

# Certificate of Authenticity

## Floor Board Trim Plates (1909-1917)

The early 1909 two lever car used a different type of floor board trim plate than the later 3 pedal car. These early plates were essentially individual trim rings around each pedal slot similar to the lever trim except that the pedal trim was split into two halves to fit the upper and lower floor board halves. The 2 pedals used the same plates for both pedals. The upper plate was part number 3630 and this part number was retained and used for the upper one piece plate on the later cars. The lower plate was part number 3632 and this part number was retained and used for the lower one piece plate for the later cars. The lever trim plate was part number 3633 and this part number was retained. The original individual plates were adopted on 2/29/08 and there were 2 of each used per car. Factory records indicate that on 12/24/08 the design was changed to a brass stamping made from #11 Gauge solid brass (.0907 Thick). The factory records and the August 1, 1909 parts book show a quantity of 3 of each of this plates as being used on the 1909 car. This would appear to have been the plates used for the first cars and perhaps those 2 lever cars converted to 3 lever later. The more familiar one piece 3 slot trim plate was adopted on 2/23/09. The floor board trim plates that are covered in this certificate are of this later one piece type for the 3 pedal car. The research presented here is through 1917 only.

### **3630 - Floor Board Forward Plate for Pedals**

Adopted on 2/23/09 this plate was fabricated from 11 Gauge Solid Brass. It was simply a flat punched plate with 3 slots and 8 Countersunk mounting holes. Its purpose was both as a trim plate and as a structural reinforcement of the floor board which is very weak around the slots. The earliest mounting screws were #9 x 1/2" long Brass French Head Wood Screws. A French head screw was simply a polished oval head slotted screw as we know it today. The plates were highly polished as were the screw heads. On 6/25/10 the trim plate material was changed from brass to #13 Gauge cold rolled steel. The plates were coppered, brass plated and polished to an "extra good finish". The mounting screws remained unchanged. On 2/17/11 the brass plating was changed to black enamel and the screws changed from brass to blue steel. The screws remained dimensionally the same. There is evidence that the new steel plates were mounted with remaining stock of brass screws for a time. On 9/30/12 the mounting holes were changed to remove the countersinking and the screw changed to a #9 x 5/8 Blue Steel Round Head Wood Screw which remained the mounting screw for the #13 Gauge Steel Plates. On 2/17/17 the Plate had lugs added on each end at the bottom to help line up the upper and lower plates. On 3/8/17 the lugs were modified slightly in that the lugs were now straight rather than beveled and the overall height of the plate was reduced by 1/16". On 4/18/17 a major design change occurred that changed the material from #13 Gauge steel to #20 Gauge steel and the plates were now held down with nails. The nail hole pattern was different than the previous screw hole locations. The nails were #15 x 3/4" flat head steel. The #20 steel was to be obtained from fender scrap or body scrap. The nail holes in the plates were 7/64 dia. On 5/23/17 the nail hole pattern was changed to be the same as the previous screw hole locations on the early '17 thick steel plates. This change was to allow the old hole guide location tooling to be used with the newer plates. On 9/5/17 the dia. of the nail holes changed to 1/8" to help prevent breakage of the punches that were used in making the nail holes in the plates. The last record of change for 1917 occurred on 9/10/17 and specified that plate was to be used for 1918 car.

### **3632 - Floor Board Rear Plate for Pedals**

This plate followed #3630 for all changes outlined above.

### **3633 - Floor Board Plate for Side Lever**

This plate also followed #3630 for all changes outlined above.

### **Reproduction Parts Notes:**

3630/32/33E1 Brass Plates and Screws are supplied in unpolished solid brass and must be polished by customer.

3630/32/33E2 & 3630/32/33E3 Plates are supplied in black gloss powder coated steel. The steel mounting screws supplied are zinc plated to prevent rusting but can be dipped in gun bluing to obtain the correct final finish for these parts.

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