

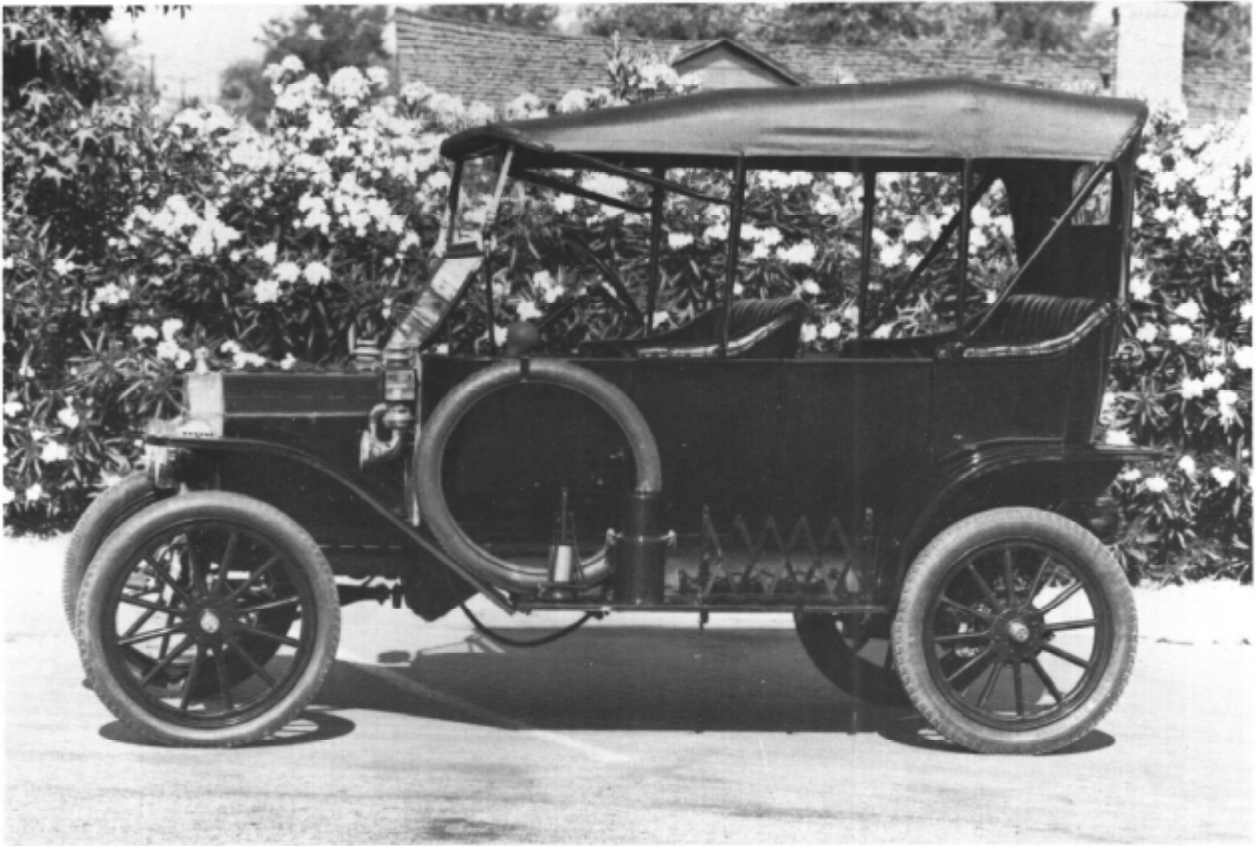
Text and Photos by Bruce McCalley

A 1913

Phoenix Phlivver

1913 Model T Runabout owned by Harrel I Gannaway, Phoenix, Arizona





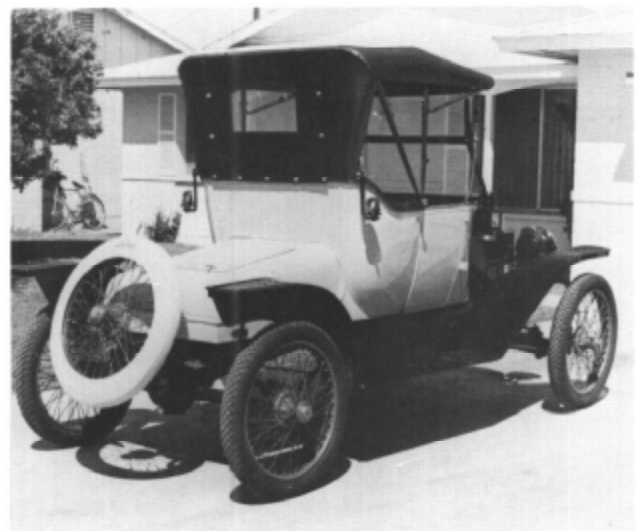
1913 Model T Touring, owned by John McInnis, Van Nuys, California

The 1913 Model T Ford introduced the style that was to set the pace for the next twelve years of production. While the overall appearance did change considerably, the basic design of the bodies was established with this model.

1913, too, was the year of big changes in the evolving sub-assembly lines resulted in the concept of the moving final assembly line, enabling the factory to almost double production overnight with the same work force. The relative simplicity of the 1913 body style was a major step in Ford's ability to produce cars in the quantities needed to satisfy his ever-increasing market.

In addition to having a body of less complex design, many modifications were made in the running gear to either ease production, cut costs, increase reliability, or any combination of these.

This is the first year in which (apparently) all Fords were painted black. This policy was established during the production run; some 1913 Fords were supplied in dark blue as in the 1912 cars.*



