



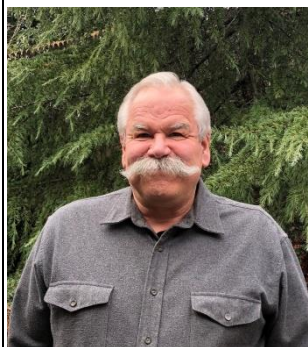
# T Diggins'



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

February 2021

## President's Message



Well, January was quite a month to start off the new year! We now have a new U.S. president so I guess we'll see how things go in the next four years.

February is the month of love so I will wish everyone a happy Valentine's Day!

February is also a good time to think about the upcoming touring season. Hopefully, we'll have a much better year than the last one.

Our swap meet is approaching in just four months, so with any luck, it will be a go this year. By June, the Covid virus should be in remission if everyone gets their vaccinations and we continue to wear our masks. Hopefully, we will soon be able to have our general meetings once more of the virus dies down.

Stay safe!

Phil



*Happy Ground Hog Day February 2*

## Up Coming Events - 2021

- ♦ June 6 - Mother Lode Swap Meet - Tentative date depending on Fairground COVID rules.
- ♦ July 9-14 - Spokane, Washington - MTFCA 2020 National Tour, hosted by the Inland Empire Model T Club - See details in the Vintage Ford.
- ♦ Sept 19-19 - Colfax Rail Road Days.

## Dues are Past Due

Don't forget to renew your Mother Lode Model T Club dues for 2021. Please send your check for \$20 to:

Mother Lode Model T Club  
PO Box 4901  
Auburn, Ca. 95604

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*Valentine Day February 14*



*Celebrate  
President's Day  
February 15*

## Area Swap Meets

**Chickasha Pre-War Swap Meet – March 19-20.** This popular Mid-West swap meet is still a go.

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**Bakersfield Pre-War Swap Meet** – The Kern County Fairgrounds has cancelled all events through May, 2021. This meet may be dead forever. There is talk of creating a new Pre-War Swap Meet for 2022 in the Phoenix area.

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**The Sacramento Swap Meet, Saturday, April 17, 2021,** Normally held at Cal Expo will be moving to the Yolo County Fairgrounds in Woodland. \$12.00 Admission. Free Parking.

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

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**Our Mother Lode Swap Meet** is scheduled Sunday June 6 but it all depends of COVID rules and the Gold Country Fair Grounds. At present they are only confirming events two weeks out.

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**Stockton Swap Meet, January 31.** If anyone goes to this meet, give us a report on how they handled social distancing, masks, etc.

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### Anniversaries And Birthdays



