

Tennessee T's



Model T Ford Club

Editor- [Bill Robinson](#)

Be sure to visit our club's website

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

A Message From Ricky Williams,
Our President



Greetings Model T'ers

What a strange year it has been. I started out, as every year, planning the tours I wanted to do this year so I could get Hotel arrangements made and tour registrations filled out and in the mail. Vandy always has to get her vacation time planned out and approved. I always make a tour folder for the year so I can keep up with places and times we are going somewhere in the Model T..... Well I hope nobody invested too much money in your 2020 day planner.

One by one starting with the Chickasha swap meet, in March, things started to get canceled. Then tour after tour started falling by the way side. Now my 2020 tour folder is pretty thin. We still have a chance for a couple of tours in the fall that haven't been canceled yet and I'm keeping my fingers crossed.

I don't know about you but I can't think of a better way to practice my "social distancing" than to drive a Model T with a few friends. While this has really put a damper on our Tennessee T touring schedule, or doing anything official, it doesn't stop us from enjoying our Model T's on our own. Hope you are taking time to get out and take some day rides.

As I have told you in the past, my old men at the coffee table are always asking about my cars. One of them brought me an article last week about the demise of Hertz rental car, which has been in business since 1918. I don't know if it was because of the virus or just bad management, or a little of both, but after 102 years in business Hertz is now out of business.

I always knew Hertz was big into Fords for rental cars but what I didn't know, according to this article is that Hertz started out in 1918 with a whopping fleet of twelve Model T touring cars. It also went on to say that within a few short years they had boosted their fleet to 600 cars. It didn't say what kind of cars the other 588 were. I would think that in that time period at least a large portion of them would have been T's also. I tried looking around on the internet but couldn't find any more information on what kind of cars they were, but I would like to think a fleet of 600 Model T rental cars existed once upon a time. I think that in the beginning they not only rented the cars but they rented a driver too.

Get out and make the best of what we have been dealt this year. Be safe but I see no reason, at least for the most of us, why we can't ride all we want. Pack up a sack lunch and hit the road. Do as we do and drive till you see a road that you don't know where it goes and turn. Sometimes you wind up in someone's back yard, but a lot of times you get to see things you have never seen before.

Happing Ting

Ricky

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Chaplain- D.D.
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. [Click for contact info.](#)

Date	Event (Tennessee T's events are bold)
July 11, 2020	Annual Heritage Day, Granville, TN, Tennessee's Mayberry Town Block Party www.granvilletn.com/
March 7-11, 2021	Model T Ford Winter Tour 2021 Howey-in-the-Hills, FL Tin Lizzie Club of North Central Florida, call Steve Ellis at 352-207-1498



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.

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AN UPDATE TO THE “RUST REMOVAL” ARTICLE BY GARY TILLSTROM FROM APRIL 2003

