

The Model T Ford in

SPEED and **SPORT**^{*}
TODAY



* WITH OUR APOLOGIES TO DAN POST

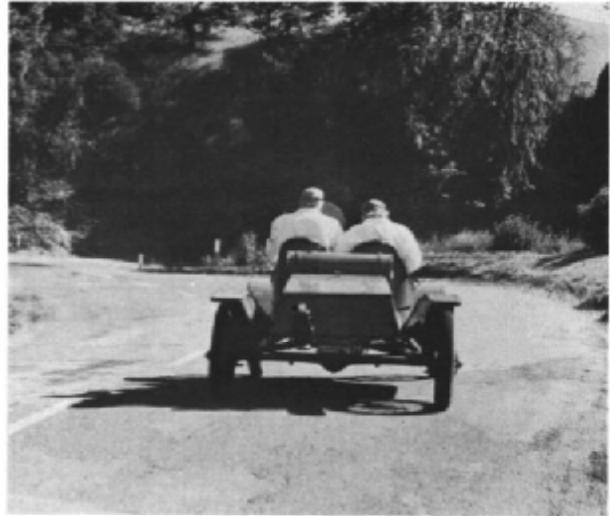
Text and photos by Bruce McCalley

The Model T Ford was the original hot rod. More special equipment was manufactured for this one car than for any other make. It is doubtful that if all the special equipment ever manufactured for any other car, even for the total of all other cars, was tallied, it could even approach the quantity and variety that was available for the T.

It has been almost forty-five years since the last Model T left the assembly line. The cars that have followed have been far superior in every respect. One would think the speed urge would have died, along with the T, many years ago. Even the most underpowered of today's domestic cars will leave even the modified T's in its dust over any distance. Indeed, except for a handful of die-hard enthusiasts, the early Ford V-8 should have driven the lowly T to extinction. It almost did.

Almost – but not quite!

The Model T has been reborn. All across the nation, today, enthusiasts are digging out the old equipment, modifying, building new parts and cars, and showing the world today that the lowly T did, and still can, make an impressive sports, if not racing, car. Even those of us who are pretty familiar with the T can be impressed. Witness the following



incident on the 1971 Endurance Run:

Three of us were driving with the Run in a 1969 Camaro which had the 350 cubic-inch engine. Since we were covering the event photographically, we wanted to be able to get ahead of the pack with relative ease. The Camaro could easily outrun any of the participants in acceleration and top speed. The Run was held on winding, mountainous roads, however, and speed was limited. During the event, we got ahead of Ed Archer who was driving his Rajo-equipped Racer. A race between



They're off! The Second Annual Model T Speedster and Racer Endurance Run leaves the center of San Jose for a two-hundred mile grind.

us developed, and in spite of the power we had, we were unable to outrun him. That T just followed us with ease as we ~~screetched~~ through the corners.

The Model T Speedster of today opens a new scene in the antique car hobby. The relatively good supply of chassis and running gear, together with the short supply of production bodies, makes the Speedster a natural. The bodies can be anything from the bare essentials to elaborate creations, limited only by the imagination of the builder.

The spirit of competition has always been a part of the very nature of man. The increase in the number of Model T Speedsters and Racers in recent years has naturally generated an enthusiasm for events which will allow individual owners to "show their stuff. Competitive events have been staged which now allow friendly 'battles between participants with a minimum of danger either to the drivers or to the cars. More than one enthusiast now spends all year working on his car in preparation for just one event; it is never seen anywhere else.

Fifteen years ago, really before the speedster craze began, the Long Beach Model T Ford Club began its annual Shell Hill Climb in Signal Hill, near Long Beach, California. In the beginning it was a local event with stock Model T Fords seeing how well they could climb. Shell Hill is a 22% grade and only about a tenth of a mile long. It s low pedal all the way for any production Model T.

The "Hill is still open to any T-engined car

that is entered. There are enough classes so that anyone can win. But we must face it; watching a stock T chug up a hill is not too thrilling. Driving it up is little better. The stage was set for some real competition.

In 1960 one of the local T clubs, The Model T Ford Club of Southern California, entered a car that really blew the lid off of the event. A joint effort of a number of members, this car was just about the first real "speedster entered. On its first day out it set the record of twelve seconds which stood for some time. This entry began a new era for the Shell Hill Climb.

The Hill Climb attracted over ninety entries this year, and a crowd estimated to be in excess of 5000! Cars were entered from hundreds of miles away. Top speed this year was 8.22 seconds, by Doc Pruden in his DOC Fronty Racer.

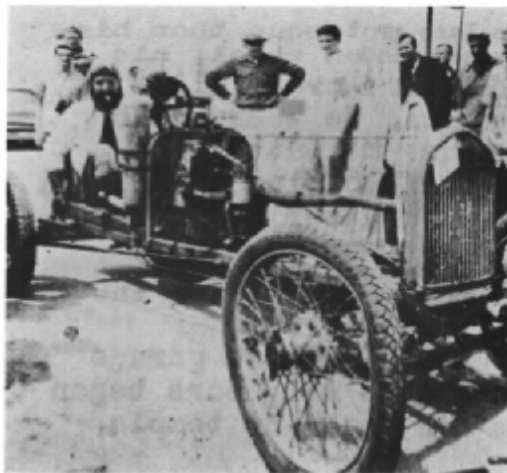
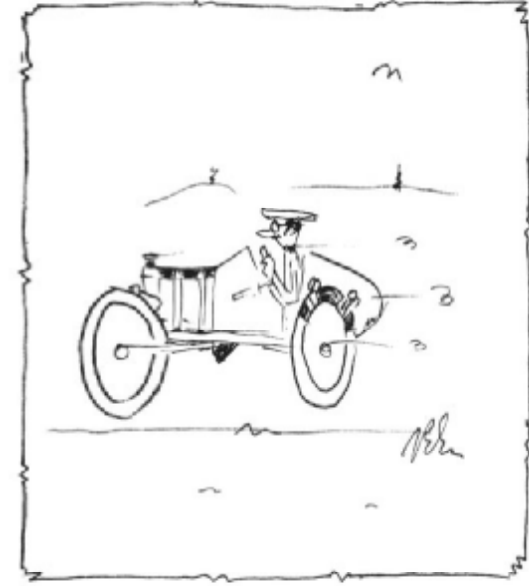
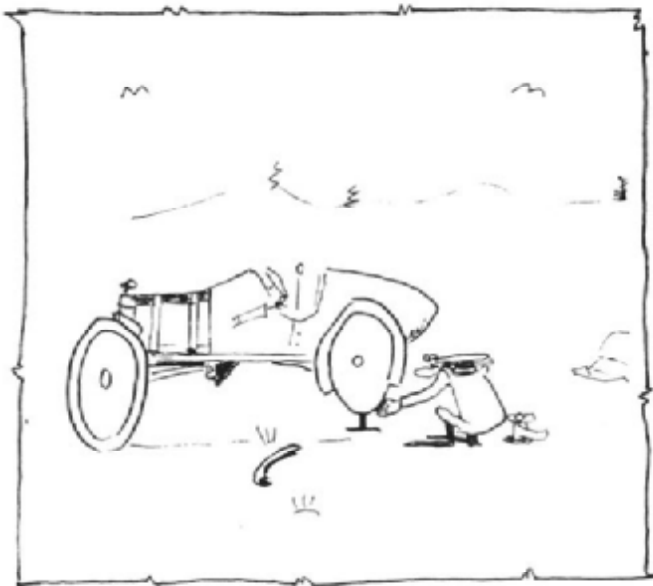
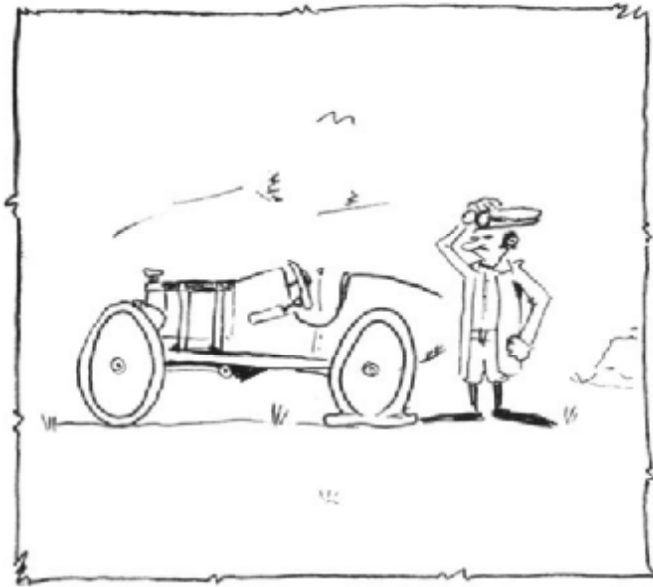
A hill climb has its limitations, though. Only one car at a time can be on the hill, and with almost a hundred cars entered, a lot of time is spent just waiting your turn. Drag racing has been tried but it, too, suffers form the time problem.

A number of years ago, up in Montana, a group of people formed an association which sponsors a *very successful cross country road race. The race covers hundreds of miles and takes several days. This race has been limited to stock bodied, stock engined Model T s and while the speeds obtained are impressive, the Speedster finds no home here.



