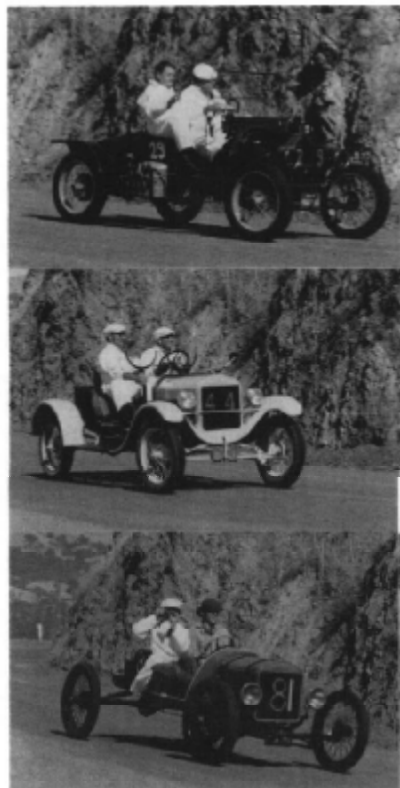
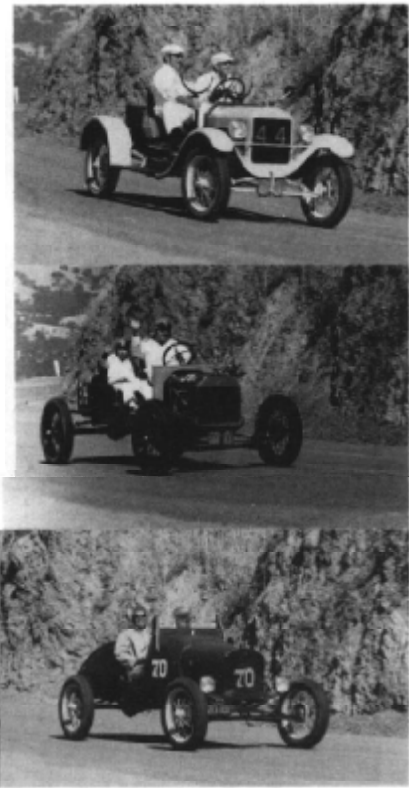


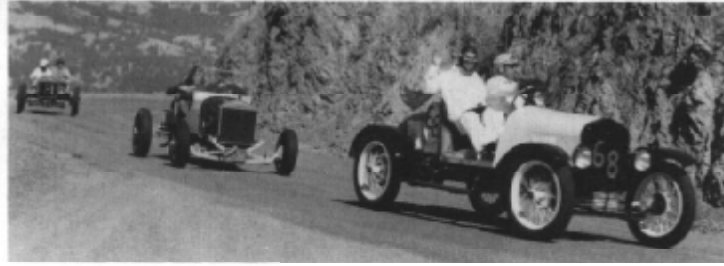
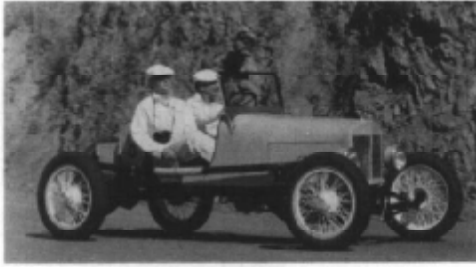
THE ROARING SEVENTIES



The Roaring Seventies?
 If you thought that it was during the Twenties that the roar was heard, you just haven't been paying attention! If the trend continues it is quite possible that there will be more Model T speedsters and racers on the road than there were during the heydays of the Model T.

There are those who despair at the use of the diminishing supply of Ford parts in cars that sometimes seem to destroy them as fast as they are installed. We can certainly sympathize with this segment of the hobby, and even agree with their concern. However when you think of the number of Model T's that





would never see the light of day because of the lack of an original body, and then see the number running with speedster or other special bodies, the picture takes on a different hue.

Furthermore, the number of parts which are lost due to these activities is quite small when you consider the number of cars involved.

A major benefit which has resulted from the increased interest is that the demand for parts and accessories has made it possible for many concerns to tool up and manufacture parts for the Model T, and this has greatly reduced the cost of restoration for all hobbyists. There is little doubt that there are a good many stock-looking Model T Fords that are now in near showroom condition that would have rusted to dust if these parts had not become available.

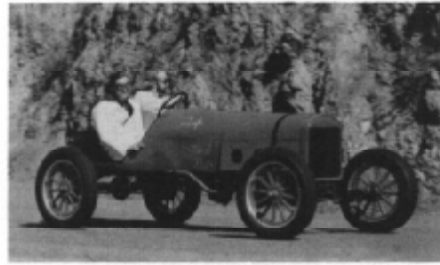
The important thing, whether you like it or not (and we like it), is that Speedsters and Racers are here, and are likely to remain popular for some time to come.

And while not in the same league with the modern hot rods, the Model T Speedsters have a look, a charm, and a sound that puts them in a class by themselves.

For after all, this is where it all began!

It has been thirteen years since we first covered the Long Beach Model T Club's Shell Hill Climb. At that time the event was in its fourth year and in those days about all you saw was a few stock Model T's trying to make it up the hill. Timing was by a hand-held stop watch; the times being such that this seemed good enough.

As the years have passed the Model T Ford hobby has grown by leaps and bounds. Where there were, perhaps, 100 persons in the local clubs in the late fifties, there are literally thousands now. The more participants the more interest. The more interest, the more competition! The Hill Climb has grown to about seventy entries this year, with thousands of spectators. While some of the cars can be beaten by a feeble pedestrian up the



hill, others are almost out of sight before you can blink an eye. The fastest times today are less than half what they were several years ago.

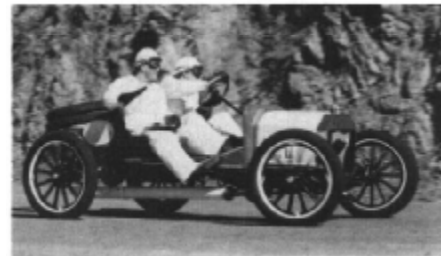
The Hill Climb this year was covered by ABC Television, in addition to a number of newspapers and magazines. Indeed, the Seventeenth Annual Shell Hill Climb was the biggest yet!

Entries are limited to Model T Ford powered automobiles, and all must be street legal. A number of classes have been established, all the way from the slow worm-drive trucks to the super-tuned overhead valve, no-holds-barred T-engined conversions in race car chassis. In general the idea is to have cars compete with others of similar construction and thereby give everyone a chance to win in his class. While the TT Fords are anything but a thrill to watch as they ooze up the hill, the modified Fords are something else!

