

**Don't miss- The Tennessee T's tour based out of Pulaski on October 12 & 13.**

**We will be riding the hills and hollers of the beautiful Highland Rim in southern-middle Tennessee.**

**Click here for more info or contact**

**[billrobinson1926@gmail.com](mailto:billrobinson1926@gmail.com)**

# Tennessee T's



## Model T Ford Club

Editor- [Bill Robinson](#)

Be sure to visit our club's website

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

September 2018

Su	Mo	Tu	We	Th	Fr	Sa
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	1	2	3	4	5	6

### Save this Date!

**September 29, 2018**

If you are a member of the Model T Ford Club International, and if you have received the July-August issue

of *Model T Times*, then turn to page 3.

This day has been declared as **International Day of Touring.**

Call a friend, call nearby friends, or contact our whole Tennessee T's membership and go for a fun ride with Model T friends.

**STEP UP- MAKE A CALL!  
AND HAVE FUN!**

**The Money Bucket** submitted by Connie Plank, club treasurer

Checkbook Balance is \$3,365.35.

Starting Balance was \$3,350.35

A \$15.00 deposit for a member who joined during the Cookeville Tour

No new members to report.

No expenses to report.

### INDEX

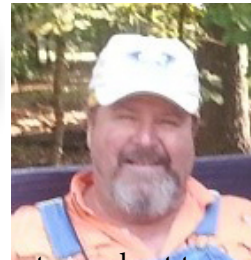
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### REMINDERS

- 1. Notify Ricky, the president, if you are planning a tour- verify that the dates are open.**
- 2. Send the required registration form for the tour in Pulaski.**

**Membership Application click here**

## A Message From Ricky Williams, Our President



Greetings Model T Friends,

A lot of us drive our Model T's a lot. We take them all over the country and get to see many things and meet many people that we wouldn't have gotten to meet or see. Of course these are not our primary cars, we do this just for fun, but did you ever stop and think "I just wonder where this car has been in its life?"

Some cars we are fortunate to know their history. I have one car that was used to pedal coffee in the 1920's. So I know it's early history and its recent history, but know nothing about where it was for the middle 60 years of its life. Dennis has a TT truck that was used as a county road truck mixing concrete for the first paved roads. It's been in his family since his uncle acquired it from the county.

There are a few Model T people that are fortunate enough to have cars that belonged to their grandparents and great grandparents, which were purchased new, and are still in the family today. Some with original paperwork, but for the most part we have no idea the early history of our cars. Do you ever stop to think about where your car has been in its life? Did you ever think that more than likely this was some family's first car and how many people learned to drive in this. Did you ever think about, this car probably carried someone farther from the house than they have ever been.

We take so many things for granted with the life we live today. We can jump into our T and drive to town to get a burger from Sonic, but in its early life some of those people had never been to town. When they got their first T, they were able to go places and see things that were not possible before, unless they had a really good horse and a long time to get there. Gas was certainly not available at the corner Quick Mart. You had to get the first gas at a drug store.

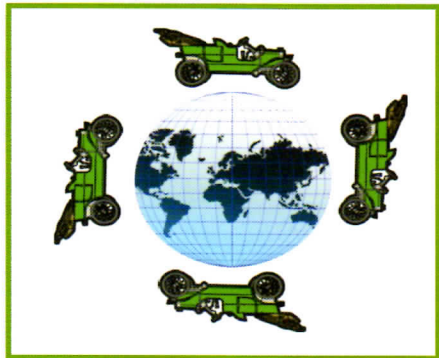
Think about this, too. Even a Model T was something very few rural people could afford. According to my dad there were very few cars around his neck of the woods, and his family didn't have a car until the late 1940's. Of course, he walked to school in the snow uphill both ways!

The next time you are cursing (I mean cruising) down the road, just think of how your car started life and whom it may have started life with. How many times in its lifetime has it been broken down on the side of the road, and had to be fixed there? How many flats has it had? How many times has that engine been out of that car? Where did the car originate? Did it come from close by, or at sometime in its life, has it been hauled across the country?

I think, too. Where will it be 100 years from now? Will some old man be looking at it, then wondering, who did that to this car back in the day? I want them to look at mine and say. They must have had a good time in this thing, because it is flat worn out!

