September, 2012

Special Issue

1912 Ford

Model “T” Speedster

By

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Hi Builders,

This speedster build began to take shape in March 2007 with the building of the prototype body & the release of the Speedster Body Plans. The build had been put on hold several times in the past five years in order to locate needed parts and complete other more pressing projects.

Having completed the build this week (September 16-22, 2012), in time for its first parade and car show that will take place on September 29, 2012 in New Iberia, Louisiana during the annual Sugarcane Festival, Classic and Antique Car Parade and Car Show. The speedster will also accompany me to the Third Annual HCRB Meet taking place at the Cotton Ginning Fair in Dallas, North Carolina on October 12-14, 2012.

The idea of building this speedster originated while visiting a friend by the name of Roger Berens, while on vacation in Michigan in 2006. Roger wanted to give me a start on my speedster build by letting me have one of several Ford Model “T” frames he had for many years. Although there were many in the bunch that were in A1 condition, I could not transport a complete “T” frame back home because my truck cargo area was already full of wheels and other “T” parts I had picked up on the way to Michigan.

Knowing I wanted frame rails stronger than the standard “T” frame had, I compromised by salvaging choice front and rear cross members from a frame that had twisted side rails. That was actually the start of the build. Here is a brief list of components and original “T” parts I have located and purchased at swap meets to complete the build…

Salvaged front and rear Ford “T” Cross members

3” channel iron side rails

Early Ford “T” front axle, rebuilt

Early Ford “T” front spring and shackles

Shop fabricated front axle wishbone and hardware
Early Ford “T” differential, rebuilt and converted to open driveshaft
Driveshaft by Driveline USA, Lafayette, Louisiana
Early “T” rear spring and shackles (2 leaves removed)
Early Ford “T” steering column, modified steering shaft and coupling
Early Ford “T” Steering wheel with new wooden rim
70’s Chevy ½ ton truck non powered Saginaw steering box
All lights purchased on E-Bay and restored. Headlamps and T/L electrified
Ford Model “A” wire wheels with adapters, tires by Coker Tires
Rear wheel disc brakes, fabricated in shop
1984 Mazda GLC four cylinder engine (stock) stripped of not needed items
Mazda five speed transmission
Mazda radiator with electric fan cooling
Ford “T” touring running boards (cut to fit)
Rootlieb oval fuel tank
Rootlieb hood
Rootlieb Oval (monocle) windshield hardware, glass by Alamo Glass Lafayette, La.
Basic body from Open Aired Speedster Body Plans (in the Plans Pages of HCR.com)
Brass body trim by builder & good friend
Fenders by builder
Paint work by builder
Upholstery by Custom Interiors, Brian Theriot Owner, Breaux Bridge, Louisiana
She is a very smooth and strong runner, good stopping with disc brakes. Future plans are to add front disc brakes.
All photos taken at the
Longfellow-Evangeline State Historic Site
Renaldo Barnes Site Mgr.
St. Martinville, Louisiana

Photos…
Well Builders, it is time to close another chapter of building for me, at least for now, that is. This car will certainly see a lot of use in the years to come I’m sure. I would like to invite all that can make it, to join those who have already decided to attend 2012’s Horseless Carriage Replica Builders Meet at the Cotton Ginning Fair in Dallas, North Carolina on October 12th, 13th & 14th. Come join us and see for yourself the 1903 CDO, the Olds Light Delivery, Jimmy Woods Carriages, Everett Moore’s Carriages, my own newly completed 1912 Ford Speedster Replica. Make this the year to attend the HCRB Meet and share tips and ideas with other Builders. Ride or drive in the very popular Tractor Parade. If you don’t have a car, you can ride with another Builder. Don’t miss out on the fun, it only happens once a year….

CYA There…

Lee Thevenet

Acknowledgement: My personal thanks to Site Manager, Renaldo Barnes and the staff of the Longfellow-Evangeline State Historical Site for their hospitality and allowing me to do the photo shoot…