Line 'em up! An estimated 5000 spectators gathered to watch the 15th annual Shell Hill Climb.





"OLD TWELVE SECONDS FLAT

Eleven years ago this entry in the Shell Hill Climb signaled the beginning of a new era. A joint effort by members of the Model T Ford Club of Southern California, the engine was contributed by Lee Chase, the Rajo head and running gear by Chris Egsgaard, and minor parts by others too numerous to mention. Chris is shown driving in this photo. The car was entered as a lark; the construction and appearance was primitive. Today's safety regulations would prevent its running in the event.

It made the Hill in twelve seconds. The Hill hasn't been the same since!



Perennial winner Doc Pruden in his DOC Frontenac T powered racer. Doc's best time this year was 8.22 seconds, the top time of the day. The all-time top record for The Hill is 8.15, held by Clem Sala.

For details on the DOC Fronty head and other equipment, the following two pages may be of interest.



This beautiful aluminum bodied Rajo powered racer was entered by Chris Egsgaard. Rajo powered, its best time was 8.61. Even though it came in only second best, that funnel-shaped exhaust pipe gave the car a sound of authority.



This original T-powered racer was entered by Jim Lattin. Its best time was 9.72. Note that the body is offset on the axles, a common practice in race cars used on oval race tracks.

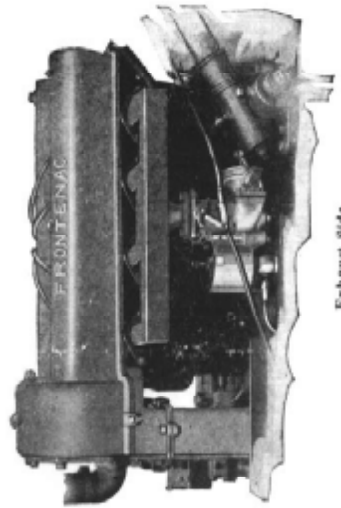
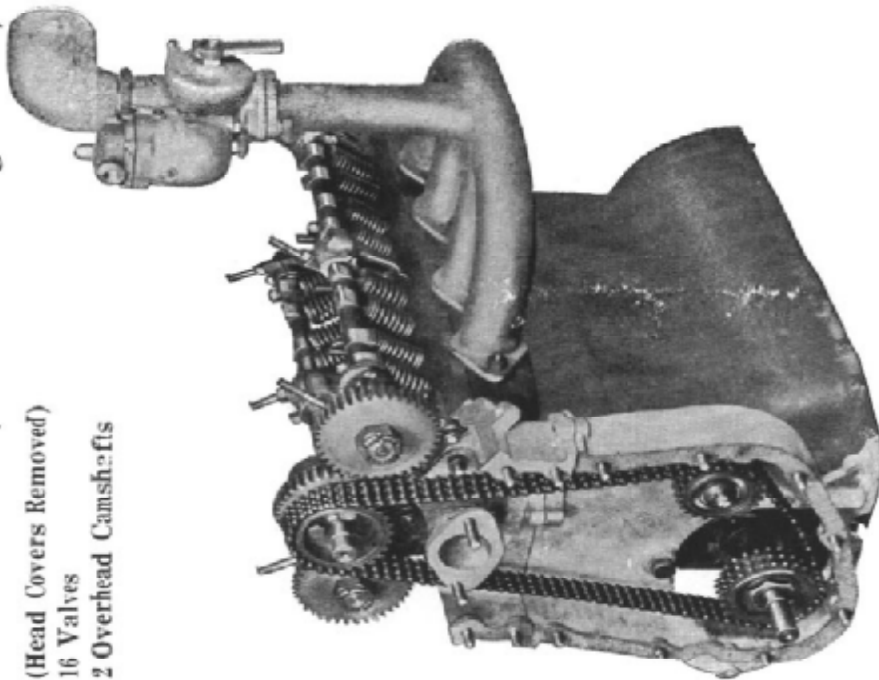


Model D-O "Fronty" Head—for Racing Cars Only

(Head Covers Removed)

16 Valves

2 Overhead Camshafts



Exhaust Side
(Specifications on next page)

Built to satisfy insistent demands for something still faster. It was first put to the most gruelling test known to the whole racing world, the 500-mile race at Indianapolis, where this 1924 Ford sweptstakes car won the 1924 sweepstakes and the entire race and for the last 300 miles ran at an average speed of 88 miles per hour. Please keep in mind the fact that every Ford car equipped with the Fronty head qualified and finished in the greatest race of the world. Frontys are the only heads to have accomplished this. This equipment will instantly add speed to the wheels of your Ford and desire to equip your car with the best attachment that can be produced.

SPECIFICATIONS

(Model D-O-16-Valve "Fronty" Head)

BUILT to order only. Each order receives the personal attention of Mr. Arthur Chevrolet, both during the course of construction and testing. Each head is guaranteed against imperfections in material and workmanship.

Head Casting—Fine gray iron machined practically all over.

Water Jacketing—Given special attention to distribute water evenly around entire combustion chamber, valves and spark plugs.

Valves—16, 2 intake and 2 exhaust per cylinder. Best tungsten steel. All overhead seated in castings 30 degrees from vertical. 1 1/8-in. diameter. Stem 3/8-in. diameter.

Special Valve Springs—Each held in place by special seat and keeper, which also acts as tappet, upon which cam strikes, operating valve. Tappets held in place by lock nuts. Adjustment is simple and positive. Tappets hardened and ground. Valves operate in removable valve stem guides. Stems 3/4 in. long.

Camshafts—2, mounted overhead on 3 bronze bearings. Cams integral with hollow drilled shaft, with oil leads to cams. Entire valve mechanism lubricated by force feed. Camshafts driven by silent chain 1 1/4 in. wide. The front sprocket mounting and camshaft bearing casting are bolted solid to the front of head casting. The chain is kept in proper adjustment by a patented idler. Entire chain drive mechanism in aluminum housing; runs in surplus oil, from camshaft feed. Camshafts housed in aluminum oil-tight, dustproof housings.

Spark Plugs—Located in top of head, firing charges in top and center of combustion chamber—the most efficient way. Preignition and fouling of plugs eliminated.

Intake and Exhaust Ports—4 each, 1 1/2 in. Smooth and straight, allowing easy passage of gases.

Compression—120 lbs. Entire combustion chamber machined to prevent carbon and preignition.

Water Outlet—2 in. inside diameter. Runs through cam drive chain housing at top of head. Cylinder head uses regular Fronty gasket. All flanges take S. A. E. standard gaskets.

Special care has been taken in the design of this head to make all operating parts easily accessible, and in this equipment so that it may be installed on any standard Ford block, replacing the stock head, or any of the present overhead valve attachments now on the market, without mechanical changes on the block. This head can be removed from the block and reassembled as easily as any ever designed. Special intake manifolds for this head furnished, if desired, for one, two or four carburetors.

No. 201—Without intake or exhaust manifolds or carburetor.....\$500.00

No. 202—Complete 16-valve head with exhaust manifold, intake manifold and carburetor.....\$600.00

(Can be furnished with two Zenith carburetors at same price.)
A deposit of 25 per cent of purchase price required on every order.

A Few Records Established and Races Won by "Fronty" Equipped With Model R Head

Indianapolis, Ind., September 3, 1923—A. Davidson, driving Fronty, wins 100-mile race, Hoosier Speedway; Joe Huff, driving Fronty, second.

Paris, Ill., September 8, 1923—A. Davidson, driving Fronty, won time trials, 20 and 30-mile race Johnson, driving Fronty, second.

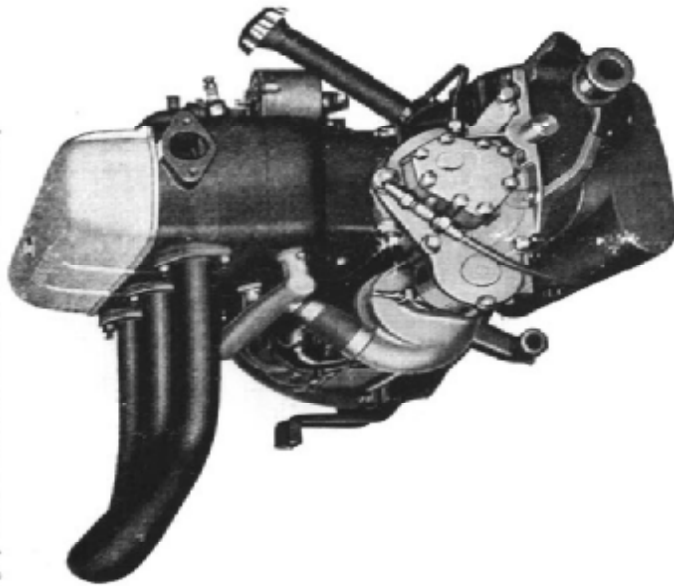
Chicago, N. S. Polo Grounds, Ill., July 6, 1924—George Beck, driving Fronty, wins 10-mile light car race; 15-mile free-for-all; Louis Schneider, driving Fronty, Indianapolis Hoosier Speedway, September 1, 1924—A. Davidson, driving Fronty, wins annual 100-mile sweepstakes; Lowell and Broderick, second and third in Fronties.

