



THE MODEL T FORD

ITS REPAIR, SERVICE, & RESTORATION

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Hi Dan,

My 1919 Touring has Kelsey wood spoke wheels with the slots in them for the 'L' shaped clamps. The car presently has Hayes rims with the four lugs welded on. I have found the clamps but don't know what the demountable rims look like. How do the little clamps hold the rim to the wheel? I want to put on the correct rims.

Sincerely,
Arthur H. Cote
Boston, MA

Dear Arthur,

I have enclosed the Ford Service Bulletin for these wheels. Note the description of the rim, the (clip) is the single lug open at the top that is placed behind the felloe on the wheel. That 'clip' is near the valve stem hole. These rims are only for the Kelsey #88 wheel, with the felloe that has the four upset 'slots' or 'shoulders' as the Service Bulletin calls these slots or lug seats. One rim bolt will pass through the clip to prevent the rim from rotating on the felloe.

You should look for a plain clincher rim that has no welded on lugs in four places, just this single 'half lug' or clip near the valve stem hole. The rim will have a round bead (beading) on the outside of the rim for the lugs to grip. The Kelsey wheel is the #88. You probably have these style wheels, as Ford put them on cars from 1919 to 1923. When you fit the Kelsey lugs, the long leg of the lug abuts firmly to the upset slot or lug seat. A special flat face lug nut is used to secure the lugs.

Hope the pictures help you find the rims needed.

Best regards,
Dan Treace



Demountable Rims

We are using as standard equipment both Kelsey and Hayes wheels with demountable rims. These parts are not interchangeable.

The Hayes rims have the lugs attached and are mounted on wheels which have a slight depression in the felloe at each lug bolt.

The Kelsey rims have a clip which straddles the lug bolt nearest the valve hole in the felloe and there are no lugs attached to it. This rim is assembled with the beading toward the outside of the wheel which has a shoulder on the inside of the felloe at each lug bolt. The Kelsey lugs are installed with the long leg inside the felloe, firmly bearing against the lug seat on the rim as shown in Fig. 44.

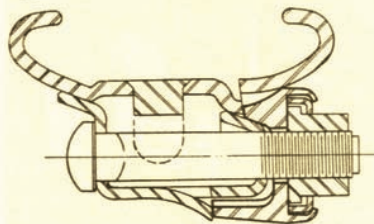


Fig. 44

When installing a rim it is very important that the nuts be drawn down evenly by turning each nut a little at a time, crossing back and forth across the wheel until all are tight.

Dear Dan,

Inquiring regarding the early 1909 T's that had the wide track option. Last October there was a July 1909 Tourabout 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 2" 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 Russ 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 that 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

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