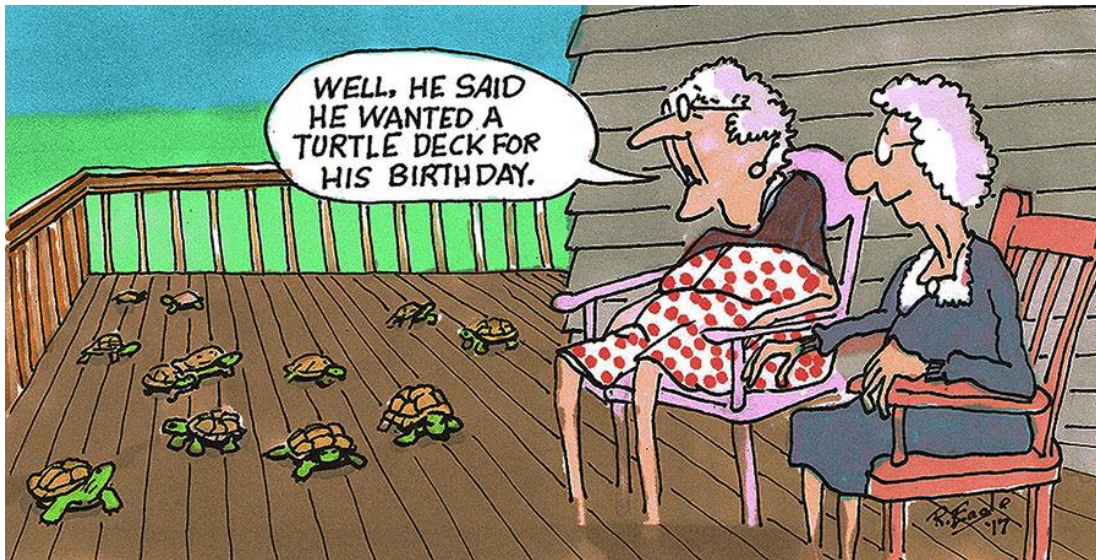
#### February Anniversaries

Bruce & Mindy Ingram 14



#### February Birthdays

Darren Saylor	1
Suzanne Folsom-Weitzel	2
Annette Lusk	12
George Tuck	12
Richard Baughman	14
Kitty Goodell	18
John Saylor	22
David Pava	23
Jerry Moore	25
Donna Christin	27
Bruce Ingram	28



From My Shop by Phil Lawrence

## This month I'll discuss some front-end issues.

One of our members called me for some help last month about a problem with his Model T steering having a shimmy when his car hit a bump in the road, and asked me for help in solving the problem.

This is a fairly common problem in Model T's. I've seen shock absorber steering stabilizers sold, among other devices, to solve the problem, but those kind of things (in my opinion) are like putting lipstick on a pig. They don't fix the problem. They just take your money and make you think the problem is fixed.

If you have a similar problem, here are some things to check on your car before you spend your hard-earned money on some useless device that's not needed.

1. Give your front axle assembly a good looking over. Make sure everything is tight and that nothing is bent.

2. Wiggle your steering wheel. Is there too much play left to right? If so, check the tie rod end caps for play. It may be necessary to install a copper or brass shim

between the ball and cap. Shims for that purpose could be made or bought from the Model T parts vendors. You may want to buy a spring-loaded adjustable ball cap (also from the vendors) if your tie rod and steering arm balls are excessively worn, or you may choose to replace them entirely. If you decide to make shims, get

some brass around .030" thick and cut a disc out of it to fit the ball socket (make a paper pattern first) Once cut out, lay the disc on a 1/2" drive 9/16" or 5/8", 12-point socket. Next, place the ball end of a ball peen hammer centered on the brass disc and socket then take a brass hammer and hit the flat face of the ball peen hammer to form a brass cup shim to fit between the ball and cap. Grease everything and reassemble.

3. If the steering wheel still has play, remove it from the column and also remove the cover on the gear case under the steering wheel. Once the cover is removed you can also remove the three planetary gears, clean and inspect them in addition to the center gear. If there is excessive wear on the gears they will need to be replaced. You may at that point choose to replace the steering shaft

(From My Shop, cont'd)

and gears with a 5:1 ratio as used with the 26-27 T's. If you have 30" x 3 1/2" tires on your car the 5:1 ratio steering setup will make your car steer easier. These are also available from the vendors. One word of caution: when replacing the gear case cover remember to also make sure the small lock screw in the cover is in place. Also, if you are driving a 1914 or earlier T with a riveted two-piece gear case make sure the brass rivets that hold the lower case together are tight. Check them all! If any are loose, replace them, don't try to re-tighten them. Your life depends on them! Don't forget to fill the gear case with grease.

4. Spindles, king pins and wheel bearings. Inspect all moving parts for wear. It's best to disassemble these parts for a good visual inspection. Look for cracked bearing races in the hubs, loose bushings or worn kingpins. Don't forget wear on the rod bolts and bushings. Sometimes the yoke ends of the tie rod are badly worn, look for a better replacement tie rod.

It may be rare, but in the past, I've also seen many different mismatched parts on cars like a 1926-27 spindle on one side, and an earlier spindle on the other. Another was spindles with a curved arm to the tie rod on one side and an early, straight arm, on the other.

When inspecting the front-end assembly make sure the parts also match from side-to-side in addition to checking for worn parts.

5. Spring and shackles. This was one of the points I suggested to our fellow club member and the one that cured the shimmy problem on his car.

Get a pry bar and try to move the shackles on the spring and perches. Often, when the car has sat for a few years without the benefit of lubrication, the shackles get rusty and will freeze up. This is something I've seen often over the last 52 years since I started playing with Model T's.

Remove the shackles, inspect the shackles and bushings for wear. Replace any worn parts, lubricate, reassemble, and you'll be set.

