



Editor- [Paul Gierow](#) with assistance of [Bill Robinson](#)

Be sure to visit our club's website

<http://tennesseets.weebly.com/>



Greeting's Model T'ers,

What a year it has been. Vandy and I have been all over the country doing Model T stuff. Recently, we returned from the Covered Bridge Tour in Rockville, Indiana, with a detour directly across the state to Richmond for a MTFCA board meeting. We are headed to the Smokie's the first of November for some of the most beautiful roads and views you will ever see. There are many great tours to participate in across the country. We have seen more of this country through the windshield of a Model T than I ever thought possible. There is no reason to let your car sit at home in the shed. Touring your Model T is a great way to spend time together, with your family, and see scenery that you would never notice driving down the interstate.

We have been touring, and having a wonderful time, with many of our Tennessee T's friends. It's always good to see everyone but, on the same note, I'm sorry I couldn't get a Tennessee T's tour together this year. I will try my best to do better next year. I have had several people mention their interest in helping with a tour, that would be great. If you have a tour, that you would like to plan, please let me know, and we will do everything we can to help put it together. We, as a group, need help from everyone with tour plans. This can't be just a few people involved in planning all the tours. In the past, we have had others that planned great tours for the club but, unfortunately, most of them have gotten too old to help or have passed away. Believe me, I know life gets busy but, with your help, we can make this work for everyone.

Be watching for the Christmas Party Flyer. I hope to see a lot of you there. Please mark your calendars for Saturday, December 2, 2023, 3:00pm till.....

As I look out and see one of my cars sitting outside my office window, I think how fortunate I am to live in an area where I can drive my cars to work. Someone was telling me just the other day, they had no place to drive their car but just around their neighborhood. How sad. People are constantly stopping and taking pictures as I look out the window. I'm always thinking to myself how much fun it is the share the Model T and its story with others.

Happy T'ing, Ricky

# Club Officers

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**Chaplain-** Don Demio  
From Tennessee



# Tours and Events

Contact Ricky Williams, our club President, if you have a tour or event planned to be sure the date is still open.

Date	Event (Tennessee T's events are bold)
➔	<b>Note: contact the event host before making plans to attend.</b>
December 2, 2023	Tennessee T's Annual Christmas Party, Natchez State Park
59th MTFCA Annual Meeting	Oklahoma City, OK March 21-23, 2024
<b>Winter Sometime ?</b>	<b>Nobody will Commit Tour, Somewhere near Stella TN</b>
Homecoming at the Model T Museum	Richmond, Indiana June 1, 2024

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**The Tennessee T's club** is a member of both the MTFCA and the MTFCI. Most of our members are also members of both associations that help preserve our hobby and our historic old cars.

## Chaplain's Report October 2023

By Don Demio, Tennessee T's



There were Sympathy cards sent on 5/5 to Jenni Whitehall after the passing of Key Nye and on 9/16 to BJ & Casey Miller after the passing of BJ's dad Ron Miller. Additionally a Get well card went out on 9/25 to Carolyn Williams after she had a bad fall.

Should you experience or become aware of one of our members experiencing a death in the family, hospitalization or serious medical issue, please inform one of our club officers if you wish us to support you.

### John 8:32 (KJV)

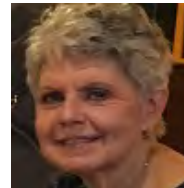
**And ye shall know the truth, and the truth shall make you free.**

Jesus himself is the truth that makes us free. He frees us from the consequences of sin, from self deception, and deception by Satan. Jesus does not give freedom to do what we want, but freedom to follow God. As we seek to serve God, Jesus' perfect truth frees us to be all that God meant us to be.

## Treasurer's Report

### The Money Bucket

submitted by **Connie Plank**,  
Club Treasurer



Starting Balance (06/01/2023)	<b>\$8,304.09</b>
Total Deposits	\$0.00
Total Expenses *	-\$20.46
Ending Balance - (09/30/2023)	<b>\$8,283.63</b>

**\* Total Expenses**

TN SOS Annual Report

\$20.46

## Model T Ford **TRIVIA**

What were the day-work hours for the Ford factory employees and when and to what hours did it change?

answer on pg 12

Here are a few Pictures of our Members out and about enjoying driving our Model T's



Always Fun giving the Family a Ride



Another Successful Aircraft Landing and T Pick up on the Farm. Both Black Paint options



Nashville Creamery Visit



July 2023 Mini Tour Route check-out with Bill, and Phillip



Fall Cotton Harvest at Dead Dog Hill in North Alabama

Mark your Calendars for the:

# Tennessee T's Annual Christmas Party



**WHEN:** Saturday, December 2nd, 3:00 PM 2023

**WHERE:** Pin Oak Lodge Natchez room at the Natchez Trace State Park.

Call 1-800-250-8616 or 731-968-8176 to reserve a room overnight.

