TINKERIN TIPS

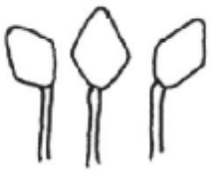
Tinkerin Tips is a regular feature section of hints and tips for the restorer. The newcomer to the hobby will find much of importance; the old-timer may yet have a bit to learn. **This Feature can only be continued if YOU will help to write it. Address all contributions to Ted Aschman. 214 Morningside Drive. Elizabethtown, KY 42701.**

THE LOWERED STEERING IN A MODEL T SPEEDSTER

Nothing enhances the aesthetic beauty and charm of a Model T speedster more than the lowered steering wheel and column. Sitting behinda near vertical steering wheel gives one the feeling he is truly a Barney Oldfield.

The means of lowering a steering wheel have been spread upon these pages on many occasions and it is probably best not to re-hash old topics. However, the lowering of a steering column is not without a few inherent problems.

First, the original firewall cannot be used, whether it be wooden or the later metal variety. The reason for this should be obvious. Second, with the lowered steering column, there is a decided interference with the three pedal...those things sticking up through the floor boards. Unless remedial steps are taken, the low and reverse pedal cannot be mashed to their extreme. If the steering column has a horn wire tube, about three or four inches of its lower end must be cut off and the reverse pedal heated and bent as shown in the drawing. Unless this is done, there is no way that the reverse bank can be used properly. As the steering column is not centered above the reverse pedal...it is a little bit to the left and toward the low speed pedal...some action must be taken here. It is a simple job-just heat the low pedal and bend it about fifteen degrees to the left. It will not clear the steering column. For the sake of symmetry, bend the brake pedal to the right the same amount. Now everything is copacetic and the three pedals can be used as Henry intended.



Heat and bend brake and low speed pedals as shoown above. Heat and bend reverse pedal as shown in B

Use the drawings shown as a guide for your particular situation. Dimension will vary with each speedster application, so don t button things up until you are sure it will work. Care and tenacity in this area will pay off with a properly coordinated speedster...one that will be a pleasure to drive and own. Just ask the man that owns one!

THE 3 to 1 RING GEAR AND PINION

In the years gone by, the 3 to 1 ring gear and pinion, as well as the now seldom seen 2 3/4 to1 ratio, were considered racing gears. These gears were a hot item with the speed merchants and any young buck with a few dollars in his jeans ended up with a set in his low slung speedster or skeeter. Now some sixty years later, the same thing is happening - only the young buck is now gray haired and the couple of bucks is close to two hundred.

With *plastic* in hand, you decide to take the plunge. Once the order is placed with your favorite parts vendor, you begin to prepare for its arrival and ultimate installation. You pull the rear axle assembly from beneath your pride and joy. The rear end is disassembled, neatly cleaned and placed in proper order on the work bench; all the time keeping an eye open for the brown UPS truck to come to a stop in front of the house.

After what seems like an eternity, the parts arrive. With the Ford Service manual turned to paragraph 594, the installation begins. By the time you reach paragraph 629, you are froth with joy. So what if the three hour and twenty-eight minute job took four days. After all, this was only the second time you had done the job and besides, you didn t have all the special tools that were suppose to make the job easier.

After a few spins around the block and a high speed cruise over on the parkway, it was back to the garage. A tour was scheduled for the following week and were you going to show your stuff and really *blow the doors off* the slow pokes that got in your way

The tour was anything but a success. You