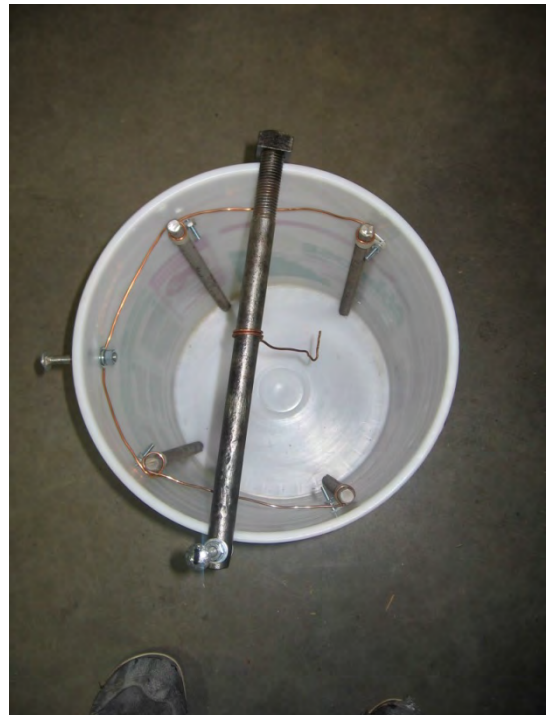
REPRODUCED IN OUR LAST NEWSLETTER ISSUE

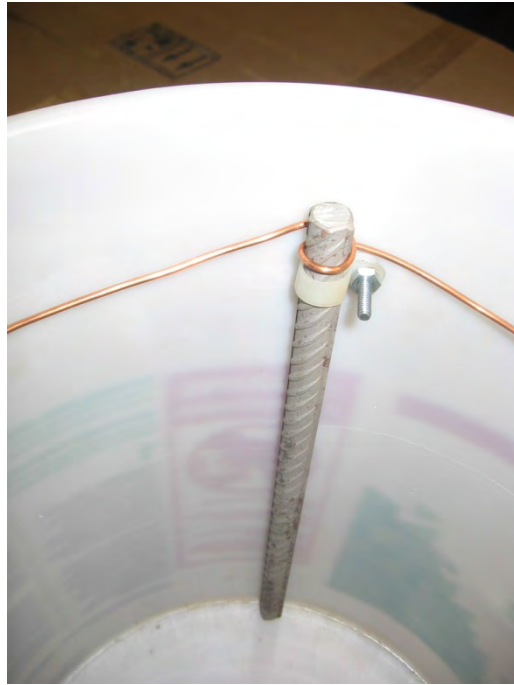
by D.D.

On April 4th 2020 Herb Iffrig posted a topic titled ELECTROLYSIS on the Model T Forum with a YouTube link on the subject. This 27 minute video features Keith Rucker of Vintage Machinery (www.VintageMachinery.org). At 6 minutes 27 seconds into the video Mr. Rucker talks about the chemicals used in electrolysis their benefits and drawbacks through minute 8 ½. The video links is <https://www.youtube.com/watch?v=NKZv14-K71g>

His recommended salt is Arm & Hammer brand Super Washing Soda which is sodium carbonate. It can be found in the laundry section of grocery stores or on-line at Amazon.com. Rucker states salts are needed because pure water does not conduct electricity well. Table salt is sodium chloride if used gives off chlorine gas which is dangerous if inhaled and corrosive. Baking Soda is sodium bicarbonate if used gives off hydrogen gas which is highly flammable. It can be processed by sprinkling it on a flat sheet and cooked at 300 degrees in an oven to convert it to sodium carbonate. Regardless, when removing rust via electrolysis efficiency is a desired consideration, HEALTH & SAFETY should be the major consideration so be sure to work in a well ventilated area.

I want to thank Gary for sharing the design of this unit and Bill for his work republishing this article. I have assembled a 5 gallon electrolysis tank utilizing the plans Gary has designed and laminated the following instructions for future reference when restoring rusted parts:





RUST REMOVAL INSTRUCTIONS

(ELECTROLYSIS)

1. Dissolve one (1) cup of Washing Soda/Sodium Carbonate into five (5) gallons of water.
2. Place bucket outside in well ventilated area. (Hydrogen bubbles pose a hazard)
3. Connect **Rusted Part** to Parts Bar with wire.
4. Place Parts Bar across the top of bucket with Rusted Part hanging in bucket so it is submerged and **DOES NOT** touch rebar.
5. Connect 12 vt. Battery Charger **POSITIVE (+) LEAD** to bucket/rebar terminal (Anode).
6. Connect **NEGATIVE (-) LEAD** to Parts Bar terminal (Cathode).
7. Check part after three (3) hours. (brush surface with laundry brush to remove rust)

Eventually the rebar will load up and need to be sandblasted to remove the rust plated on it. The higher the amps, the faster the rust removal. For larger parts a 30 gallon blue plastic barrel or kid's plastic swimming pool may need to be used.

D.D.

Chaplain's Report by D.D.



5/21/20

We received a thank you card from our member, Doug Hauge, for the sympathy card sent at the passing of his mother.

Ephesians 6:16, KJV: "Above all, taking the shield of faith, wherewith ye shall be able to quench all the fiery darts of the wicked."

One of an ancient soldier's most important tools was a shield. It was essential to protect against enemy attacks, whether swords, flaming arrows, stones, spears, or other attacks. Roman shields were lined with leather, and usually soaked with water before a battle. In other words, the One providing the armor gives His troops equipment perfectly suited to surviving the enemy onslaught. Today we are in a battle with an enemy, the coronavirus, which has descended upon us that we cannot see, hear, smell and has no taste. Our shield, face masks, when properly worn protect those who come in contact with us from the fact we don't know if we are exposing them to this deadly enemy. Like our faith in God, we are showing our love and caring by protecting others. Keep your faith, wear your mask and wash your hands.

