



T Diggins!

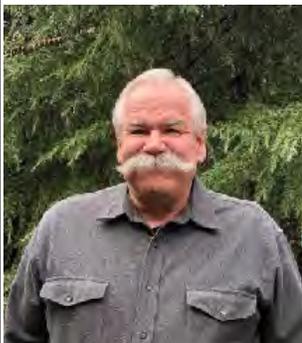


Monthly Newsletter of the
Mother Lode Model T Club
Celebrating 50+ Years of Model T Fun
<https://www.motherlodemodelt.com>

March 2021

President's Message

Happy March everyone--or should I say, Happy Saint Patrick's Day to all that are Irish, and those that pretend to be, on the 17th!



I have some good news! Our Swap Meet this year is a go. I've talked to the CEO at the fairgrounds. Outdoor events are on this year. However, masks must be worn, and social distancing must be kept. As always, volunteers are needed for the various jobs to put this event on. The club food booth will not be done by us, but by an outside vendor, so that makes things a lot easier. We still need to set up the tables and awnings. All other jobs still need to be covered. If you can help out on anything contact me and I'll put you on the list.

As always, I hope we are all well and continue to be so.

Be happy and safe!

Phil

Up Coming Events - 2021

- ◆ March 9 – Board Meeting, 6pm
- ◆ April 26-28 – Utah Canyon Tour, Panguitch, Utah. Contact Steve: newnorthsouth@gmail.com
- ◆ June 5 – Swap meet setup day
- ◆ June 6 - Mother Lode Swap Meet.
- ◆ July 9-14 - Spokane, Washington - MTFCA 2020 National Tour, hosted by the Inland Empire Model T Club - See details in the Vintage Ford.
- ◆ Sept 18-19 – Colfax Rail Road Days.

Dues are Past Due

If you haven't renewed your Mother Lode Model T Club dues for 2021, you will not be on the new roster or be receiving the newsletter.

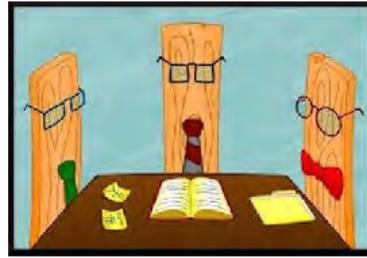
If you want to stay informed of club activities as things begin to open up, please send your check for \$20 to:

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

Sunshine

Our condolences to the Goodell family. Gordon's mother passed away this past month.

Board Meeting



Tuesday, March 9, 6 pm. At Round Table Pizza, Auburn. This will be a monthly meeting as we plan the swapmeet and other club activities

Auburn Cruise Night

The monthly Auburn Cruise Night is planning to start up again on the 2nd Friday of the month starting May 14, barring any downturn in the COVID epidemic. Good event to bring out our cars and advertise our Swap Meet.

Area Swap Meets

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

Bakersfield Pre-War Swap Meet – The Kern County Fairgrounds has cancelled all events through May, 2021. The site is being used for mass COVID testing & vaccinations. This meet may be dead forever.

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/>

Phoenix, Az – The cancelation of the Bakersfield Pre-War Swap Meet has created interest in starting a new Pre-War meet. This first-year meet will be held May 1 & 2, 2021, Phoenix, Az..

May 31-June 5 - Golden Gate Tour III - Marin County. [Details.](#) This North Coast tour again is just prior to our swap meet. Hopefully those attending will swing by the swap meet on their way home.

Our Mother Lode Swap Meet is scheduled Sunday June 6. As long as the COVID situation continues to improve the Gold Country Fair Grounds is optimistic that we should continue to plan on having our event there. So, mark your calendars, volunteer to help.

What's happening at the CAM?

Plans are under way to insulate the ceiling. This will really help the Museum be more comfortable, improve interior lighting, and help be more energy efficient.

They have a very generous funds matching donor. The goal is to raise \$60,000 in 60 days.

\$60K in 60 Days

[Link to donate](#)



For Sale: Craftsman tool chest combo. Bottom unit 26x18, middle units 26x16, top unit is 26x12. Over all height is 67". Clean inside and out. \$600. Call Phill @ 530-559-1440.



Anniversaries And Birthdays



March Anniversaries

John & Janice Saylor 3-30



March Birthdays

Richard Kempt	1	Brad Lusk	16
John Boorinakis	2	Robin Gillming	17
David Porco	6	Shelly Moore	18
Christine Buscio	9	Maryellen Huff	19
Toni Moore	9	Nita Purvis	19
Phyllis Turounet	11	Dick Johnson	21
Edward Rodriguez	11	Alyssa Moore	25
Janice Saylor	15		

From My Shop

by Phil Lawrence

This month's tip will be short and sweet. Over the years, working on these Model T's, I, like I'm sure many of you, have needed to jack up the car from below the frame instead from below the axle. The need for this becomes clear when the time comes to remove the front or rear end assemblies.



