

THE SPACE CITY CHAPTER OF THE MTFCA INVITES YOU TO ATTEND THE FOURTH ANNUAL

TEXAS 'T' PARTY



OCTOBER 1 - 2 3 - 4 , 11 9 8

Come join us as we tour the beautiful Texas Hill Country around Kerrville, Texas. This Fall tour will visit a Ghost Town, an Old Car Museum and a ranch where we'll be treated to a good old Texas Bar-B-Que. We'll travel through the hills where the scenery is unequalled.

As in the past, we will not judge your car nor will we have competitive driving contests. You will be the judge of how much fun you will have as we tour for two days in and around Kerrville. The Hill Country certainly does have hills, and we'll be climbing on that you *won't believe!*

SAFETY

Due to the nature of the terrain, we ask that all touring 'Ts' have brake and transmission bands in first class working order. This is for your safety as well as ours. Your enjoyment of the tour will be enhanced by a safe car. A Houston Chapter member will inspect your car upon arrival. Although only minor repairs and adjustments are practical to make in the field, you will have many willing hands to help if needed. Also, so we can all sleep better, arrangements have been made for a security guard to keep an eye on the cars.

TOURS

There will be early registration again this year on Thursday and an invitation to our hospitality room. Then, for all you eager motorists, we plan our first journey on Friday morning to the MO Ranch. After coffee, we'll return to the motel by noon. You Friday arrivals will be in time to join us for the scenic Friday afternoon tour before returning to the motel to prepare

for our fabulous attitude adjustment hour.

Saturday, after breakfast, check the gas, tighten the bands, and we begin our eighty-mile-long tour through the beautiful Hill Country. Lunch will be catered by the Circle 'R' Ranch where we'll be met and escorted by cowboys on horseback. After lunch we'll visit a Ghost Town and the Classic Showcase Museum, then we'll return to Kerrville. Saturday evening will bring our farewell banquet and much socializing.

Sunday morning we'll have our farewell breakfast.

GENERAL ITINERARY

THURSDAY, OCTOBER 1

Early registration, free time to visit the free 'T' hospitality room.

FRIDAY, OCTOBER 2

Catered breakfast at 7:30 A.M. Depart for a tour to MO Ranch, returning to the motel for lunch (Lunch is on your own). Depart motel at 2:30 for another short tour, returning to the motel at 5:00 P.M. Friday dinner on your own.

SATURDAY, OCTOBER 3

Catered breakfast at 8:00. 9:30 we depart for tour to Circle 'R' Ranch for lunch, Camp Verde and the Classic Car Museum. 7:30 Buffet Banquet, member recognition, tall tales and such.

SUNDAY, OCTOBER 4

Buffet Breakfast and farewell tears.

MOTEL ACCOMODATIONS

It is your responsibility to make your own motel reservations. The Holiday Inn in Kerrville, Texas, will be our tour headquarters. A total of fifty rooms are blocked for our use in Kerrville. On September 1, 1981, unreserved rooms will be released, so send your reservation early. The rates shown here are the present rates, however we cannot guarantee them.

HOLLIDAY INN
P.O. Box 1568
Kerrville, Texas 78028

One - \$31.00 Three - \$43.00
Two - \$37.00 Four - \$49.00

An alternate motel choice will be:

BUDGET INN
Interstate 10
Kerrville, Texas 78028

One - \$24.00 Three - \$34.00
Two - \$29.00 Four - \$39.00

RECREATIONAL VEHICLES

All R.V. vehicles will be accomodated at the Ameri-Camp Leisure Resort. Reservations may be made by calling (512) 896-6052 or writing to Ameri-Camp Leisure Resort; 400 Benson Drive; Interstate 10; Kerrville, TX 78028. The base rate is \$5.50.

REGISTRATION HOURS

Thursday, October 1 12:00 N. 'til 5:00 P.M.
Friday, October 2 7:00 to 8:00 A.M.
 1:00 to 6:00 P.M.
Saturday, October 3 7:00 to 7:30 A.M.

PRICES

This year the price schedule has been made more flexible. For those who will only be able to tour one day there is a special discount feature. Also for you sleepy-heads who would prefer to skip breakfast, there is yet another discount feature.

