



## The Model T Ford Register of Great Britain



Founded in 1961 with encouragement from Lord Montagu of Beaulieu, the Model T Ford Register of Great Britain has about 450 members who each drive one or more Model T cars or trucks.

**Information, including a membership form, can be found on the Register's website - [www.modeltregister.co.uk/](http://www.modeltregister.co.uk/)**

Or contact the Secretary -  
Mrs J Armer. 195 Bradford Rd., Riddlesden,  
Keighley, West Yorkshire. BD20 5JR  
email: [JMA195@aol.com](mailto:JMA195@aol.com) Tel: 01535 607978

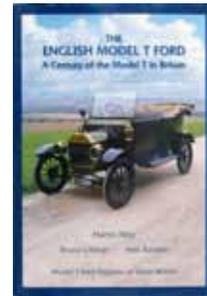
 Our **Facebook page** is the on-line meeting place and noticeboard for all UK (and other) Model T enthusiasts.

The Register's quarterly '**T Topics**' magazine is really excellent. Its 70+ pages have technical and historical articles, event details and reports, plus classified ads.

We are the main source (members only) of **new spares** in the UK, stocking a wide range of parts at prices which are unbeaten in this country.

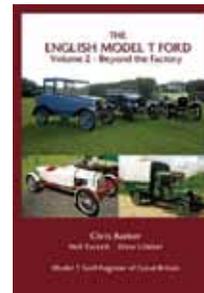
Our annual **autojumble** includes an auction of members' used parts, and sales of Register new spares at 10% discount.

A main activity is the organisation and running of '**Tours**' - events of one to three days where we drive our Fords on interesting roads to interesting places, usually stopping for coffee and lunch on the way.



The Register is very much aware of the historical significance of the Model T Ford. It has an historical **archive** and has supported the publication of books, notably two volumes of '**The English**

**Model T Ford**', one covering the Trafford Park, Manchester, factory models, and the other describing all the after-market conversions and accessories.



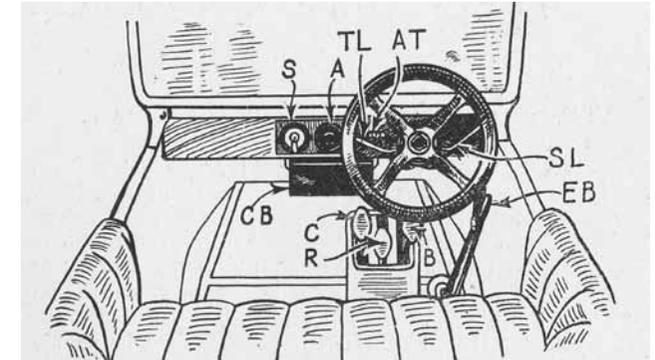
The Register provides support for the **dating and registration** of restored or imported Model Ts.



## Driving a Model T Ford

### Different, Not Difficult!

Driving a Model T is very simple. The gears are permanently in mesh, so cannot be 'crunched'. It's only tricky if you have already become accustomed to a modern car.



Like today's supercars, the Model T has multiple clutches - one for each gear.

The left pedal (C) engages the low gear clutch if pressed down, and the high gear clutch if fully released. Neutral is halfway.

The centre pedal (R) engages reverse.

The right pedal (B) is the brake.

The accelerator (TL) is a hand control.

The handbrake lever (EB) also engages neutral.

Low gear is used for starting and for climbing and descending steep hills. The pedal has to be held down. Maximum speed in low is about 16mph.

High gear is used for most driving, from about 10 to 42mph.

Model Ts have just rear-wheel braking.

Pre-1919 Model Ts have to be started using the hand crank. Later models have electric start.

Early cars had acetylene and oil lamps; later cars mostly have electric lights.

Only early cars were supplied with a speedometer.

# The Model T Ford

The 100-year-old car you can still use



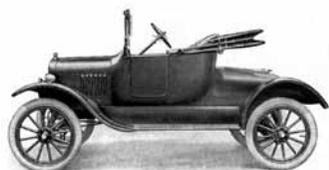
The Model T was launched in the UK at the London Motor Show in December 1908. Simple to drive and robust, it quickly became a best seller. By 1914, Model T British sales exceeded the next 5 makes combined, and by 1920, more than half the cars in the world were Model Ts. Production ended in 1927 after 15 million had been built, 300,000 of them in Ford's Trafford Park factory.



Model T Fords came in a variety of body styles, 2 and 4 seat open cars, 2 seat coupes, 4 seat saloons, Town Cars,

vans and 'Ton Trucks'. They all shared the same 20bhp 2.9 litre 4 cylinder engine and two-speed transmission.

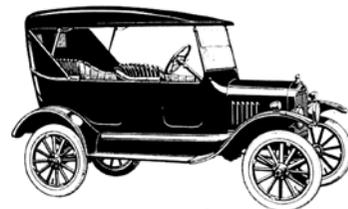
Cars can reach 42mph, but cruise at about 35mph. Changes were made during the 19-years of production, but many later parts can be fitted to earlier cars.



The original brass radiator was replaced by a larger black one in late 1916. 'Improved' cars from 1925 featured nickel-plated radiators.

The 'any-color-as-long-as-it's--black' era was 1914 to 1923.

By the mid 1920s, more advanced cars were available, and Fords – known as Tin Lizzies – were looked down on by



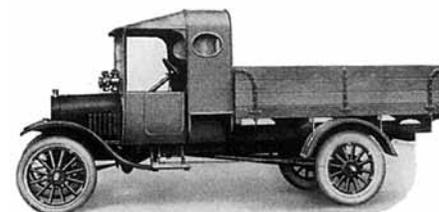
those with more sophisticated and fashionable cars. This attitude persisted until the 1960s when enthusiasts began to appreciate Model T Fords, and to restore and drive them again.



Nowadays, the Model T has had the last laugh. Unlike most of its contemporaries, not only can it usually be relied upon to take you where you

want to go, but if it stops, you know that it will be fixable, probably quite easily. With thousands of Model Ts still in use around the world, most spare parts are readily available.

Lots of people buy old cars. Some are bought to polish, some just to be seen in, some to tinker with, some to make money from – and some to drive.



**Buy a Model T** and you are the owner – or custodian – of a real piece of social and industrial

history. This is the car which 'put the world on wheels', the car which introduced millions of people to motoring and gave them freedom to see the world beyond their home town. The factories which built Model Ts set the standard for efficient mass production.

**Restore or Maintain a Model T** and you appreciate its simple straightforward design. With manuals and advice readily available, you can



revive or learn satisfying skills and processes which are no longer found in today's National Curriculum. You can even build a 'speedster'.



**Drive a Model T** and you – and the family – will enjoy motoring as it was a century ago (but without the dust). Contrary to some reports, the Model T is simple to drive, just rather different. Be warned though that you WILL get a lot of attention.

**Join the Model T Ford Register of Great Britain** and you will find like-minded enthusiasts who have also chosen not to buy a boring car, or one which is only good for polishing.