**FOOD:** As we have done the past couple of years, we will be eating the buffet at the state part after our Christmas party and business meeting. Buffet is on an individual basis. You will be responsible for your meal and tip. The Club will take care of the meeting room expense.

**GIFTS:** As always, we will play the ever popular "Dirty Santa" gift exchange. So bring a \$15.00 men's/women's gift as appropriate.

Set your GPS for: 567 Pin Oak Lodge Rd, Lexington, TN

Driving Directions: From I-40, take exit 116. Follow TN-114 south (approximately 7 miles) to Pin Oak Lodge Road. Turn left and follow to lodge. It is well marked.

RSVP: [rwilliams@humboldtministorage.com](mailto:rwilliams@humboldtministorage.com) or if you had rather call or text (731)618-0207. We need to get an accurate count for food. Please help me get the word out to anyone that doesn't have email.

**NOTE:** This year we will be in the smaller room to the right of the entrance with the fireplace we have always had before.

**2024 Dues:** Please be prepared to pay your 2024 Tennessee T's dues. Dues are due by January 1st 2024, \$20.00  
What a bargain!

## Chickasha Swap Meet – March 16-18, 2023

(submitted by Paula Gember)

Debuting in 1991, Chickasha's Pre-War Auto Swap Meet was once one of the largest pre-war swap meets in the world. At its peak, it featured more than 1,000 vendors from multiple countries and offered the largest selection of brass era parts that could be found anywhere. It is still held annually the third weekend in March at the Grady County Fairgrounds in Chickasha, Oklahoma.

Although vendor numbers have dwindled considerably over the last few years, it still draws many die-hard early car enthusiasts, including several members of the Tennessee T's.



Dom D, David Miller, Mark Gember, Dennis Plank, Gary Wheat, George Akin and Ricky Williams all made 10-14 hour treks from Tennessee and Alabama to Chickasha, Oklahoma to attend the swap meet.



## Moonshine Mike's- Plans

by Phillip Lee

Moonshine Mike was looking up at the mountains as he was finishing washing the “T”. The final part of cleaning the smell of polecat off the “T” was to douse water on the engine to wash the “mater” juice off. Moonshine Mike opened the hood, dipped the milk bucket in the creek and dumped the water on the engine. OOPS, the cover for the coils was still part way off and water got all down in the coil box. Moonshine Mike smacked himself on the side of his head and knocked his coonskin cap off and it went floating down the creek and he stood there watching his new coonskin hat float off down the creek. Saying to himself, “Dang it Ma, if you had left me alone I would not have done these dumb things.” Ma always gets the blame for Moonshine Mike’s errors in judgment.

The next morning Moonshine Mike removed the corn shucks and used a couple of old rags to finish cleaning out the coil box and put the coils back in. The old “T” started with a sputter but ran good enough for Moonshine Mike to head out to the “still” to make a run of “shine” to take to Turtle Dip Roadhouse. When Moonshine Mike got out on the dirt road he had problems keeping the “T” in the middle of the road. Every time he got up any speed the “T” wobbled and darted to the right and then to the left. He had to drive real slow, but he finally made it to his “still” and got started running a batch of “shine”. Moonshine Mike did not know much about fixing the “T” but he knew he could not make the run to Turtle Dip Roadhouse because if Sheriff Josia caught sight of him he would not be able to out run the sheriff.



A wet coil box ain't good!

With having to drive slow, Moonshine Mike was late getting home from the “still” that night. Ma said, “You late fer supper again. What happen this time?” After telling Ma about how the “T” was driving he said, “Ma, recon I need to take the “T” to Trader Jim’s tomorrow and see if he knows how to fix it soes I can outrun your old boyfriend if he sees me with a load of “shine.” Ma replied, “Mikie, you’re still not over me going to that shindig with Raymond before you and me got hitched to the same wagon.” Ma called him Mikie when she wanted to jab him a little. Moonshine Mike shrugged his shoulders and walked out of the house knowing that he was once again in a losing argument.

Bright and early the next morning after Ma fixed him breakfast of fried eggs, ham, red-eye gravy and biscuits, Moonshine Mike headed to Trader Jim's. It took him much longer than usual because every time he got up some speed the "T" started wobbling and darting side to side. When he finally got to Trader Jim's, Moonshine Mike got Trader Jim to look at the "T" and tell him how they could fix the problem. Trader Jim looked at the front of the "T" and said to Moonshine Mike, "Mike, looks like somehow you got the front axle all out of kilter. How did you do that? No, don't tell me. We need to take the axle off so we can make it straight again." Moonshine Mike asked, "Jim, how are you gonna do that?" Trader Jim replied, "Not me, Mike, you are gonna do the hard parts, so let me get you started. Now take the "T" around back, get your jack out and start by jacking up one of the front wheels and get my jack and do the same for the other front wheel."