* We have been unable to document the available colors. Samples have been seen with dark blue bodies and fenders, black bodies and dark blue fenders, as well as the all black cars. The dark blue was almost black and after a few years it turned even darker.

The early production Touring bodies proved to be unsatisfactory. Since the doors extended below the body sills, the only support for the rear section was the wooden sill. These cars often cracked the sill, and at best it was difficult to keep the doors from opening when there was a load on the rear seat and the car was driven on a rough road - and there weren't too many smooth ones around in 1913. During production this wooden sill was increased in size from 2-15/16 inches high to 3-1/4 inches. In addition, a steel plate was added which joined the front and rear sections. This plate was offered for installation in the field on the earlier cars.

The use of all-leather upholstery was discontinued. Door panels were leatherette; later the seats were too.

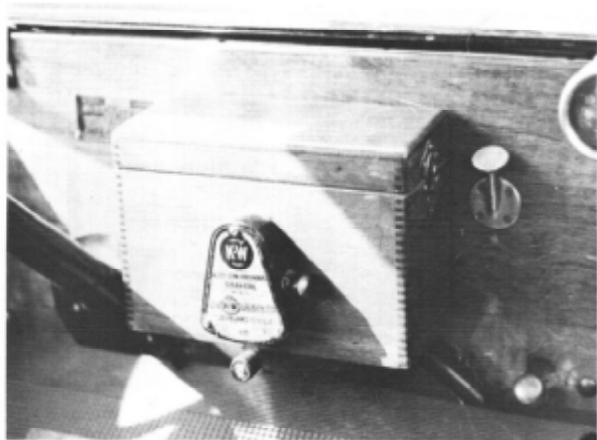
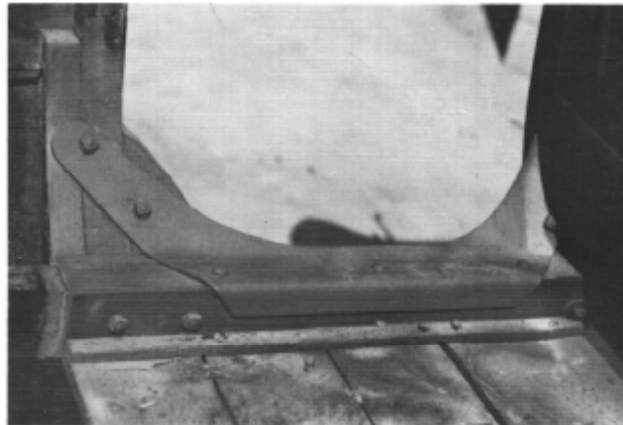
Windshields were altered this year. While still of two-piece design, the lower section now sloped back and was supported by two braces. The top section folded forward. The windshield frame was made of steel, as were the two braces.

