



T Diggins'

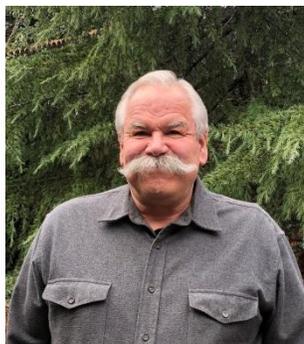


Let Freedom Ring

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

August 2020

August President's Message



Summer is well upon us and unfortunately we still can't get together for a meeting or tour. It looks like this pandemic is going to continue into next year. I hope you all are staying safe and being extra careful when you're out and about doing errands.

I've been continuing to work on the speedster when I can but, boy howdy, that garage of mine is like an oven on these hot days. And it's been hot! At least I have plenty of time to get that darn speedster done before the next tour. Every hour of work I do on it is an hour closer to taking it for a drive. I can't wait to have the wind in my hair as I ramble on down the road. Until next month,

Phil

Up Coming Events - 2020

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

Most activities are being suspended or canceled until the COVID-19 (Corona) Virus pandemic is under control. Best to verify before going. Those that we as a club attend and know about will be noted here and on our website. It's a fluid situation so I will be updating the website calendar as things change.

- ◆ June-Sept - Auburn Cruise Night **Canceled.**
- ◆ Oct 4 - Old Auburn Cemetery Tour - **Canceled**
- ◆ Dec 6 - Christmas Party Lunch. **Cancelled.**



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Christmas Party Cancelled

Due to unknowns of social distancing requirements in December and not wanting to lose our deposit if we cancelled too late, the Christmas Party scheduled for the Ridge Golf & Event Center has been cancelled.

Here's an idea to get out of the house and still social distance. Now would be a good time to take a drive in your modern car or your T and map out some tours for next year while enjoying the scenery and maybe a picnic.

Anniversaries and Birthdays



August Anniversaries



August Birthdays

Tom & Maryellen Huff	2	John & Leona Boorinakis	16	Julie Smith	9	Cindy Lindstedt	23
Brad & Annette Lusk	3	Al & Sharon Stoll	24	Polly Elliott	14	Grace Aldridge	26
Les & Sandy Silveira	11	Allen & Maryann Koch	26	Joyce Weitzel	14	Debbie Bamber	31
Erik & Cindy Lindstedt	15			Stephen Short	21		

Model T for Sale - Jerry Anders, former club member, Lincoln, Ca.

Unfortunately my health has deteriorated to the point that I cannot proceed with my "T" restoration and therefore must sell the car.

It's a 1927 Model T Ford Tudor that has been garaged since the mid 1960's. The car was originally purchased by the Bickford Family of Lincoln, Ca. I purchased the car from the original owners Grandson.

My asking price is \$2,500 for the car. This includes all things associated with the "T" as listed below:

Wiring Kit, New fan belt, Powder coated rims, new vinyl top, 2 Ea wheel spreader tools for Rims, Rear axle wheel puller tool, 1927 Antique Calif. Plates, 4 New inner tubes for the wood wheels, All glass for windows, Metal window frames, 3 Original fenders.

There are many other small items in the old garage where the "T" was stored. I will grant the purchaser access to search for these "T" related items and the items would be considered as part of the purchase price.



Looks like a real Barn Find

As I previously stated I am asking \$2,500.00 for the car and all related items. Contact Jerry at 916-884-4207. T Diggins' Page 2

Estate Sale

Model T Runabout 1919...a little pick-up truck, comes with a lot of extra parts.
Executors of the estate are British Car enthusiasts but know nothing about this car or Model Ts.
Looking for a fair and reasonable evaluation and sale.

Located in Fort Jones, Ca. Contact info:
Robin and Tom O'Brien, 530 340-2563 (call or text)



Members in the News

Many of our members are also members of the Horseless Carriage Club. Did you read the article in the July Issue of the Gazette, "My Model T Story"? Well that's a story about Steve Elliott and his 1914 Touring. Congratulations Steve.

If you are not a subscriber, you'll have to borrow a copy to read the story.



Steve writes on...

I've just been getting in a few miles of T driving, more if I get up early while weather is cool. Full time work and Hot afternoons make it hard to get any T time.

Painted the '14 a month ago by Holts Auto Body in Auburn. Black was the deciding color due to no other choice. Did a two stage Ford Mazda base / clear coat mirror finish.

I've been testing different carbs trying to get just one more pinch and leaving stock without modifications. May have to add larger intake and high compression head, but hate too, Ruckstell rear end 2 speed is out of the finances at the moment. It easy to remove the working carb the T is happy with, then place on another to dial in the air mixture and hand crank over and over again.