Graham, Texas, October 9, 1924—Dick Culhoun, driving Fronty, establishes world's record, turning two laps on one-half mile track in 45 seconds.

Regina, Sask., Canada, 1924—Cleo Saries, driving Fronty, won Midnight Sun Sweepstakes Race, only race in world held at midnight, defeating seven other cars.

"Fronty"-Ford Racing Motor

THIS is the motor included in specifications for the Fronty-Ford racing car shown on the next page. It embodies the experience of many years in designing motors that will "produce the goods" in racing competition. All parts are thoroughly tested before the motor leaves the factory.



SPECIFICATIONS

- Cylinder Block, Catalog No. 220-B. Piston, Catalog Nos. 222 and 223A.
 - Crankshaft, Catalog No. 214-A. Piston Pins, Catalog No. 221.
 - Connecting Rods, Catalog No. 218-B. Oiling System, Catalog No. 227.
 - Pistons, Catalogs Nos. 222 or 223A. Water Pump, Catalog No. 226.
 - Exhaust Manifold, Catalog No. 232 or 232A.
- No. 215—Price complete with Model R racing head, Zenith carburetor, planetary transmission, sub base oil reservoir, ball bearing ball cap, maximum speed 3600 R. P. M.\$765.00
- No. 215A—Same as above with overhead camshaft, Catalog No. 103, and sliding gear transmission outfit No. 702, maximum speed 4200 R. P. M.\$1150.00
- No. 215B—Complete racing motor with Model S-R head, 2 Zenith carburetors, planetary transmission, sub base oil reservoir, ball bearing ball cap, maximum speed 4000 R. P. M.\$865.00
- No. 215C—Complete racing motor with S-R head and overhead camshaft, Catalog No. 102, and sliding gear transmission No. 702, maximum speed 4800 R. P. M.\$1225.00
- No. 215D—Complete racing motor with 16-valve head, 2 overhead camshafts, Catalog No. 302, and sliding gear transmission No. 702 with either one inverted Winfield carburetor or 2 vertical Zenith carburetors, maximum speed 5500 R. P. M.\$1400.00

"Fronty"-Ford Racing Car Complete

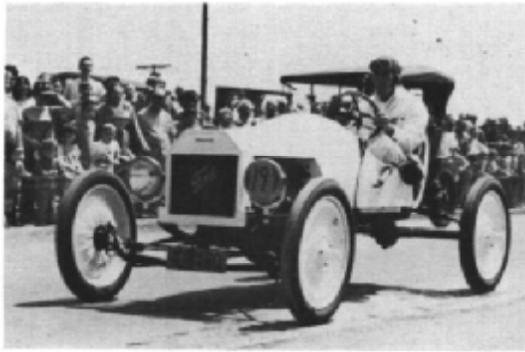


WITH this powerful car you are bound to win. Your skill, plus Fronty-Ford performance, can get you in on the big money every time! The Fronty-Ford stands up under the most severe driving. Lightning get-away and great speed are characteristics of the Fronty-Ford. It is the most consistent and sensational performer on half-mile dirt tracks ever built. The best proof of its speed and reliability was demonstrated in its performance in the Indianapolis 500-mile race, May 30, 1923. In this race it placed fifth, defeating all foreign entries and many of the best American entries.

Specifications

- Motor**—(See Fronty-Ford Racing Motor on Page 6.)
Steering Gear—Special center control. Spring steel steering wheel. Special steering knuckles.
Radiator—Special Fronty model, made with Fellers' high efficiency core.
Feed—Pressure, gas and oil.
Gear Ratio—Optional: 3-1 for straight-away, 3 1/4-1 for speedway, 3.03-1 for mile dirt track, 4-1 or 4.2-1 for half-mile dirt track.
Tread—Standard.
Weight—1,250 pounds.
Color—Optional.
Speed—Depends on model of head and gear ratio used.
No. 214—With motor No. 215.
Price
 No. 214A With Motor No. 215A.\$2000.00
 No. 214B With motor No. 215B.\$2300.00
 No. 214C With motor No. 215C.\$2400.00
 No. 214D With motor No. 215D.\$2700.00
- Body**—Special all-steel, one-man body. (Two-man body for small additional sum.) Double tank in tail of body—capacity, 10 gallons gas; 3 gallons oil. Wheelbase—Optional.
Frame—Standard Ford frame shortened for 96-inch wheelbase (longer if desired).
Front Axle—Standard Ford I-beam. Special radius rods, No. 250 front under-slung brackets.
Rear Axle—Special ball-bearing axle. Special axle shafts, ball bearings and radius rods.
Wheels—Special 28x4 drop center wire wheels.
Springs—Standard Ford springs, lowered. Shock absorbers.

"Fronty"-Fords Built to Order
FRONTY-FORDS are also built to special specifications for those who want features different from those incorporated in the regular models of Fronty-Ford racing cars. Write or call for prices and information.



Top L: Chuck Orcutt, 12.49
Center L: Newton Ray, 14.42
Bottom L: Rea Rawlins, no time.
Top R (2): Bob Dunn, 16.82
Top R (3): Karen Archer, 10.52
Bottom: Ed Archer, 20.24

These cars ran in a number of classes. More than one driver may have driven any one car.

Top: Mike Monier, 12.95
Center: Pat Winfield, 11.67
Bottom: Unidentified; car certainly shows careful attention to detail.

The cars entered in the Shell Hill Climb run in thirteen classes, from stock closed cars to highly modified speedsters. All entries must have Model T engine blocks although some of the cars in the unlimited class have little else of Ford origin.

The classes are:

Stock, Touring and Hack, 1909-15.

Best time was by Hank Becker who made the grade in 20.10.

Stock, Touring and Hack, 1916-27

Best time was 20.55 by Dwight Battista.

Stock, Worm Drive Trucks

Best time: 29.99, by Grover Segune.

Stock, Roadster, Pickup and Light Delivery

Best time: 18.85 by Jim Waltz.

Stock, Enclosed Cars and Pie Wagons

Best time: 24.20, by Roger Merritt.

Stock, Speedster

Best time: 17.04, by Louie Baglietto.

Semi-Modified, T crank, all except Speedsters

Best time: 12.95, by Ralph Howell.

Semi-Modified, Speedsters

Best time: 12.90, by Howard Genrich.

Semi-Modified, A crank, stock head

Best time: 12.20, by Bud Hand

Semi-Modified, A crank, High compression head

Best time: 9.45, by Vic Solo.

Modified, T crank, overhead

Best time: 9.63, by Brad Hand.

Modified, A crank, overhead

Best time: 8.60, by Bill Solo.

Unlimited

Best time: 8.22 by Doc Pruden.

Trophies were awarded in all classes, in both men's and women's divisions. In addition, awards were



given for the best-restored car over the hill; the participant coming from the greatest distance; and the inevitable Hard Luck Trophy.



Top: Bill Solo took top honors in this overhead valve, A-crank Modified Speedster.

Each year, Grover Sequine enters his worm drive truck with a new body. A few years ago it was a hay wagon. Last year it carried a load of outhouses. This year it has been converted into a semi-trailer combination and Grover is pushing snake oil. Without the trailer, he made the hill in 29.99.

The ladies enter too! Delia Medina entered her '26 Sedan and scorched the hill with a torrid 37.64.





In 1970, the Santa Clara Valley Chapter of the MTFCA presented a new type of event - for Speedsters only. It was not a race in the strictest sense. The winner did not "win" if he made the best time; he won if he came in closest to the established "standard time" which had been determined in a previous trial run.

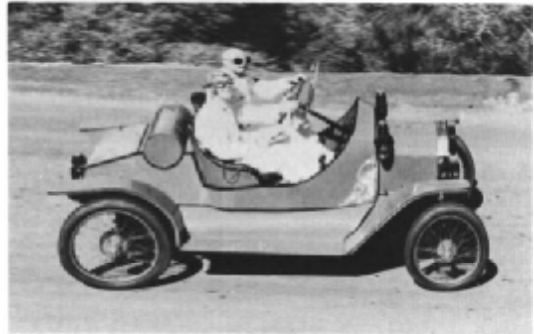
Since the route is mountainous and on public roads, an out and out race would be out of the question. In the interest of complying with the law, and in the safety of the participants and their cars, this type of race offers the feeling of competition without any of the hazards.

This past May, the Second Annual Endurance run was held. Thirty-five speedsters were entered. Some were beautiful hand-crafted works of art. Others were made by the loving hands of home. Some had exotic racing equipment, while others were completely stock. Production-bodied cars were not allowed to compete in the race, nor were cars with special bodies of other than speedster styling.

The Endurance Run is a fun event, to be sure, but what about the majority of people who do not have a speedster? The answer is simple. A second run, called the Lowland Tour, in which there was no competition, and for which a shorter and easier route was selected, was held at the same time. Approximately sixty-five cars participated in this Tour.