Moonshine Mike jacked up both sides of the "T" and Trader Jim showed him how to stack blocks under the frame so he could take the jacks out and how to start getting the axle out by removing both front wheels, disconnecting the steering stuff and taking the bolts out of the spring shackles. After about an hour or so Moonshine Mike finally got the front axle removed and went in the back door to let Trader Jim know the axle was removed. They both went back out and Trader Jim said, "Now, Mike, I will hold the axle on these two stumps and you get that great big mallet over thar and bang it hard as you can right smack in the middle of the axle."

After Moonshine Mike banged the axle a few times, Trader Jim took a straight board and compared it with the axle and exclaimed, "Mike, looks to me like you got it about as good as we gonna gets it. Now you put it back on the "T" while I go back up front and help the Injun finish loading up a wagon with hog feed."

Running Waters saw Trader Jim walking around the corner and said "Pale face say me move too slow, now me no put hog feed on wagon. You load, me rest." Trader Jim said, "All right Injun but don't rest long. Somebody has gotta unload that truck load of horse feed that just got here. You know how John is, he doesn't want his "TT" sitting too long. He always says he is not making any money when his truck is not rolling."

Moonshine Mike was having lots of trouble getting the front springs spread so he could get the shackle bolts back in. Trader Jim came back to see how Moonshine Mike was progressing. Trader Jim said, "Mike, looks like you can't figure out how to get them bolts back in. I just got one of them new fangled spring spreader and now is a good time fer us to learn how to use it." After some bruised fingers and a few words not fit for female ears, they got the shackle bolts in and Moonshine Mike finished putting the steering stuff back on along with the wheels.



## Moonshine Mikes continued adventures...

Trader Jim said to Moonshine Mike, "Now drive it about 10 feet on the dirt and we can look at the tracks of the front wheels to see if we need to do anything to make the wheels run right." After studying the tracks Trader Jim said, "Looks like we need to make the tires point out a little." Pointing under the "T", Trader Jim said, "Mike, see that bolt, take it out and turn that end in one full turn and we can check it again." After looking at the tracks again Trader Jim said, "Mike, now you can head home and see how it does when you speed up. And don't forget that you owe me some "shine" for my help and you using my tools."

Moonshine Mike replied, "Sure nuff, Mike, I'll get you some extra next time I bring you a load. Do you and Running Waters want to meet at the hunting lodge for a few days next month with me and the bunch?" Trader Jim replied "I will check with the injun and the others when they stop by for supplies. All of them usually stop at least every couple of weeks. We can meet at that big tree with the great big face at the end of the road. When you wanna go?" Moonshine Mike scratched his head in thought and said, "How about we meet there three weeks from tomorrow and plan to stay fer a week or so?" Trader Jim said, "If they all agree, I will let you know when you bring my "shine" in two weeks."

Off down the road went Moonshine Mike. When he got the "T" up to a good speed he said to himself, "Man this thing is running as smooth as Ma's new pedal Singer sewing machine I got her last year for Christmas."

It was just past dark when Moonshine Mike got home and Ma was ready to put supper on the table. When Moonshine Mike walked in, Ma hollered for the kids to come in for supper. When they were all settled at the table, Pa said to Ma, "Me and the boys plan to go to the hunting lodge for a week or so in three weeks from tomorrow." Turning to Junior, Pa said, "Junior, you are big enough to go with us so be sure to do some target practice with your 22 cause I expect you to show the others how to knock a squirrel out of a tall tree."

Junior beamed with delight, "All right, Pa, I'll show them how to knock a little ole squirrel out of any big tree!" JJ asked, "Pa, can I go too?" Pa said, "Not this time JJ, but you will be big enough purty soon." Turning back to Ma, Pa asked, "Ma, do you think you want to get your Ma to come stay with y'all while I am gone?"

Ma said, "Yep, I think I will. I have not got to see my Ma much this past year and the kids will enjoy having their Grandma here, too. Ever since her third husband kicked the bucket, Ma has been kinda down and a week with us might brighten her up a mite."

## Moonshine Mikes continued adventures...

Moonshine Mike said, “Ma, just try to keep her away from my “shine”. Last time she was here she drunk up a weeks worth of profit. Not that I care if she sips a little, but sipping is one thing, she don’t just sip, she guzzles when she thinks nobody is looking.”

Moonshine Mike looked around at the family and said, “Then it’s settled, me and Junior will be gone hunting if all the boys agree. Sure look forward to spending some time at the hunting lodge that Running Waters showed us how to build.” Then thinking to himself, “Boy, I sure hope things go better than they did last time we went a huntin.”