The use of all-brass lamps was discontinued. This was the beginning of the "black and brass era; headlamps were of steel with brass rims and bonnets. Tail and side lamps were also steel with brass trim. The carbide generator was all steel except for a few brass fittings.

Coil boxes were either Heinze or K-W on the bulk of production. This was the last year in which the wooden coil boxes appeared, being replaced with the Ford steel type near the end of the production run, possibly with the introduction of the 1914 models.



Early production Touring body sills (above) proved inadequate; were increased in size and a steel reinforcing plate added (below).



Coil box on our feature car is Heinze (left). K-W units were also used (right). This was the last year in which the wooden boxes were used.



The brass radiator was continued in the style of the earlier Model T s except that during the production run the words "Made in USA" were added below the Ford script on the top tank.

Mechanical changes in the running gear were many. Among these were the redesign of the frame to include a longer rear cross member, eliminating the forged body brackets. The rear axle went through another redesign. While still of the twelve-rivet construction, the cast center sections were heavier and similar in shape to the style used in all later Model T production. Internally, the axles and axle gears were modified to eliminate the pin that had been used to secure the gear. The two-piece drive shaft continued.

A number of engine-transmission modifications were made. These included such items as new



spools and clamps in the magneto, a new but quite similar exhaust manifold and a new clutch shaft and fork.

Our feature car, not intended to be an example of an "authentic 1913, is an outstanding example of a well restored one. Accessories abound, such as the Buffalo wire wheels and spare wheel carrier, the Ruckstell axle and, if you like, the light blue paint job (which appears white in the pictures due to the characteristic of the film used in the camera).

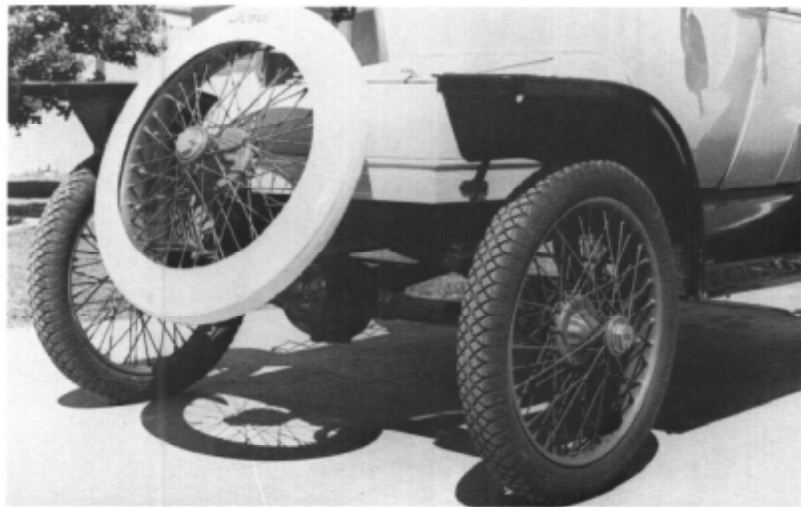
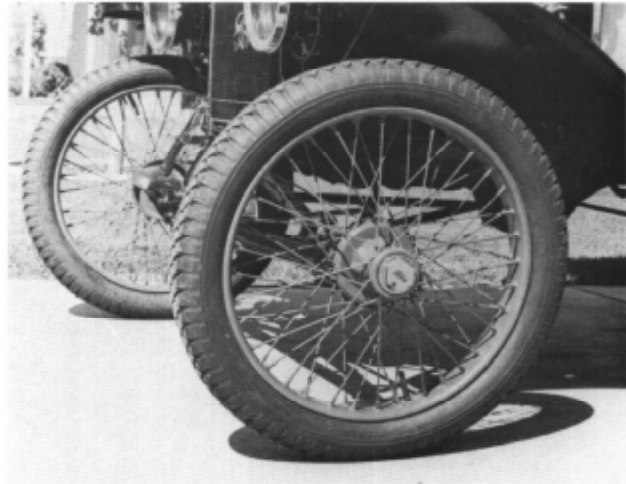
This beautiful 1913 Model T Roadster is owned by Harrell Gannaway of Phoenix, Arizona, who restored it in 1968. The car came from Monett, Missouri. Mr. Gannaway has three 1913 Fords; another Roadster and a Touring. All three have Buffalo wire wheels.

