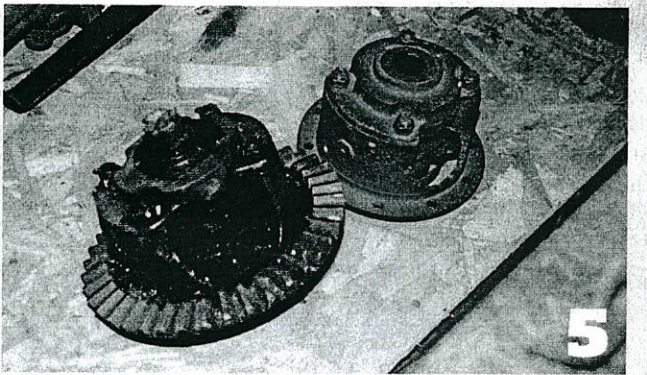


1. The body, apparently an original Morton & Brett, is identical to those sold by Craig-Hunt in the 1910s and '20s. 2. The 16-valve, SOHC Craig-Hunt head was one of the earliest efforts to improve Ford breathing. 3. Sprague steering gear was one of several period replacements for Ford's planetary system. 4. Steve had started a hand-formed replica of the Morton & Brett nose before finding this original. 5. Les Schubert of Calgary, Alberta, Canada, is a present-day Model T legend. He created these limited-slip differentials for the T rear axle a few years ago. 6. Not every aftermarket head was capable of taking advantage of Ford's Thermo-Siphon cooling, spawning several options for water pumps.



of the more popular names in Ford driveline accessories. Steve even has a Cronk sliding-gear conversion that replaces the Ford planetary gearset in its entirety, making the Ford drive more like its 1920s contemporaries.

Steve didn't mention what the plan is for brakes, though reproduction Rocky Mountain or AC brakes are pretty much *de rigueur* for street-driven Model T's these days. Some enthusiasts, then and now, opt for four-wheel brake conversions, either aftermarket or adapted from other manufacturers' parts.

Lastly, steering is another area where the Ford had room for improvement when high-speed use was considered. "Irreversible" steering boxes were popular even on non-speedster cars and Steve has a Sprague conversion on hand if he wants to use it.

The Ford speedster has a long and hoary history, and a purist can go just as deep into getting things right on a speedster as one would in restoring an all-stock 1909 two-lever car or a numbers-matching Boss 429 Mustang. We're looking forward to watching Steve's car come together, as it will undoubtedly be every bit as educational. ❁