Car & Driver, Friday & Saturday
\$42.50 (no breakfast, \$32.50)
Additional Adult, Friday & Saturday
\$37.50 (no breakfast, \$27.50)
Child under 13, Friday& Saturday
\$32.50 (no breakfast, \$22.50)
Child Under FREE

For Friday tour or Saturday tour only, deduct \$5.00 from each of the above prices.

Have your check or money order made payable to Space City Ts, 1981 T Party, and mail to:

SPACE CITY Ts
c/o Don Oakes
Lake Jackson, TX 77566

121 Poppy
Please remit your entire registration fee in your initial check as we do not accept "deposits. The tour is limited to seventy-five cars, so please do us a favor and hurry with your registrations. All tour registrations must be received no later than September 1, 1981. Cancellations prior to September 15 will be refunded. Cancellations after September 15 cannot be refunded.



**REMEMBER, THE T PARTY IS FOR EVERYBODY. ALL CHAPTERS ARE INVITED.
SEE Y ALL IN KERRVILLE**



TIN LIZZIES OF ALBUQUERQUE

"Let there be T s that run, became the motto of some of the members of the Tin Lizzies. So began our Wednesday evening "T Parties.

At first we met at Rod Blankley s (our esteemed president) garage and started disassembling and reassembling engines. When we outgrew that, chassis assembly moved to Ed Bell s garage. By generally brow-beating and harassing each other, and even occasionally holding the other end of the wrench, we have managed to get some of the piles of potential restored and bolted together.

First out was a bright yellow speedster for Rod. Its brass radiator has already split the wind on a few tours. Next to hit the road will be a 1926 Fordor for Jim and Joyce Clements. Its not restored but is almost drivable.

In the meantime, several other members have cleaned up, beat on, painted and swom at various pieces of their pride and joy and have said pieces ready to put on a car or at least decorate their mantel.

Plans are to continue the fun, fellowship and work parties until we have a few more T s rattling around town. After all, these priceless relics are a lot more fun if you can drive them.

Joyce Clements

SANTA CLARA VALLEY CHAPTER

June 7th was the date for the 12th Annual Endurance Run in the San Jose, California, area. Well over fifty speedster were entered in this fun-filled 200-mile test of men and machines.

The Endurance Run is not a speed contest, but rather a contest to see who will come in at the finish line with an elapsed time closest to a pre-determined "standard time. None of the participants know just what the standard time will be, so anyone can win. The standard time is established prior to the event by running a standard speedster over the route at legal speeds.

The Endurance Run is limited to Model T Fords with speedster or racer bodies only. There are no limitations on engine and chassis modifications except that the major components must be Model T Ford or Ford accessories of the Model T era.

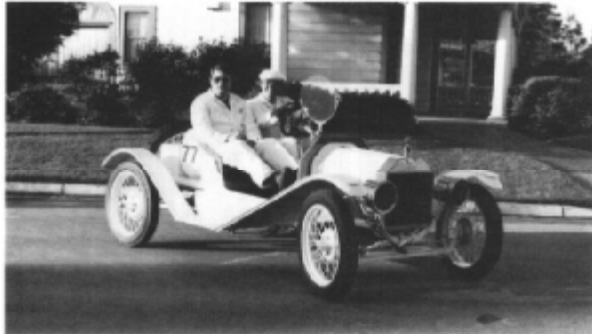
The run is accompanied by a "Lowland Tour, of all other types of antique cars, Ford or otherwise. This tour takes a different route but there are meeting places along the way where the two groups cross each other. A noon break, this time at a local Ford dealer who supplied the meals, allows both tours to intermingle. After lunch both groups continue, meeting at the finish line for the victory celebration.



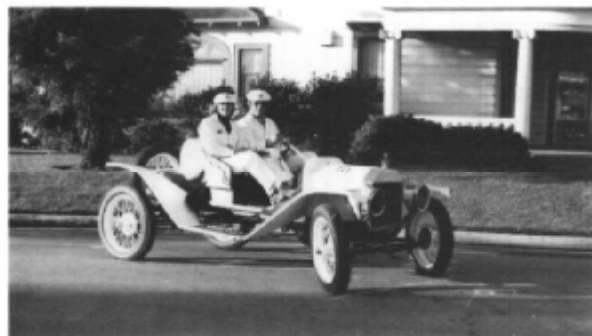
John Cunningham, Jim Clements, Rod Blankley, Tom Willers and Elmo Rinehart working over a recalcitrant spindle bushing for the '26 sedan.