So get that car out and drive it. Happy T'ing.  
Ricky

# Join us for the 2nd Annual MTFCI International Day of Touring September 29, 2018



**Don't miss your chance to join with Model T hobbyists around the world for a day of touring!**

Be sure your chapter joins in the fun and hosts an activity on September 29. It doesn't matter if it's an official tour or just a short ride to eat ice cream. If you're not a member of a chapter, contact a couple of Model T friends and be creative with your venture. The idea is to enjoy your Model T!



**Post your pictures on the MTFCI Facebook page and share your chapter's activities with others!**

For questions, please contact Bob Zabala, MTFCI President, at [president@modelt.org](mailto:president@modelt.org).



## Club Officers 2018

**President-** Ricky Williams  
Humboldt, TN  
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[rwilliams@click1.net](mailto:rwilliams@click1.net)



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Waverly, TN  
931.535.2327  
no email



# Tours and Events

JUNE  
2018

Contact Ricky Williams, our club President, if you have a tour or event planned to be sure the date is still open. [rwilliams@click1.com](mailto:rwilliams@click1.com)

Date	Event (Tennessee T's events are <b>bold</b> )
August 29, 2018	International Day of Touring, sponsored by the MTFCA. See pg 3 of the July and August 2018 edition of <i>MODEL T TIMES</i> for details
Sept. 5-9, 2018	St. Joseph, Missouri - 36th Annual Hillbilly Tour. To register or for info packet contact: Gene Gemmill, (417) 881-6702 or Email Gene.
Sept. 29-Oct. 3, 2018	Park County, Indiana - Model T Covered Bridge Tour. Brian and Valerie Jordan at 765-762-6067
October 10-13, 2018	Hershey Swap Meet, Hershey PA
October 12-13, 2018	<b>Tennessee T's Tour, Pulaski, TN. <a href="#">Click here for tour brochure and contact info</a></b>
August 17-22, 2019	<b>MTFCA National Tour, Highland Rim Tour hosted by the Tennessee T's, based out of Cookeville, TN</b>
December 1, 2018	<b>Tennessee T's Christmas Party, Natchez Trace State Park, more details are on the final page of this newsletter</b>

**HELP REQUEST for Volunteers-** We need 3 photographers on the 2019 National Tour to take photos at various pre-arranged locations during the tour. If you would be interested, please contact [hora7@aol.com](mailto:hora7@aol.com) or [billrobinson1926@gmail.com](mailto:billrobinson1926@gmail.com). The plan is to have a slideshow at the closing banquet, provided we can accumulate enough quality photos.

### MTFCA National Tour #2

Highland Rim Tour

Cookeville, TN August 17-22 2019 Hosted by the Tennessee T's



Please make plans to attend the tour. Better yet, volunteer your time and help George and other members make the National Tour a success. [hora7@aol.com](mailto:hora7@aol.com)



MTFCA National Tour #2  
Highland Rim Tour  
Cookeville, TN August 17-22 2019  
Hosted by the Tennessee T's



**REGISTRATION OPEN - JANUARY 2, 2019**

Come join us in Tennessee for an unforgettable tour of the scenic backroads traversing Highland Rim of the Upper Cumberland Plateau. Don't expect any traffic on these roads unless it is an old geezer or gazette driving a Model T. There will be stops at the many state parks that dot the region surrounding Cookeville. We will visit Edgar Evins State Park, Burgess Falls State Park, and Standing Stone State Park - just to name a few. Our stop in Granville features lunch, as well as a tour of the historic riverboat town and the T.B. Sutton General Store. Of course, there will be some Tennessee music to entertain you during your stop. Baxter, Smithville, Livingston, Sparta and Gainsboro are a few of the many towns with sites for antiquing and ice cream. This is a hilly region of Tennessee. Make sure your Model T is up to the task. A stock T will do fine, since none of the hills are very long. There are downhills that will make you glad to know you have accessory brakes. Expect some gravel roads. For those who only want paved roads, we will offer alternative routes.

Now, y'all plan on visiting us in Tennessee next year! No foolin'!

Host: Hotel Country Inn and Suites  
Cookeville, TN (931) 525-6668

Trailer Parking and RV  
Camping at the Putnam Co  
Fairgrounds

Registration fee includes:

- Meet-and-Greet Ice Cream Social
- Daily Lunches
- Museum Fees
- Booklets and Badges
- T-shirts
- Closing Banquet

Questions?