6. The last thing to check is the wishbone. Make sure it's not bent. It would be wise to remove the ball cap and inspect the ball's top side for wear even if the wishbone ball is tight in the socket. Shims can be made as I described in #2, or bought. This is not a place to use a spring-loaded adjustable ball cap. The wear is on top of the ball, and needs to be taken care of there, not on the bottom with the cap. The reasons for that is that by shimming the cap, eventually the continued rise of the wishbone will change the axle's Caster or backward tilt. By doing that, the front axle gets too vertical or has a negative degree angle. You always want the axle to lean back at the top or have a positive 5-degree angle. This is very important! The more the positive angle, the straighter (forward) the car will go. However, as in all good things, Caster has limits. Too much Caster makes steering difficult. Remember when reassembling the ball cap to safety-wire the nuts together. Do not use cotter keys. Also, if the springs are broken or collapsed, replace them.

In closing, I'll just say it's always a good idea to inspect your car any chance you get, but especially before a tour. Always look for anything unusual and fix it immediately. Always keep everything well-adjusted and lubricated and don't forget to fill the gas tank!

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## **Annual Safety Inspection**

**Every Spring its always a good idea to do a safety check of your car. Attached you will find the MTFCA safety inspection check list. Although most of us didn't drive our cars much last year, its still a good idea to run through the check list. Vibrations can jiggle those cotter pins loose, screws to come loose and fall out or you may have missed something last time.**



## **Battery Spacer Board**

**By John Saylor**

A couple of weeks ago I noticed the battery in my 21 Touring was not holding a charge for very long. Repeated charging didn't help. Then I noticed the purchase date on the battery was March 2011. That's not bad for a Walmart battery! While changing out the battery I realized the battery spacer board was not correct so I reviewed Phil's "From My Shop" article from a couple of months back. I used his diagram and made a new one that fit perfectly. Thanks again Phil for the tip.

### **From My Shop Articles Achieve**

While looking up the battery spacer board article I realized that there needed to be a quicker way to find these tips than browsing through the past newsletters. So, I have added an index to them on our website home page. Just click on the **Tech Stuff** link on the left side of the Home Page. That will take you to the index of the *From My Shop* articles.

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## **Henry Ford – The Alphabet Cars**

This month we will start a series on Henry Ford. For this month we will learn a little about Henry and the Alphabet Cars; The Model A thru S.

Born in 1863, Henry Ford was the first surviving son of William and Mary Ford, who owned a prosperous farm in Dearborn, Michigan. At 16, Henry left home for the nearby city of Detroit, where he found apprentice work as a machinist. He returned to Dearborn and work on the family farm after three years, but continued to operate and service steam engines and work occasional stints in Detroit factories. In 1888, he married Clara Bryant, who had grown up on a nearby farm.

In the first several years of their marriage, Henry Ford supported himself and his new wife by running a sawmill. In 1891, he returned with Clara to Detroit, where he was hired as an engineer for the Edison Illuminating Company. Rising quickly through the ranks, he was promoted to chief engineer two years later. Around the same time, Clara gave birth to the couple's only son, Edsel Bryant Ford. On call 24 hours a day for his job at Edison, Ford spent his irregular hours on his efforts to build a gasoline-powered horseless carriage, or automobile. In 1896, he completed what he called the "Quadricycle," which consisted of a



light metal frame fitted with four bicycle wheels and powered by a two-cylinder, four-horsepower gasoline engine.

Determined to improve upon his prototype, Ford sold the Quadricycle in order to continue building other vehicles. He received backing from various investors over the next seven years, some of whom formed the Detroit Automobile Company (later The Henry Ford Company) in 1899. His partners, eager to put a passenger car on the market, grew frustrated

with Ford's constant need to improve, and Ford left his namesake company in 1902. (After his departure, it was reorganized as the Cadillac Motor Car Company.) The following year, Ford established the Ford Motor Company.

A month after the Ford Motor Company was established, the first Ford car—the two-cylinder, eight-horsepower **Model A**—was assembled at a plant on Mack Avenue in Detroit. At the time, 1903, only a few cars were assembled per day, and groups of two or three workers built them by hand from parts that were ordered from other companies. Ford was dedicated to the production of an efficient and reliable automobile that would be affordable for everyone.



The **Model B** was Ford's first four-cylinder car and the first to have the engine mounted up front in the

European manner. Design difficulties delayed production of the Model B and, although conceived much earlier, it went on the market long after the two-cylinder Model C. Priced at \$2,000, the Model B was the most expensive Ford yet, and sold poorly.

