I used what I thought was the best practices from each. Below are a few tips I used to complete the install.

One of the first things you will need are one or more lengths of lath or flat molding strips to hold the top bows up into the correct position. You will need one piece to run vertical from the rear tack rail to the rear top bow and a longer piece to run from the rear top bow to the front. The instructions have the correct starting dimensions. So, before your top arrives, source out the strips so you will have them on hand when you start. Clamp and tack them down then adjust as needed to fit your car. Once all of the web straps are in place, you can remove the wood strips. I used a several *Quick Grip* type clamps to hold things in place as I aligned things up. The video suggested using repositionable tacky spray glue when working with the top wrap and the pads to hold them in place while closing up and stitching. I found this at Hobby Lobby. It works quite well.

Wrapping the curved section of the front bow with vinyl was one difficult task. Trying to get a smooth surface on the inside curved section seemed almost impossible. Several members posts on the Forum were also having trouble. This is where working in the hot sun, using a heat gun, cutting slits and taking your time results in a smoother wrap. The clamps were very handy here. The pneumatic stapler was also handy here. The rest of the bows are wrapped in a twill type fabric that was cut on a bias and wrapped very well including the curved portions. The spray temporary glue was a big help here. There is a section on each end that is all metal where the straight portion joins the curve. You can't use tacks here. To hold the wrapping together here I used a curved needle and stitched across this section per the video.

One deviation from the video and written instructions was the rear straps from the rear top bow to the rear tack rail. They both showed solid, non adjustable straps. My existing top had adjustable straps which I believe are the original method. I decided to continue reusing my existing adjustable straps. I cleaned up the old buckles and footman loops and riveted on new webbing straps from material I already had. For the rivets I used jean rivets from Joanne's.

The pads went on as per the instructions with one exception. The video said not to secure the pad web straps on the middle bow but to stitch the webs together to hold them in place and the written instructions said to tack them down. After talking with Mike at Classtique, he said tacking them down would keep them in place better while folding down, which I did.



Shaping the vinyl on the curved section of the front bow.



Clamping the pads in place and smoothing out before stitching up.



One thing to remember is to only use the top half of the front and rear bow to tack down the pads and straps, leaving the bottom half open on the front and rear bow to tack the rear curtain and top.

The large piece of vinyl for back and the top will have several folds as it comes out of the box. I set up a couple of folding tables in the afternoon sun (not on the 110 degree days!) and laid the material out for a couple hours. I was able to easily smooth out the folds. Then it was a matter of laying it out onto the top over the just installed pads. Take your time and position equally side to side. The narrow portion goes to the front. Here I spent several hours over a two or three days pulling clamping tacking and re-clamping and re-tacking, getting them as wrinkle free as possible.

Remember to keep the tacks in a straight line. The finish trim is only 1/2" wide. I cut a small strip about 8 inches long to use as a guide to make sure it would cover the nails and seams. Once you are happy you can install the trim, and you're done.



Stitching the cloth bow covering over the metal part of center and rear bows.



Bows on and lined up, straps in place.



Inside curve that was very difficult to get wrinkle free.



Using a short length of trim as a gauge to make sure final trim out will cover tacks and seams



The rebuilt adjustable rear top straps

Here are a few of the tools that are handy to have available.



Left to right: **Staple / tack remover.** This one is made by Arrow. I ground down the end to be a little sharper.

Scissors: The short one, made by Klein, will cut heavy duty double stitched vinyl with the tip of the scissors. Commonly used by linemen and electricians. The other is off set to allow cutting without interfering with your hands while cutting next to the bow and tacks.

Tack Hammer: The small end is magnetic and will hold a tack hands free while you tighten the fabric. Set the tack and flip to the big end to drive it home.

Temporary Spray Adhesive: Use to hold fabric and vinyl in place as you wrap around the bows and to hold the pads in place as you position and stitch up.



Quick Grip type clamps: Use these to hold fabric in place as you stretch and re-position before tacking. This saves using tacks and staples and removing and re-tacking. I had about 8 of these of various styles and brands. Not shown is the heat gun I used on the vinyl at times.



Another tool that is handy is a **pneumatic stapler**. This makes for an easy way to tack down with one hand while stretching and positioning with the other. I used 3/8" staples. Staples are okay to use in areas that are not load bearing or will not show. The two examples here are Red one, Arrow, which was my Dad's but had a bent piston making it erratic in operation. The gray one is Harbor Freight, looks almost identical and works flawlessly. Although both are rated at 120 lbs air pressure, I cut mine back to 90 so that the tacks wouldn't bury so deep and possibly cut the fabric.

The kit came with 1/2" tacks. I would suggest buying more to keep from running out since you will be removing tacks as you position and reposition the material. Also get a package of 5/8" tacks for those areas where you may have to nail through several layers of material. I used the stapler and many times came back with a tack.

While we are on the subject of tacks, if you drop one, stop and find it now. You do not want to find it later in your tires or your foot. It's a good idea to sweep up at the end of every work period to catch any other stray tacks or staples.

You will also need a curved needle and heavy black thread for stitching up the pads and bow covering.



The vinyl top and back before stretching and tacking down.



Stretched and close to done.



Ready for touring in cold, wet or hot weather.



Some interesting shop tips from the Forum

Tricks from the Past--

<https://mtfca.com/phpBB3/viewtopic.php?f=2&t=15092>



Last year I ran a story of the history of Kingsford Briquets and the connection to Ford. Here are some photos of the Picnic Kit from Ford.

As you may remember Edward G. Kingsford was hired to run the operation. An investment group bought Ford Charcoal in 1951 and renamed it to Kingsford Charcoal in honor Mr.Kingsford. The rest, as they say, is history.

Just in time for a Labor Day back yard BBQ.



Appears to be well made and quite sturdy.



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Vice President ---- Susie Krezman 530-823-7957
Treasurer ----- Debra Bamber 530-906-7343
Secretary----- Steve Short 916-791-7087

Board Members

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Edward Rodriguez----- 530-906-0844
John Saylor----- 916-202-5842
Sherry Rodriguez----- 530-526-4405

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Published monthly to keep members informed of club activities and to promote participation in club events.

Publication copy should be sent to the editor by the 25th of the month to be included in the next issue. Send all copy to: 7304 Goldwood Way, Citrus Heights, Ca 95610 or email to j99saylor@gmail.com

Club Website

The Mother Lode Model T Club maintains a website at <https://www.motherlodemodelt.com>. The website keeps members informed of club activities, photos of club events and members cars. The website also provides membership information an application and introduces those new to the hobby to the club.

The *Mother Lode Model T Club* was organized and became a chapter of the *Model T Ford Club of America* in 1969. The club is a non-profit organization dedicated to the personal enjoyment of its members through the preservation and restoration of the Model T Ford and especially through activities involving the use of Model T Fords.

Meetings, normally held on the second Thursday of each month with the exception of December, at the Sizzler, 13570 Lincoln Way, Auburn, Ca. 5:30 pm for dinner, 7 pm meeting. Presently on hold due to social distancing requirements.

Membership is open to anyone with an interest in Model T Fords. Ownership of a Model T is not necessary.

Dues - Annual Dues are \$20 per family.

Members are encouraged to join the Model T Ford Club of America. MTFCA members receive the bi-monthly publication *The Vintage Ford*, voting privileges in national club and can participate in the many national club tours and events. Annual dues for the MTFCA is \$40.00 payable to:

The Model T Ford Club of America

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