Last year the record was shattered by a rear-engined Ford, making a time up the hill of 7.75 seconds. Rear-engined cars were disqualified after the event, so it was "back to the drawing board. Al Usalanghi, last year's winner, was back this year with the engine back in its normal location but still coupled to the modern clutch and transmission. His first attempt made a time of 8.88 seconds. After some tuning, he was ready for the second attempt. The car sounded "mean at the starting line. The flag dropped and Al leaped forward - for about twenty feet. The timing gear (at least that's what it sounded like to this writer) broke and the car came to a halt. It was finished for the day.

Doc Pruden, with his DOC Frontenac race car, was back, "out of retirement, but was unable to even match the existing record, much less break it. Doc's best time for the day was 8.12 seconds.

Chris Egsgaard, perhaps the man most responsible for increasing the competition, after his entry in 1960 of "The Wild Cherry which shattered previous records by a considerable margin, was back this year with a Rajo-

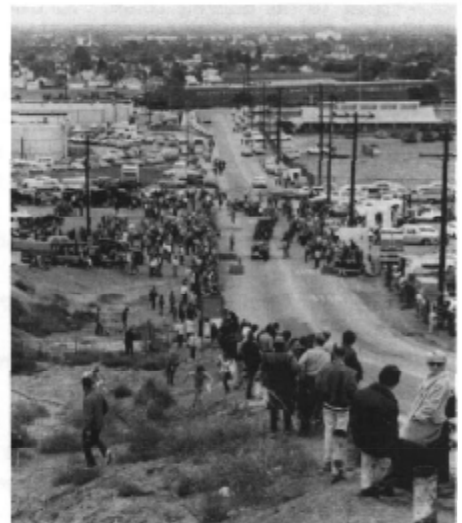
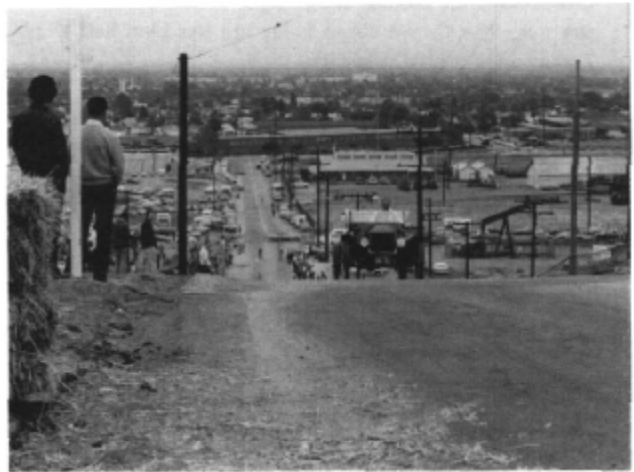




powered racer. After a few trial runs in which adjustments were made, the car shot up the hill in 7.74! After thirteen years, Chris was again "King of the Hill."

Participants come mainly from California. This is a one day event and hardly justifies traveling great distances with a car. However there were people from Arizona, Oregon, Colorado, New Jersey and Louisiana, that we know of that came in to watch the fun. When you consider that the many entries from Northern California had to travel for, perhaps, eight hours each way to enter, the interest in the Climb is of major proportions.

The hill climb, though, is a bit tiring to watch after the fast cars have made their run. It is easy to stand in one spot and see almost all of the action, but spectators have little to do but watch. Those cars which are entered are on the hill for just a brief bit of the total time. Races on oval tracks have been tried, with moderate success. The problem here is that there are not many suitable tracks around and, in addition, such events are hard on the cars (not that a hill climb isn't) and the danger of accident is much greater. Straight drag races



The Endurance Run and Lowland Tow leaves from the center of San Jose early in the morning. A police escort guides the racers to the starting line and, after the start, out of the city. The marshaling area and finish line are located in Santa Clara.

Prior to the race, each entry is given maps of the route, and verbal instructions as well.



have also been tried but, alas, they are little more than "hill climbs without the hill-

One answer to the problem has been found in the Endurance Run, which follows two weeks after the Shell Hill Climb. Located near San Jose, California, this run is open to Model T Ford racers, speedsters and sports-bodied cars only. The Run covers a considerable distance (200 miles) over hills and valleys, giving all participants enough driving time to take care of their needs for some time to come. Accompanying the Run, but along a different path, is another parallel event called the Lowland Tour. This tour is open to all antique cars and leaves from the same starting line as the Endurance Run, just after the speedsters depart, and takes a shorter trip to the halfway point (in Livermore) where they park and await the speedsters.

The halfway stop in Livermore has been at Codoroli Ford. Codoroli Ford provides all of the space for the racers and the Lowland Tour participants, in addition to a free lunch and refreshments for every person registered on either of the two events. The stop takes on the air of a county fair, with a band playing,





banners and hundreds, if not thousands, of people. Here the racers can rest up for an hour before continuing, or make repairs, both major and minor.

This year there were fifty-eight entries in the Endurance Run; 147 in the Lowland Tour. That's a lot of cars! An estimated 4000 persons converged on the Codoroli Ford dealership - and that's a lot of people!

After lunch the speedsters take off on the second half, as do the Lowland Tour cars. The Lowland Tour heads for the finish line, making one or two stops enroute, and then awaits the arrival of the speedsters.

The Endurance Run is not a test of speed. In fact the average speed is in the neighborhood of thirty miles

per hour. The "race is against a predetermined (and unknown to the participants) time established by a stock speedster over the same route earlier. The car that comes in closest to the "standard time is declared the winner. Those who come in earlier than the established time are penalized; an attempt to prevent excessive speeds enroute. Since the entire run is on public roads every precaution is made to prevent any infraction of the law which might jeopardize future activities.

Trophies are awarded to the Endurance Run winners. Every entry in both events gets a dash plaque as a memento.



