



THE MODEL T FORD

ITS REPAIR, SERVICE, & RESTORATION

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From our readers...

Dear Dan,

I'm inquiring regarding the early 1909 T's that had the wide track option. Several years ago there was a July 1909 Tour-about in the flea market spaces at Hershey, PA, with the wide track axles that appeared to be an older restoration of an original car, it had the standard fenders and running board locations. My understanding is that pre-1913 wide track cars had frame brackets that mounted the running board and fenders two inches further from the frame. The tires on this 1909 came out to the edge of the fenders. My question is when did wide track Fords appear with the extended fenders and running board widths?

Eugene Maute, Elkins Park, PA

Dear Eugene,

My review of *Parts Book* changes shows that the date of January 1913 would be when Ford made the change to wide topped fenders for the 60" option. That way the standard width fender irons and running board brackets, truss rods, and running boards and splash aprons could be retained. So that means the sheet metal fenders, front and rear, were special. Assuming the 1909 you viewed was un-altered, the fenders should have been wide track, too.

This additional information, found on the internet, is by Rus Furstnow:

"Early versions of the wide track Fords (1909-12) had wider fenders, but these have the same appearing 6" wide top which can fool the casual eye, as the fenders are wider at the inner frame apron of the fender. The splash aprons and running board brackets were also unique, yet the fender line was smooth and appeared to "fit" together.

In 1913, Ford began to utilize the "standard" apron and running board brackets, necessitating the use of very wide appearing fenders which are 8" wide on the top, which makes it pretty obvious that those cars are wide-tracks..

These fenders extended beyond the standard width running board, making the car look somewhat ungainly."

Respectfully,
Dan Treace

Dear Dan,

I'm unfamiliar with and interested in the operation of the two lever, two-pedal Model T. I suspect I'm not the only one, perhaps you can explain in the next *Model T Times*. Thanks!

Mike Rein, Elgin, IL

Dear Mike,

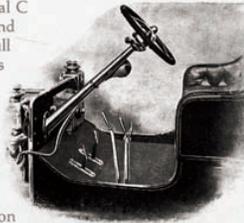
The first Model T Fords did use that rather different "two lever, two pedal" mechanism, which lasted only a short while, and many were converted to three pedals in use. Ford charged the owner \$15 for the necessary parts to convert to the common three-pedal control. Ford described the operation by Sales Booklet in this illustration.

Control

The system of control is especially devised for this Ford car. All forward speeds are controlled by a foot pedal, while the reverse is controlled by a hand lever. A second foot pedal controls the brake on the transmission.

To start the car, press pedal C slightly forward, throw the hand lever forward, press pedal C full forward engaging slow, then as the car gains momentum gradually release pressure on pedal and thereby throw into high speed. When it is desired to release the clutch to stop the car, it is not required to pull back the hand lever into neutral position as a pressure on the foot pedal releases the clutch and re-engages it when ready.

A second hand lever controls the emergency brakes. These brakes are of the internal expanding type, acting in pressed steel drums attached to the rear hubs.



Control

The basic control is similar to the three-pedal; the main exception is the reverse lever. Discussing the control with Milt Roorda (Odessa, FL) who owns the two-pedal Model T #337 in the following photos, he describes the event of backing up a two-pedal Ford as a 'wild ride'! As the Ford steering gear is simple gears and the narrow wheels have early spindles, the steering is very erratic when backing up. The wheels want to shimmy and throw your hands off the steering wheel. Similar is true with all Model T's, but the early ones are more susceptible.

Milt describes operating the car in reverse as needing 'three hands' - one hand on the steering wheel, one hand on the throttle, and one hand pulling back on that reverse lever! The reverse

band is the same as the three-pedal T, but instead of the power that comes from pushing your leg and foot to a pedal, holding the band tight to reverse, that power has to come from your left arm, pulling hard on the reverse lever to keep the band engaged tight to get reverse going.

The reversing action is very different than the three-pedal car; you can pull the reverse lever fully back when reversing. The reverse lever operates independently from, but on the same cross-shaft as, the emergency brake lever. The emergency brake lever only operates the rear wheel brakes. A unique two-step cam on the reverse lever shaft and a roller follower design allows the reverse lever to control high speed engagement, neutral, and/or reverse.

When the reverse lever is thrown forward, this allows for engaging the clutch or high speed. When the reverse lever is pulled straight up, that will disengage the clutch for neutral and, when pulled back fully, the reverse gearing is engaged.

It's no wonder that Ford changed the design, believed today to have been implemented after 500 - 750 Model T's were built, as it wasn't one of Henry Ford's 'better ideas'! And owners did change them, so finding original two-lever, two-pedal cars today is rare. The engine-mounted water pump on these early T's was discontinued after 2,500 T's were built.

Interested in seeing a two-pedal T? Car #220 is on display at the Piquette Avenue Plant in Dearborn, MI, and #337 is on display at The Model T Museum in Richmond, IN.

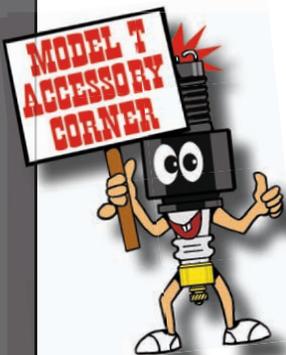
Regards,
Dan Treace



The reverse lever is positioned straight up in the top picture. Above, the roller follower is now in the lower cam step, indicating the clutch is released for 'neutral'. The clevis on the slow speed rod is provided for adjustment of the 'free neutral'.

The emergency brake lever only operates the rear wheel brakes connected to the red cross-shaft. The reverse lever (black hollow shaft) is now fully forward; roller follower is on the upper cam step, indicating the clutch is engaged for high speed. The reverse lever remains forward for high or slow speed, and pulled back for neutral and reverse. (Note the 'fishplate' reinforcement riveted to the inner frame rail, a running change to strengthen these early frames.)

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By Dan Treace
Technical Editor

Petcock Wrench

A handy tool for opening or closing the crankcase oil or radiator petcocks. The peg on the cup to hold the petcock handle is used to clear rust and residue debris in the drain opening.

