



## SPEEDSTER MANIA

It has been some years since we have covered any of the competitive events staged for the Model T Ford. Many of the events are no longer held because of high insurance costs -- insurance now being required by the cities in which the hill climbs, etc., are held. Indeed, the now-predominate tendency for the public to sue for any real or imagined harm may ultimately eliminate any "competitive functions for the Model T and other cars.

Sad as this may be, though, a few exciting "contests do survive. One is the Hill Climb held in Tulsa, Oklahoma, and another is the Endurance Run held in the San Jose area of California. The Endurance Run, held for the fifteenth time this past June, is sponsored by the Santa Clara Valley Model T Ford Club, a chapter of the MTFCA. It is not a speed contest; rather it is won by the car that comes in closest to a standard time. This standard time is established by a pre-event run by a single car at average speeds over the 200-mile course.

Check points along the route insure that the cars do indeed travel the established route. Points are deducted for cars that arrive in less than the established standard time. Refreshment stops are made along the way, with an hour-long lunch break at noon. The Run begins at 8 A.M. and takes most of the day.

Accompanying the "race is a Lowland Tour; a parallel event for other antique cars, with a route which intercepts the Run at during the day at lunch and at the final destination. It is a big day in San Jose!

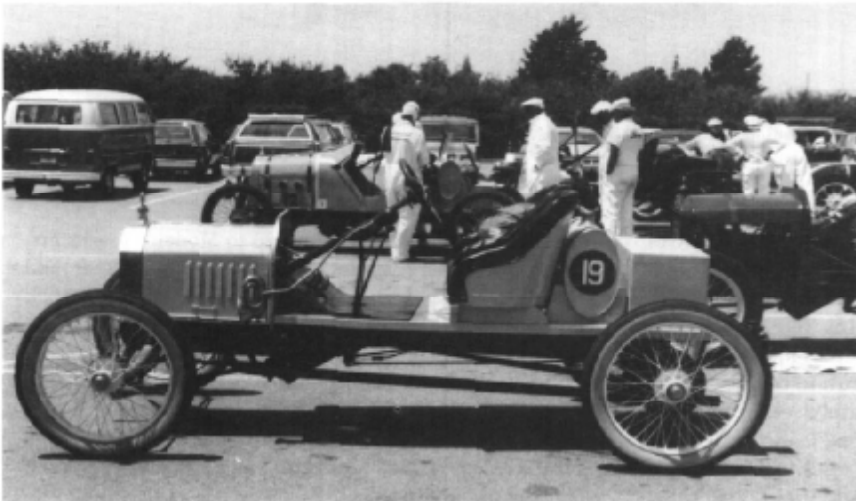
The Endurance Run is limited to Model T speedsters. These must have Model T engines, running gear and chassis, and may have any type of speedster body. Stock bodied Fords are not allowed, nor are cars with other than Model T major components. Bodies range from beautiful to the "loving hands of home and from home-made to professional creations. Some are beautiful (this term being used within the limits of the Model T Ford's ability to be "beautiful) and others are . . . . well, let's say "interesting.