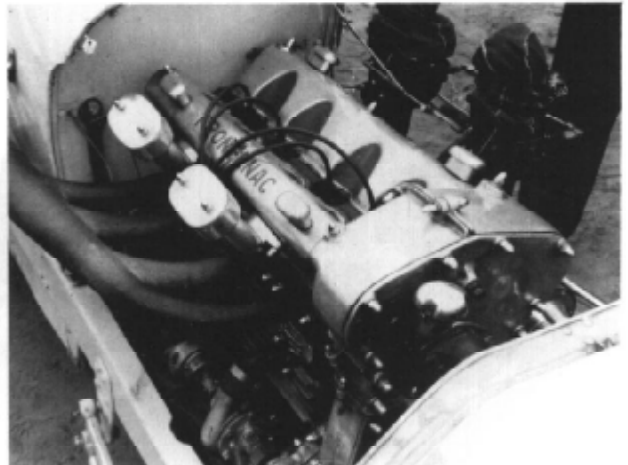
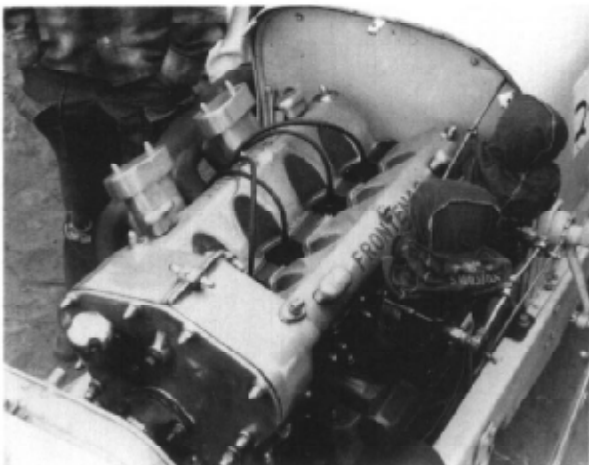
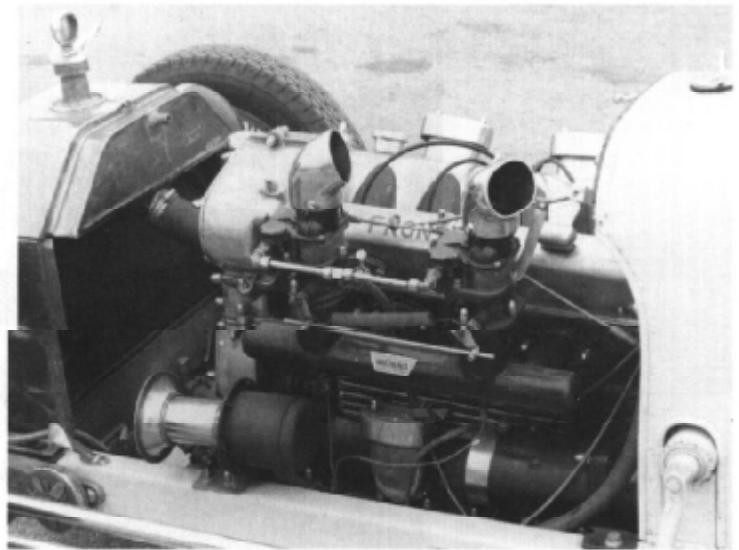
The new King of the Hill is Chris Egsgaard who set a new record of 7.74 seconds in his Rajo-powered racer. Chris is tight-lipped about his speed secrets but rumor has it that the engine has a billet crank.

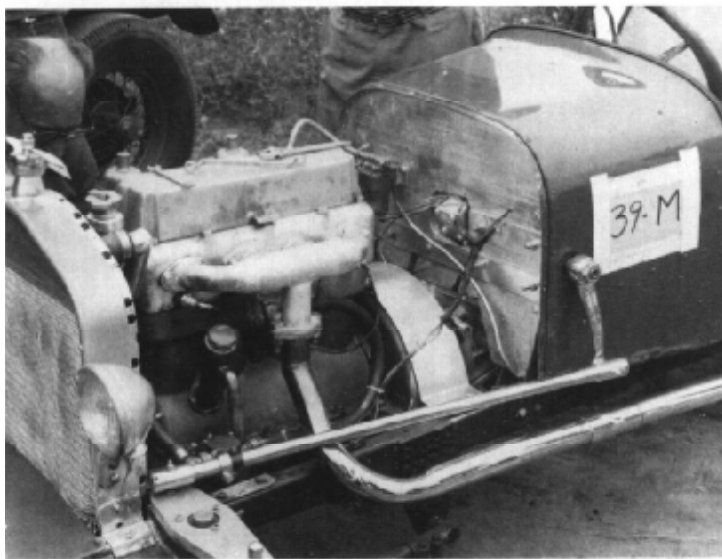
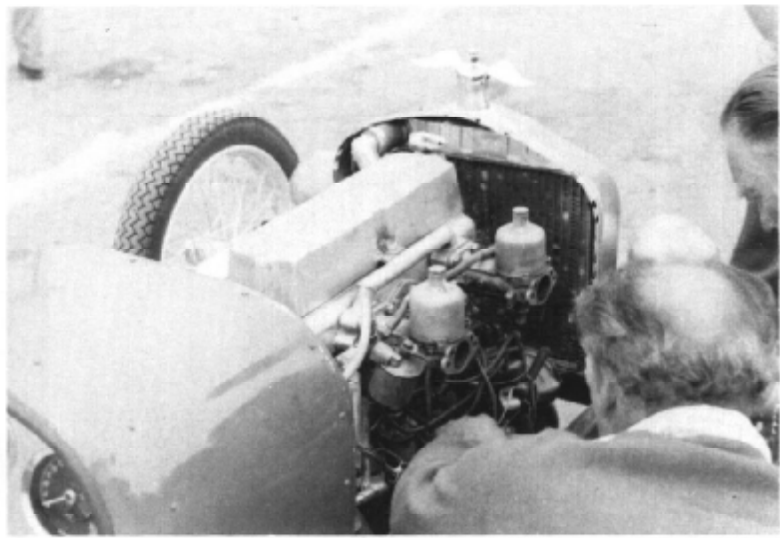
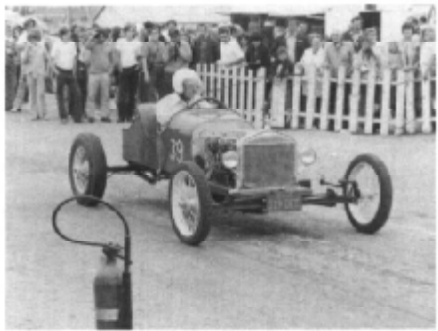
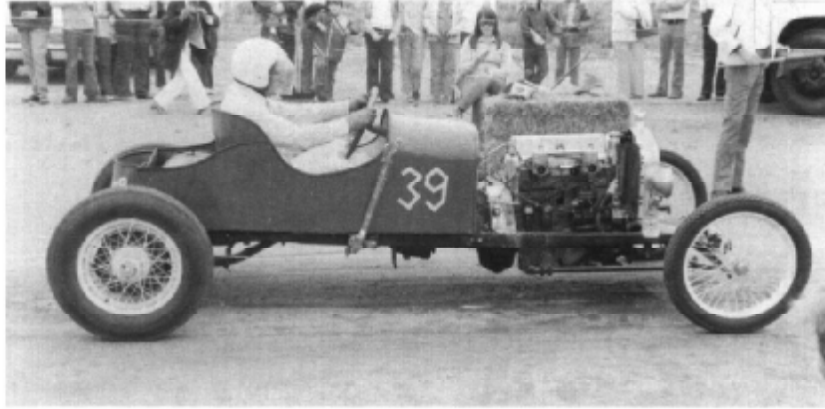
The center picture shows the car coming *down* the hill. During the trial runs something failed. The worried look on Chris face tells a story in itself. The problem was minor, though, and later in the day the new record was made.