George Akin [hora7@aol.com](mailto:hora7@aol.com), (865) 789-3234

Bill Robinson [billrobinson1926@gmail.com](mailto:billrobinson1926@gmail.com), (256) 503-4649

Visit [uppercumberland.org](http://uppercumberland.org)

**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.**



Are YOU YOU  
**READY TO JOIN OUR CLUB ?**

[New member application.. see our website](#)

## PHOTOS FROM THE PAST



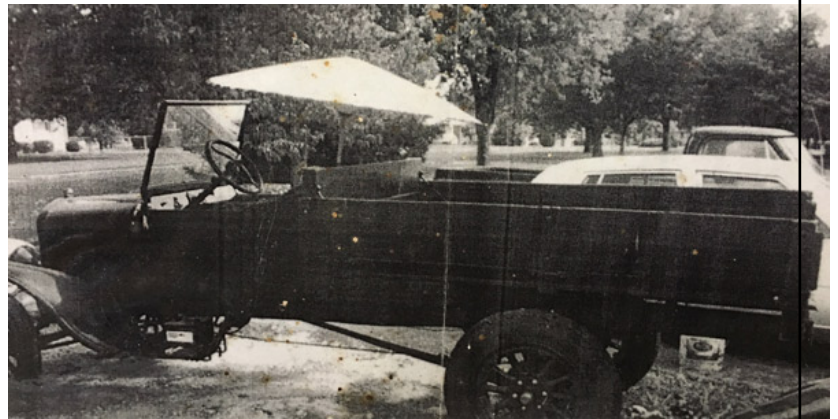
It looks like two of the Tennessee T's founders stopped in at Bender's Bar for a little ice cream.

Ice cream?? At a bar?? Yeah, right.



## BOOGER... IN THE PAN!

Back in the mid 90's, Suzi and I found my "dream truck". It was an old farm truck parked on the side of Hwy 231 with a "for sale" sign on it. It was a 1919 TT one-ton truck with an umbrella stuck in a clamp. This is what the owner used for a top. We liked it, so we bought it. Keep in mind- there was no forum at the time, and I didn't know much about the computers of the day. It was not until about 2 years later that I found out through Snyder's that the truck had a 1923 roadster body on it, plus many more other mis-matched parts. Here's the "Booger in the Pan". Not really. Let's call it the "Booger hidden behind the Seat".



This is the Booger. Know what it is?

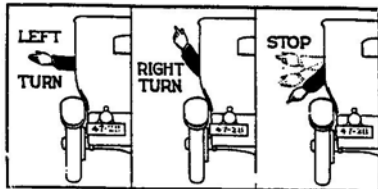
The answer is on the final page

## Turn Signals Made Easy

Gary Tillstrom

It wasn't that long ago that all Americans were taught the meaning of hand signals used in traffic. I still remember being taught them as a youngster in school and was told even riding a bicycle it was the courteous thing to do (as well as being necessary for self preservation). The state of Michigan used to even test you on these before you could get a drivers license.

### PLAY IT SAFE.



We know what these mean but do others?

My how times have changed! The only hand signal folks recognize today is the "universal one" that can't be shown here and has nothing to do with being courteous. I heard a story of a fellow signaling a left turn only to be broad sided seconds later as the 17 year old driving behind him thought they were being waved around.

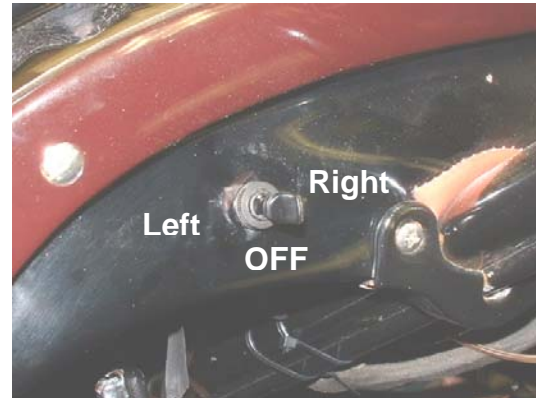
The car I bought last year had a set of motorcycle turn signals installed on it but the previous owner never wired them up. This is actually very easy and can be done for very little money.

No one in the Tennessee T's is yet old enough to drive for miles and miles with the blinker going because they forgot to turn it off. Doing that is a good way to draw the "universal hand signal" from an angry motorist. With that in mind I have drawn up a simple circuit that has a beeper to let you know it's still on.