# What is your Model T's Production Number?

## Ford World Production

YEAR	MODEL	AVERAGE PRICE RANGE	TOTAL YEARLY PRODUCTION	ACCUMULATIVE TOTAL
1903	A & C	Runabout — \$ 850.00 Tonneau 950.00	1708	1708
1904	B & C	B-Touring 2000.00 C-Tonneau 1000.00	1695	3403
1905	F	Touring 1000.00	1599	5002
1906	K, N, R & S	K-Touring 2800.00 N-Runabout — 600.00	8729	13731
1907-08	K, N, R, & S	K-Touring — 2800.00 N-Runabout — 600.00	14887	28618
1908-09	Model T	Touring — 850.00	10660	39278
1909-10	Model T	Touring — 950.00	19051	58329
1910-11	Model T	Touring — 780.00	34858	93187
1911-12	Model T	Touring — 690.00	76150	169337
1912-13	Model T	Touring 600.00	181795	351132
1913-14	Model T	Touring — 550.00	218324	569456
1914-15	Model T	Touring — 490.00	326933	896389
1915-16	Model T	Touring — 440.00	534108	1430497
1916-17	Model T	Touring — 360.00	785063	2215560
1917-18	Model T	Touring — 360.00	710990	2926550
1918-19	Model T	Touring — 450.00	537454	3464004
1919-20	Model T	Touring — 575.00	996658	4460662
Aug. 1-Dec. 31				
1920	Model T	Touring — 440.00	479077	4939739
1921	Model T	Std. Tudor — 795.00	1013959	5953698
1922	Model T	Std. Tudor — 660.00	1351333	7305031
1923	Model T	Std. Tudor — 595.00	2090240	9395271
1924	Model T	Std. Tudor — 590.00	1993774	11389045
1925	Model T	Std. Tudor — 580.00	1990950	13379995
1926	Model T	Std. Tudor — 520.00	1655076	15035071
1927	Model T	Std. Tudor — 495.00	450415	15485486

Reference: Floyd Clymer Model T Restoration Handbook 1964

These 12,000 men produced 1,000 Model Ts a day back in 1915. At that time Henry Ford's "fantastic" wage of \$5.00 per day was the talk of the industry and attracting the best factory workers. Ford production zoomed from ten thousand cars per year to half a million per year in only six years after 1910.

**TRIVIA answer**



**Answer to Trivia:**

Ford Company made voluntary and wholly unexpected announcement January 5, 1914, that it would verygreatly increase day-pay wage and would at the same time reduce the day-work hours from nine to eight.

*As Described in the January 1909 Catalog, Picture from Floyd Clymer Model T restoration handbook*



Editors Note: My Dad began restoring my Model T in the early 1960's. The following three pages are mimeograph's of 101 T Tips. The Internet wasn't around back then so lots of information was from print outs, magazines and hand written letters. Some of the items are faded but who can remember the smell of a fresh mimeograph copy?

## "101 TIPS AND TRICKS FOR RESTORING MODEL "T" FORDS"

Good luck restoring your Model "T". "101 Tips and Tricks" should be of great benefit to you by showing you how to make your restoration last longer and by showing you how to save time, labor and money by using useful suggestions.