Over the years, I've had to improvise jacking and blocking the frame high enough to be able to perform the work at hand. I was always in a big hurry and never spent the time to come up with a better way—until now!

Sometimes, you do something and wonder why you never really thought of it before. The problem was simple and so is the answer. Jack stands always seem to be shorter than what you need, so my solution was to build some very simple heavy-duty wood boxes to put under the jack stand base which gave me the extra height I need to raise and support the car from under the frame.

The construction is simple, as I said. The photos will show the steps of construction. I chose to use a 2"x 6"x 8' board (which is enough for two boxes) for the sides and used some 1/2" plywood that I had for the top. That gave me a height of 7" total which I think is ideal. You can measure your jack stands for the size. I made my boxes 10" square, which is exactly big enough. I think 11" square would probably have been better.

In assembling them, screws or nails are fine. A coat of primer and paint will protect them. I haven't done it yet, but plan to put a handle on each of mine just to be able to carry them more easily. The choice on that is yours. Having these handy has really made things much better in the shop. Why I never did this years ago is beyond me. Hope they work as well for you.

See photos next page. See photos next page.

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The Jack Stand extender / support



A lot more stable than blocks between the stand and the frame.



Henry Ford & The Model T

Last month we learned about the Fords prior to the 1909 Model T. We also saw where Ford used left over parts to create a new model. “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”. There were 5,764 Model S automobiles built. We have seen this throughout the Model T production. New models were introduced in the late Summer and early Fall. One of the most common is the 1916 Model year. At first, they looked like a 1915 with carryover brass radiator and flat fenders. Later as the early parts ran out, the 1916 had the non-brass black radiator and the new crowned fenders.

Ford production, as we saw in last month’s article began with the Model A in 1903, followed by models B, C, F, K, N, R & S. Many have wondered what about the missing Lettered Cars: D, E, G, H, I, J, L, M O, P, U, X, Y and Z. There doesn’t appear to be any real Ford documentation on the skipped letters. Many have assumed that they were used as development models that didn’t pan out.

Official Model T development began in January 1907. Ford assembled a small team in the Detroit factory on Piquette Avenue. The 1909 Model T was released on October 1, 1908. Some of the new features were a left side steering wheel, an enclosed four-cylinder engine with a detachable cylinder head and a one-piece cylinder block. Built from vanadium alloy steel, it offered superior strength despite its light weight. It has been stated that the Model T was the first Ford with all its parts built by the company itself. That’s true for the main part of the car but Radiators were manufactured by an outside supplier. Carburetors were manufactured by Holley and Kingston and Buffalo. Coil Boxes were by Heinze and Kingston. Optional equipment such as the windshield, lamps, speedometer and top came from other suppliers.

Selling for \$850, it was considered a reasonable value, though still slightly higher than the income of the average American worker. That price did not include a top, windshield or gas headlamps. By 1910 the headlights, windshield and top were standard equipment. In October of 1910 Ford sent a letter to its dealers stating “The only equipment permitted to be attached to any Ford car is a robe rail, a clock and a tool box on the running board.” The memo went on to state that any other equipment installed on a Ford car would void the warranty.

Henry Ford’s goal was to make ongoing changes to improve the car and cut costs. During the first 800 cars the reverse gear was engaged by a hand lever but by December, 1908, all cars had the reverse on the center pedal that we all know today.

By April 1909, Ford introduced the thermal syphon and elimination of the factory gear driven water pump. Many more changes were made over the years but the car remained the Model T. When the 1926 model was introduced, Ford advertised it as the *New Improved Ford Model T*.

Henry Ford, looking for ways to increase production and lower costs, installed the first moving assembly line for the mass production of an entire automobile on December 1, 1913. Ford broke the Model T's assembly into 84 discrete steps, and trained each of his workers to do just one step. This reduced the time it took to build a car from more than 12 hours to one hour and 33 minutes. This moving assembly line was not entirely Henry Ford's invention. This continuous-flow production method was already being used by flour mills, breweries, canneries and industrial bakeries. Ford improved on this concept and by 1914 The mechanized belt moved along at a speed of six feet per minute.

Ford Logos Over The Early Years



1903



1904



1907



1909



1912 Parts



1928 Model A

Information for this article was researched on TheHenryFord.org, "Model T Ford, The Car that Changed the World" by Bruce McCalley, and "The Model T Ford Encyclopedia" by Bruce McCalley.



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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 Rodriquez-----530-526-4405

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

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

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

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.

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