The Model AC - The Ford Motor Company relied on a number of outside suppliers to produce its vehicles in the early years. John and Horace Dodge, who would later become car manufacturers, produced this two-cylinder horizontally opposed, 10 horsepower engine. Variations of this engine powered Ford's models A, C, and F. The Model AC combined the body of the Model A with the engine of the Model C. Ford created its new Model C based on the earlier Model A platform. The cars look quite different due to the C's European-style hood. The two-cylinder engine is still under the front seat as with the A, but the fuel tank and radiator are under the hood. Ford built some 800 Model C cars over the 1904-1905 model years.



**Ford's Model F**, 1905-1906, continued a direct evolution from the original Model A. The two-cylinder engine was still mounted under the front seat, but a false hood was again added to the front to copy European cars of the time. At \$1,000, the Model F was Ford's mid-priced offering, falling between the two-cylinder Model C and the four-cylinder Model B.



1903 Logo





The expensive **Model K Touring** car moved Ford Motor Company into the high-priced market, something Henry Ford didn't like. Priced at \$2,500, the six-cylinder vehicle was a slow seller, further



convincing Ford that low-priced cars targeted to the mass market were the company's future. To the left is the Model K Touring on display at the CAM. This was an inline 6-cylinder engine, 405 cu. Inches, 40 hp. The Model K Roaster was guaranteed to go 60 mph!

The Model K 6 Cylinder engine was the last 6-cylinder engine produced by Ford until 1941.

Two-seater runabouts like the 1906 Ford Model N were favored by middle-class Americans who could afford one. They were fast and rugged. Most runabouts featured one- or two-cylinder engines and bicycle-style chain drives. But this **Ford Model N**

offered four cylinders and a shaft drive, plus it cost less. At \$500, it became the bestselling car in America.

When Ford's **Model N** became the best-selling car in the United States, the company suspected that there was a market for a more luxurious version. The 1907 Model R had a larger body, higher seats, a rounded rear deck and wider fenders. Ford's hunch was correct. The Model R was a big & fast seller -- even at \$150 above the Model N's \$500 price.

The 1908 Ford Model S was a composite of the Models N and R. The Model R had used the engine and chassis of the hot-selling Model N, but added running boards, a wider body, and larger wheels. When Ford ran out of Model R bodies and wheels the company put the new running boards on the Model N and called it the Model S.



Next Month: The Model T.

***Information for this article was researched on TheHenryFord.org.***

There are good examples of the Model B, C and K on display at the CAM. When they are open to the public again make a trip and compare the difference of these early cars to the Model T.



# T Diggins'

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## 2021 Officers

President ----- Phil Lawrence 530-559-1440  
Vice President - Susie Krezman 530-823-7957  
Treasurer -----Kitty Goodell 530-885-6912  
Secretary-----Steve Short 916-791-7087

## Board Members

Gary Krezman -----916-599-0059  
Edward Rodriguez-----530-906-0844  
John Saylor-----916-202-5842  
Sherry Rodriguez-----530-526-4405

Sunshine ----- Susie Krezman  
Website & Newsletter ----- John Saylor

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Address all correspondence to:  
Mother Lode Model T Club  
P.O. Box 4901  
Auburn, CA 95604

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.  
**Meetings are presently on hold due to COVID - social distancing Limitations.**

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.

## T-Diggins'

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](mailto:j99saylor@gmail.com)

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  
P.O. Box 996, Richmond, IN. 47375-0996  
Telephone: (765) 373-3106. [www.mtfca.com](http://www.mtfca.com)





## Model T Ford Club of America - Safety Check List

### MODEL T SAFETY INSPECTION FORM

Please check each of the following with a "✓" for yes, "N" for no, or and "NA" for not applicable.

