Model T Chuck Wagon –*Lazy Lizzie's Kitchen*

The East Valley Model T Ford Club
Mesa, Arizona

The Seed

Mar 2007
"We sold a lot of hot dogs and sodas at our club yard sale"

" I know a club that sells refreshments at their swap meet"

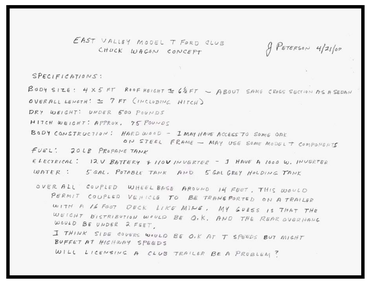
" I know a club that has a grille trailer for their tours."

" I have a T era axle unit in New Hampshire"

The seed has been planted

April 2007
" Here is a design concept that several of us have been talking about."

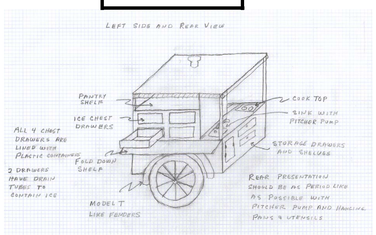
The Specs

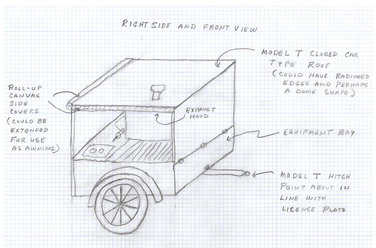

EAST VALLEY MODEL T FORD CLUB
CHUCK WAGON CONCEPT
J PETERSON 4/25/07

SPECIFICATIONS:
BODY SIZE: 4'X5 FT RANGE HEIGHT 7'-6"FT ~ ABOUT SAME CLOSED CAR AS A SEDAN
OVERALL LENGTH: 12 FT (INCLUDING HITCH)
DRY WEIGHT: UNDER 600 POUNDS
HITCH WEIGHT: APPROX. 75 POUNDS
BODY CONSTRUCTION: HARDWOOD - I MAY HAVE ACCESS TO SOME OAK
ON STEEL FRAME - MAY USE SOME MODEL T COMPONENTS I
FUEL: 20LB PROPANE TANK
ELECTRICAL: 12V BATTERY & 110V INVERTER - I HAVE A 1000 W. INVERTER
WATER: 5 GAL. POTABLE TANK AND 5 GAL GRAY HOLDING TANK

OVER ALL CRUTCHED WHEEL BASE AROUND 14 FOOT, THIS WOULD PERMIT CRUTCHED VEHICLE TO BE TRANSPORTED ON A TRAILED WITH A 16 FOOT DECK LIKE MINE. MY GUESS IS THAT THE WEIGHT DISTRIBUTION WOULD BE O.K. AND THE REAR OVERHANG WOULD BE UNDER 2 FEET.
I THINK SIDE ROADS WOULD BE O.K AT T SPEEDS BUT NIGHT BUFFET AT HIGHWAY SPEEDS
WILL LICENSING A CLUB TRAILER BE A PROBLEM?

The Sketches

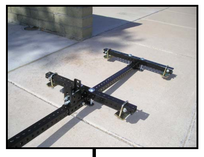


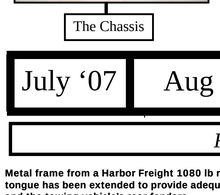


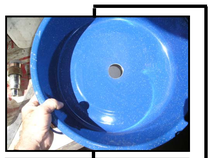
June 2007
" We've talked about this long enough—Let's go"

The Results

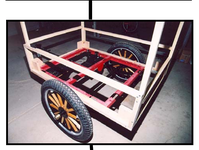
Construction hours	1000
Indirect hours	500
Purchased materials	$2500
Contributed materials	$1000
Deferred honey-do hours	classified
Lost nap hours	many
Lost tour hours	none (the tours must go on)


The Hitch


The Chassis

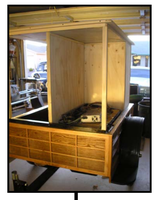


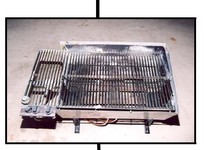

The Water System


The Frame


The Icebox


The Roof

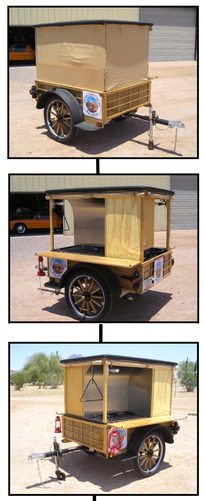


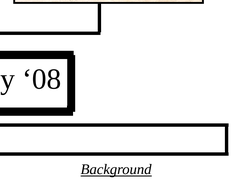


The Grille


The Test Run—May 18, 2008


The Results





Features, Specifications, Construction Details

Metal frame from a Harbor Freight 1080 lb rated bolt-together trailer. The tongue has been extended to provide adequate clearance between the trailer and the towing vehicle's rear fenders.