This is how it went:

Beginning early in the morning on Sunday, May 23, the racers lined up in the center of San Jose,





at the starting line. A banner strung above the street read "Start. Participants in the Lowland Tour lined the streets. A caliope played. Just before the race began, every car, driver, and mechanic was introduced. The flag was dropped and the Run was on its way. The participants in the Lowland Tour then lined up and left for Livermore where they would meet the speedsters at the half-way stopping point.

The speedster route was just perfect! Almost straight up at times, around sharp curves, down hills, and over a scenic mountain road. There was little room to pass and little reason to want to pass. Since the object was to make the Run in an unknown (to the participants) time, finishing first did not make you the winner. Rather than race and increase the possibility of breaking something, it was much better to plug along and just complete the run.

The halfway meeting point was at the Codioli Ford Agency, in Livermore, where entertainment, food and beverages were available at no cost to the participants of both tours, courtesy of the people at Codioli Ford. Over a hundred cars were present.

The Run continued from Livermore, again over a route which differed from that taken by the Lowland Tour, and ended in Santa Clara at about 5:30 Sunday evening. The finish line was marked by another banner which was placed high above the street by the fire department. A band played, refreshments were available and spectators lined the



streets. When the last Speedster was in, trophies were awarded to the winners, runners-up, etc.

This year's Endurance Run was won by Tony Oliviera (Car 25) and his mechanic, Wilf Lardner, who made the run in 8 hours, 29 minutes and 37 seconds. This was within two minutes of the pre-determined Official Time.

Second Place went to Dave Moulten and Rick Engberg (Car 3); Third; Jim Treleven and Jimmy Treleven (Car 2); Fourth; Don Wedin and Bruce Wedin (Car 29); and Fifth; Wally Lawson and Jack Childers (Car 7).

The Endurance Run must certainly qualify as one of the best-planned and best-presented events of its nature. With but little change it might be expanded into a several day event of national appeal. The Santa Clara Valley Chapter, and Ed Archer, who headed the Run Committee, must be commended for presenting such an outstanding event.





"Variety is the spice of life! The speedsters and racers pictured here are all participants in the Endurance Run. Those of you who may be fired with enthusiasm will find a wealth of ideas in the cars shown.

Engines varied from completely stock to highly modified. Workmanship ran from professional to the "loving hands of home.



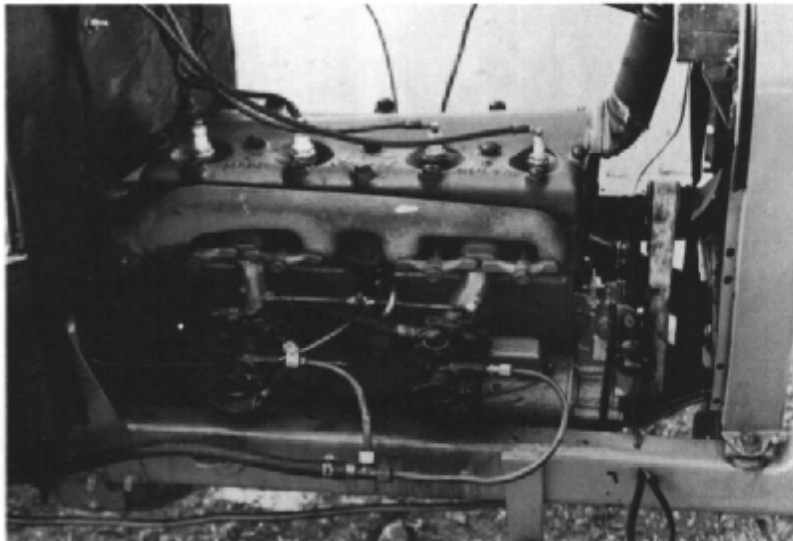
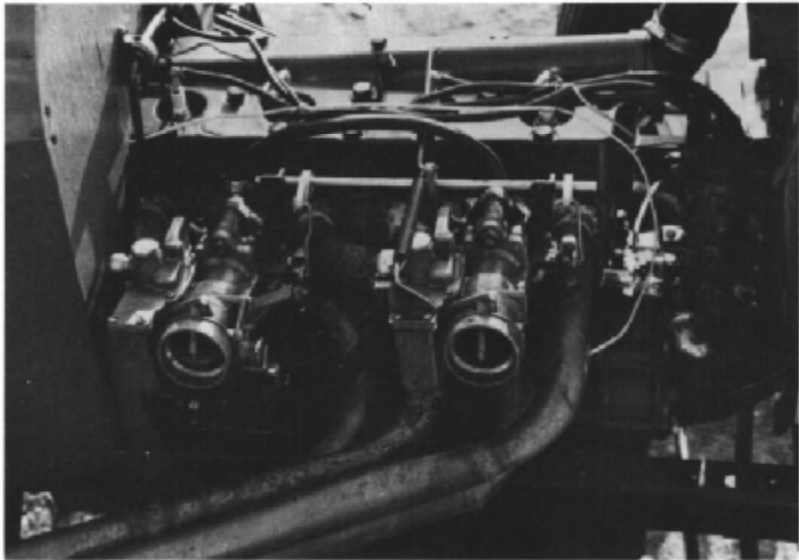
Each car entered had to have a riding "mechanic. This may have been a friend or the driver's wife or girl friend. Fortunately, breakdowns were few. A service truck and trailer followed the route "just in case.



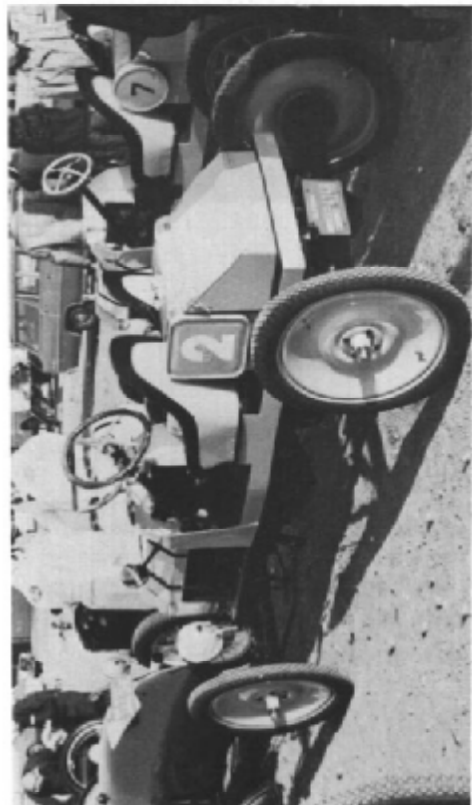
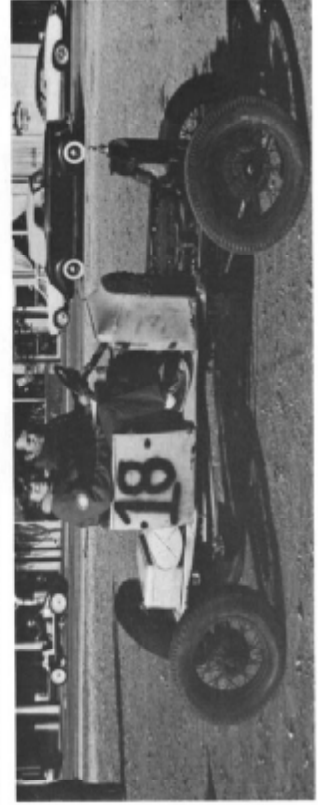


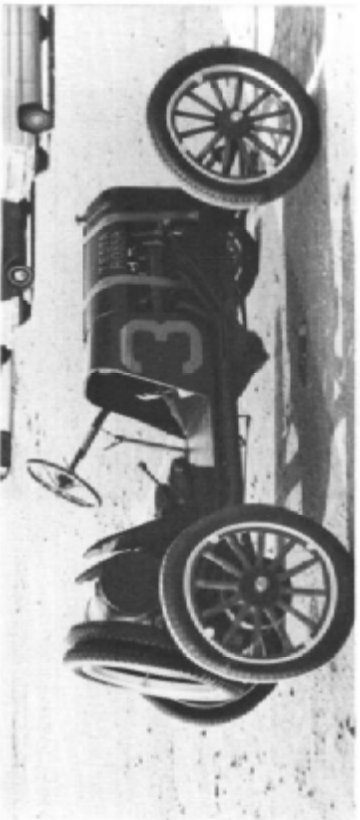
TROPHIES - And plenty of them. First place winner took the huge Perpetual Trophy, the next four places received smaller ones.

In addition, awards were given for the cars coming the greatest distance, hard luck and for the club with the greatest participation in both the Run and the Lowland Tour.



ENGINES - As varied as the cars themselves. Due to the press of time, engine coverage is limited here. An attempt will be made to go into detail in a later issue.





Today's Speedster differs little from its ancestors in general appearance. During the heyday of the T many bodies of this nature were commercially available at prices running from just a few dollars to several hundred dollars. The variations in style were (and are) limited only by the builder's imagination. The cars seen today are, in general, modern in construction; the almost non-existent original bodies are seldom seen. The cars run from the humble to the exotic. A look at the accompanying pictures will certainly illustrate the variations.

