

FORD'S T-100 PROJECT

The Ford Motor Company will celebrate its 100th anniversary in 2003. As a part of the celebration they have manufactured new 1914-style Model T Fords. The number to be completed has not been determined as yet but the latest report we have received is that there are seven already done.

These are all-new cars, not restored originals. Other than some of the minor components, all parts have been newly manufactured by Ford or available on the market place through standard suppliers. Fenders, for instance, were made by Rootlieb. Brassworks made the radiators. The bodies were made in Sweden and can be had by anyone with the money to pay for them.

Engines, transmissions, rear axles, frames, steering column assemblies, and such were duplicated either from original drawings or existing original parts.

Other than the transmission parts, which have modern gear patterns, any part could be used to replace that same part in an original car. The transmission could also be used as an entire assembly (drums and triple gears).



The 2003 Model T Ford. The location here is at the Henry Ford Fairlane home.





The engine is all new. Where it differs from the original is in that it has a June 2003 casting date (this is a 100th anniversary car), has aluminum pistons and a counter-balanced crankshaft (made in New Zealand and of excellent quality, Ford found).



Even the transmission cover is new, as are the pedals. The firewall here is used for fitting and will be replaced with a finished one made by John Regan of Fun Projects.



The rear axle center housing is cast iron but the axle tubes were machined from a solid billet. When painted, other than being a lot smoother, it looks just like that used in 1914.





The steering column assembly is a bit nicer than the original. The column housing is made of two pieces brazed together.



The transmission parts are things of great beauty; far nicer than the originals. In operation the transmission seems better than the original.

The engine crankcase was the most difficult part to build. The original presses were destroyed years ago and this one had to be hand-made.



The chassis frames are new and absolutely perfect.



Note the counter-balanced crankshaft. These were made in New Zealand and can be had from most T parts suppliers for a bit over a grand.



Completely upholstered and topped body waiting for a completed chassis.



A group of bodies waiting for upholstery and tops,



Note the authentic oil leak from the valve chamber cover. No detail has been overlooked!