

1927 model T FORD ROADSTER RESTORATION

This being my first ever restoration job I new I had a lot of work in front of me .

I started by sending the repaired panels ect. To Master blaster to have garnet blasted and etch primed the chassis and panels all came up looking great I was very pleased with the result all the smaller parts I did myself in a cabinet blaster I purchase myself very handy machine as I found out later . I got to work on the Ruckstell axle , drive tube and front axle rebuilding them all .While this was being done I had the engine block rebored and new bearings repoured it came back looking brand new,aluminium pistons With hasting rings were fitted which I got from Snider's in America a great company to deal with parts never taking long to arrive here 9 days the longest mostly only 7 days. As today we cannot get the correct fuel for these older cars I decided to fit new stainless steel valves which made the engine look great. At this point I had the parts to start assembling front axel to chassis , rear axle fitted .engine in and connected to drive tube things were starting to take shape next came the fire wall ect. As T model fords have a lot of wood in them I was able to get a pattern from a friend at Riverton so a lot of wood work skills have to be done. With the wooden top part chassis fitted then came the fitting of front seat and rear tub and boot section this became a very trying time as nothing would line up. After a lot of frustration, Heather my dear wife came to the rescue was standing at the back end and said to me come back here and have a look should that front axle be lower on the drivers side than passengers side I said you have just found my problem in the process of assembling I had to shift the whole vehicle to get more room to move around it and one jack stand had its bolt fall out once I re leveled every thing fell into place . Now came the task of picking a colour we did not like Henry Fords colour being black so we decided on Cootamundra and much to our surprise it looks great and many people also like our choice. After painting came the task of fitting of all the newly reknickeld bumper bars ,windscreen supports ect, at this stage it was all really looking great I was very excited about it all . with all the new wireing in place it came the time for the first start up so in went the fuel and checked every thing out that all was in order, hit the starter and on the 3rd compression it started ,HEY PRESSTO, what a moment this is to live in ones life time to completely restore a car of this age and to perform this way .It almost says thankyou (I am alive again,so lets enjoy our time together).

Story by Gilbert Haywood on his 1927 Model T ford roadster restoration.