Model T ford front elliptical leaf springs mounted longitudinally.

Solid square axle from an original Model T Ford trailer.

Model T Ford wood spoke wheels with 30 x 3 ½ demountable rims and tires.

Model T Ford rear fenders, modified to remove inner flare.

Structural framework of ash and oak.

Side panels, front and rear gates are grille-style, made of oak and are representative of depot hack sides.

Member designed and built icebox with ice placed in the bottom to help maintain low center of gravity. A 12 volt circulating fan aids in cooling. Box is insulated with 2" rigid foam insulation, oak faced doors and vintage style hardware.

Storage compartments are located over the icebox, over the rear burners and below the rear deck.

Water to the round, granite-ware sink is provided by a 12 volt automatic pump.

At the rear is a two burner, slide-out, 28,000 BTU gas range top with accessory griddle.

Water is provided from a 6 gallon fresh-water tank and captured by a 6 gallon gray-water tank. Ice melt water is also drained into the gray-water tank.

A 20 lb propane tank, 12 volt battery, 1000 watt power inverter and fire extinguisher are stored in the lower front compartment.

120 volt task lighting is located over the sink, rear range top and grille.

The 60,000 BTU gas grille includes a 12,000 BTU gas side burner for pots. Grille has stand-off shield all around the burner area as well as stainless steel on top and sides, also stood off from combustibles.

Construction of the top is similar to a Model T closed car top with fiberglass batt insulation between the underside aluminum facing and the cobra-grain vinyl fabric of the top.

Tilt-down work counters along both sides are supported in the down position by rubber bumpers mounted on the fenders and in the closed position by screen door safety hooks.

12 volt power outlets are provided at the front and rear as well as a 120 volt duplex outlet at the front.

Removable canvas sides are supported by steel rods hung on cup hooks. The canvas is held tight by turnbuckle fasteners attached to all four corner posts.

Driving lights and turn signals are operated by a steering column mounted, driver activated, remote control, powered by the on-board Chuck Wagon battery.

The trailer hitch is member-designed and clamps to the Model T frame in five places. It is designed to be a "universal" hitch which can be removed from one car and installed in another in minutes.

Actual weight is about 750 lbs . Tongue weight is approximately 50 lbs.

All the work was done in-house by eight members of our club with complimentary skills.

The Design/Fabrication Team

	Contribution	*Background*
Bill Allen	Running gear restoration Chassis framework Water tank installation Grille framework	Retired masonry contractor Bricklayer/mason Auto restoration
Joe Fellin	Structural wood framework Tongue extension Roof Canvas side curtain installation Club logo Wireless turn/tail lights, stoplight Grille backsplash Timeline chart	Retired engineer Model T restoration Photography Creative writing
Austin Graton	Original concept Running gear restoration Gas grille assembly Heat shielding Gas line hookups Wood finishing Grille backsplash Cabinets Specifications Registration	Retired military officer Covered bridge restoration Timber framing
Harold Hall	Depot Hack style body side panels (design & fabrication)	Retired baker/bakery owner Wood craftsman Model T restoration
John Peterson	Conceptional design/specifications Steel frame modifications Icebox design & fabrication Canvas side curtains Gas grille construction Timeline chart	Retired electronics engineer Design/building equipment (semiconductor manufacturing) Model T restoration
Dolores Stolinski	Canvas side curtain design/fabrication	Housewife Quilt maker
Ed Stolinski	Interior & exterior cabinetry Sideboard & fender installation Canvas side curtain installation Major system assembly	Retired auto body shop owner Wood craftsman Model T restoration Humorist
Dave Veres	Model T hitch assembly Sink design/fabrication Plumbing/water system fabrication Canvas side curtain installation Grille heat shield Materials/supplies sourcing Timeline chart	Retired mechanical engineer Equipment engineering Model T restoration

The *EVMTFC* graciously thanks all members and friends who contributed ideas, suggestions , materials and financial support to allow the Chuck Wagon project to be completed.

Lynn Graton — Winner of chuck wagon naming contest

July '07 | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | July '08