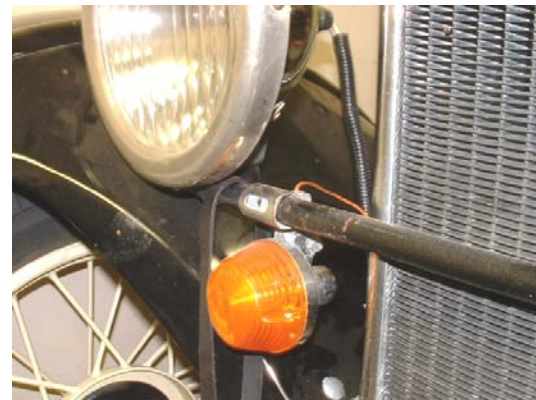
The signals on my car are mounted to the headlight bar in the front and up under the body on the rear. When looking for lights, try to find amber ones for the rear as well as the front. The Insurance Institute found the amber catches more attention than the red. Most new cars today use amber in the rear for that reason. Having said that, my car has red on the back. Use what you can find.

NAPA and Auto Zone sell lights that look like old time clearance lights. If you use them and your car is still six volt you will

need to change the bulbs to 6 volt bulbs. If you happen to locate 12-volt motorcycle lights, the same applies.



When installing these, an additional switch (not shown) across the left and right circuits will give you 4-ways. I have added the optional wiring instructions on the diagram that explains how.



