

will do the trick — but can be forgotten in the haste to depart or move out.

One of the neatest tricks that has been seen in a long time; one that will securely hold your T stationary in all directions; was a leather strap with a loop at one end, fastened at the other to the frame beneath the front seat, and just long enough to slip over the brake lever when it is pulled back hard. It can be left just hanging when not in use, or if you are particular, tucked back under the seat. Anyway you want to use it, it will keep your T from making a mysterious departure from its parking spot.

#### HAND BRAKE LEVER FOR SPEEDSTERS, ETC.

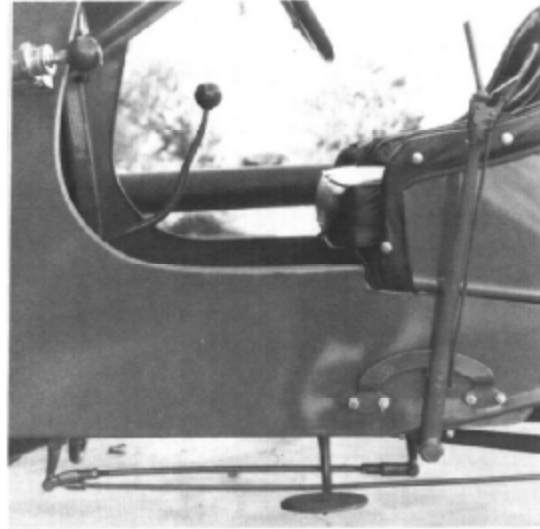
With body parts at a premium and almost non-existent, a lot of T restorations are emerging as speedsters. Underslung chassis, lowered steering wheels and seats moved back to make leg room has made the hand brake lever difficult to reach unless one makes a few modifications. Fred Houston, one of the prime movers of the Tulsa (Oklahoma) bunch has come up with a solution he gleaned from the February 1927 issue of the *Ford Dealer and Service Field* magazine. What you have to do and what you need goes like this:

#### MATERIAL NEEDED

- 2 — #3465 control levers (hub brake levers)
- 1 — ¼-inch diameter steel shaft about 12 inches long (exact length depends on body width)
- 2 — #3450 controller shaft brackets
- 1 — block of hard wood; same width as frame
- 1 — 3/8-inch diameter steel rod about 15 inches long (variable)
- 2 — 3/8-inch clevises.

#### WHAT YOU DO

Remove the hand brake lever from the controller shaft and in its place rivet one of the hub brake levers (#3465). The hub brake levers are about ¼" thinner than the lower part of the hand brake lever, so to prevent some lateral movement and possibly causing difficulty in holding the transmission in neutral, it is best to add a small spacer bushing on the shaft before riveting the hub brake lever in place. Cut the bottom bracket off of the brake lever and with the other hub brake lever, rivet



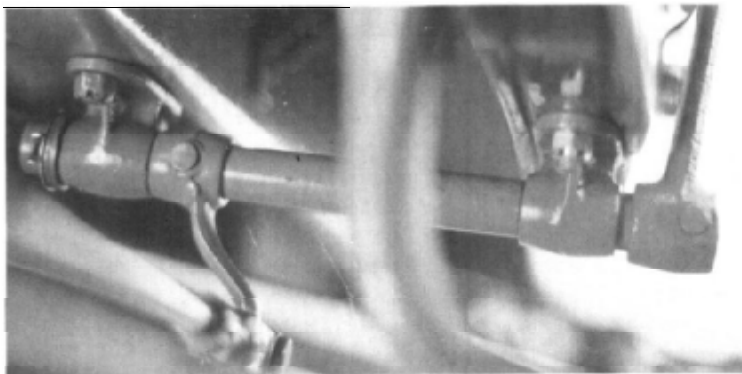
New location. Bend front clevis to fit.

them on the extra piece of ¼-inch shaft (after first placing one of the controller shaft brackets on this new shaft). Take the other controller shaft bracket, place it on the shaft, and mount the whole assembly to the frame and the piece of hard wood as shown in the diagram.

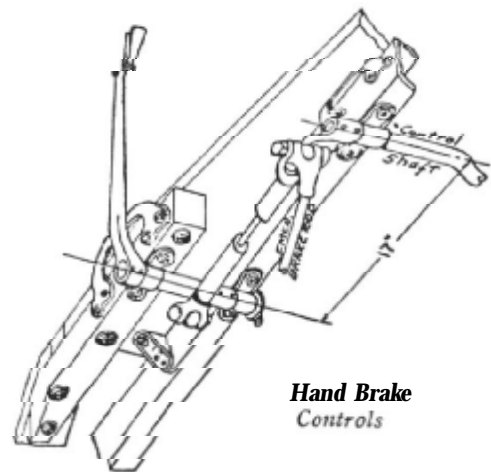
Fabricate the 3/8-inch diameter "pushing connecting rod by threading the clevises on each end (you will have to fool around with this rod to suit your particular needs as far as length is concerned).

Next bolt the hand brake quadrant to the outside of the hard wood block and/or body. Place the nuts and cotter pins on the inside to avoid snagging your clothing, etc. Adjust the clevises to properly locate the hand brake in the "on" position.

And there she is — installed in a more suitable location. And as Fred says: "Handy — like a well-trained dog; alertly at your side, rather than under foot.



Short Shaft Assembly



Reversed drawing