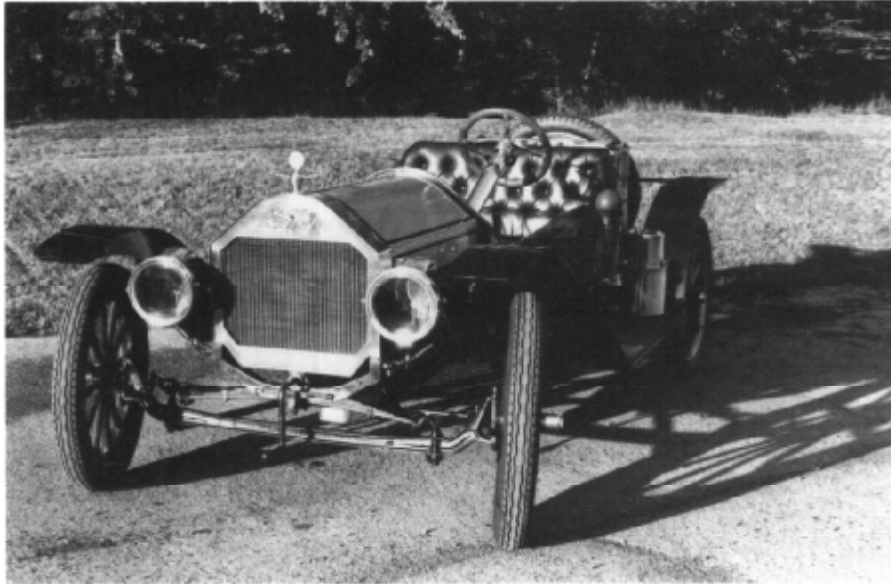


# A MODEL T FORD BEARCAT

BY DON BLACK  
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*Owned by Byron Bronk  
Provo, Utah*



What do you get when you cross a Mercer and a Model T Ford?

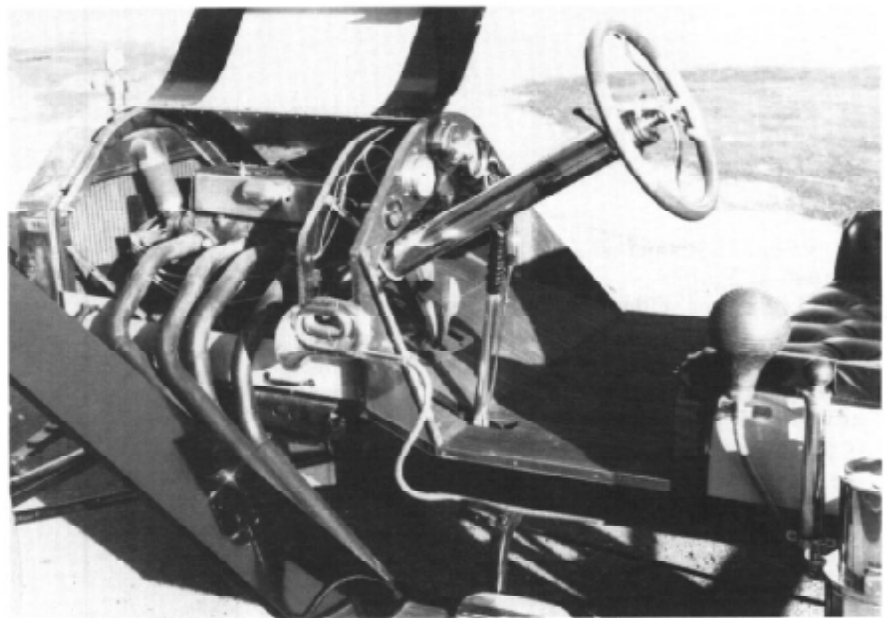
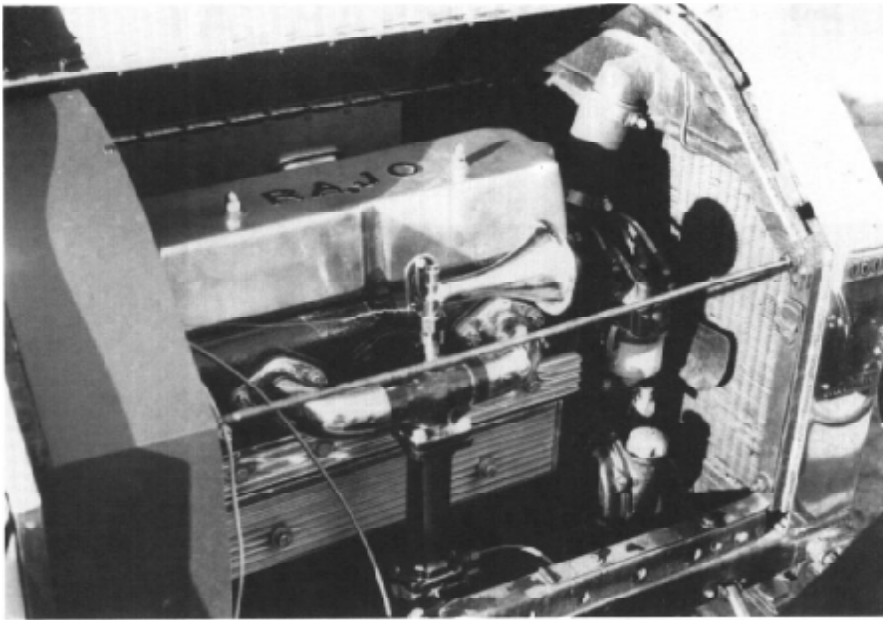
One of the added benefits of my work is occasionally traveling around this great nation, and when I get anywhere close to Model T irons I make it a point to make the detour and include any adventure that presents itself. Well, one such opportunity came up when I returned to the area of my previous residence and had the privilege of visiting an old friend and fellow member, Byron Bronk.