Front and rear light details

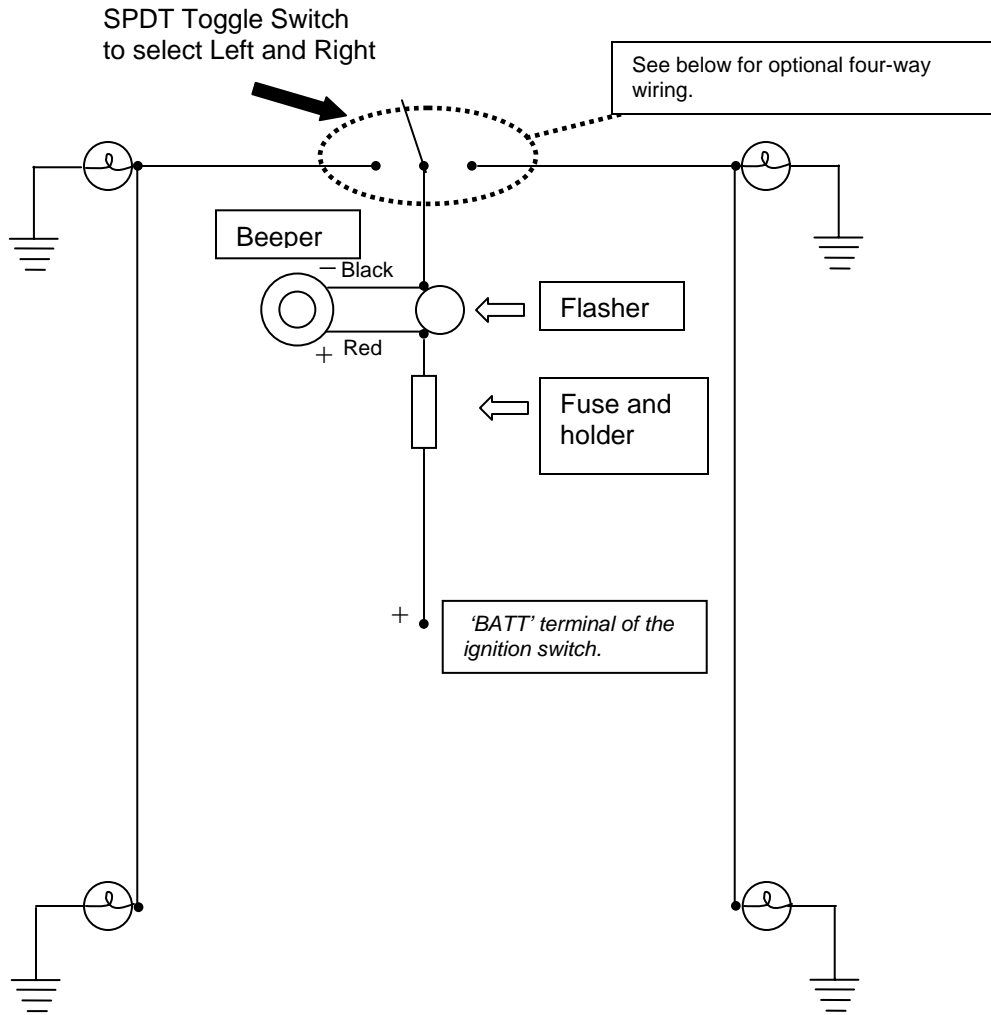
Be safe. **Gary**

**Note from the Editor:**  
Special thanks to  
**Gary Tillstrom**  
for this submission

# Basic Turn Signal Circuit with Beeping Indicator

## PARTS – 6 volt

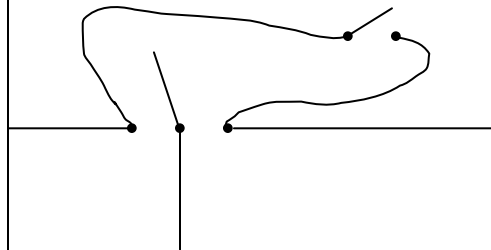
- Flasher – 6 volt
- Bulbs – 6 volt – T63
- Continuous Tone beeper available from Radio Shack – Part number **273-060**. (good for 12 volt also).
- Inline Fuse Holder
- SPDT Switch – Switch should have off in center position.
- SPST Switch – Simple “on-off” toggle switch



## Optional Switch/Wiring to enable 4-way flashers

By adding a simple toggle switch across the L and R circuits, 4-way flashers can be obtained by closing (“on”) the added switch and selecting either Left or Right.

With the added switch in the “off” position, the turn signals will function as desired.



Partial Circuit Shown



## MTFCI's Annual Tour - "History, Hills, and Automobiles" (held July 15-20 2018) by Paula Gember

This year's MTFCI Annual Tour was hosted by the Western Pennsylvania Model T Club in Cranberry Township, about 25 miles north of Pittsburgh. More than 200 cars participated, along with Mark and Paula Gember, and new Tennessee T members, Dave and Karen Simmering. It's always a great time to see the latest T restorations and visit with old friends.

Sunday's tour featured a Model T car show and BBQ lunch in downtown Saxonburg. Monday we visited the Air Heritage Museum, where they are restoring several vintage planes. Our next stop took us an early 1800's building filled with Native American artifacts and information about the Underground Railroad that had once been prevalent in this area. We then drove through a National Natural Landmark area known as McConnell's Mill, which was formed by glacial ice. Next we visited a fellow T-er's private car collection, which included a rare, 1913 Coey Flyer. Tuesday we fed some alpacas, and visited a cannery than manufactures and cans a wide variety of custom beer. We then shopped at a local outlet mall, visited Wendell August Forge, and drove the backroads through Amish country. Wednesday we saw some old cars that were once built in Butler, PA, including the massive 1909 Huselton. Also, the Bantam Jeep, which was once produced here to supply transportation for troops during World War II. We visited Pittsburgh Power where they specialize in customizing high performance diesel engines, then went to Lernerville Speedway, a popular local dirt track. On Thursday, we saw another car collection, visited an antique radio museum, sampled whiskey at a local distillery, and toured a 100 year old buckwheat milling plant still operating today. Friday, our final day, we went to Moraine State Park, toured an 1822 old stone house in Slippery Rock that was a stagecoach and tavern stop for Pittsburgh to Erie travelers. Next we visited a fun-filled, family owned toy and hobby store. After lunch, we had ice cream at the 100-year old Butler County Ford dealership, which had several antique Fords and the 1909 Huselton on display.

Next year's MTFCI annual tour will be held in Prince Edward's Island, Canada.



Nicely restored T hauler



Note inset photo below round back window



Unique V-radiator & back window cutout



Custom curved wooden bed with a drop tailgate



“Tow T” hauling a “Broke T”



Air Heritage Museum, vintage plane restoration



Mark stands by the only remaining 1913 Coey Flyer, body by American Traveler Body Company, with a 6-cyl, 40 hp, Herschel-Spillman motor and Stuts racing wet clutch transaxle. It originally sold for \$2K and had a 10-yr warranty.