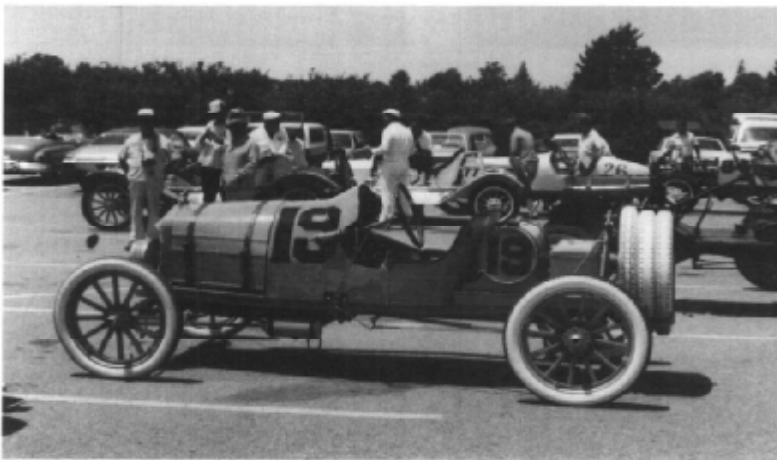
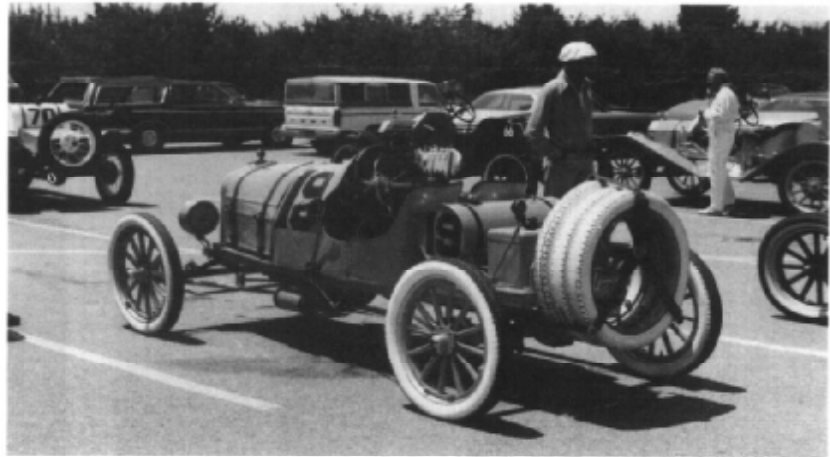
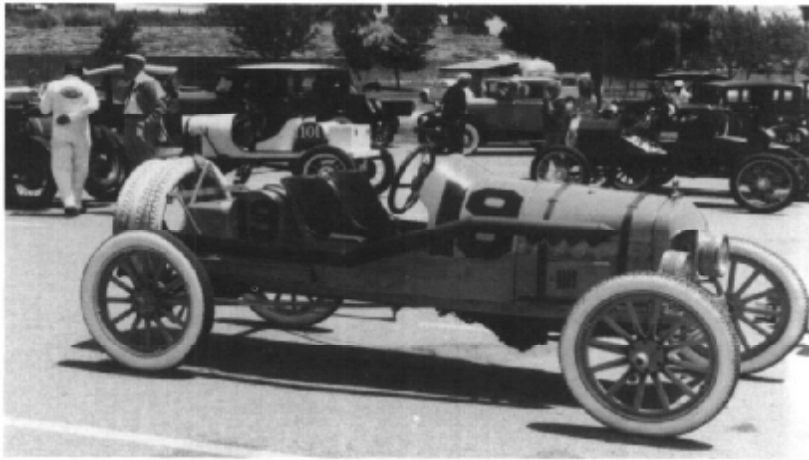


*Photos and text by Bruce McCalley*

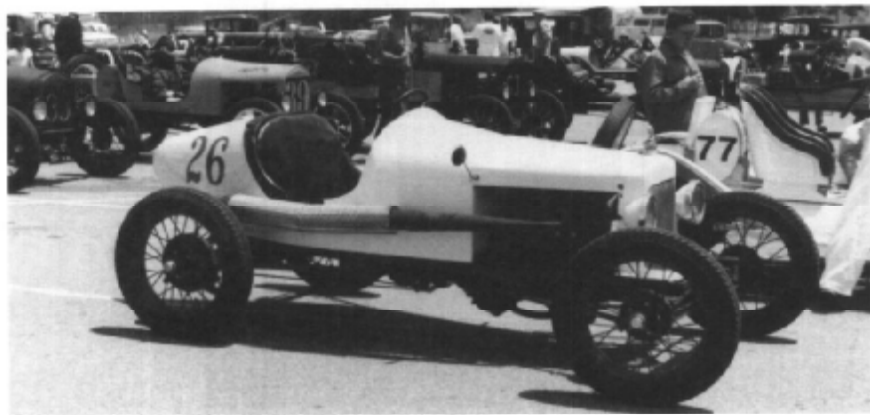
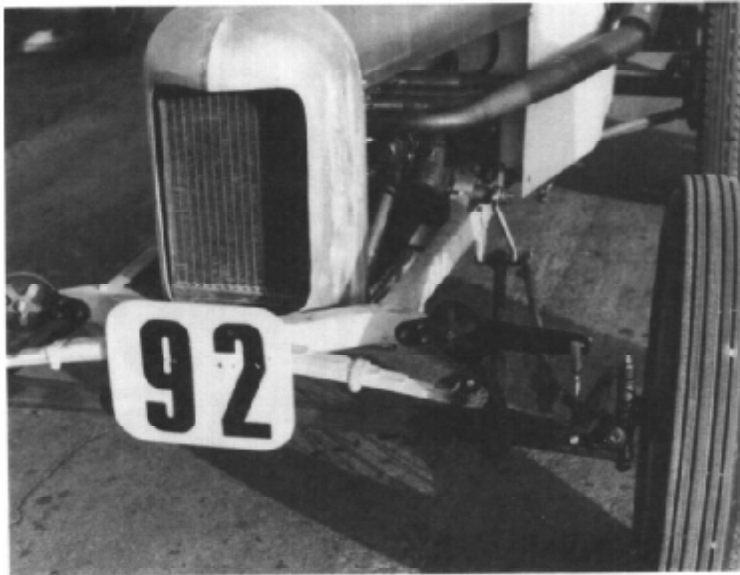
This writer had found it next to impossible to cover the 200-mile event fully. The cars are strung out over the route so quickly that it would take a team of photographers to even begin to see it all. This year I had a navigator who had the tour route map. In spite of leaving a half-hour early, and having a modern car, after a few "detours" caused by missed turns, we found ourselves behind the race. As a result the photos here are, for the most part, taken at the beginning of the race and during the rest and lunch stops. We were unable to stay for the final event because of commitments back home - about 400 miles to the south. At the time of this writing I have no idea who "won" the race.