A perennial favorite at the Hill Climb is R. L. "Doc" Pruden, a retired tooth carpenter. Doc's DOC Frontenac race car is perhaps the most interesting to appear at the event because of its rare and unusual T racing engine. The car has held the record in the past but its best time this year was 8.12. While this time is better than its record-setting time, it was not good enough.





Al Usalangi, holder of the record (7.75) until this year, entered this car. The same Rajo engine was mounted in the rear of the

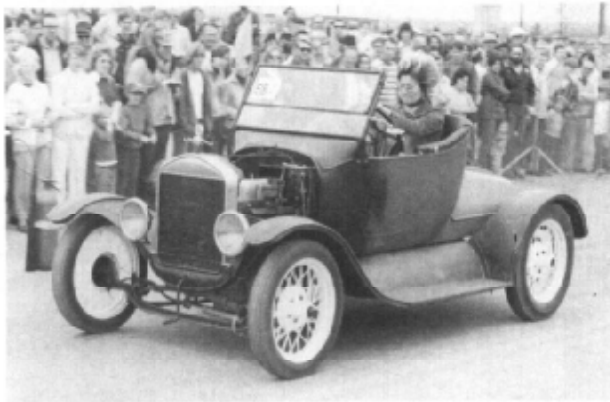
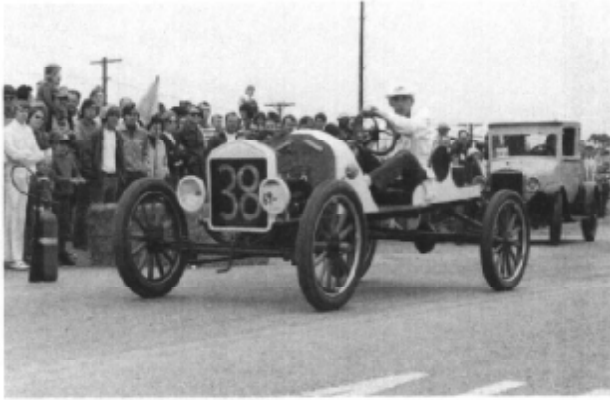
made a new car. The engine is coupled to a modern clutch and transmission, rather than the standard Ford planetary.

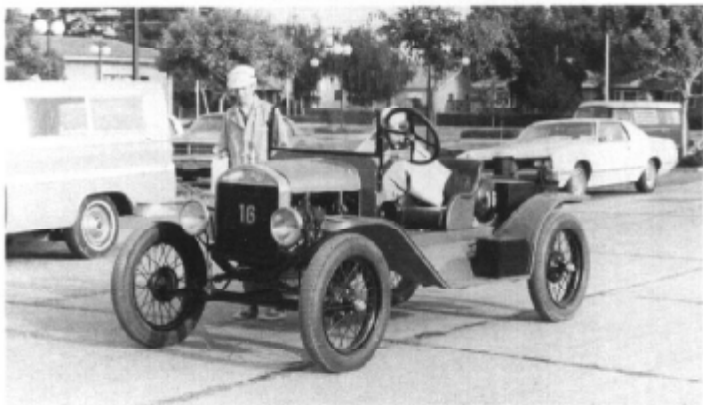
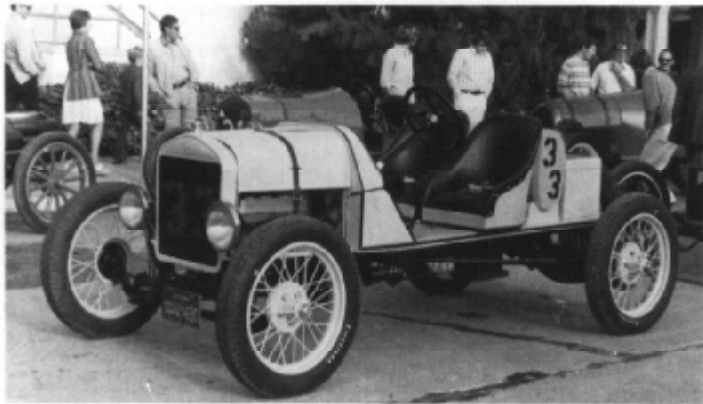
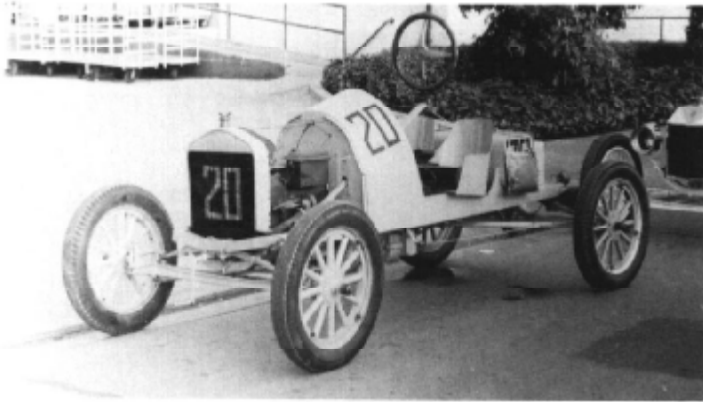
Unfortunately, the car failed in its second run at the hill, and Al lost his title by 1/100 of a second!