The Endurance Run is a great place to see every possible modification to the Model T. The cars run from the primitive to the exotic, from the beautiful to the bizarre - and from the running to the non-running! Want to learn how to repair your Ford? Come to this event any you may see anything from a flat tire to an engine overhaul!

The 1982 Western National Tour is being planned around this event. National Tour members can take either route; that is, speedsters on the Endurance Run, stock cars on the Lowland Tour. Should make for an interesting tour.



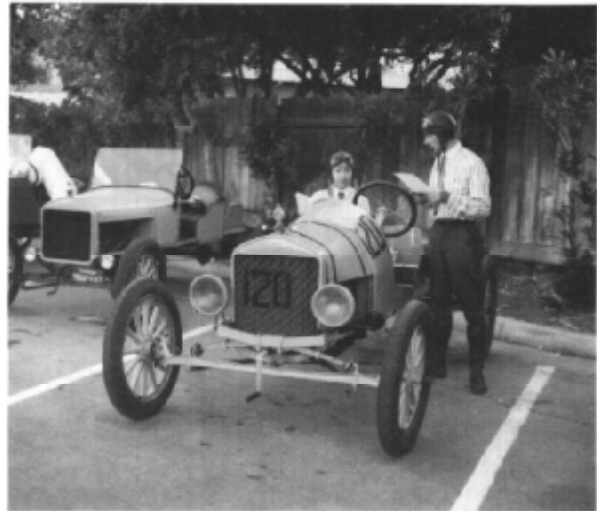
1912 speedster with stock engine, Winfield carburetor and a Bosch distributor. Driver is Joel Pencer; mechanic, Scott Pencer.



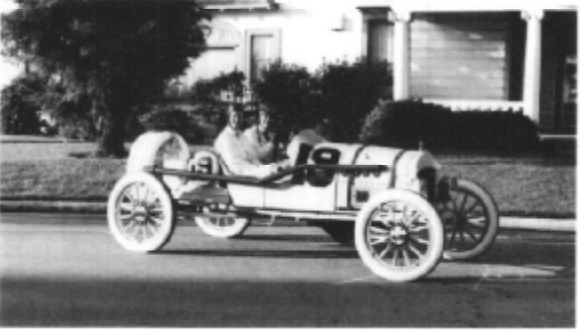
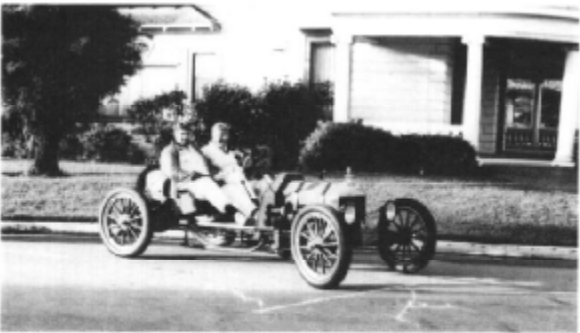
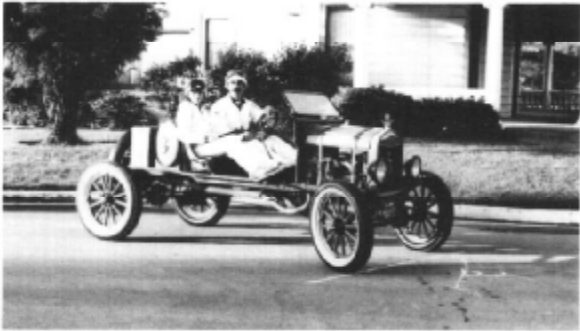
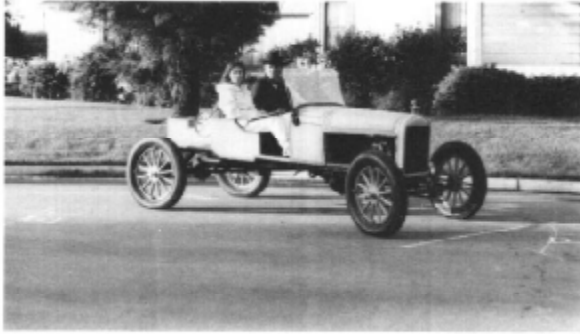
1914 speedster with Ruckstell and Bosch ignition. Driver, Thane Atherstone; mechanic, Sheila Atherstone.