Treasurer's Report

The Money Bucket

submitted by **Connie Plank**, club treasurer

Treasurer's Report as of June 1, 2020



Starting Balance (04/01/2020)	\$7,099.56
Total Deposits - 2020 Dues.....	\$0.00
Total Expenses – State of Tennessee...	-\$20.46
Ending Balance (06/01/2020)	\$7,079.10



Not too Vintage-Social Distancing photo by Ricky



Vintage photo- Shadetree members photo by Vandy

A Blast from the Past with our model T Family and friends

This is Big John Ohlrogge, and my wife Bonnie and a few years ago we put on a end of summer beginning fall tour in southwest Indiana.

I named the tour Big Johns Topless tour (that got your curiosity up!) (continuing reading). The weather was just about perfect for a Model T tour that day.

We based it out of the north east side of Evansville Indiana . We ate alot of bbq at several different places around Evansville.

With the name of tour each morning was a sight to see- you really needed to be there, all the model T's windsheilds were clean with no streaks and all the men who wore glasses also was spotless for some reason, (I guess that they were in hopes of seeing something topless). Here are some of things that we seen and visited and I'll explain as I go we went Newburg Indiana. We walked around went shopping, some went to a Stain Glass watched them make the glass. Then we went down the road to a park. There was a bluff overlooking the Ohio river. There was a dam and lock system down there. We had to make a emergency stop at the doughnut bank that is and had some pictures taken from the staff, (a distraction so that some could make a withdrawal even if they didn't have a account with them). Had some lunch at a Mexican place in Booneville Ind. Then we were off for a drive in the country. We went though a old coal mine that was reclaimed and had vegetation growing on it , then we stopped and looked down on a working surface surface coal mine. (Note surface coal mines don't have a top).

Then all the sudden a unscheduled stop at a large antique store that had several venders , on our way back the hotel we just about had a misshap going along on a back road when all the sudden we topped the crest of the hill to meet 2 John Deere combines that took up the whole road I thought now what am I going to do, then I saw a trail leading into a field so I turned into it and everyone followed and the combines got off the road at that point, back at the hotel we regrouped then went to a BBQ for our evening meal.

The next day started like the day before windows and eye glasses was spotless again as we road through to country. Besides it was enjoyable, not much traffic. I had to overcome some road construction and make un planned detours we all survived then we went to New Harmony. We watched a short movie about the town history seen alot of the original buildings while in this town we visited a TOP LESS place with much disapointment from some, it is a church without a roof (ha ha ha i tricked them). Then from there we visited a utopia garden (a maze with plants and brush) it also didn't have a roof. then back on the road again to one of our favorite bbq's (no longer open) The owner had lots of music and 50's memberbilla . On the walls near the roof line a sample of the kind of food he served at his cafe things like hamburgers, shakes, icecream, soda, hotdogs etc. and DEAD CHICKEN, after eating lunch everyone went across the street (suposely to take picture of the model t's there on display), but really I think that they wanted to see my reaction to our brand new crank holder on our car that somebody put on it !Since then I've never seen a crank holder like that in any Model T parts books' manuals, I've hadn't checked the model T forum yet , on where to find such a accessory) I came out of the cafe and thats when I seen it .

I turn around arugued with the young waitress and asked her what did you do to my car? She said," I did nothing". I said come and look and she seen the lace thong panties that clashed with the black paint ! I then asked her if they belonged to her and she said they do not and she turned about 3 shades of red and went back inside everyone was laughing and having a good time . Nobody fest up to there devious doings , then we went to see a l1st ww2 ship got here to late for a tour enjoyed seeing what we could from the dock. (It also didn't have a roof.)

Then off to some more BBQ and that crank holder went along for the ride. It got lots of laughs . That was the end of our tour. Thank you for all who came and was a part of it . Maybe someday we can do it again. (I don't need another crank holder from Fredricks of Holywood). LOL

Happy trails to you
until we can tour again
Big John & Bonnie
Ohlrogge

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



Covid-19 makes it hard to plan and execute our traditional Tennessee T's Club sponsored tours, due to the size of our tour group and the Social Distancing rules.

But why not contact a few of your Model T friends who live nearby and drive a route in your area. Who knows, maybe your small group will stumble upon some good backroads, and your ride will become a club tour in the near future.