Modifications to the running gear allows the imagination to run wild. The lack of readily available original accessories leaves the modifications up to the individual constructors. With few exceptions, the chassis is lowered for better handling. This may be accomplished by just reversing the eyes of the springs, relocating the spring mounting brackets, welding in sections which allow the

spring seats to be raised with respect to the main chassis members (commonly called Z-ing the frame), or any combination of these. Front axles have been reshaped, spring perches relocated, and springs flattened.

Engines vary as much as the bodies and running gear. Anything from a stock T engine to exotic racing equipment may be seen. Many of the modifications are known only to the owners. According to the rules of the Run, only equipment which was available in the Model T era would be allowed, but this rule must be made flexible. T engines with Model A cranks, for example, would have been difficult to find in 1922!

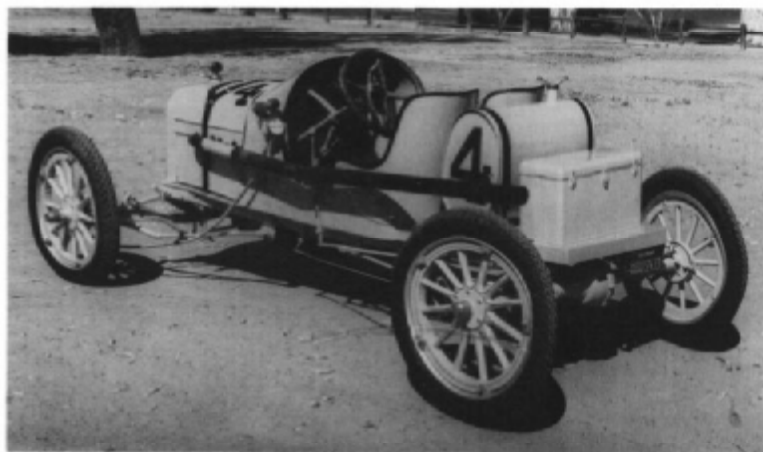
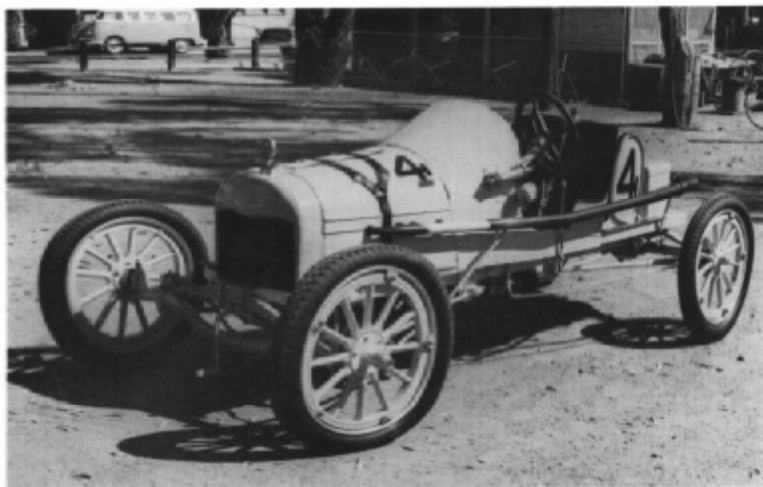
Regardless of what powered the car, or what the car looked like, every participant seemed to enjoy the "competition. Whether you win or lose is of little importance; it's the participation that makes it fun. And besides, there's always next year.



Among the outstanding Racers seen at both the Hill Climb and the Endurance Run is this one, owned by Ed Archer. Ed not only enters it in every competitive event, he and his wife, Karen, drove it from their home in Hayward (near San Francisco) to the Catalina Caper in 1970. With no windshield, no top and almost no padding in the seat, that 400 mile trip must have been a real endurance run!

Ed prides himself in that almost everything on the car was available for the Model T in its own time. Careful screening of the photos will confirm this fact.

The car has been lowered in the front by relocating the spring mounting and reversing the spring eyes. Note that the axle has been bowed to allow for clearance around the crank. The rear has been lowered by de-arching the springs and reversing the eyes. The front and rear radius rods now extend to brackets on the frame rails.



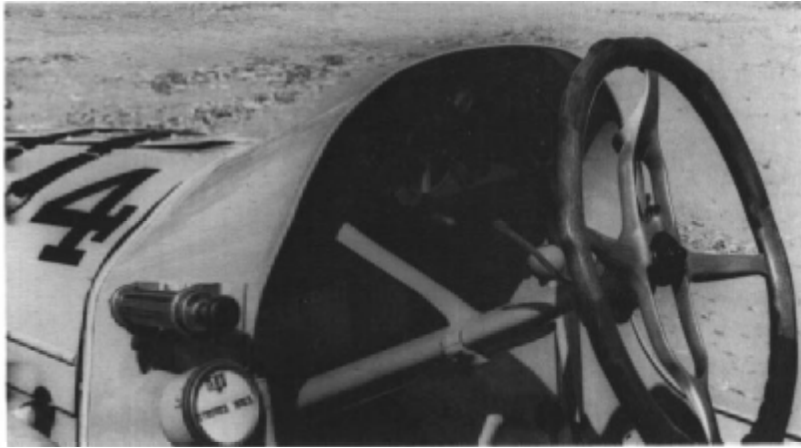
The running gear is Model T and features a Ruckstell axle.

The engine has a Rajo overhead valve conversion, high-tension magneto ignition and dual carburetors. Fuel is supplied from the rear tank by air pressure created by a hand pump on the cowl.

The car has no muffler. The straight pipe along the side does cut some of the noise. The pipe also provides a convenient, warm, arm rest for the unwary.

The tool box at the rear serves two purposes. In addition to holding a few tools, it covers the rear frame member.

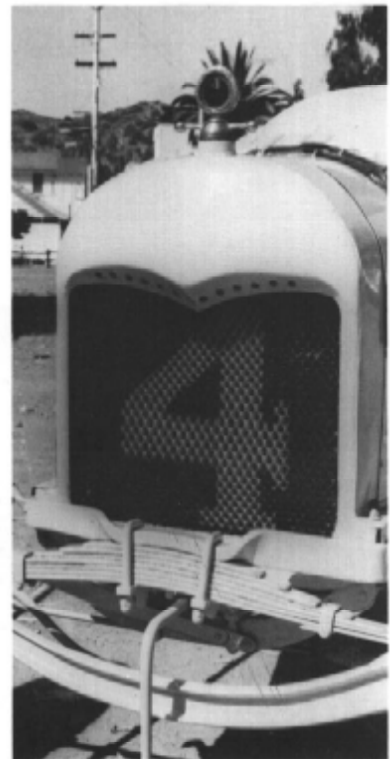
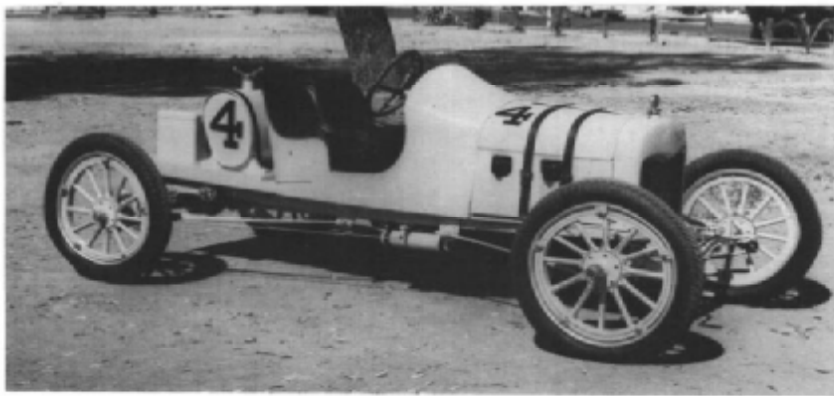
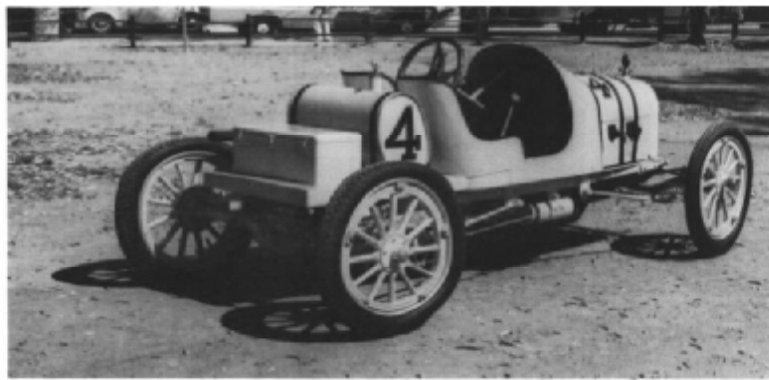
This is the car that gave our '69 Camaro such a hard time on the Endurance Run.