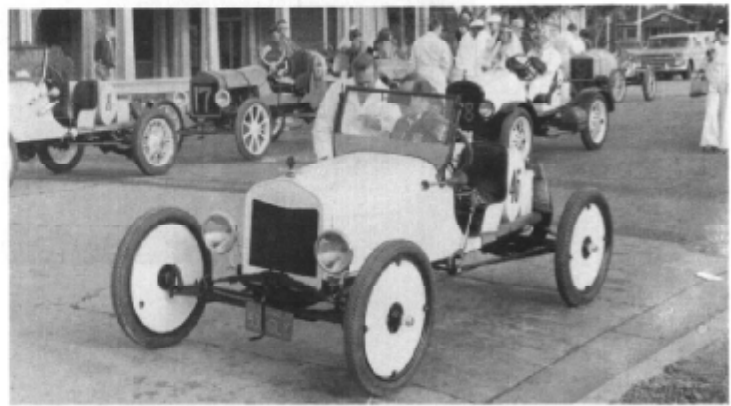


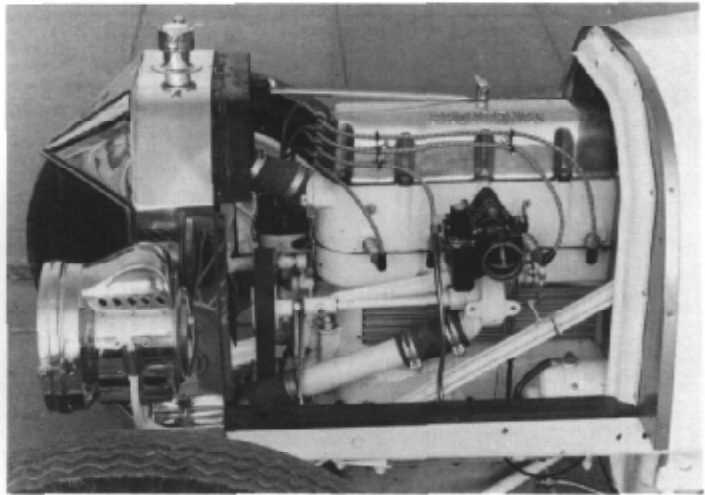
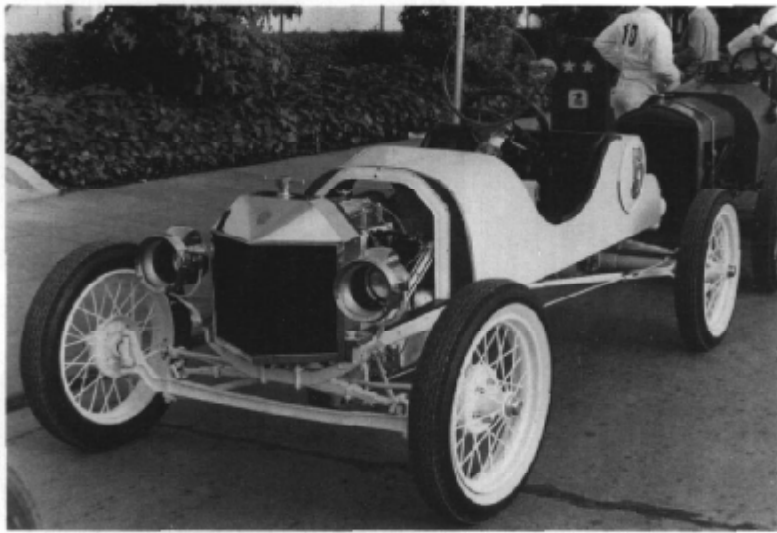
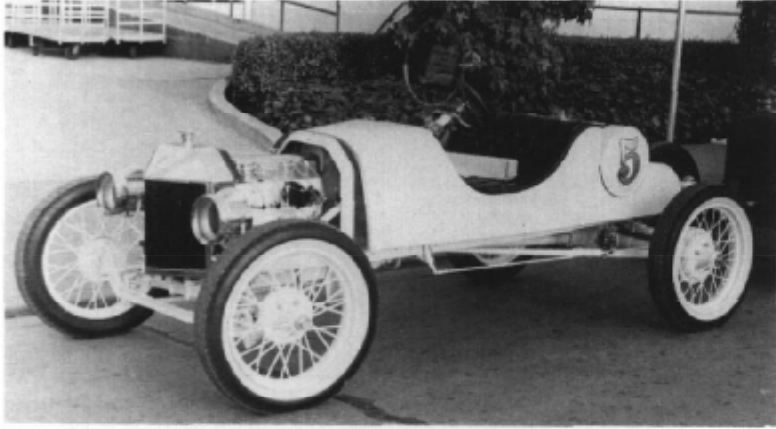
Vic Sala entered his A-crank modified speedster in both events. Note the addition of the horn, windshield and spare tire for the Endurance Run (bottom photo). The best time on the Hill was 9.468 for the fastest in his class.