It is, of course, impossible to single out interesting cars for detailed photos. The participants are busy with last-minute repairs and other distractions, and the ever-present on-lookers block good photographs. Be that as it may, the following are a part of what we saw.

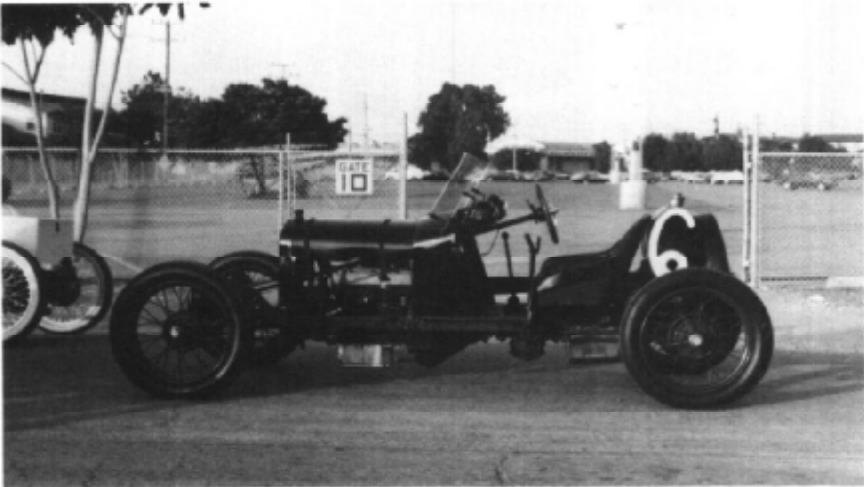
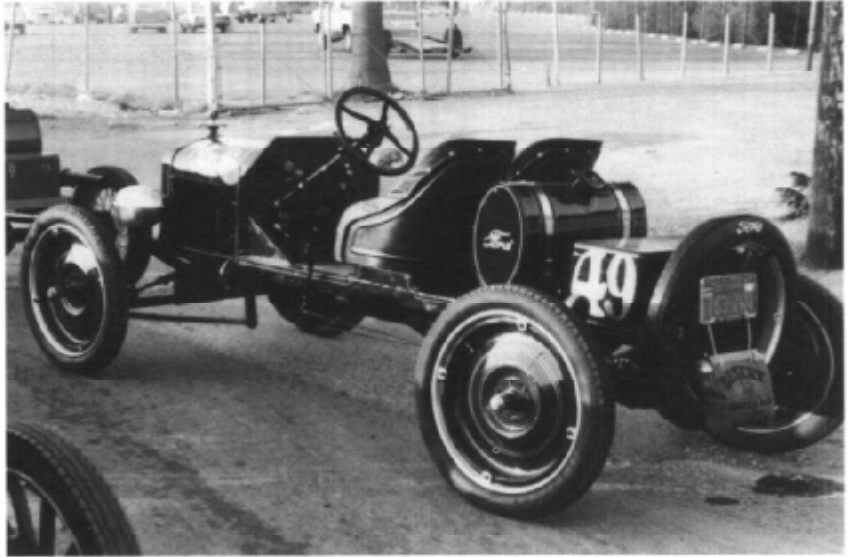




This car features a cast aluminum radiator shell, as well as an interesting method of lowering the front end. A rear crossmember is mounted cross-ways in front, and a bracket for the spring clamp is welded in place. Doesn't look any too strong, but it seems to work. The cast shell is not finished; in fact the hood was installed (screwed in place) the afternoon before the Run.