A furry hitchhiker in a well-running “barn find”



Dennis & Karen Simmering with Mark & Paula Gember



Visit to Playthings Etc. Toy & Hobby Store



“Sasquatch” sighting in the PA backcountry



100-yr old Butler County Ford dealership



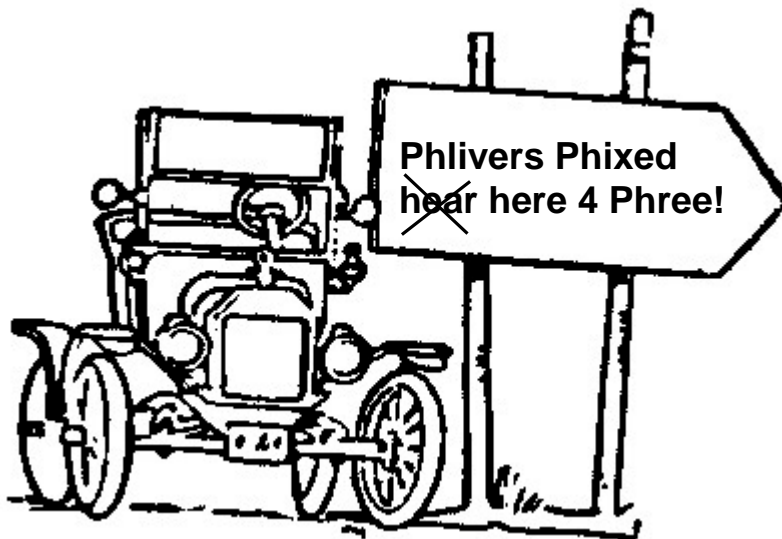
T's & the A are all dwarfed by the 1909 Huselton

**Note from the editor:**  
Special thanks to  
Paula Gember  
for submitting this  
article



From the Somerset Tour- The Three Tail Gators

## Putting the Spark Back in Lizzy by Gary Tillstrom



**Note from the Editor:**  
Special thanks to  
**Gary Tillstrom**  
for this submission

There are many options available today to “light the fire” for your Model T. There have been distributor conversions available for a long time and now, one can even choose to go fully electronic.

The purpose of this column is to assist those who wish to retain the original ignition system in their car yet gain the optimum performance and reliability from that system as it was designed.

The largest improvement that can be made to any original coil is the replacement of the capacitor (or condenser). These are now 80 years old and they ***all leak!*** You may have a coil that appears to work fine but when you check the charge rate of an original condenser it becomes obvious that there is leakage. That coil will benefit greatly from the installation of a new condenser. With good condensers, many T's will start using the hand crank on 'MAG'.

Changing the condenser is a dirty job (but not overly hard) as these things are potted in tar. You must first slide off the cover, which is usually held on with two small nails. After you have carefully dug the old tar away you will need to remove the old condenser and solder in a new one.

Not everyone solders the new ones, I guess you could get by with just twisting the wires together but the best practice would be make the joint electrically sound by soldering it. *Actually, if your going to all this trouble, it would be foolish not to solder them in.*

Not all condensers being sold today by various T vendors are the proper type. Many vendors today are selling the metallized Mylar type capacitors. What is needed in this application is the film foil type. The proper condensers are available from Lang's and Fun Projects.

The basic rule of thumb is this; if you can fit the new condenser in the coil easily it is the wrong type. The large orange drop condenser that is best suited for the T's magneto will not fit without first removing the glass insulator that was located next to the original condenser.

After replacement is complete, re-pot the coil by filling with melted tar. Don't get the tar too hot as it can melt your new solder job! You can use poster board as an insulator in place of the removed glass if you wish. *Just a little marital advice here, do not use the kitchen stove to melt tar! Melt the tar outside in an old coffee can. Nuff Said!*



### **Proper Condenser for Model T Coils**

Now that the messy part is over with, obtain a new set of points and install them. Before installing however, the limiting rivet needs to be reset to only allow roughly .007-.010 travel on the upper point. As received from the vendors these are all way off to the tune of being about .035. I have a special tool to set these and if you're in my neck of the woods I'll gladly reset the rivet for you.

Often the top of the coil needs some attention from years of over tightening of the hardware for the points. You can cut the tabs off of the old points and use them to shim the point under the spacer.

Ensure when setting the point gap that the points contact each other squarely and evenly.

When checking the gap on the points, it is very important that the upper point "follow" the lower point until reaching the limit set by the rivet. If this does not happen the coil will give double sparks on the tester and an early (weaker) spark in the car resulting in uneven timing between cylinders. Ensure the point is tensioned to allow the cushion spring to follow the lower point. When released, the lower point (vibrator) should push the upper point all the way back up.