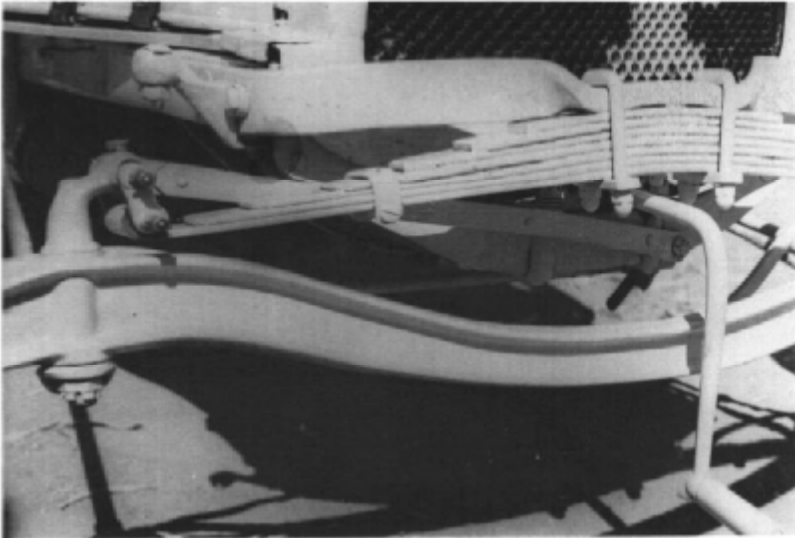


Ed's car features a "fat man steering wheel, a necessity not because Ed is plump, but rather because of the tight clearances between the seat and the wheel.

The small hand pump on the left is used to pressurize the gas tank.

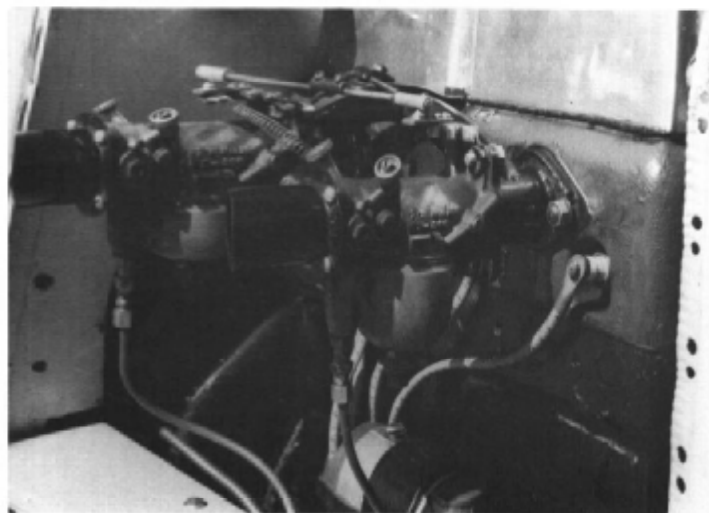
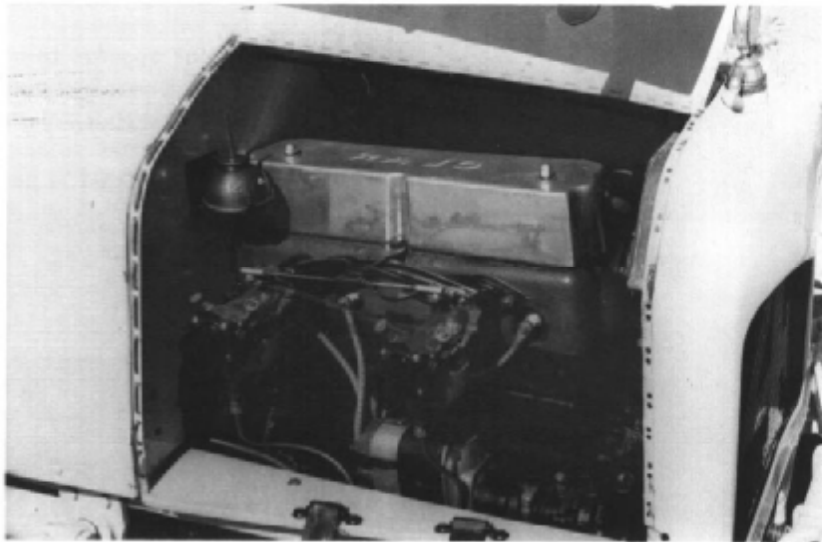
In addition to the Ruckstell rear axle, the car has an auxiliary transmission behind the engine.

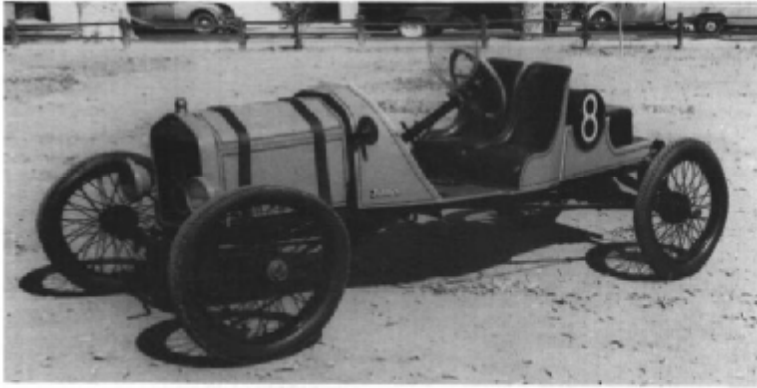
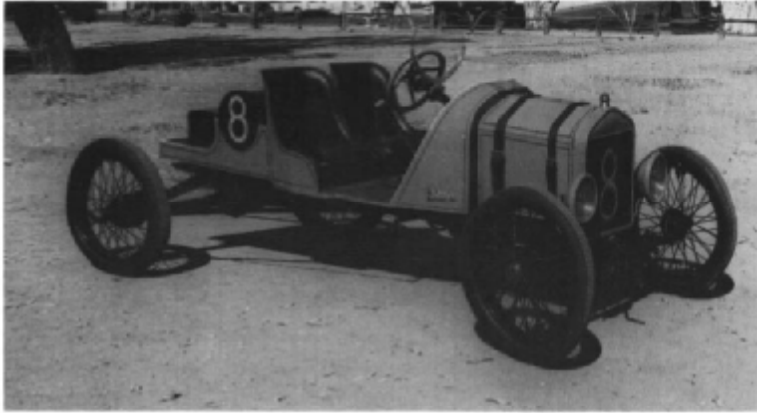




This close-up of the front suspension of Ed Archer's racer shows the method used to lower the frame. Note the tie bar from the front cross member to the spring perch. This is used to eliminate any side sway. This system is seen in many of the cars pictured although the individual construction varies.

The engine has a Rajo head, dual carburetors and a high-tension magneto.





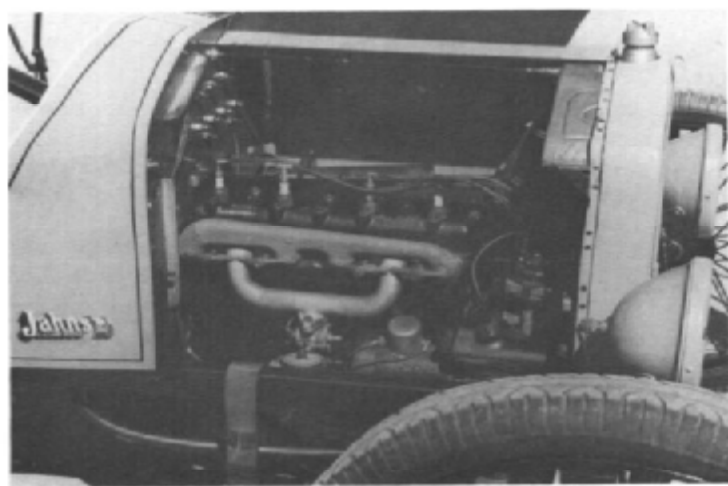
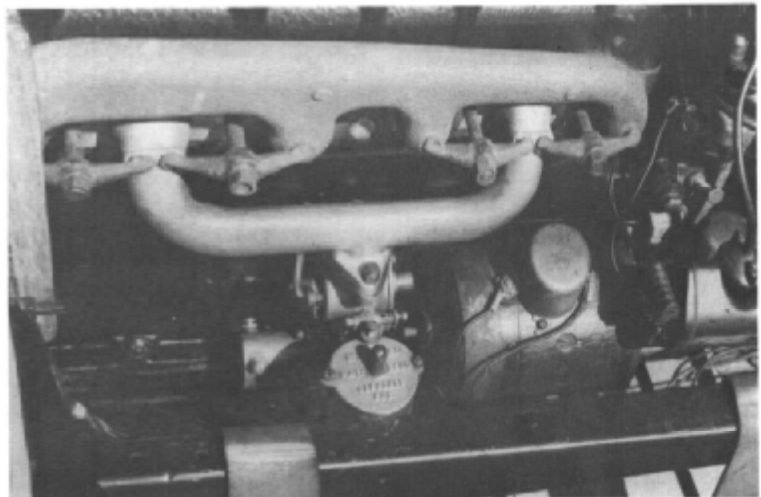
This Speedster, owned by Tim Stangeland, of Portola Valley, California, might be called typical of the "stock speedster. Lowering is accomplished by reversing the spring eyes and bending the tips in the rear, and by means of re-located perches using special brackets in the front. The radius rods are secured in the usual Ford fashion.