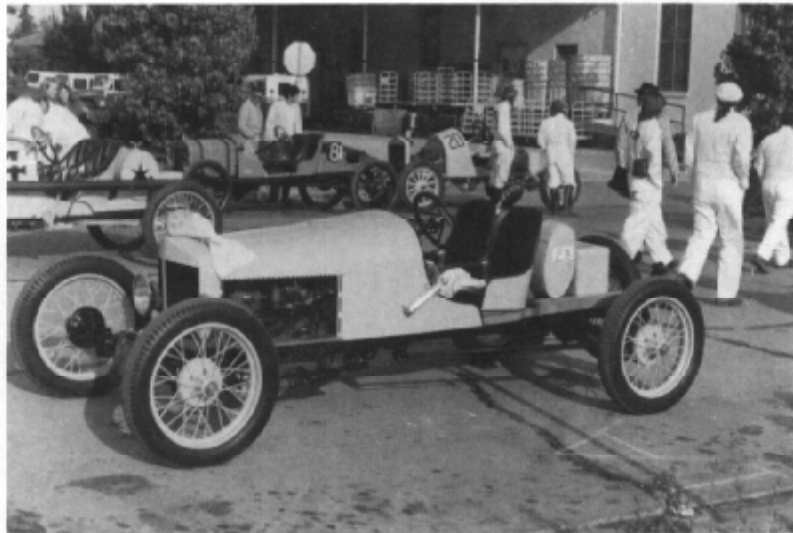


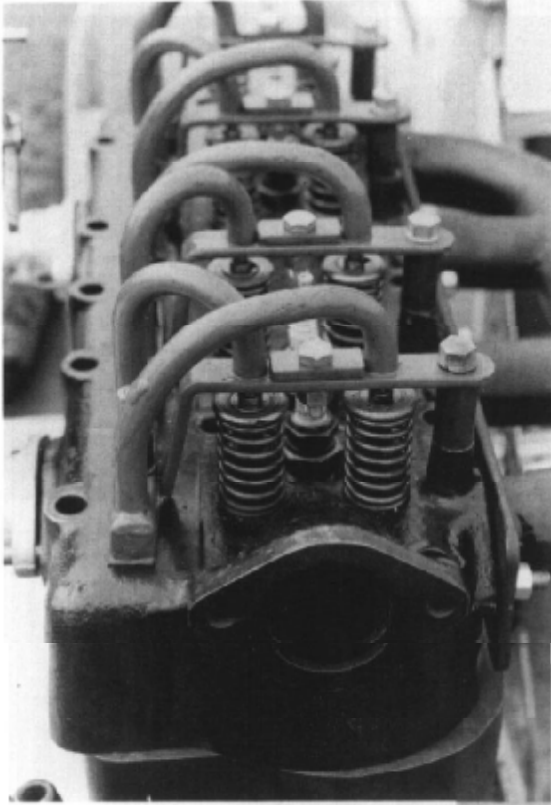






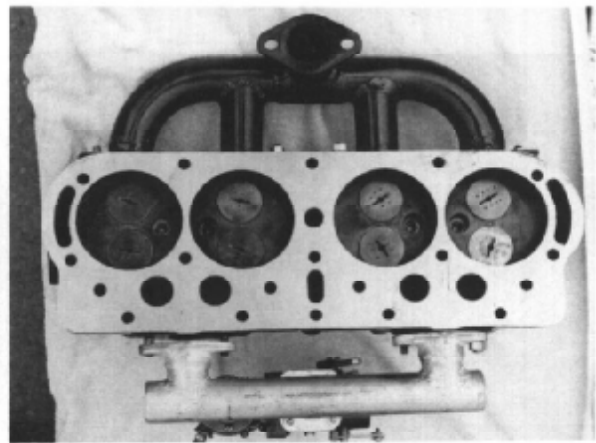
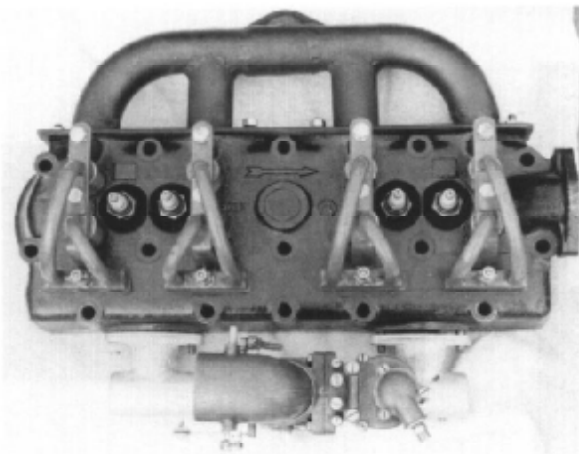
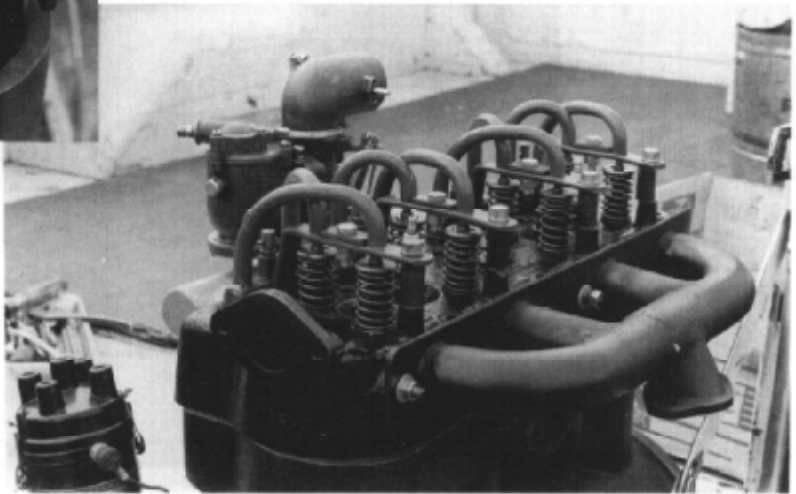


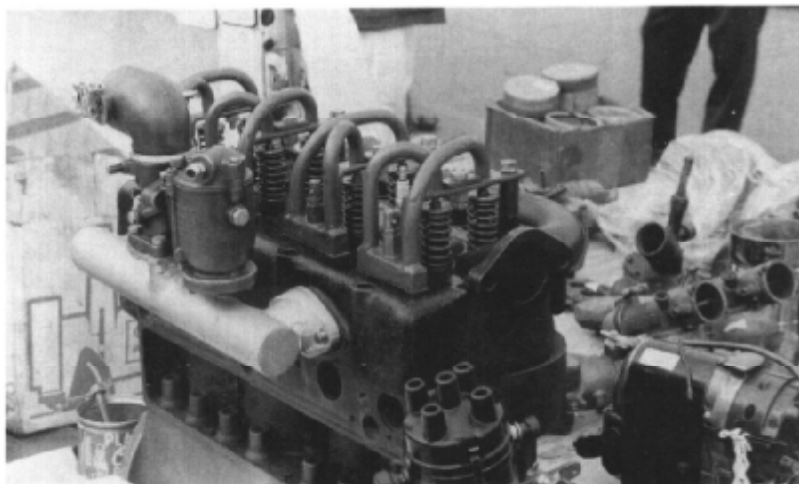




Doc Pruden has been collecting Model T speed parts for years and always has a load of goodies at almost every local swap meet. Most of us have seen the more common Rajo and Frontenac overhead valve conversions and even a few of the Gallavans, but how many have run across this oddity, the Akron-Hed?

The Akron-Hed differs from others in that instead of using push rods and rocker arms, or an overhead camshaft, it uses hollow tubes filled with ball bearings to transfer the action from the cam followers (and extension rods) to the valves. The idea sounds good but in practice it proved unsatisfactory. The weight of the balls, the friction in the tubes and the extreme load on the small contact areas of each ball made for short life and limited engine speed.





The ad reproduced here is from Dan Post's book, *The Model T Ford in Speed and Sport*, and is dated 1926.



This speedster, owned by R. D Antonio, uses a stock T crank and head, but a four-barrel carburetor! The combination apparently works; the car made the hill in 11.108 seconds.

The New
AKRON
 —HED—
 For Fords
**Fits Old and New Fords
 Without Alterations**

That's just one feature that helps dealers sell the AKRON-HED. No cutting into or moving of parts on any standard model Ford—so it takes less time than with any other head to complete installation. The AKRON-HED develops unusual power and flexibility from a Ford engine. You can take the hills so high. You don't have to keep shifting in traffic. You save at least 25% of your gasoline. And you can't make a Ford radiator boil, in high, with this head.

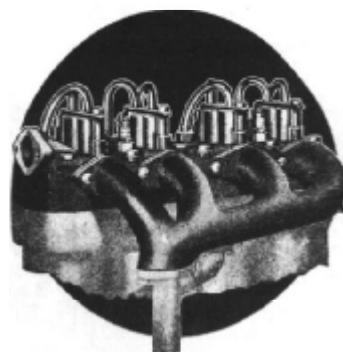
In every locality there are any number of Ford owners who want and need the added power and speed they can get only with an AKRON-HED. So dealers' sales are increasing wherever an AKRON-HED has been installed and demonstrated.

A special introductory offer is made to dealers to enable them to get at least one AKRON-HED into use in their territories.

Dealers who have taken advantage of this introductory offer are selling many AKRON-HEDS each month.

More Power and Speed With Less Gas

Priced at **\$67⁵⁰** Retail



Exhaust Side of Improved AKRON-HED

The AKRON-HED is an entirely new type of overhead block for Fords. It combines greatly improved operation with simplest possible construction and installation.