### CHASSIS

- 1) If you need a 1913-1918 frame and can't find one, attach the 09-18 type cast running board supports to a 19-25 frame with rivets, or 1"x1/4" S.A.E. machine bolts. The tie rods between supports are 48" long, threaded 2" on each end, and the distance between the supports when the tie rods are in place, is 46". Outside to outside of running boards should be 64". I recommend "Stress-proof" steel for the tie rods.
- 2) If you need cast brackets for rear cross member on a 1909-1912 frame, Gilbert Metal Products, 10816 St. Louis Drive, El Monte, California, makes new reproductions.
- 3) When re-assembling chassis springs, "fan-out" the leaves so the top leaf is 90 degrees to the main leaf. Replace bolt. Rearrange leaves to correct positions. Tighten bolt.
- 4) Make a T-shaped bolt-type spring compressor when mounting "Hasslers" if you don't have an original one--or--loosen one spring perch so it can swivel and mount one of the "Hasslers" while the leaf spring is dropped down in front of axle. Position the remaining coil, swing leaf spring back over axle center, lower car onto spring, jack up loose end with bumper jack and replace the spring shackle.
- 5) For speedster use, use 26-27 front spindles; they will lower front end approx. 1 1/2".
- 6) Be sure the kingpins lean backward approximately 10° at top. Otherwise jackknifing is most likely to occur, especially on 09-18 models with the weak wishbone above the axle.
- 7) To adjust front axle for proper kingpin angle use large pipe wrench to twist axle, while heating wishbone near axle. Spring each end of wishbone one at a time.
- 8) For speedster use, or to strengthen any 09-18 front end with wishbone above axle, make a double wishbone by using a 19-27 wishbone with the ball cut off, placed under the axle, as in original position and clamp it to the early wishbone near the ball.
- 9) Use a Chicago Rawhide #10395 for rear axle grease seal.
- 10) 1915-27 rear end insides will fit in a 1913-14 riveted rear end.
- 11) 3-to-1 rear end gears have 13 pinion teeth, 39 on ring gear. Ruxtell gears are 13-40.
- 12) 30x3 1/2 rims without lugs attached were original for 19-22. 23-25 have the bolt lugs attached to the rim permanently.
- 13) The right front spindle has a left hand thread and vice-versa.
- 14) Front wheel tapered roller bearings should be tightened fairly snug, but not tight enough that wheel binds. "Finger-tight" is usually too loose.
- 15) For motor pan, driveshaft housing, rear axle housing and steering column repair, Braze carefully. Braze around rivets, frame supports on motor pan to help stop oil leaks.
- 16) For chassis spring lubrication, use "Door-Ease" stick lubricant on leaves before assembling spring. Available from service stations and hardware stores. Never use grease of any kind, as it will run and make a mess in hot weather. Paraffin can also be used with success.
- 17) To tighten worn outside ends of 1919-27 demountable wheel spokes, drill 1/2" hole about 2 to 3 inches deep in end of spoke, replace with 1/2" hardwood doweling smeared with glue.
- 18) For maximum kingpin and bushing wear, make two shallow cuts with hacksaw in an "X" pattern on the top kingpin bushing. This allows grease to get to the outside edge of the bushing.
- 19) After complete running gear is assembled loosen and adjust all four spring perches so the shackles will not be in a twist, and they will wear evenly.
- 20) Spring clips too tight or too loose on one side will make your car sit cockeyed. Before body is mounted, make sure the frame is level with the axles.
- 21) New brass thrust washers should be used in the rear end, as modern-type rear end grease may have additives that will quickly deteriorate the old style babbit washers. Cheap rear end grease is usually safe to use in a rear end with the original washers, since it has no harmful additives. Switching old washers will help, since the one on the ring gear side wears more, and switching them will set the gear teeth closer together. Better yet, use two washers from spare rear ends making sure they both come from the right side housing.

- 22) "1" frame and body was designed to withstand constant twisting. Do not attempt to "strengthen" the frame by using any extra frame members. Leave it as original.
- 23) If you have any rear "1" spokes, it is better to leave plate on hub and thin with a sand wheel rather than between hub and spokes, but rather than between spoke and felloe.
- 24) Another way to tighten worn outer ends of spokes on steel felloe wheels, 1909-17, is to hack saw spoke end so it is flush with outer side of felloe, and bend a 3/8" corrugated fastener in shape of circle, and drive on end of spoke between spoke and felloe.
- 25) Front and rear hubs are interchangeable, so rear wheels can be made from front hubs, by using rear hubs from wheels with bad spokes, since rear wheels are harder to find.
- 26) When switching hubs on wooden wheels, be sure all the spokes stay in place, since when they are removed they are very difficult to place back in position.
- 27) For a natural spoke finish, soak wheels in lye water to remove paint. (Not too long!) Wash with household bleach, boil wheels or spokes in linseed oil, then finish with spar varnish. Lye water can be used to remove paint elsewhere in your restoration.
- 28) For chassis and undercarriage, (including wheels) use only enamel and just enough to cover well, as lacquer or too-thick enamel will chip easily.
- 29) When making a broken brake lever spring, use "hard" sheet brass.
- 30) ~~Always mount tires from inner side of wheel so chipped paint cannot be seen as easily.~~
- 31) If you do take wheels apart for cleaning, why not sand the spokes in a wood lathe?
- 32) When replacing wire wheel spokes, cut in two with hacksaw, replace spokes one at a time. This makes easier the job of "truing up" the wheel.
- 33) For wire wheel spokes, write to: Dayton Wheel Products, 300 S. Monroe St., Xenia, Ohio, or Precision Wheel Service, 415 Bowdoin St., Dorchester 22, Massachusetts.
- 34) Some service stations use a cream-colored chassis grease. This helps to keep a light-colored undercarriage clean. Or if you do your own grease jobs, use "Lubriplate", which is available from most auto parts houses.
- 35) For replacing broken leaves or building up a tapered front spring for a 1909-1917, use tapered spring leaves from buggies or other horse-drawn vehicles, or other non-Ford cars.
- 36) Use a 26-27 driveshaft housing when shortening a driveshaft for use with an accessory transmission, since it has the same diameter for most of its length. Earlier driveshafts are tapered over their full length. The front half of a 26-27 housing and the rear half of a 1918 or earlier housing can be welded together, after first determining how long the finished housing must be, and cutting each housing where they are the same diameter.
- 37) To eliminate front wheel bearing trouble, put roller bearing (1920-27) front hubs in older wheels, since ball bearing races are invariably in bad condition.
- 38) "Muncie", "Jumbo Giant", "Warford" accessory transmissions have an "overdrive" high gear. A "Warford" transmission is the best, since they have an aluminum housing and roller bearings instead of bushings, (as the "Muncie" and "Jumbo Giant" transmissions have).
- 39) Use a brass door knob on your accessory transmission shift lever. If your car is 1917-1927, nickel or chrome plate it.
- 40) Hardwood wooden blocks (3/4" thick by 1 1/2" wide) are used under the running boards at the rear fender, and on both running board supports, but not at front fender.
- 41) When making a new wooden firewall (using cast iron firewall-to-frame brackets) the lower left hole on steering column housing lines up with top hole on the cast bracket.
- 42) ~~When assembling chassis, place a 2"x10" piece of leather on top of rear spring before bolting it in the frame. This is original, at least for the brass models, anyway.~~
- 43) A proper way to begin assembly, is to lay the frame upside-down on sawhorses, then install the front and rear springs. This is the Ford factory method of assembly.
- 44) Overland wheels are generally the most plentiful of the scarce 30x3 1/2 wire wheels. The hubs can be converted to fit Ford hubs. They were made by the "Budd" wheel company.
- 45) Don't overlook the emergency brake lever shaft oil holes, which are usually dirt-clogged. These are the holes in the frame where the brake lever shaft bearings are attached by bolts.
- 46) Don't junk old wheels with rotten spokes. Save them for future generations that will be bitten by the restoring "bug", or rebuild them, using new spokes.
- 47) 1909-12 frames have cast brackets at the rear of the frame, on each side, at each end of the rear cross member. 1913-20 frames have cast running board supports, and 1921-27 have pressed steel running board supports. 1926-27 frames have a wide rear cross member.