But back to the Roadster. Let s have a better look at it.



Perhaps the most outstanding feature of this car is the beautifully restored Buffalo wire wheels. All have 30 by 3½ tires. Standard equipment in 1913 was wood-spoked wheels using 30 by 3½ tires in the rear and 30 by 3 in the front.

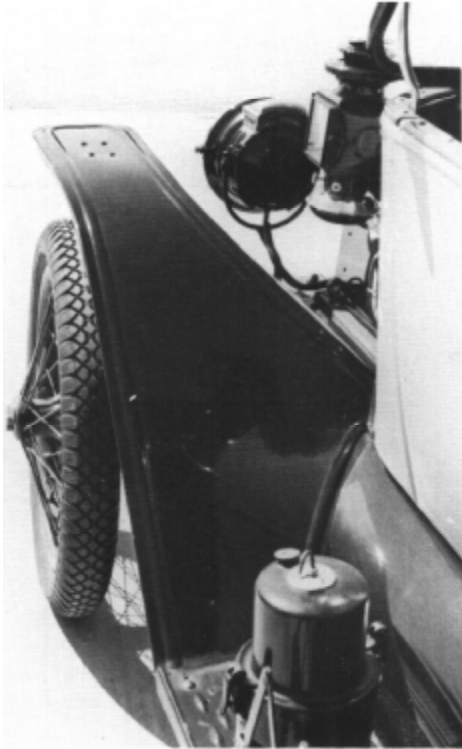
The spare is on addition; the cars did not come with spare wheels or tires until the introduction of the demountable rim in 1919.



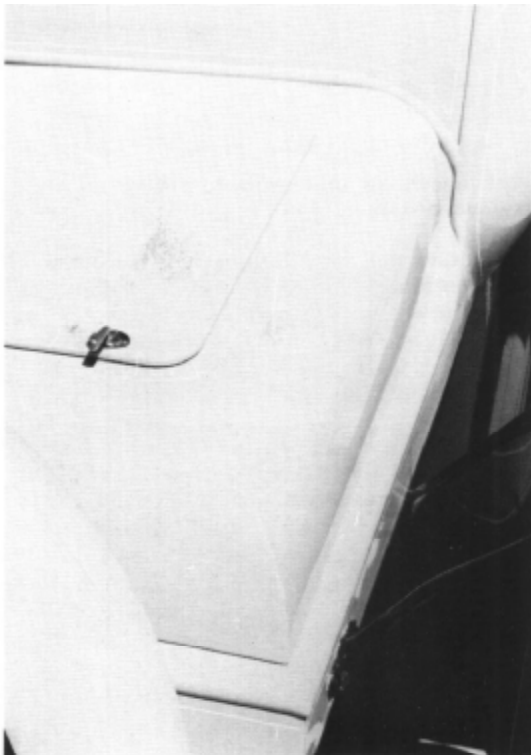
Crank handle is of aluminum, similar in style to previous models.

Our feature car has a Ruckstell rear axle. The 1913 Fords were originally equipped with a twelve-rivet differential with a cast center section as is shown below. The truss rod shown is on accessory, as are the Hassler shock absorbers.





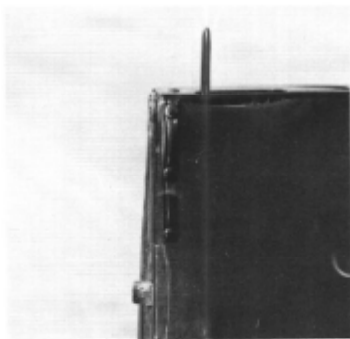
Fenders were flat, square tipped and followed the pattern set in 1911. Notice the front fenders do not have the reinforcing bead across the wide surface as did the 1914-16 style.