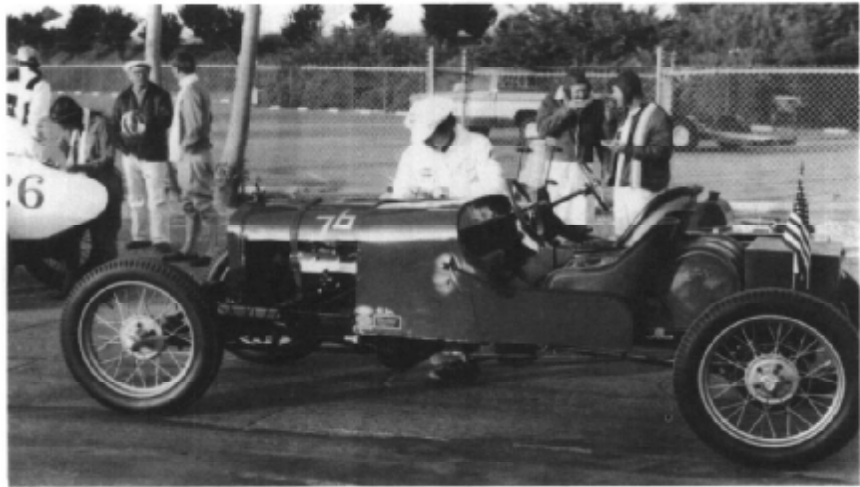
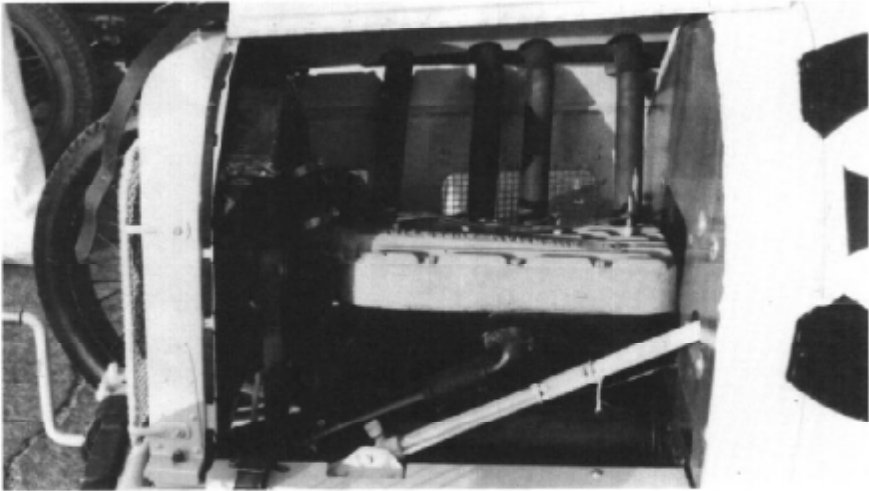