#### MOTORS

- 48) Use 20 W. non-detergent oil in motor, as detergent oil deteriorates cotton band lining.
- 49) For best rod oiling, use a 26-27 4-dip pan. Also you gain access to #4 rod.
- 50) Radiator drain, sediment bulb and oil level cocks are interchangeable.

- 51) Be sure oil is drained from motor before removing from frame, as oil will surely pour out from rear of transmission if motor is only slightly tilted.
- 52) On any pan (preferably 4-dip) braze or solder a 1" X 8" piece of sheet metal across pan, just behind the #4 dip. This raises the oil level in the pan, increases oil capacity and reduces bearing troubles. Your oil capacity will now be approximately seven quarts.
- 53) On top of the rear camshaft bearing, drill a 1/4" hole and "funnel" it with a counter-sink or 1/2" drill. This will allow more oil to get to this bearing.
- 54) Paint or grease throws and mains on crankshaft to prevent them from rusting. Store spare crankshafts in spare blocks turned upside down, to protect them from stress.
- 55) 1949-53 Oldsmobile pistons are light weight aluminum, and are the same size as "T" pistons (3-3/4"). Obtain cheaply in wrecking yards, re-bush to fit a "T" piston pin.
- 56) Drill rod caps, shape oil grooves in rod bearings, and attach Chevrolet (1953 or older) rod dips, after shortening the ends of the dips, and drilling new bolt holes in them.
- 57) For a peppier engine, for less strain on the rear main bearing, and for easier cranking, remove the flywheel magnets, double up the aluminum spools on every other brass stud, and peen or cold chisel the back ends of the studs, to keep them from becoming loose.
- 58) Montgomery Ward and Sears Roebuck carry a good selection of new model "T" parts, including tires, coils, gasket sets, valves, bands, timing gears, piston rings, etc.
- 59) Here's an idea for your speedster--drill, tap and connect a pressure oil line to the front and center camshaft bearing keeper studs.
- 60) Use only hard steel pins for valve keepers. Try making them from motorcycle spokes.
- 61) Always keep "Liquid Wrench" on hand for those extra stubborn rusty bolts, or for pistons that are frozen in the cylinders. It is available at most hardware stores.
- 62) The nut on the large timing gear has a conventional, or right-hand thread.
- 63) On pre-1926 gas tank sediment bulbs, solder (or drive in) a piece of copper tubing into the inlet so it will extend approximately 1" above bottom of tank. The gas will then drain from a higher level, thus minimizing sediment getting into the gas line and carburetor.
- 64) Handle early carburetors gently while dismantling, as they have cork floats. Clean carefully by hand; dip in shellac three or four times, allowing to dry between coats.
- 65) It is a good idea to use an older block with two valve covers, since the valves and crankcase are more sealed off from dust and dirt than are the single valve cover blocks.
- 66) Engine blocks with no generator provision whatsoever are 1918 or older.
- 67) Leave car in high gear when motor is stopped, to allow oil to become squeezed from between clutch plates. This helps prevent "creeping" of the car when started, due to oil drag.
- 68) For the outside (radiator) choke wire, use a black wire coat hanger. On brass Fords, use brazing rod for choke wire and carburetor needle valve adjustment rod.
- 69) Drill a 1/4" hole in the top of the front main bearing, in back of the partition, so oil that is splashed by the rods can get to this normally oil-starved bearing. To assure better oiling, install a magneto oiler. The oil line runs from the magneto plug to front main.
- 70) Never use steel or iron rivets on the transmission band lining, as these particles, when the bands become worn, may foul the magneto as the magnets attract these particles. To adjust clutch plates, remove transmission door and adjust the set screws in the three levers on the back of the transmission. Tighten equally to prevent clutch slippage in high gear.
- 71) Any original Ford radiator with in-line tubes (16-25) can be used to re-core a brass radiator, after shortening the core. 1926-27 won't fit, as it has staggered tubes.