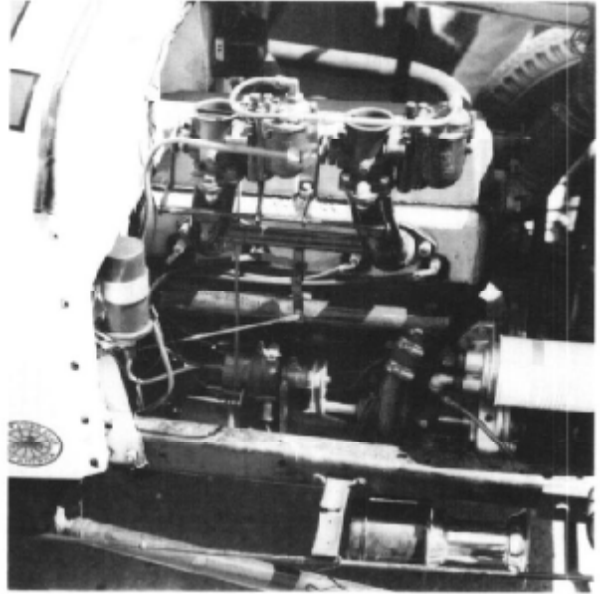
1912 stock speedster. Driver, John Pencer; mechanic, Tom Holthaus.



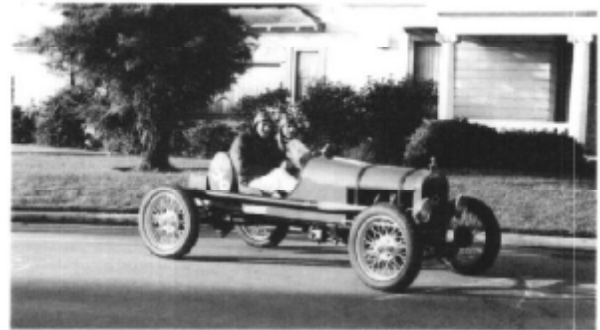
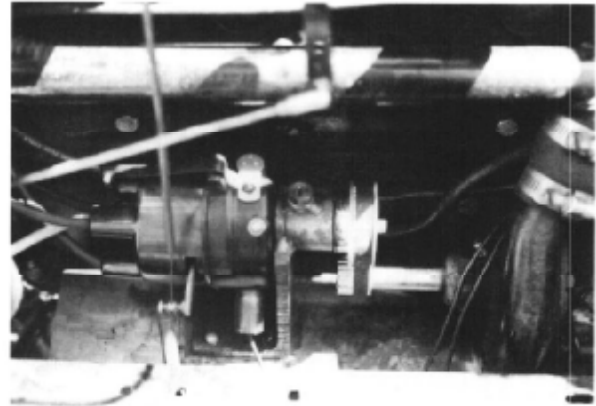
Jon DeVick's Laurel racer. The engine features a Roof (Laurel) head and many other modifications.