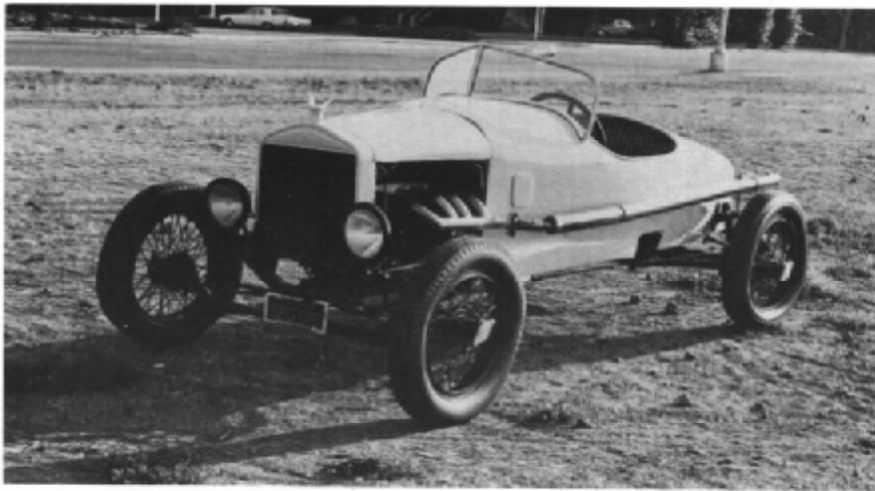
Running gear is stock Model T except for the Ruckstell axle and the Wire Wheel Corp. of America wheels.

Except for the Winfield carburetor and the distributor ignition, the engine appears to be stock.

A monacle windshield protects the driver (the passenger can squint) and can be folded down when a burst of speed is needed.



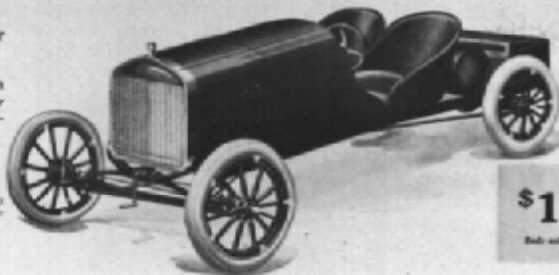




OPPOSITE - An example of just a few of the special speedster bodies that were offered to the Ford owner. These ads were part of a catalog published by Sports Factories of America, Aurora, Ill., in the late twenties. The catalog was loaned to us by Jack Thomas, of Macon, Go.

THE FLEETBOY RACER - For Fords

Makes a Snappy Racer out of your old chassis. What every young man wants to own—and now available at a price within his reach.



This Body can be used on any Ford Model T chassis including 1906-27, be sure to state year of Ford.

\$18.75

Body only in Gray Prime

SPORT FACTORIES OF AMERICA, AURORA, ILLINOIS

SPECIFICATIONS OF FLEETBOY RACER

THE Fleetboy Racer gives the snap and style that every young man desires of a body without putting much money into it. School days have their charm and adventure, you are happy days, and Fleetboy along with you on vacation will give you glorious anticipations, thrilling enjoyment, and pleasant memories of a summer well spent.

EXACT SPECIFICATIONS

FRAME—Made of especially heavy and strong selected wood sills, completely reinforced with steel wear plates and so constructed as to take all the hard knocks you can give it. Floor boards are included. **CONSTRUCTION**—Covered with 20 gauge cold rolled anti-rust auto stock. **BUCKET SEATS**—Standard equipment of the body. Made of heavy steel and especially reinforced. **UPHOLSTERING**—Removable imitation leather cushions of good quality. **GASOLINE TANK**—Use regular Ford gas tank relocated behind bucket seats. **HOOD and SHELL**—Use ones you have with chassis, but if new ones are desired see extras. **TOOL BOX**—Space in rear of gas tank can be utilized for trunk or tool box listed under extras. **FENDERS**—Use regular Ford fenders coming with chassis or individual fenders listed and shown as extras on page 14. Body can also be used with underbody parts, disc wheels, headlights and 2-1 gears illustrated and priced on pages 11 and 15 of this booklet. **PAINT**—Standard Gray Prime.

SPORT FACTORIES OF AMERICA, AURORA, ILLINOIS

EXTRAS EXTRAS

WINDSHIELD—Splendid, one piece windshield, ventilating type. Ship. Wt. 25 lbs. \$9.85
TOP—Snappy military top with side curtains, made very attractive to go with body. Ship. Wt. 25 lbs. \$12.50
HOOD and SHELL—To fit body, Ship. Wt. 10 lbs. \$4.25
WOOD TOOL BOX—Extra wide for rear of body, size 30"x15"x11" with special upholstering of top to serve as a rumble seat if desired. Ship. Wt. 12 lbs. \$7.20
PAINT—Imperial Red, Brewster Green or Light Tan, Beautiful Gloss Color Varnish. \$2.75

SHIPPING

Approximate weight 125 pounds. Packed completely knocked down. Crated 45"x65"x24". Takes about first-class freight rate.

DIMENSIONS

Total length of body 106", height of cowl from floor 21", width of bucket seat 17", height of back of seat 18". Estimated freight charges per 100 lbs.: for 150 miles, \$1.30; 200 miles \$1.60; 300 miles \$2.00; 400 miles \$2.40.

Be Sure to State Year and Model of Chassis When Ordering. 50% deposit required with all orders.

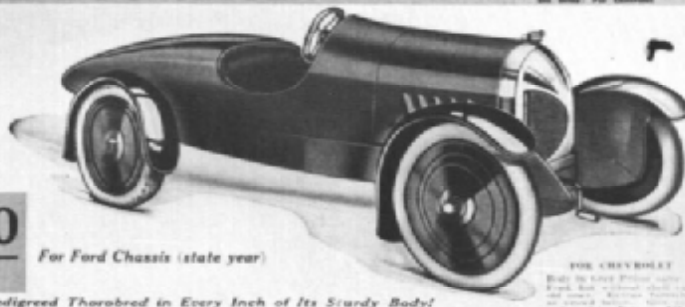
THE BULL DOG RACER - - - FOR FORDS

For Regular Ford or Improved Ford Chassis

Just the thing to make a used Ford Chassis an up-to-date automobile with snap and go in every respect—a smart car of real value and ready sale.

\$38.50

For Ford Chassis (state year)



A Pedigreed Thoroughbred in Every Inch of Its Sturdy Body!

FOR CHEVROLET

Body in Gray Prime, 1906-27, be sure to state year of Ford.

Complete Specifications

COUCHING like a thoroughbred "Bull-Dog" that it is, ready to defy time and distance at the signal of its master—the splendid production of the body-maker's art becomes the constant companion of its proud owner—the cause of admiration and envy on the part of all who behold its smart appearance and enjoy the wind-defying comfort of its convenient seat pit. Just the body for the fellow who wants a speedy racing car with a quality appearance.

EXACT SPECIFICATIONS

Frame—Selected wood, especially ironed and reinforced to withstand race track duty. Made with all openings in floor to accommodate levers and pedals. **Construction**—Special 22 gauge cold rolled anti-rust auto stock throughout. **Upholstering**—Exceptionally serviceable upholstering material, stuffed especially for fast driving. **Hood and Shell**—Special Bull-Dog wind-defying racing type. **Gasoline Tank**—Use original Ford tank in provided space in back of seat. **Fenders (Extra)**—Individual fenders underbody parts and disc wheels, illustrated and priced on pages 14 and 15 of this circular. **Side Skirts**—Furnished as standard equipment with the body. **Instrument Board**—Standard equipment. **Finish**—Gray prime paint.

DIMENSIONS

Total length over all 141 inches. Distance from dash to rear of cowl 19", extreme height of cowl 24", extreme width 34". Dis-

tance from back of seat to extreme rear of body 54". From back of seat to dash 55". Height of seat from floor 6". Width of seat 14". Depth of seat 17". Extreme height of back 20". Height of side from floor 30". Fits any Model T, Ford Chassis.

Price includes hood and shell, also steel side skirts and painting in gray prime.

Price does not include extras, 50% required with all orders.

EXTRAS

Windshield—Ventilating type, heavy, clear vision glass set in rubber. \$10.50
Top—32" high military or bow top covers with standard black Ford rubber top fabric, complete with side curtains. \$3.50
Paint—Imperial Red, Royal Blue, Brewster Green or Black Color Varnish. \$2.75
 Other Extras—See pages 14 and 15 of this booklet.

SHIPPING

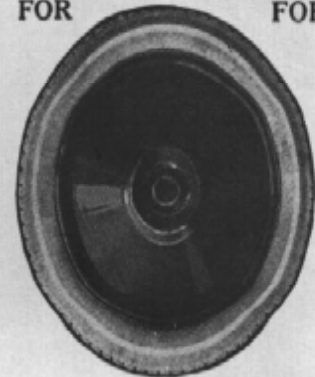
Approximate weight, 250 pounds. Packed, knocked down. Size of crate approximately 30 inches high by 42 inches by 110 inches long, shipped F. O. B. Aurora, Illinois. Freight rate approximately first class.