#### Steering

Steering wheel has minimal (less than 2") to no play  
Acceptable wear and minimal to no play in:

- Radius rod (wish bone) to crankcase \_\_\_\_\_
- Ball arm (pitman arm) to steering gear connecting rod (drag link) \_\_\_\_\_
- Steering gear connecting rod (tie rod) to yoke ball \_\_\_\_\_
- Spindle bolts (king pins) \_\_\_\_\_
- Spindle connecting rod bolts \_\_\_\_\_

**Cotter keys** (or lock washers, if holes not drilled) installed in the following:

- Radius rod (wish bone) to front axle [2 required] \_\_\_\_\_
- Steering gear bracket to frame [3 required] \_\_\_\_\_
- Ball arm (pitman arm) to steering post [1 required] \_\_\_\_\_
- Steering gear connecting rod (tie rod) to yoke ball [2 required] \_\_\_\_\_

- Steering gear connecting rod (tie rod) to steering gear ball [2 required] \_\_\_\_\_
- Spindle connecting rod to spindles [2 (1 per spindle)] \_\_\_\_\_
- Spindle bolts (king pins) [2 (1/spindle)] \_\_\_\_\_
- Spindle arms [2 (1 per spindle)] \_\_\_\_\_
- Front spring hangers (shackles) [4 (2 per side)] \_\_\_\_\_
- Front spring to frame [2 or 4 required, depending on year] \_\_\_\_\_
- Yoke ball [1 required] \_\_\_\_\_
- **Safety-wire** crankcase studs holding radius rod ball cap \_\_\_\_\_
- Grease in steering gear case and steering gear bracket, check gear post and pinion for wear) \_\_\_\_\_
- Check for play in steering gear case to column (check rivets/taper pins) \_\_\_\_\_
- Check for 6-32 steering case lock screw \_\_\_\_\_

#### Brakes

Brake pedal (and, reverse pedal) bottom out before reaching floorboards Both rear wheels lock-up under hard braking \_\_\_\_\_

**NOTE:** Auxiliary brakes are highly recommended for stock cars and should be installed if car has an auxiliary transmission.

#### Emergency Brakes

Hand brake sets securely before limit of its travel (check pawl and spring) and both rear wheels lock. \_\_\_\_\_

Note: The hand brake must be able to hold the car with the engine running and should be able to hold the car on a moderate slope.

**Cotter keys** (or lock washers, if holes not drilled) installed on:

- Control shaft assy to frame [4 required] \_\_\_\_\_
- Brake shoe bolt [2 (1 per side)] \_\_\_\_\_
- Brake rods [4 (1 per end)] \_\_\_\_\_

#### Engine/Power Train

Oil leaks — within acceptable limits \_\_\_\_\_  
Gasoline leaks — none, when parked (in-line shutoff valve recommended) \_\_\_\_\_

**Cotter pins** installed on:

- Carburetor rod [2 (1 per end)] \_\_\_\_\_
- Choke/carburetor adjustment rod [1 at carburetor] \_\_\_\_\_

- Commutator rod [2 (1 per end)] \_\_\_\_\_
- Crankcase arm to frame [4 (2 per side)] \_\_\_\_\_
- Low speed connector [2 (1 per end)] \_\_\_\_\_
- Universal ball cap [2 (top bolts)] — bottom two cap screws safety-wired together \_\_\_\_\_
- Fan bolt (on earlier cars) \_\_\_\_\_

## Model T Ford Club of America - Safety Check List

<b>Wheels</b> Spokes (and wood felloes on earlier cars) are tight. _____ Front wheel bearings — no play, good condition and greased. _____	All wheels tight and axle/spindle nuts cotter-keyed _____ Lug nuts tight on demountable rims _____ Checked tires for wear, weather cracks, rim cuts, etc. _____
<b>Rear Axle</b> Rear wheel nuts tight and secured with cotter pins (use long wrench) _____ Cotter keys (or lock washers, if holes not drilled) installed: _____ • Rear spring to frame [4 required ] _____	• Rear spring hangers (shackles) [4 (2 per side)] _____ • Rear spring perches to wheel flanges (backing plates) [2 (1 per side)] _____ No oil leaks at outer seals _____ Check differential gear case oil level _____
<b>Other</b> Lights functional _____ Brake light (may not be original equipment, but recommended) _____ Safety glass (strongly recommended) _____	Rear view mirror(s) _____ Fire extinguisher _____ First Aid kit _____ Registration and Insurance Papers _____

**Vehicle Data**  
 Year \_\_\_\_\_ Body Style \_\_\_\_\_ Identification \_\_\_\_\_ License Plate # \_\_\_\_\_

**Insurance Information**  
 Company \_\_\_\_\_ Date of Expiration \_\_\_\_\_ Policy # \_\_\_\_\_