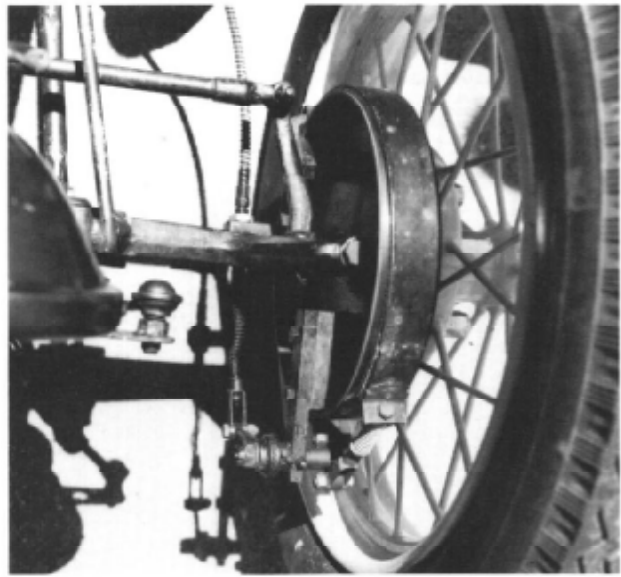
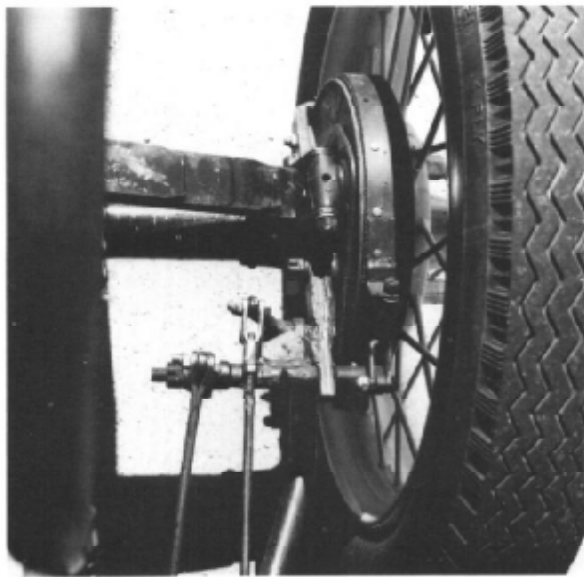
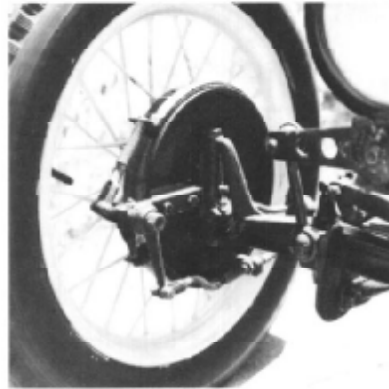
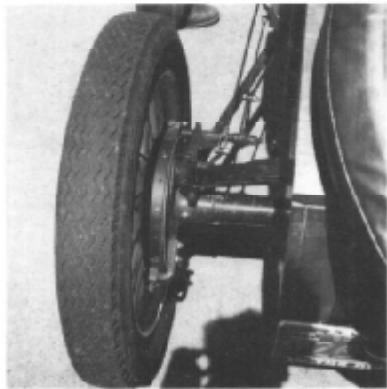
1914 racer with Rajo "B, Ruckstell, Bosch dual magneto and Rocky Mountain brakes. Driver is Bob Carty; mechanic, Paul Hilton.



How about this for a distributor installation? The distributor is driven by a Gilmer belt off the extension shaft of the water pump!



1919 Ford with Frontenac head, Bosch magneto, Warford transmission, a racing camshaft and a 4.40 rear axle ratio. Driver is Richard Moniz; mechanic, Lee Williams.



An interesting installation of four wheel mechanical, external-contraction brakes on a Model T chassis.



HIGH PLAINS CHAPTER

Ken and Karlene Huson, members of the High Plains Chapter, Akron, Colorado, are pictured departing the church in a 1912 Model T Ford Touring Car after their recent wedding.

Ken started working on Model T's when he was thirteen years old and owned his own 1926 Roadster-Pickup by the time he was old enough to drive.

Things are always rather hectic on the few days preceding a wedding and this one was compounded by the hasty completion of the Model T for the big event. A few finishing touches were required so the young couple could begin their wedded bliss in grand style.

We presume theirs will be the ideal marriage and that Ken will soon let the new Mrs. Huson crank the Ford.

SAN DIEGO TOURING CHAPTER

Eleven club families trailered our T's to Castaic, California, and toured the old 1915 "Ridge Route" and the surrounding area for several days, with the usual picnics, running board parties and "camaraderie" found in Model T groups.

Our informal group holds few meetings, has no

officers, but tours several times each year, usually on weekend jaunts. We are known (within the group) as the *San Diego Roadside Repair and Restoration Society*, which pretty well defines our "organization." We do enjoy our T's!



The San Diego Touring Chapter, better known as the San Diego Roadside Restoration and Repair Society, enjoyed the old 1915 "Ridge Route" between Castaic and German, California, over the Memorial Day holidays. Ten Model T's and eleven families participated in this forty-four mile, seven hour tour, over the road that was the original main highway between Los Angeles and Bakersfield.