#### IGNITION SYSTEM

- 72) Spark plugs are available from Champion dealers. The Champion number is A-25.
- 73) Adjust coil points while the motor is running on magneto; coils set to run on the battery are usually too close for mag use, since the mag is stronger than the battery. Don't waste time on old coils. Use new ones to assure a smooth-running, more powerful engine.
- 74) 1919-25 coilbox wood can be used in older (1914-18) coilboxes which have the switch mounted on the front of the coilbox. A 1914 (flat-top) coilbox lid can be made from a spare 1915-18 lid by trimming with a hacksaw and tinsnips. 1914-18 lids have rounded corners and are stamped from one piece of metal. Later coilbox lids have square corners, and are made from three pieces of sheet metal.
- 75) The timer cap grounds out the coils. Firing order is 1243. Viewing the timer cap from the front of motor--the terminal in the one o'clock position is #3 cylinder; four o'clock is #4; seven o'clock is #2; and eleven o'clock is #1. On the coilbox, the top row terminals are wired to the timer, the bottom row to the spark plugs, and the remaining terminal to the battery or mag. On older models (1918 or older) you will find two remaining terminals. The one nearest the driver connects to the "hot-shot" battery, the other to the mag.

#### LAMPS AND LIGHTS

- 76) Use two-conductor round black extension cord on 15-27 headlights. Check over the selections at your local hardware or electrical stores.

- 77) For reflector gaskets on 1915-27 headlights, glue venetian blind pullcord into the groove that is around the front of the reflector. Get new pullcord from hardware store. Use only silver polish on headlight reflectors as they are silvered, not chromed or nicked.
- 78) To eliminate a lot of future polishing, lacquer your brass, using only lacquer that is made for this purpose. Sunlight will darken the lacquer in time, so keep your car in the shade when not in use. To remove old lacquer, use paint remover or very fine steel wool.
- 79) To clean up unrestored brass, use paint remover (if lamp has been painted over) then follow with very fine steel wool, #400 or #600 wet-or-dry sandpaper, muriatic acid (diluted  $\frac{1}{2}$  and  $\frac{1}{2}$  with water) or any combination of these cleaners. Never scrape with a sharp object!
- 80) Don't keep oil in kerosene lamps as it draws moisture and rusts any iron part of lamp.
- 81) Surgical tubing, available from drug stores, may be used for carbide headlight tubing.
- 82) TT truck sidelight brackets can be used to install sidelights on 22-25 tourings and roadsters, or use 15-18 roadster taillight brackets on speedster and depot hack sidelights.
- 83) For use on a 1915 or 1916, brass plate the rims and caps of 16-27 oil side and tail lights. Always lacquer brass plating, as it will become worn through if polished often.
- 84) To remove nickel plating from brass, attach a wire to article and connect to positive (+) terminal of car battery. Connect negative (-) terminal to 12" piece of copper tubing. Submerge article and tubing in muriatic (hydrochloric) acid, full strength or diluted with up to 4 parts water, in a glass or pottery container. Keep acid from silvered reflectors!
- 85) Avoid attempting to remove glass from 1915-27 sidelights unless it has a removeable snap ring. Most of them are unreplaceable once they have been removed.
- 86) For 1915-16 use, remove nickel plating from 1926-27 headlight rims. For 1916 or older, use 1926-27 brass hubcaps that have been "stripped" of nickel, (use Tip #84 for this).
- 87) After "stripping", polish your brass, using a cloth polishing wheel and buffing compound (Sears Roebuck). Use the cloth wheel on an arbor or electric drill.