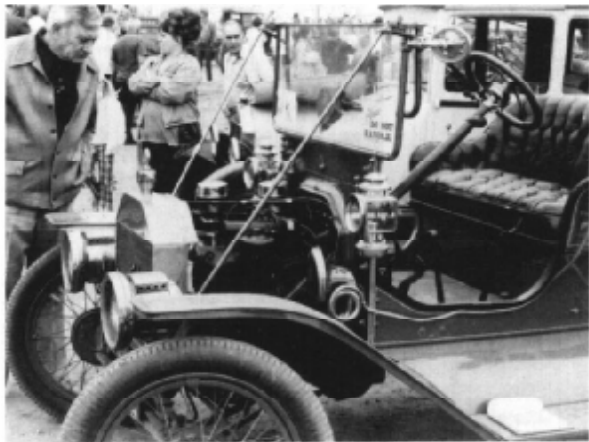
DEALERS—Write today for complete specifications and Introductory Proposition

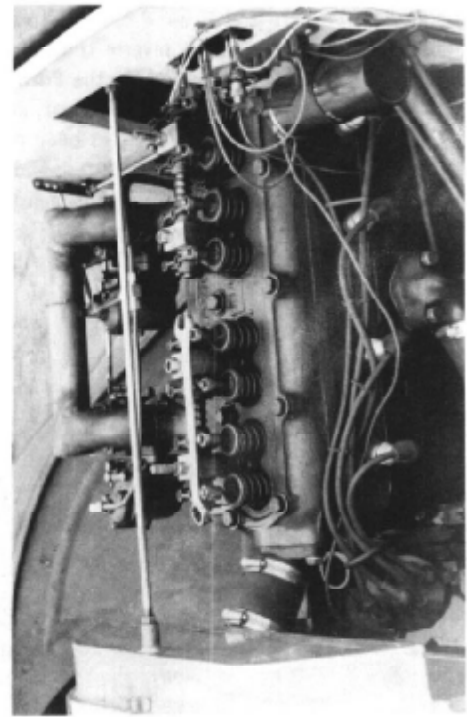
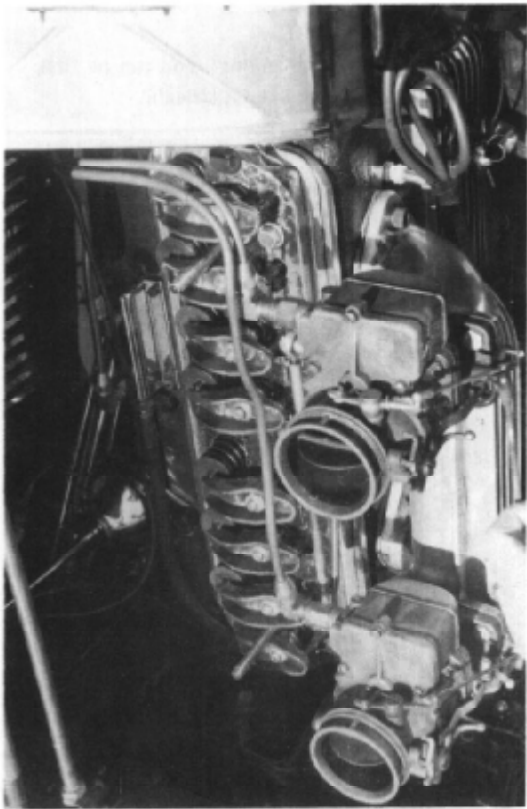
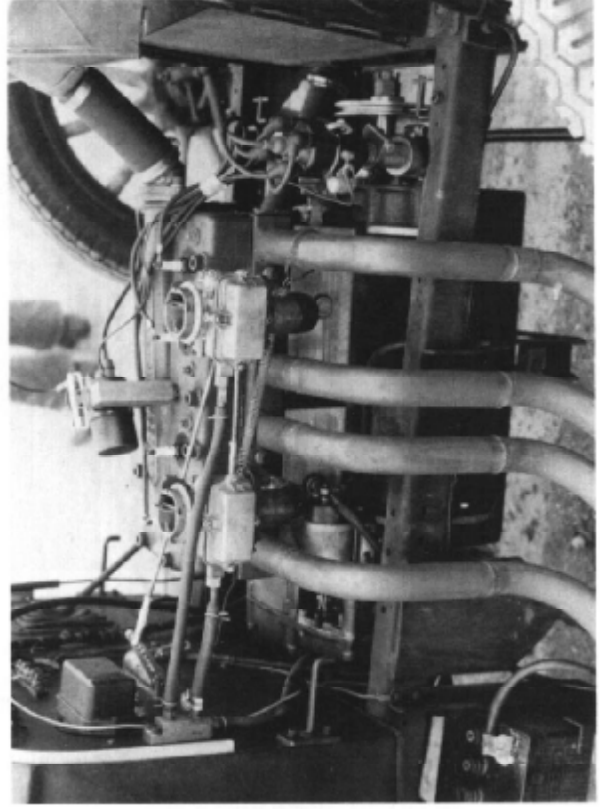
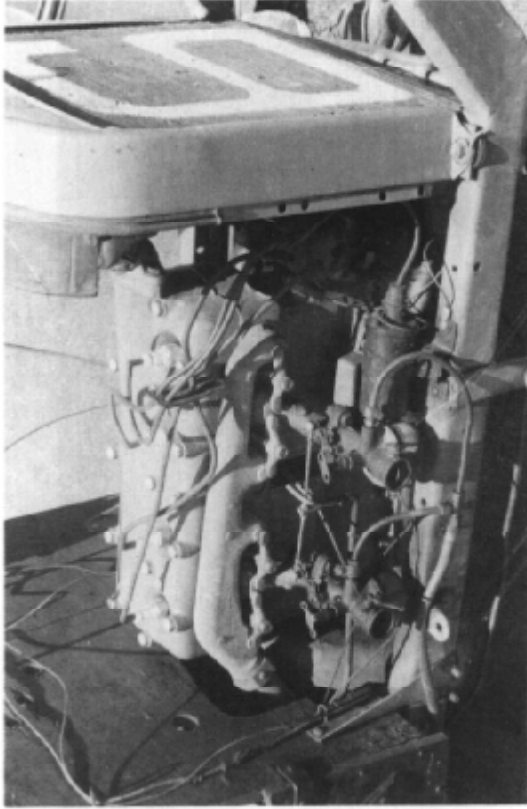
**THE WILLIAMS FOUNDRY
 & MACHINE COMPANY**

"In Business Since 1882"
 AKRON, OHIO, U. S. A.
 MAYDWELL & HARTZELL, INC.
 San Francisco and Los Angeles,
 Pacific Coast Distributors

