

Be sure to visit our club's website  
<http://tennesseets.weebly.com/>



Editor: Bill Robinson



A message from **Gary Tillstrom**, our President:

Greetings T's

Spring has officially sprung! By now most of us have cleared the yard of sticks and whatever else accumulated over the winter and have mowed at least once. Even though this was a mild winter, I'm glad to have it behind us. We had quite a few this year in Millington for our annual Lynn Cook day. I hope everyone that attended enjoyed the day. If you were not there you missed out. Since you missed out, be sure to plan on next year. Better yet, how about hosting the event next year?

If you have the dust knocked off the T, make plans for the Natchez Trace next month. Mark and Paula Gember have been planning that for some time. I will not be able to attend as I will be in Texas but I hope fair weather and good times follow you all. Nobody has committed to a tour beyond that one but I know a couple are in the pre planning stages. He who commits first owns the date.

If you haven't knocked the dust off yet, what are you waiting for? I'd rather drive the T than do lawn work! See you down the road. Gary

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*The TRACE TOUR is quickly approaching!*

*Read about it in the TOURS & EVENTS section of this newsletter*

### Officers of the Tennessee T's:

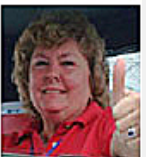
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 New Johnsonville, TN  
 931-535-2327



# SAFETY/TECH WORKSHOP

## 4th Annual Lynn Cook Safety Day by Gary, Ralph, & Keith

February 25, 2017

The 2017 Lynn Cook Safety Day had a change of venue. Our meeting was held at the Navy Flying Club building on the Millington Regional Airport.

It has become custom to start the day with coffee, a full plate of home-made biscuits topped with Gary's sausage-gravy. Once the breakfast was eaten, and our longtime members reunited, a new club member was introduced. George Akin, from Louisville, TN had just joined a few weeks earlier and made the long drive from East Tennessee to be at our meeting. George knows many of our members because we all attend the same tours.

Our instructors this year were:

**Gary Tillstrom** covered the following subjects:

- \* General welding and brazing using an oxy/acet torch.
- \* Bullet hole repair.
- \* Inserting and welding a body patch panel.
- \* The steps involved in making A-C Brake linkage.

**Ralph Williams** covered the following subjects:

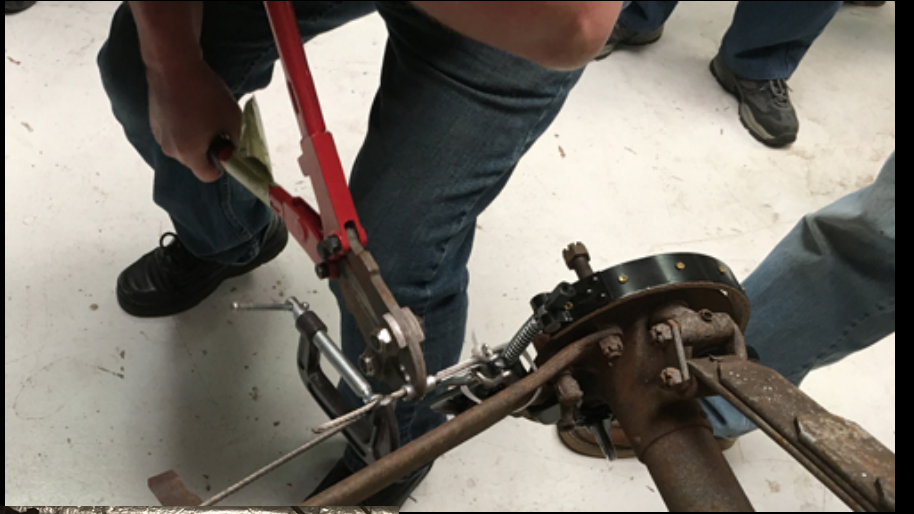
- \* Re-spoking a wood spoked wheel. Great detail was expressed regarding the type of hickory wood to be used, detailed measuring of each spoke to assure that each spoke has the same dimensions.
- \* Then, balancing a wire spoked wheel in order to achieve a smooth ride.

**Keith Barrier** covered the following subjects:

- \* He explained the different parts of the brass Model T radiator and their functions.
- \* Radiator repair
- \* He explained how to take parts from several damaged radiators, combine them, and end up with a single functional radiator.
- \* Soldering the parts together.