Byron built himself a speedster a few years back and I always felt it was one of a kind. No copy cat stuff here; the machine is in all reality a true early muscle car, both in appearance and in performance. It is one of those rare creations that sends off a positive signal to the beholder when viewed from nearly every angle. The massive hood and radiator, the huge fenders, the long and low steering column, and the powerful sound of its modified engine just "does something to you. Byron designed his car in the style of a Stutz Bearcat.

Here are some of the specifications:

Body Materials - 3/4 marine plywood main platform bolted directly to the body mounts (no rubber or webbing, and it doesn't squeak). The false frame under outside edges of main platform is made of 2x3 fir studs, capped with 1/8 masonite.





3/4 marine plywood dash, firewall, and running boards. The dash is veneered in walnut. 3/4 brass strap trim (1/8 thick). 2 by 8 rear platform with 1/8 masonite top between the trunk, tank, and seat back, and for the seat "skin." (Byron does not recommend this because he has had problems with cracking at the curves.) Aluminum hoos and fenders. Various brass sheet and tubing for the radiator, shell, steering column, brake lever, etc.

Color - Ditzler International School Bus Yellow main body parts and rims, black fenders and main striping, maroon wheels with black pin-stripes. Black chassis.

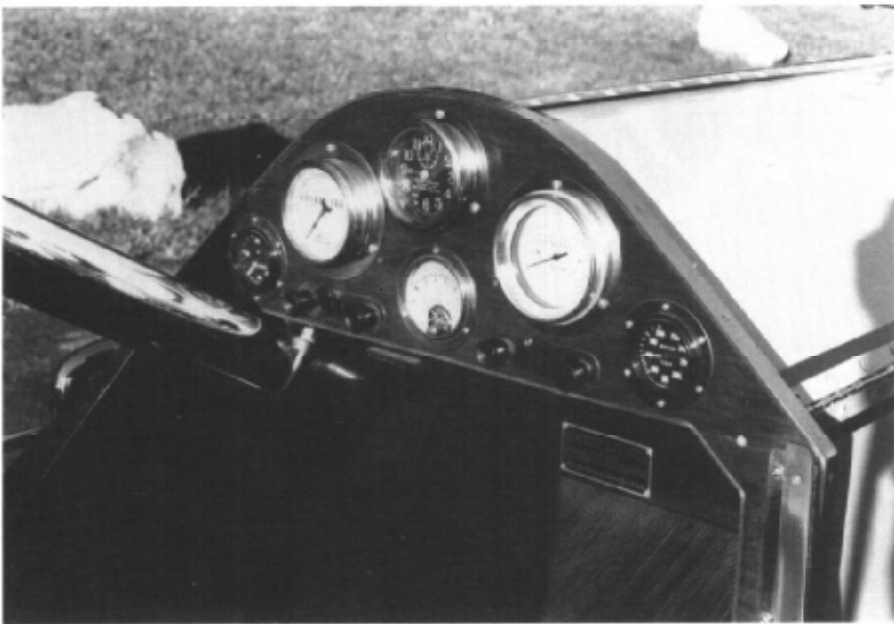
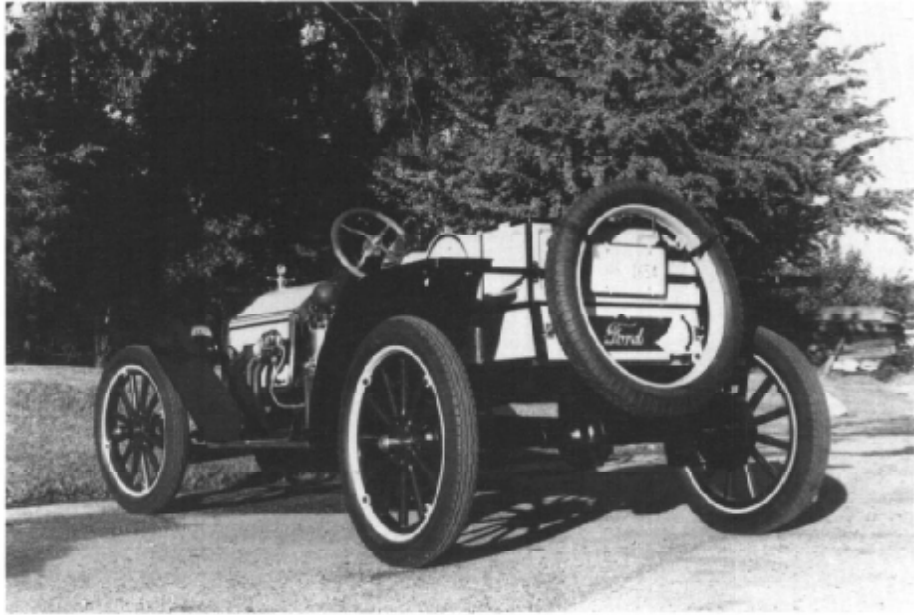
Upholstery - Black Naugahyde.  
