



NOTE FROM THE PRESIDENT

Time has flown by since the Tornado Tour in May. Our Chapter members have been enjoying their Model T's all around the country since then.

In June five Tennessee T's cars represented the Chapter at the Relay for Life charity event in Humphreys County . Rides were given for donations. We were able to add \$500 dollars to the total donations.

Also in June the chapter was well represented at the Poor Boys Car show at Waverly Central High School . Money from this event also goes to a local charity, Toys for Tots.

In July fifteen Tennessee T's members participated in the annual MTFCI tour in Kanab , Utah . Thanks to our Canyon Country friends for a great tour.

I pause here to send heartfelt sympathy from all our chapter members to the Johnson family from MN who lost the mother of their family in a one car accident on the last day of the tour. As we participate in this hobby, which we all love, let us always be mindful of how quick and unexpectedly accidents can and do occur.

While driving any vehicle, especially our Model T's, continually think SAFETY, SAFETY, SAFETY.

Looking forward to seeing "you all" at the Scottsboro Tour in September.

Larry



From the desk of Larry Williams, our President

Secretary/treasurers report – Carolyn Williams

Financial Report

Bank Balance 4-28-2013.....	\$3,910.01
Deposits.....	\$ 90.00
Bank alance.....7-28-2013.....	\$4,000.01



Watch for this star scattered throughout the newsletter. Some of our elite members were able to attend the MTFCI Tour in Kanab, Utah in July. Carolyn sent some photos for our newsletter. The yellow star designates our attending group.



Seated: L to R: Carolyn Williams, Linda Eden, Don Krull Standing left to right: Larry Williams, Bill Eden, Sam Turner, Bill Guiney(yellow shirt) Max Larson, Joni Allison, Tom Allison, Sue Cook, Waldo Emerson, Marge Krull, Charlotte Miller, Dwight Miller. AWOL: Lynn Cook, John Strickland



Magneto University

Or

Getting the Spark Back in Your Relationship (with your T)

By: Steve Shelton - Mulberry



The reward of a thing well done is having done it. – Ralph Waldo Emerson

I've never read a lot of Ralph's work although I remember something about if you come to a fork in the road take it... oh... wait... that wasn't him. Anyway, I don't know if he ever did a thing "well done" because I obviously wasn't paying attention in class, but at the very least he must have known someone who did. His little quote is the perfect description of the feeling one gets after graduating from Magneto University. But before you get too excited, MU doesn't have a football team or any cheerleaders, and has only one professor – Professor Keith Barrier. All the same, the day in class was worth more than all the days in classes any of us spent anywhere else.

Last year our editor Bill Robinson called saying one of his several T's had quit running on a tour. In the course of investigating the cause he first found a stripped fiber timing gear (shown on the right).



Further investigation revealed considerable slop in the crank – forward and rear movement was considerably more than it should have been. This led to finding that the third main bearing cap's thrust surface was worn and explained why it had long ago quit running on magneto. Having read Emerson's little quote somewhere along the line Bill decided to fix it right. Between the two of us we queried experts John Regan and Ron Patterson about how to proceed. The advice was that fixing the third main was do-able provided the new cap was made specifically to fit... not a generic cap. Other wise we ran the risk of flexing (bending) the crank with too much or too little bearing pressure on it. Bill carefully measured the journal and ordered a cap poured and bored to fit it. Problem one solved. Next we replaced the timing gear. Both of these jobs are easy if you have the engine out and torn down on the stand.

The bigger challenge awaited with the magneto. Bill came up with a tool of his own invention (see picture at right) to lift the transmission off and pulled it. After that he and John Zibell removed the coil ring and from the back of the engine block and then removed all the magnets from the transmission. Bill shipped the magnets to Ron Patterson who recharged them and shipped them back in a specially made crate. The coil ring went to "Total Re-coil" where it was, well, "totally re-coiled." Reports indicated that the magnets had been very weak and that the coil ring was just plain shot. It had a lot of insulation gone and the copper ribbon connecting the windings was broken in a place or two. While these key components were off being repaired Bill ordered parts for reassembly. These included new brass screws to mount the magnets, and the spacers that the magnets rest on as well as shims for the coil ring. We found the magnet holders to be ok, and having heard bad things about the reproductions opted to re-use them.



Having never embarked on anything quite so ambitious we decided we need professional help and called up Keith Barrier. We also called in two other students, John Zibell (already involved in the

tear-down), and Charlie Owen. After a few emails and phone calls we arranged to meet at Bill's shop and all convened there on a Saturday morning. All except for me, as usual, I was late.

By the time I had arrived the class had mounted the recently recharged magnets on the flywheel and had leveled them using a replica KR Wilson tool and a brass hammer. Remounting the magnets involved replacement of the brass screws and the little spacers. Once they were put back on, the class, under the watchful eye of Keith, rotated the KR Wilson tool to each magnet, tapping to compress the spacers with a brass hammer until they will all level to within about .002 of an inch. I arrived just in time to see this had been completed and asked Keith "how many times do you usually have to set the tranny to get the spacing right?" Keith's answer - "1 to 10 times." Boy was he right!