HOW TO ORDER

Send 50% deposit—check, money order, or bank draft. 2% discount for cash with orders.

SPORT FACTORIES OF AMERICA, AURORA, ILLINOIS

"Aurora" Disc Wheels FOR FORDS



Nothing adds more class and snap to a Ford than the attachment of Aurora Discs. A complete set of eight discs, made of extra heavy steel—unusually sturdy, rigid and elegant appearing. Furnished in black baked enamel. Complete set of 8 discs.

IMPORTANT! When ordering discs, specify whether the present wheels are clincher type or demountable rim type or balloon.

\$7.25

"Sports" Drum Light FOR FORDS

For Your Ford Sport Car



There is nothing that gives a driver more satisfaction than good light when driving at night. Using these with either the brights or dimmers will light the way to your entire satisfaction as well as give you the class and distinction your racer is entitled to. Easily attached. Black enameled. Embodying high polished, approved spread light lens. Reflector brass, silver plated. Diameter, 9".

No. 1 Black enameled door.

No. 3 Nickel door.

Specify by number.

No. 1, pr. \$4.50

No. 3, pr. \$5.50

Postage Paid

THE CHUMMY SPORTSTER FOR FORDS

Doll Up the Old Chassis
or the New One

We Guarantee that
Nothing but Steel
Auto Body Stock
is Used in the Man-
ufacture of Our
Sport Bodies

\$84⁵⁰

For Regular
Ford or Im-
proved Ford
Chassis



Complete Specifications

THE thrill of a lifetime and the envy of all your friends as you ride by seated in this distinctive, up to the minute roadster body, having the same lines as the improved Ford Roadster.

Where it is desirable to make room for another couple simply open up your rumble seat at the rear and you have the advantages of the most luxurious type roadsters on the market today. Our factory facilities have been taxed in order to produce this remarkable value at the price asked. Secure this body today and have something distinctive in your community as well as something that satisfies your pride of ownership as nothing else will.

EXACT SPECIFICATIONS

Frame—Well made of selected wood and strongly reinforced. Construction—20 gauge cold rolled selected auto-body polished steel. Doors—Two, making it easy to enter on either side. Locks and latches, plated T handles provided for opening doors from outside. Upholstering—Fine quality imitation leather and fully stuffed. Deep seat, tilted and with shock absorbing spring cushion insuring comfortable driving. Extra rumble seat, readily opened to make room for four passengers. Windshield—Slanting, ventilating smart type, well proportioned, with glass set in rubber. Top—Smart, military or bow tie (GIPY) style, covered with high grade top fabric. Also a complete set of side-curtains. Hood and Shell—Special high type with large ventilating lower Greenlee Tank—See regular Ford (not improved Ford) tank located at back portion of rear compartment. Batteries—Leave in original position. Rumble Seat, Lugs and cover. Easily accommodates two extra people. Fronts and Running Board—Body made to fit any model T chassis using new improved Ford fenders and running board. Can also be used with existing parts or the wheels, illustrated and priced on page 14 and 15 of this booklet. Instrument Board—Standard equipment. Finish—Standard grey prime paint.

DIMENSIONS

Length 122"; dash to back of seat 64"; height of seat 21"; height of back, 24"; extreme width of seat 36"; extreme width of rear 38"; height of sill 20"; size of doors 18x20". Fits any model T Ford chassis, including improved Ford. Price includes hood and shell, top, windshield, and rumble seat painted in grey prime. No deposit required, with all orders.

EXTRA—CHOICE OF TWO-TONE COLORS

Choice in either tan and grey or the old grey two tone color combination.

Price—Extra for painting.....**\$4.65**

Other Extras—See pages 14 and 15 of this booklet.

SHIPPING

Approximate weight 350 pounds. Size of crate about 36" high by 48" by 90". Shipped F. O. B. Aurora, Ill. Freight rate approximately first class.

SPORT FACTORIES OF AMERICA, AURORA, ILLINOIS

"Dunn's" COUNTERBALANCE

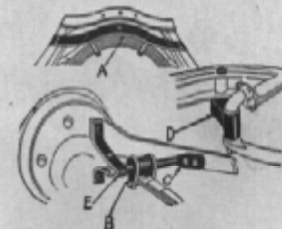
These Counterbalances are similar to the ones used on the finest cars of today. They remove the jerks and reduce the vibration to a minimum—this prolongs the life of the motor. This device eliminates friction in the bearings — counterbalances automatically



annul the loss between power impulses and offset the driving force conducted to the piston and to all parts of the motor. This outfit is simple to install by removing plate on bottom of crankshaft. Shipping weight 17 lbs. Specify whether for Ford T Model, Chevrolet up to 1924, Chevrolet 1925 and later, Overland 4.

Price per set.....**\$3.85**

"Aurora" Underslung Parts



Specially built to permit full spring suspension, both front and rear. Hugs the ground on track or road at any speed. Improves the comfort of riding. Easy and simple to install. Requires no dismantling of rear axle or other difficult mechanical changes. Gives the car a straight line drive to the rear end—no loss of power in transmission. Auxiliary cross member furnished to avoid the need of sawing off the frame. Permits use of the new Ford radius rods—a special feature. Complete instructions with every set. Guaranteed to fit. Does greatly center over 6 inches. Wt. 20 lbs.

\$3⁹⁵

Aurora 3-1 Racing Gears

Gear Up Your Ford for Speed

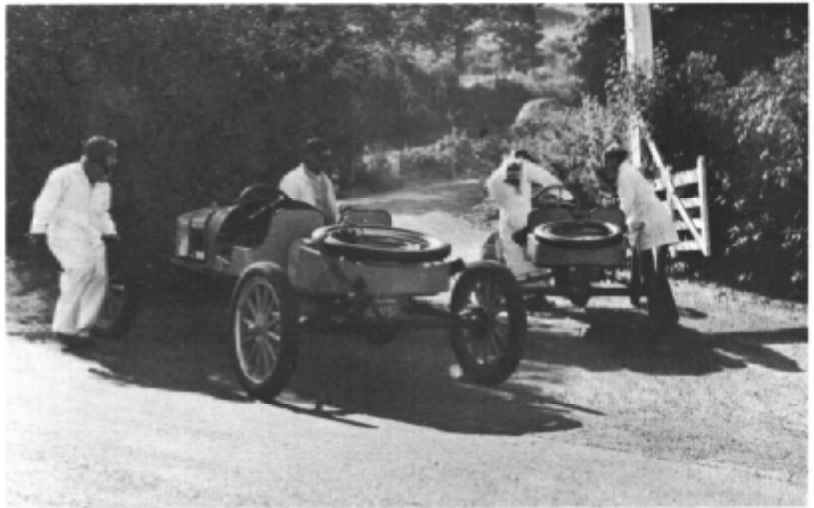


These gears are made of nickel steel with special heat treatment and will withstand the speed and pull needed for racing or cross country runs. 39 tooth ring gear, 13 tooth pinion, giving 8 to 1 ratio. Weight 8 lbs. Add postage.

Price

\$3.95

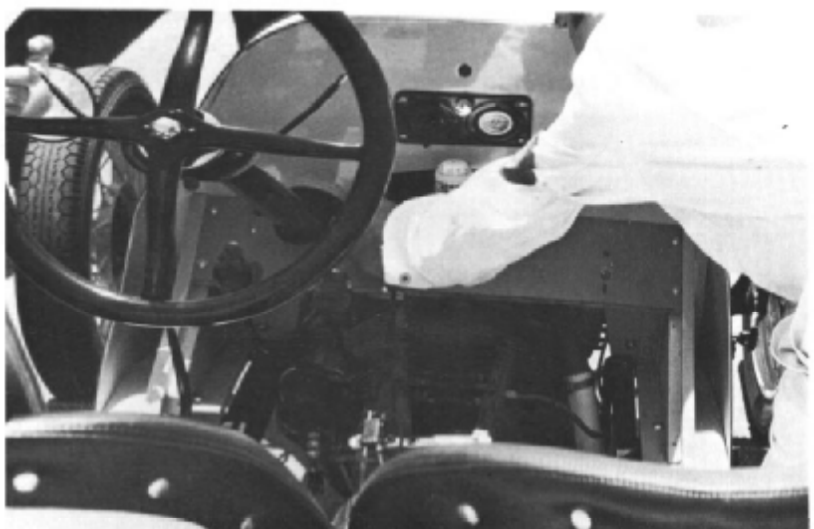
The Run was not without its problems for some of the contestants. Overheating was common during the early part when the hills were steep and always up. (Why is it that all hills are 'up in a Model T?)



During the run a number of minor (and a few major) problems developed. Scratching your head while your mechanic prays is of some help.



A common sight at the half-way stop in Livermore was the "minor band adjustments being made. "We don't really need to take them up! We only need them to stop - or to go!



SUSPENSIONS

The pictures here show a few of the methods used in today's speedsters to lower the front of the car. Some use early parts that have somehow survived; others show the ingenuity of owners who were left to their own devices.