### **Typical T Magneto Type Coil Tester**

Place the coil into a coil tester and turn the crank approximately 60-90 RPM. Bend the lower point as necessary so the coil draws between 1.2-1.4 amps. There are a couple of things you're looking for here. Look at the sparks occurring between the pointer needle and the test ring. Ideally, you should be seeing sixteen single sparks. Double sparks are an indication that the coil is firing before reaching peak magnetic flux saturation. You will need to add tension to ensure the cushion spring stays in contact just a bit longer with the lower point.

The amperage needle should be steady and not moving. Should the needle be jumping around, the tension still isn't quite right.

Once you have four coils all set to perform identically, it is time to focus attention to other often overlooked items.

You must have a good timer. There are plenty of excellent timers that give wonderful service without having to be cleaned all the time. I like the Anderson as well as an original New Day, others have had good luck with the recently discovered stash of Crystal timers. Choose your poison.

To aid the engine in running smoothly, ensure the front plate is concentric with the cam. If it's off even slightly the cylinders won't fire at an even number of degrees from one another. Three degrees offset at the cam equals six degrees at the crankshaft!

There is a centering tool available for sale and many club members own one. This only takes a few minutes to correct if needed. Borrow a centering tool if you need one as it makes a difference in how well the car runs.

Now that the front plate is centered up, toss the brass shield and felt washers that Ford put in at the cam in the trash and install a modern oil seal.

Finally, turn your attention to the coil box itself. Often a source of trouble as the original wood can allow carbon tracking of the spark behind the thin veneer layer. If your coilbox has the original wood, consider replacing it with either plastic type material or solid hardwood. Most wood kits sold by vendors are B-C grade plywood and tend to cause more problems than they are worth (especially should they ever get wet).

Inspect the wiring harness from the timer to the coilbox for any evidence of chaffing, frayed or broken wires. Replace/repair defective timer harness as necessary. Ensure that the mag post is clean and in good shape.

If you choose to keep your T's ignition original then you owe it to yourself to make it as smooth as can be. It's not that hard to get one right, which is probably better than most of them were within six months after leaving the dealership.

A T running smoothly on coils is something to swear by; one running poorly on coils is usually just sworn at!

If you're going to run coils, make them work for you rather than against. You will enjoy the car more when it runs reliably and smoothly.

**Gary**

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**F. O. R. D.**

**"Fix or Repair Daily"**

**Sound familiar?**

One of these days you will visit our website and find a tip that will help you with your daily fix. There are many years of experience buried in this section. Visit [tech tips](#) .

## Members on the Mend

Great news! NONE that I have been made aware of!

**A VIDEO FOR OLD CAR FOLKS!**

A long lost friend who dropped in at my shop last week turned me on to this Google search. Pull up Google and enter "Ernie Adams dwarf cars". If you want to see video about a first class body shop man, then this is the place.

**Go ahead, Google it- there are several videos.**

**Here's just one** <https://youtu.be/SDnGo14X46M>

## 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.** [tennesseets@hotmail.com](mailto:tennesseets@hotmail.com)

Don't forget- Big John makes beautiful, hand-crafted wooden steering wheels.

[bigjohn331958@gmail.com](mailto:bigjohn331958@gmail.com)

**THANK YOU TENNESSEE T'S  
THANKS FOR THE PICTURES  
AND ARTICLES THAT YOU  
SUBMITTED THIS MONTH. I  
CAN'T TELL YOU HOW MUCH IT  
HELPS ME WHEN YOU  
WRITE THE NEWSLETTER.**

*Bill Robinson,  
newsletter  
editor*

AUGUST 2018



Hey, we tour  
the whole  
dang state!

**Need A  
TENNESSEE T'S  
T-SHIRT?  
Contact Hillary**

[hillary.spratlin@gmail.com](mailto:hillary.spratlin@gmail.com)



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

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.

A little **TRIVIA:**  
Did you all  
know that the  
very first  
**AIRSTREAM**  
camper was  
built on a  
Model T  
chassis?  
For the  
naysayers like  
me [read this](#).



Here's the answer: If you grew up as a country-boy, or girl, you know right off-the bat that this is a slingshot (also called a slangshot, or a flip).

## Annual Christmas Party



### Christmas Party INFO

Saturday December 1, 2018.

Starting at 3:00 p.m.

We will be returning to the Natchez Trace State Park. As usual, rooms will be available at Pin Oak Lodge. A brochure will follow soon with more information.