After breakfast, the female members of our club left the facility and went to parts unknown. We were told that they went shopping.







**Model T folks present for the workshop (listed alphabetically) :**

- |                |                |
|----------------|----------------|
| George Akin    | Dennis Plank   |
| Keith Barrier  | Bill Robinson  |
| Bill Butner    | Brian Robinson |
| David Copeland | Tom Rowe       |
| Paul Copeland  | Charlie Swann  |
| Gary Elam      | Gary Tillstrom |
| Mark Gember    | Jerry Waller   |
| Ken Jack       | Gary Wheat     |
| David Miller   | Ralph Williams |
| Rick Moore     | Ricky Williams |
| Charlie Owen   |                |

**Wives present (they went shopping!)**

- Marilyn Elam  
 Paula Gember  
 Carolyn Miller  
 Anita Owen  
 Connie Plank  
 Penny Wheat  
 Teresa Williams  
 Vandy Williams



# Broken Bolt

by John "Big John" Ohlrogge (edited by Bonnie)



**Several years ago**, is when I first built my 1920 Depot Hack.

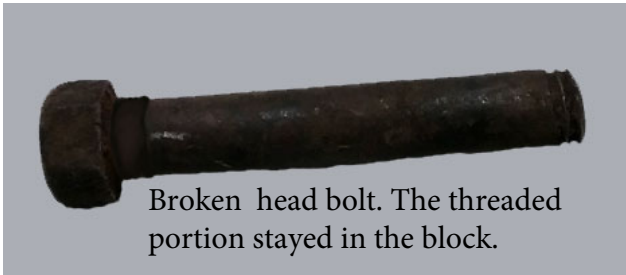
I had many bugs to work out in the engine.

On one of our outings it started with Babbitt's wearing out, which caused the Engine to knock. So then I managed to limp it home.

As it turned out I decided it was the Rod that was being the problem. When I started to remove the head ...Oh no something happened and I heard a SNAP! The head bolt broke! I thought oh boy how am I going to get it out now?

To my surprise I managed to get the head off. I was able to unscrew it with my fingers. Then I began to look for possible causes. I noticed that just below the head, on the bolt, there is a shoulder. On the shoulder was quite a bit of rust. So I brushed the bolts with a wire wheel on the bench grinder. Then I decided to coat them with Anti - Seize compound. This eliminated the problem then and for the future.

I learned through this experience not to use oil or grease. If it gets beneath the bolt it will cause problems. There won't be any room for it to compress. It will be difficult to get out of the block.



Broken head bolt. The threaded portion stayed in the block.



1920 Depot Hack



Coated with a good lathering of Anti-Seize Lubricant



**Note from the editor:**  
Special thanks to  
**"Big John"**  
**Ohlrogge**  
for submitting this  
article

# BOOGER... IN THE PAN!

Bill,

I was changing the oil on the '26 a couple of months ago. Took off the transmission inspection cover and was really surprised.

Check out the attached photos. The reverse drum was rubbing on something, I assume the triple gears. As you can see the magnet was covered in metal shavings from I guess the reverse drum because the ridge on the back part of the drum was almost worn away. There were a number of small brass bits captured by the screen and I found a number of pieces of brass in the drained oil that looked like shavings made by a lathe.

The larger pieces of brass appear to be shim stock but where they came from I have no ideal.

The oil when it came out had cloud like spots of silver that appeared to be a metal powder mixed in the oil. I called BJ to see if he could work on the engine and took it to him a couple of weeks ago. I was afraid that the whole engine might be affected. He said that he would check for wear and fix the reverse drum and correct whatever caused the problem.

Just received a call from BJ. It was the triple gears causing the problem. BJ said the bushing were completely worn out. He stated that about the time my engine was rebuilt there was a bad batch of bushing made. He said the bushings were worn so bad that they allow the triple gears to wobble and move around which caused the rubbing on the reverse drum.

He went through the hole engine/transmission checking for wear but ever thing was within tolerances. Plans are to install new triple gear bushings and he found a small crack in the low drum so told him to replace. Charlie



**Note from the Editor:**  
Special thanks to  
**Charlie Owen**  
for this submission



Tennessee T's members  
Seen at the  
**CHICKASHA  
ANTIQUUE AUTO SWAP MEET**



L to R, Bottom row: Rick Moore, Keith Barrier  
Top row: Dennis Plank, Ricky Williams



L to R: Ricky Williams, Dennis Plank, Mark Gember,  
Ryan Snell (new member).