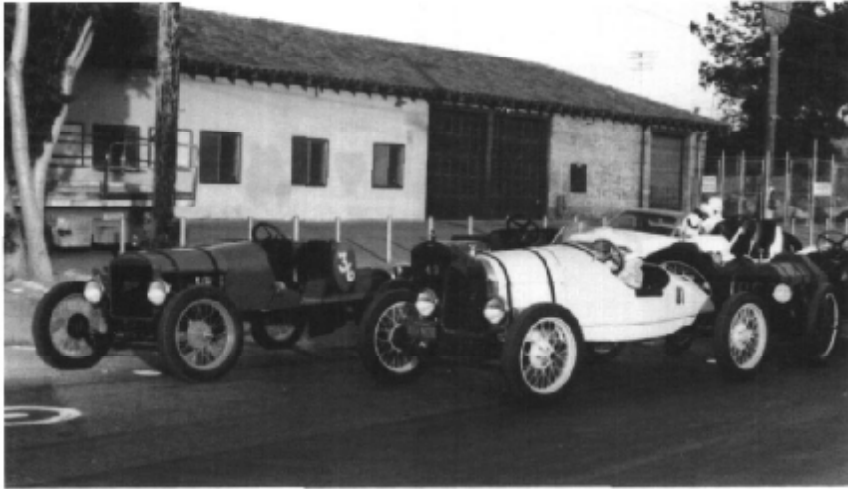




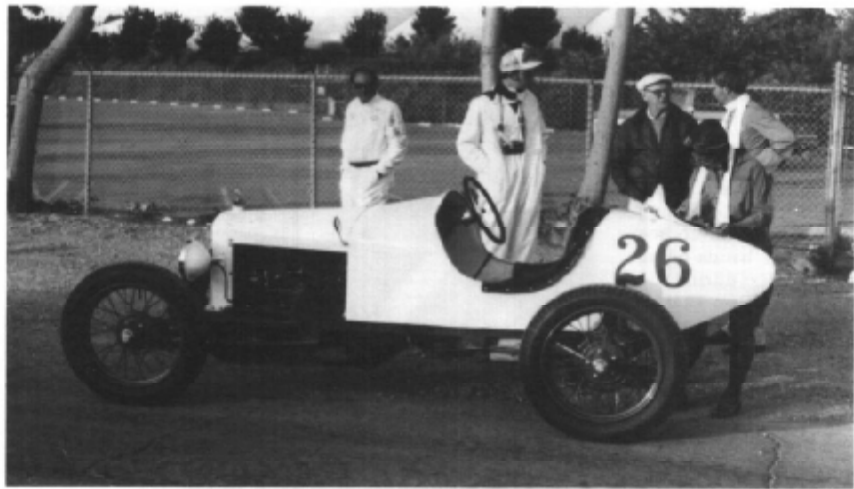
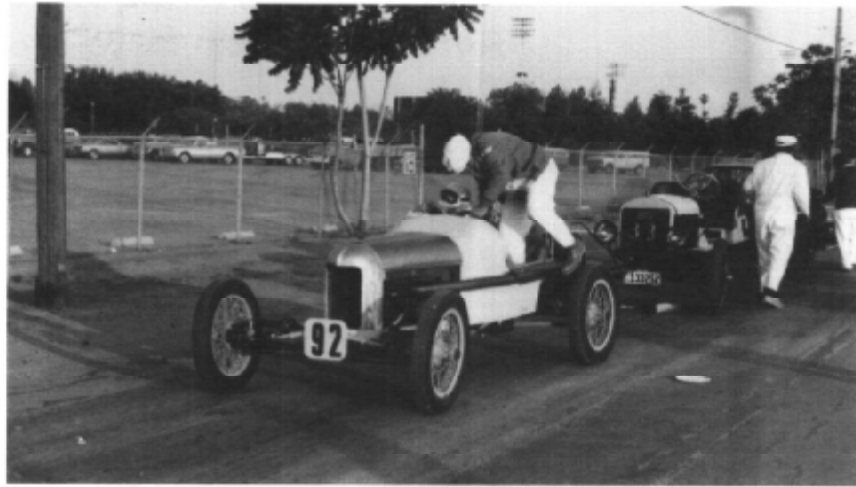


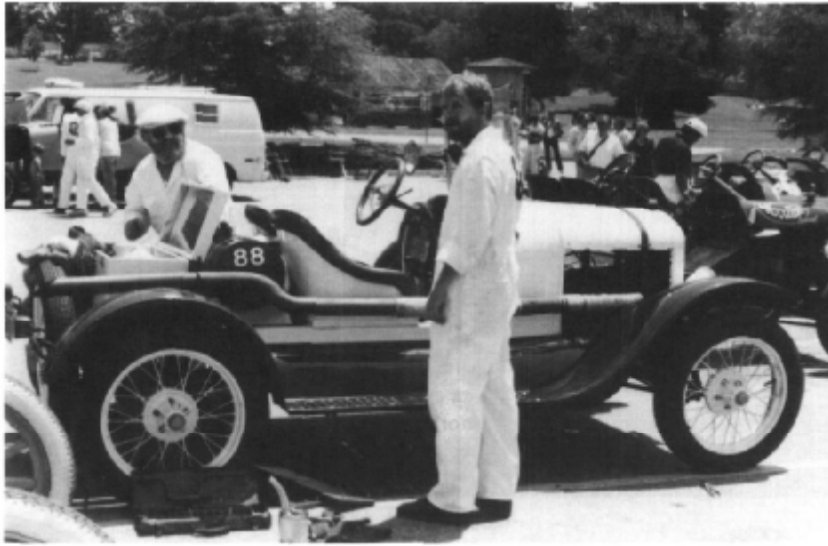
The 'look of power.' One look at the right side of this car prompt us to see just what was under that hood. Alas — deceit in its purest form. A car designed to strike terror in the hearts of the competition! Why, it ain't nothin' but a flathead!











These events are not without their problems. There's a lot of hill climbing involved and it is not unusual to see floorboards removed and bands being adjusted - even replaced - during the lunch break. This year's Run saw at least one broken crankshaft, out-of-gas situations along the road, as well as the usual flat tires and other typical Model T failings.