Floor and Runningboard Covering - Black Sears carpet runner.

Instruments - Combination of old and new, adapted to dash-mount style.

Gas Tank - Early Dodge

Trunk - Viet Nam era surplus rocket ammo box.

Engine - Stock T, rebuilt with aluminum pistons. Rajo head, milled to the hilt. Large updraft Tillotson carburetor. (It has much more power with his Winfield SR-B downdraft but the clutch slips and it requires a fuel pump.)



Electrical - Bosch .009 distributor (Volkswagen, with centrifugal advance, adapted to replace worthless South American reproduction distributor setup.) Twelve volt battery in box on running board. No starter or charging system. ("So little current is drawn that I figure I'd be dead from windburn and tired butt long before the battery if I tried to drive far enough to discharge it.")

Exhaust Header - Custom four-into-one with hidden glasspack by Automotive Obsolete, Wayne Atkinson, Orem, Utah.

Chassis - Lowered 4-1/2 inches in front by using 2-1/2 inch dropped axle and a tired 1926

front spring. Rear: removed every other leaf from late eight-leaf spring, which allows the rear to sit even with the front. "Unfortunately this makes the car too loosely suspended and I plan to install friction shocks for control.

Chassis Accessories - No auxiliary transmissions, no auxiliary brakes (has 1926-7 large brake drums at the rear and these will easily slide the wheels). No auxiliary suspension ("Rides bad enough already!"). No auxiliary steering ("Why make a marginal system even worse?").