Almost a year ago, Paula Gember wrote an article for our August 2019 newsletter about a friend that she and Mark met while on the 2019 O2O Re-run (Ocean 2 Ocean). This new friend's name was/is Theton Ogle. Not only did Theton drive his Model T from New York to Seattle, he headed back on-the-road towards Virginia. Re-read Paula's article in the August 2019 Newsletter to refresh your memory about his amazing ride home (hint- the return trip was NOT a beeline home!) Go to page 7 https://tennesseets.weebly.com/uploads/6/8/7/0/68703495/2019_aug_newsletter_br.pdf

NOW, let's move ahead.

Theton is a member of a Ford V8 club in Virginia called The Northern Virginia Group #96. **Valve Clatter** is



the name of the newsletter and I have included an article that Paula sent me which is a story of Theton's brave and adventurous trip across our country and then back home.

<http://nvr.org/Valve%20Clatter/Archives/2020/202002.pdf>

BOOGER... IN THE PAN!

Booger-In-The-Pan

By: Dan Rubino

Our 1927 Tudor Model T was acquired in August, 2019 and it had a nagging fuel leak which I ignored in order to concentrate on the steering problems that needed attention. The easy fix for the fuel leak was to keep the tank empty, but once we got the new king pins, tie rod bolts, drag link ends, and installed all the new bushings to go with them, the steering problems went away.

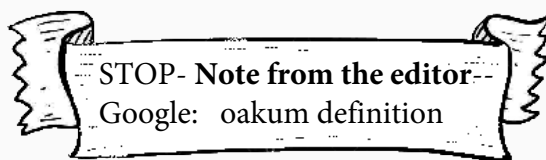
That eliminated any excuse for not putting gas in the tank (in the cowl) and brought the fuel leak to the top of the list for repair. It was not the tank that was leaking. It was the actual tube from the firewall mounted sediment bowl to the float chamber (vaporizer carburetor). And it was the bottom end of that tube, right where it goes into the carburetor. I loosened the compression nuts and removed the tube (note: now a copper 5/16" tube, not the steel tube originally on the '27 Model T's). That's when I saw two suspicious things. Can you see (1.) the little piece of oakum sticking out and (2.) the compression ring past the end of the tube?



Upon further observation, there was more oakum on the upstream side of the compression ring as evidenced by the fibers sticking out from under the compression nut. The compression nut was very difficult to turn. It was packed with oakum.



Why use oakum on a compression fitting? More inspection revealed someone had used a 5/16" tube on the 1/4" compression fitting on the carburetor. That is why the brass compression ring would not seal. I should have guessed that because I had to scrape off a big booger of epoxy that was "sealing" (not) the compression nut to the fitting.



There was enough "meat" in the brass 1/4" compression fitting on the carburetor to drill it out to 5/16" and the compression ring and nut have now sealed that leak.

Additionally, I installed a rebuild kit on the sediment bowl. Still, I could not get it to completely shut off the gasoline flow to the carburetor so I installed a needle valve work around until I can devote some time to eliminating the 4 drops/minute leak it still has in the off position.



This repair, although not “period correct” will have to do as there are other things on the car that need attention, and will no doubt produce more undiscovered boogers-in-the-pan.

Note from the editor:
Special thanks to
Dan Rubino
for submitting this
article

A Miss in Tinker T by Phillip Lee

The 1927 Roadster pick-up has had a miss at elevated RPMs ever since I have had it. I had the coils rebuilt and put new spark plugs in it. I tested the compression and it read: 35-40-40-35, as near as I could tell. I put Marvel Mystery Oil in the cylinders and it raised the compression 3 to 5 pounds per cylinder. It did not make any difference running on battery or mag. Cylinder #1 seemed to miss a little more than the others.

I called and talked to Bill Robinson and he suggested that I install, as a test, a Sure-Fire system that he had removed from his T. Bill said he would send the Sure-Fire the next day.

And I, being of sound mind (??) downloaded the install instruction from the internet. The instructions said to set the spark plugs at .0040 and away I went. I set the plugs and removed the New Day Timer, coils and disconnected the mag wire. The Sure-Fire came in and I was excited to get it installed and the T running better than ever.

One of the things was to be sure the little hole in the Sure-Fire pickup was at the top. I got everything installed and behold, the T would not hit a lick.