Not pictured: George Akin (new member), Dan Hatch  
(vendor). Anyone else?

Late news! Remember that Charlie posted a Booger in the pan incident? Small bits of brass were found in the trans screen of his '26 coupe.



Well, after dis-assembling the engine, BJ found that one of the 3rd main bolts had broken, all of the shims had become dis-lodged and had been eaten. There was not much left behind.

# Tours and Events

Contact Gary Tillstrom, our club President, if you have a tour planned to be sure the date is still open.  
[gtillstrom@aol.com](mailto:gtillstrom@aol.com)

Date	Event (Tennessee T's events are highlighted)
<b>May 12-21</b>	<b>Natchez Trace Tour (3 choices dates to attend.) Contact <a href="mailto:markpaulagember@aol.com">markpaulagember@aol.com</a></b>
May 18 -20	Luray Pre-War Swap meet, Luray VA
June 8-10	Show Me Tour, Bolivar, MO
June 13-17	Petit Jean Swap Meet
June 21-24	2017 International Speedsters Trials & Reunion, Lincoln, NE
July 16-21	Joint MTFCI/MTFCA club National "Motoring in Montana" Tour – Whitefish MT
Aug 31-Sep 3	2017 Ohio Jamboree- Berlin Ohio contact <a href="mailto:tomlinda@twc.com">tomlinda@twc.com</a>
Sept 6-10	Hillbilly Tour, Osage Beach MO
Oct 4-7	Hershey fall swap meet, Hershey PA
Dec 2nd	TN T's Christmas party- Natchez Trace State Park

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## Tour the Trace

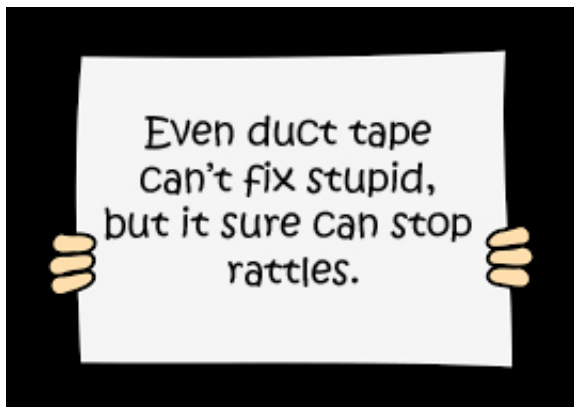


**May 12-21, 2017**

Full details are on our club's website.

There is still time to sign up.

<http://tennesseets.weebly.com/natchez-trace-tour-2017.html>



Vintage Photo



\*\*\*\*\*



## Model T Ford Club New Members

Ryan Snellin

Nashville, TN

(He inherited his grandfather's 1912 depot hack.)

\*\*\*\*\*

Planning a Model T tour? Contact Gary, our President, to see if the event date is open. If you don't plan a tour- then who will?





*Buzzard truck? Just askin'.*

\*\*\*\*\*

### Today in history

Today is Monday, Feb. 27, the 58th day of 2017. There are 307 days left in the year.

**In 1911**, inventor Charles F. Kettering demonstrated his electric automobile starter in Detroit by starting a Cadillac's motor with just the press of a switch, instead of hand-cranking.

Submitted by Ken Jack

Used T-Models  
For sale. We  
sell em- you  
fix em.

Sign seen in  
Waverly-  
1931

### NEWSLETTER SUBMISSIONS

Announce future tours, tour and event pictures, tech articles, cars for sale, cars to buy, forgotten or incorrect birthday or anniversary listing. Without input, there will be no newsletter. email [tennesseets@hotmail.com](mailto:tennesseets@hotmail.com)  
\*Note\*: Please.... photos should include at least one Model T and/or one Tennessee T's member.

## FULL-TIME STUDENTS JOIN DUES-FREE

**Important notice, in case you missed it** in Anita's minutes of our latest business meeting. Gary made a motion that any full-time college student with an interest in Model T's can join the Tennessee T's and their membership fees will be waived. The motion passed. We currently have two full-time students as members- Seth Stratlin and Blayne McCafferty.

So, if you have college age kids or grandkids actively attending college, then encourage them to become members and The Tennessee T's will pay their dues. Maybe they will stay.

\*\*\*\*\*

### FILLING-STATION DIALOGUES

A Cadillac pulls up, and the driver say, "How far is it from here to Kansas City?"