#### BODY

- 88) To remove rust from small parts, soak them in muriatic (hydrochloric) acid. Rinse well with hot water, wire brush, rinse again, dry thoroughly and paint immediately. Use rubber gloves always. Keep bicarbonate of soda on hand for an emergency neutralizer. Keep acid in a non-metal container, and away from children. Keep container closed always.
- 89) Make seat cushions from  $\frac{3}{8}$ " or  $\frac{1}{2}$ " plywood (grain running cross wise) and for more comfort, use foam rubber. Also use plywood under original seat springs, for tacking use.
- 90) When using spray cans on small parts, heat can in warm water, heat parts in oven--but not too hot to handle--spray 5 or 6 coats in one evening allowing 20-30 minutes between coats. This is useful when applying those light, hard-to-cover colors.
- 91) Hang around your local body shop and ask a lot of questions. This is the quickest way to become familiar with body work and find out where to get the proper tools and materials.
- 92) A 1915-16 hoodformer can be cut down to fit a 1909-14 firewall.
- 93) Use a hydrometer (battery tester) bulb or feminine syringe bulb if you want a red rubber bulb for your brass bulb horn.
- 94) For new-made early flat fenders, hoods, radiators, E & J brass headlights, splash aprons, and many other new-made 09-16 parts, see Tip #2. (Gilbert Metal Products)
- 95) There is a difference between 17-22 and 23-25 roadster and touring splash aprons. This is in the positioning of the hole for the rear hood hook. This hole is further from the frame on 23-25 models, due to the wider cowl and firewall.
- 96) A 17-22 bottom radiator trim can be easily made, if you have one for a pattern. Hold it in a vise while making the rounded edges with a hammer. Flatten the old one for pattern.
- 97) Sheet brass comes in three common tempers--hard, half-hard, and soft. Use only soft when making new brass parts for radiator, carbide generator, firewall trim, etc.
- 98) Perfect results may be obtained by painting with a tank-type vacuum cleaner with sprayer attachment, by using auto lacquer only, and by following directions on the label of the can.
- 99) A roadster or touring top has a tendency to spring the body when the top is up, so the doors won't close correctly. Shim under the body mounts with washers to respring body.
- 100) To remove warps, bulges, or other stretched areas, heat a  $1\frac{1}{2}$ " diameter spot to cherry red, then tap lightly with hammer, allow to cool. Repeat this process over the entire warped area. This process shrinks the metal. Remember, tap lightly only--this action reorganizes the positions of the molecules in the metal. (So I am told!)
- 101) Before going on your first tour, make sure all the parts are on your car, especially the wheels, as it is very hard on the axles to be dragged down the highway, especially if you are towing the car. Never tow a model "T" in neutral, as the clutch parts do not get any lubrication, since the flywheel is not throwing oil around. Have fun with your "T"!





**FULL TIME COLLEGE STUDENTS CAN JOIN DUES - FREE**

**BOOGER... IN THE PAN!**

Find something in your old car that is not supposed to be there? Let us all see your find!

**Here's how:**

Write a short article and tell our club members about what you found. Send pictures to the editor. [pgierow@tennrose.com](mailto:pgierow@tennrose.com)

If you have not found the **TECH PAGE** on our website, then pay it a visit. There are many good articles posted that can help out on your next project. Also, if you write an article, send it to the newsletter editor for consideration.

**FACEBOOK**

For those members who don't already know it, the Tennessee T's club now has a Facebook page that is hosted by Ricky and Vandy Williams. To find it click on the link **FACEBOOK** - Where it says "search Facebook" type in Tennessee T's.

Please leave comments, videos, pictures, etc to let Rick and Vandy know that their efforts aren't wasted

# MEMBERSHIP APPLICATION

for  
**TENNESSEE T'S, INC.**  
Model T Ford Club

Name \_\_\_\_\_ Spouse \_\_\_\_\_  
Birthday \_\_\_\_\_ Birthday \_\_\_\_\_  
Anniversary \_\_\_\_\_  
Email \_\_\_\_\_ Email \_\_\_\_\_  
Cell Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Home Phone \_\_\_\_\_

**ANNUAL MEMBERSHIP DUES: .. \$20.00**  
**Due By:** ..... *January 1st / each year*  
**Make Check Payable To:** ..... **Tennessee T's, Inc.**  
**Mail To:** ..... *Vandy Williams, Secretary*  
*97 Creekwood Rd*  
*Humboldt, TN 38343*  
*731-414-9085*

You are cordially invited to join the Tennessee T's, Inc. pursuant to the rules and By-laws governing the club and its membership. You must be a member in good standing of either the Model T Ford Club of America or the Model T Ford Club International. (WE ENCOURAGE MEMBERSHIP IN BOTH.) To participate in chapter events (tours), your vehicle must meet chapter safety guidelines. *(Safety form is not required for club membership.)*

MTFCI# \_\_\_\_\_ MTFCA# \_\_\_\_\_

List cars (body style and year)

1. \_\_\_\_\_ 4. \_\_\_\_\_  
2. \_\_\_\_\_ 5. \_\_\_\_\_  
3. \_\_\_\_\_ 6. \_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date