Did a pre run to Tioga Pass, Yosemite, to check it out and a couple days off in modern car. Trying to build a new shop for the cars, as long as I don't find another T, from my hard earned savings I could do it. So, in the meantime I'm looking for a Toyota later model truck for work and desert trips.



And more....

We have another natural. Here's a new 17 year old T driver. I gave driving lessons tonight. He drove all the way to parent's house, after a quick lesson. Now wants a Model T. Soon I'll be able to ride shot Gun.

Never a dull moment around the Elliott ranch.

From My Shop

by Phil Lawrence

Work on the speedster continues, and lately I've been working on the engine. It's an older rebuilt engine that's been sitting for years. First job to tackle is directly related to an on-going issue and my favorite challenge to overcome...rust!

This time it was rust inside the water passages. I mounted the engine on a stand and started to remove the transmission cover, crankcase head, etc., to inspect, clean up and reinstall.

The problem became apparent each time I rotated the engine on the stand. Each time, I could hear what sounded like sand and gravel sliding inside the engine. Chunks of rust would fall to the ground out of whatever opening was at the bottom.

Since the engine was assembled, I had to come up with a way of cleaning out the block by hand. This is the process I came up with. First was to remove the head and set it aside until later. Next, I grabbed assorted screwdrivers, a punch, hammer, my trusty little extending magnet pick-up tool and went to work.

The punch and hammer made quick work of removing the three freeze plugs. In doing so, and expecting to find an opening, instead I found all three would-be openings were plugged solid with rust. Loose pieces of rust could be seen looking down the passageways on the top of the block. Grabbing a screwdriver and using it like a scraper and occasionally as a chisel, I started cleaning them out and removing the crud with my magnetic pick-up tool, in addition to a mini crevasse tool on the small shop vac.

Going into every opening I could, I was starting to get quite a pile of debris. I needed a break, so with an idea in my head, I ran down to the hardware store to pick up a one-foot long piece of 5/16 steel cable, came home, and brazed a spot on the cable a short distance from one end to keep the cable from unraveling. After that, I frayed my cordless drill and used my new tool to do the final cleaning of the water passages. I used the same process for the head. On the head, a larger diameter cable and one 18 inches long would have been better.

The block cleaned up real good, but before I mount it in the frame, after it's reassembled, I'll run a flushing compound in the engine to remove any remaining particles of rust. The photo shows my small magnetic pick-up tool, the cable I made up to get into the tight spots in the block and my small shop vacuum adapter with the mini crevice attachment. Also shown is some of the debris I removed from the block. Note the quarter in the center of the debris for size comparison.



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[Model T Ford Club of America](#)



Technical Tips on our Website

Did you know there are links to many technical articles on our club website? Look on our home page left side under [Links](#). Clicking on [Tech Stuff](#) will take you to a list of technical and history articles from Model T owners from around the country.

The Model T and the Back Porch

As told to member Richard Instness by his uncle Galen. Lyle was Richard's father. Takes place on their farm in Northeastern Montana about 1935.

As best as I can recall, it was during the so-called dog days of August, hot and sultry. My brother Lyle, sisters and I were enjoying a few moments of rest from the monotony of the usual farm chores. I was about eight years old, and my brother, Lyle, about 14.

For some unknown reason, it was decided that Dad's Model T Ford topless touring car was parked to close to our back porch. Without further ado, Lyle and I began the ritual of starting the Model T. I was perched on the driver's seat, one hand on the spark lever and the other on the gas lever. Lyle had his right hand firmly wrapped around the crank handle. He hollered to me, "spark up, throttle $\frac{1}{2}$ way down, choke out." He gave the crank a good flip and suddenly many strange events seemingly happened simultaneously.

The engine came to life with a roar and I became overly excited and pulled the throttle down even farther, causing the Ford to jump and speed forward rapidly. By doing so, Lyle was knocked to his back and disappeared under the Model T.

While fighting to regain control, the Model T is attacking the back porch. Lyle is under the vehicle, fighting for survival, while the back porch is slowly crumbling before my eyes. When the Ford finally stalls, I find myself buried in the residue of the porch with a view of Lyle emerging from underneath the wreckage. He suffered no physical harm as a result of this catastrophe, but my character rating took a definite plunge, and it took many months for me to regain his confidence and affection. I spent many hours helping my Dad rebuild the back porch. I will deliberately avoid mention of his opinion and views on the incident, but just leave it to your imagination. Needless to say, there was no repeat performance.

Whoa!





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President ----- Phil Lawrence 530-559-1440
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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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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

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:
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