I called Bill for the umpteenth time and went over every thing I had done. Still no start up. After talking with Bill again, we decided that something must be wrong with the Sure-Fire coil so Bill installed his second Sure-Fire on his T just to be sure it worked and it did, so Bill sent the second Sure-Fire on its way to me.

Just for the heck of it, I re-gaped the plugs to .0025 and tried to start the T. It wanted to start but would not. About that time the battery got weak so I tried the hand crank. It kicked back pretty hard. I had done the left hand, thumb hidden so no harm. I did have it retarded as far as it would go. I re-timed using the TDC piston and lo and behold it started. Still it did not run good, so I patiently waited for the second Sure-Fire from Bill to arrive.



I installed the second Sure-Fire and the T started but still had a miss. After many other times on the phone with Bill, and putting back the coils and hooking back up the mag, the T would run but it still has a miss. We decided (actually Bill) that about the only thing left was the wood coil box.



(Phillip's Home-made spark plug wire)

I ordered the water proof coil box repair kit. Again, waiting patiently for it to come in, I cleaned the plugs again, cleaned the New Day Timer again, and timed the T again. I removed the plug wires and soldered both ends of the terminals. I also made spark plug wires from 12 gauge copper wire, but that did not help.

The rebuild kit came in and I got to working on the coil box, removing all the brass stuff for the old box and putting in the new box. The hardest part was getting the center brace out of the old box. After getting all parts reinstalled, the T ran better than it had since I got it. There is a hill near my home that I had not been able to get up without going to low. This time Tinker T came all the way up the hill without going to low. Yep, Tinker slowed down but was able to keep in high. We concluded that the wood in the old box kit must have had a carbon track, which was causing an electrical short.

Thanks to the help and patience of a well known Tennessee T member, things turned out great.



The final cure was replacing the original wooden coil box parts, with a more efficient plastic kit, which has been proven to eliminate the 'carbon tracking' problem.

Note from the editor:
Special thanks to
PHILLIP LEE
for submitting this
article

Getting real vintage- Rattler
photo by Vandy



PORK TENDERLOIN IN MODEL T COOKER

by D.D.

2 ½ lbs.	Lean Pork Tenderloin	
1	Green Bell Pepper.....	diced
½	Large Yellow Onion.....	diced
1	Can of Cream of Mushroom Soup.....	add
1	Packet of Lipton Onion Soup Mix.....	add
1 Tbsp	Cooking Oil.....	add
1 Tbsp	Flour.....	add
1/2 tsp	Ground Pepper.....	add
1/4 Cup	Water.....	add
1	Oven Cooking Bag	

INSTRUCTIONS

1. Dice Pepper and Onion
2. Mix dry ingredients with water, cooking oil & mushroom soup
3. Add Pepper & Onion to mixture
4. Place meat in Oven Cooking Bag
5. Add mixture to Cooking Bag
6. Seal Cooking Bag after covering meat with mixture
7. Cover Cooking Bag with Foil
8. Place Foil Bag in Model T Cooker
9. Fill Cooker with Water
10. Cook for 1 1/2 hr then turn Foil Bag so meat cooks 2nd side for 1 1/2 hr.
11. Remove, Drain juices into cruet,
12. Slice and Serve with potatoes and a vegetable as desired

Manifold Cooker Recipe makes Good Eatin'



A note from D.D.- Each time I have made this dish I have prepared it in the morning, put it in the car, driven all day and had it for dinner. I always turned the foil wrapped bag when stopping for lunch so it would cook evenly so I can't give you a definite mileage, sorry. It always have been thoroughly cooked which is necessary for any pork produce. Precooking is a nice idea.

**Note from the
editor:
Special thanks to**

D.D.

**for submitting this
article**

FOR SALE


Set of 4 very nice 1926 Model T wheels plus a spare bracket with rim. \$800.00 obo. **David Copeland** / Paris, Tn. 38242 cell # 731-336-4931
I can provide better pictures if interested.



HAY!!
Let's
get
these
wheels



'a'rollin!
Plan a tour!



Hey, we tour
 the whole
 dang state!
 And then some!

Don't tell anyone, but sometimes we even
 cross over the state line. Shhhh !!

**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. tennesseets@hotmail.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.

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



My favorite

Vintage photo- editor's choice
 photo by Vandy