"One hundred and forty miles," replies the man at the pump.

"Gimme twenty gallons of gas and a gallon of oil," says the driver. . . . And he drives on.

A Buick draws up, and the driver says, "How far is it from here to Kansas City?"

"A hundred and forty miles," replies the man at the pump.

"Gimme ten gallons of gas and a half-gallon of oil," says the driver. . . . And he drives on.

Along comes a flivver. It rattles up, the driver unwinds himself, gets out and stretches, and asks, "How far is it from here to Kansas City?"

"Oh, about a hundred and forty miles."

"Is that all? Gimme two quarts of water and a bottle of 3 in 1, and hold this son-of-a-gun until I get in."

\*\*\*\*\*

## BOOGER... IN THE PAN!

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

Write a short article and tell our club members about what you found. Send pictures. [tennesseets@hotmail.com](mailto:tennesseets@hotmail.com)

**MEMBERSHIP APPLICATION**  
for  
**TENNESSEE T'S MODEL T FORD CLUB**

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_  
BIRTHDAY \_\_\_\_\_ BIRTHDAY \_\_\_\_\_  
ANNIVERSARY \_\_\_\_\_  
EMAIL \_\_\_\_\_ EMAIL \_\_\_\_\_  
CELL PHONE \_\_\_\_\_ CELL PHONE \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
HOME PHONE \_\_\_\_\_

**ANNUAL MEMBERSHIP DUES:** \$15.00  
**DUE BY:** January 1 / each year  
**MAKE CHECK PAYABLE TO:** The Tennessee T's  
**MAIL TO:** Anita Owen  
1809 Oriole Drive  
Elizabethtown, KY 42701

You are cordially invited to join the Tennessee T's 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, your vehicle must meet chapter safety guidelines.

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

**List cars (body style and year)**

- |          |          |
|----------|----------|
| 1. _____ | 4. _____ |
| 2. _____ | 5. _____ |
| 3. _____ | 6. _____ |

\_\_\_\_\_  
**Signature**

\_\_\_\_\_  
**Date**

**TENNESSEE T'S MODEL T FORD CLUB  
MEMBERSHIP REQUIREMENT CAR SAFETY CHECK LIST  
For Participation in Club Tours**

- INSURANCE:** All members must have proof of current insurance.
- FIRE EXTINGUISHER:** A standard make portable Underwriters Laboratories approved B-C extinguisher must be carried in car. It must be readily available.
- BRAKES:** Brakes must bring the car to a full stop within 25 feet for each 10 miles per hour speed. Pedal pressure must feel solid. Brake pedal must be less than 2/3 of maximum travel.  
The hand brake travel must be less than 2/3 of maximum and the hand brake pawl must lock securely.  
Working brake lights are recommended.
- LIGHTS:** All electric lights must be operative.
- HORN:** All type horns or sounding devices must work.
- WINDSHIELD:** Safety glass is required in windshields and recommended for other flat glass windows.
- TIRES:** All tires must pass visual check for excessive tread wear and cracks.
- STEERING:** Steering mechanisms must be properly adjusted so movement of steering wheel exceeding 2 inches actually turns front wheels.
- RADIUS ROD:** Crankcase studs holding radius rod ball cap must be safety wired.
- WIRE WHEELS:** Must be in good condition with no broken or loose spokes.
- WOOD WHEELS:** Must be tight and crack free (spokes & felloes) with no loose wheel nuts or missing bolts.
- SUSPENSION:** No broken springs or excessive shackle wear.
- ENGINE:** No excessive fluid leaks – gas, oil or water.

**WAIVER/CERTIFICATION**

In consideration of being a member of the Tennessee T's Model T Ford Club, I certify that:

- I agree to maintain any vehicle I use for Club events according to the above standards.
- I certify my vehicle is properly titled and registered as required by the state of my residence.
- I certify that I have insurance coverage on my vehicle that covers my liability and physical damage as required in my state of residence.
- I release and hold harmless the Tennessee T's Model T Ford Club officers, directors and members and the Model T Ford Club International and/or Model T Ford Club of America from any liability of any kind whatsoever as a result of any personal injury or property damage sustained by the undersigned.

**OWNER** \_\_\_\_\_ **DATE** \_\_\_\_\_

**RECEIVED BY** \_\_\_\_\_ **DATE** \_\_\_\_\_