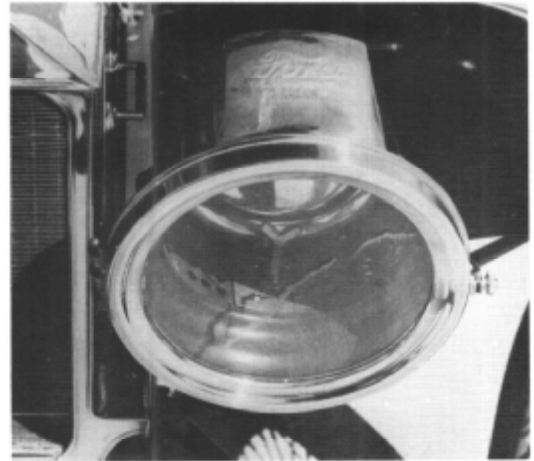
The turtle deck has sharp corners; two brass handles secure the lid. The corners were rounded in later production (the exact date is unknown but all 1914 models we have seen had the smooth corners). The brass handles continued (apparently) until about 1916 when they were replaced with pressed steel ones.



Windshields folded forward in 1913. In 1914 the windshield support rods were bowed outward and allowed the redesigned windshield to fold to the rear. These support rods were of black pointed steel, as were the windshield frames.



Doors extended to the splash aprons. Handles extended through a slot on the top surface of the door.

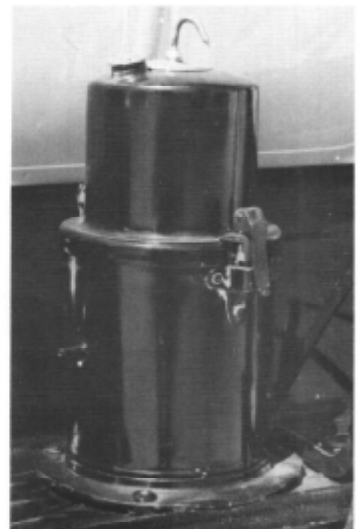


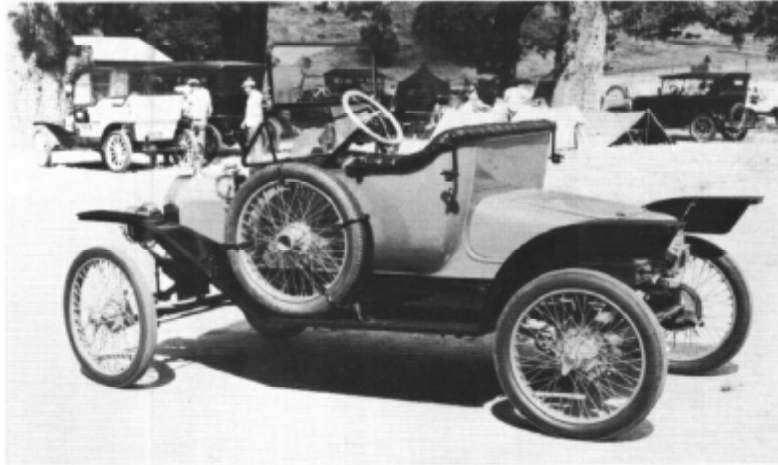
Headlights used on our feature car ore Brown Model 16. E&J and Victor lamps were also used during production, All were of steel construction except for the top and rim, which were brass.

Sidelights here ore Victor; hove square windows. Only the top and top half of the font ore brass.

Toil light is Brown Model 115. It has three round lenses; blue to the left, red to the rear and white to the right.

Carbide generators were of all steel construction except for a few brass fittings.





About a year ago, we ran across another 1913 T Roadster while on a joint tour with the Model T Ford Club of Kern County. This one, owned by Don Fowler, Bakersfield, California, is remarkably similar to Harrell Gannaway's car.

Unique, however, are the 30 by 3 front wire wheels; quite uncommon because of the necessity of carrying two spores instead of just one.

Headlights on Don's car are E&J No. 66. The Side and tail lights are also E&J; appear to be 1912 (All brass) rather than the block and brass style.

Here, too, the car has the Ruckstell rear axle. The rear view shows the unique turtle deck with the sharp corners.

And like Harrell Gannaway, Don, too, is an individualist. This car is painted red (with black fenders and running gear). Let's face it, either of these two cars are prettier than the all black (or very dark blue) cars that Ford produced in 1913.