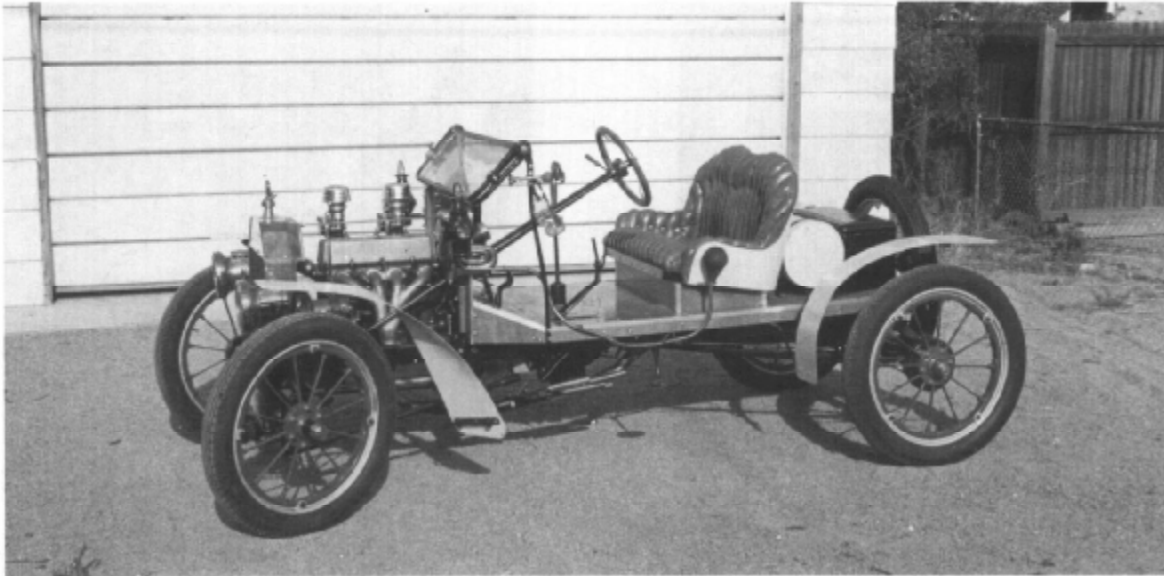


Orville Enyeart is still at it. Here s his 1909 with a hot engine. The car made the hill in 11.60. Aside from the dual carburetors, the engine has a Model A crank.





There is no standard approach to the problem of getting more power from the T engine. Even the lack of original rocker arms did not stop this enthusiast; he just adapted modern Chevrolet parts.



1916 SPEEDSTER

Owned and built by Robert E. Plegge of Denver, Colorado.

The frame has been lowered four inches by using a dropped front axle, with the radius rods to the side of the frame. The rear cross member has been raised through the deck and up into the tool box.

The differential is stock except for 4:1 gears and internal-expanding mar wheel brakes, mechanically operated by the foot pedal, along with the transmission brake. The driveshaft has been shortened to accommodate a Jumbo three-speed and reverse transmission. The brake and clutch are the only parts in the Ford transmission.

The T block is bored .020 over, and is fitted with a Model B Rajo head which has been ported, polished, etc. An A crank has been fitted and drilled for oil pressure. The camshaft has been reground for greater lift. Ignition is Stutz-Delco, a dual system. Carburetion is currently two Stromberg 97 s but will be replaced by

two Winfields with 1 $\frac{1}{4}$ throats to eliminate the hot rod look. The compression has never been checked but it takes both hands of a two-hundred-plus pound man to crank it! (a good man!!!!)

The mud guards are easily removable. The windshield folds for "bursts of speed. The firewall, deck, seat, etc., were built from a "description by an old man in Searcy, Arkansas, of a car supposedly used by him when he was "spooning.

The performance is outstanding! You can be first from any stop light, if you can keep it straight.

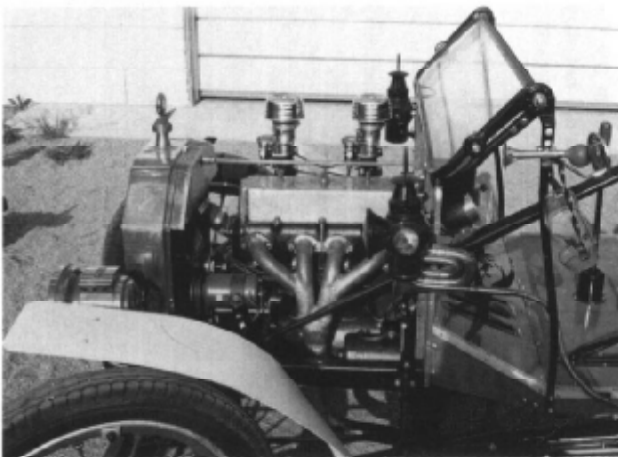
Acceleration:

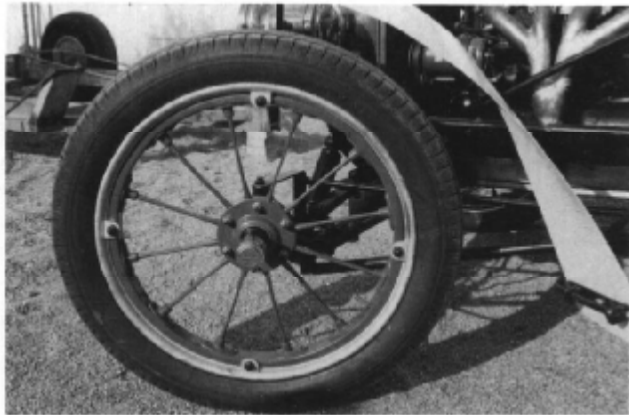
from stop - WOW!

from 40 mph - holy mackerel!

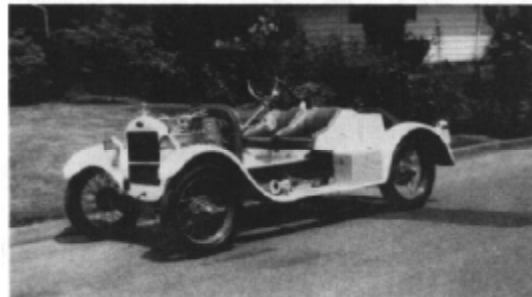
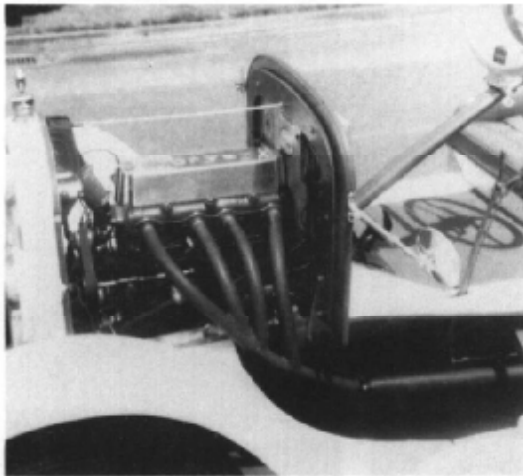
from 60 mph - never tried it-and dont intend to!

Top speed is unknown; the car is as smooth as silk at around 60-65 but then begins to float.





The wheels on Bob Plegge's speedster are quite unusual. They have demountable rims of the Hayes type, and use 30 by 3% tires. The spokes are solid steel and bolt into a regular Ford hub. They are light and quite strong. Bob has been unable to locate any information as to the manufacturer, etc. Reader comment is invited.



Rajo-powered speedster based on 1926 Model T parts. The car was built and is owned by Ed Gloss of Portland, Oregon.