The spacing in question is the space between the magnets and the coil ring that they run next too. In order to get the right output that needs to be between .025 and .040 inches. If it gets wider than that the magneto doesn't work well and you end up with something like a true-fire system to make up for it.

We had the engine mounted on an engine stand, nose down, and the freshly rebuilt coil ring bolted down to it. We started with a set of brass shims under it based on measurements taken with the KR Wilson tool. The idea here is that the tool can get you set up correctly so that the gap is right and all you have to do is drop the tranny on and bolt it up. That may have been true in 1926 when all the parts were brand new but it didn't really work for us some 86 years later.

We lowered the tranny down and bolted it on using a special wrench Keith brought with him (pictured).



Then we measured with the feeler gages and found we were way off. Something like .060. So, unbolt (using the special wrench Keith brought - left), pull the tranny back off, unbolt the coil ring, add/remove shims, reassemble, remount transmission, measure, repeat as needed. In our case this was 7 times. The challenge is that the coil ring is mounted with four bolts that all sit above the center of the ring. So adding a shim to one corner to close the gap you measured on that side closes that gap but at the same time opens

gap on the other side. The mounting configuration amplifies this issue, exaggerating the gap changes on the opposite side of the ring. We tried applying logic as best we could but it seemed like a trial and error drill. In the end we got very good measurements on our seventh remount. The engine is back in the car now running on coils as original and running very strong. John and I have assisted Bill as he performed this same job on two more engines now with equally good results. Like most things working on a T, we found this job to be more about the right tools, patience, and a basic understanding of the design and operation. But most of all its about finding a fellow T'er who has done it before and for that we have Professor Barrier to thank!

Magneto University class of 1012

Left to right - Steve Shelton, Keith Barrier, Bill Robinson, Charlie Owen, John Zibell.



Do you have modern seals on your Crankshaft and Camshaft? Have you attempted to remove and replace the timing cover with a modern seal installed?

In the old days when these seals were tightly compacted felt instead of modern timkin-type neoprene seals, removal of the timing cover was a simple procedure.

But, with modern seals, how does a Model T mechanic remove & re-install the timing cover for maintenance to the components under the cover such as seal replacement, cam repair, cam bearing end-play adjustment, timing gear replacement, etc.?

From my personal experience the only way the timing cover could be removed would be to unbolt it, pry it, force it, and sacrifice the two seals, then, the cover could be removed. But the problem is still present on the re-installation of the cover without damaging the two new seals. So, the solution is to remove the engine from the car, in turn dropping the pan so that the new seals can be replaced after the maintenance procedure.

To say the least, this simple task is a good day's work, not counting the maintenance procedure that lies ahead.

Last winter, Larry Williams (my mentor), and I were having a phone conversation about the long hours he had been spending in his shop trying to pin down a slapping noise that he had been hearing, but no luck at finding. I think he told me he had R & R'd the engine several times, and each attempt failed because the slapping was still present. Finally, he had come to the conclusion that the noise was camshaft end-play, because there was nothing else.

Where is all of the writing going? I expressed my sympathy because he would have to R & R the motor once more.

His answer was "NO". Then, he explained how the front lip of his "Crankshaft Seal retainer" had been removed for easier removal of the timing cover.

After much thought about his statement and with an engine removal for a magneto repair ahead, I decided to give his method a try.

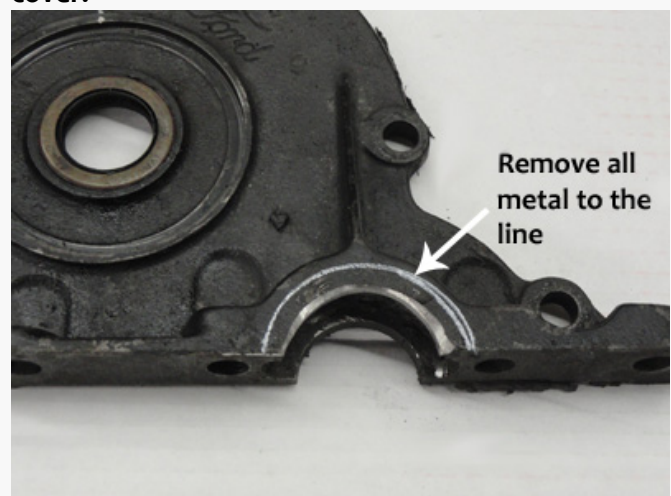
First, the engine must be removed, and the pan separated from the block. In my case, the timing cover was removed for removal of the fiber timing gear and replacement with a new gear. This made my job easier.

Next, with the pan facing up, a cleanup is in order to remove any RTV, sealer, oil, and other foreign matter present.

Next, using a Dremel type tool or die grinder grind the front lip of the seal retainer almost flush with the bottom of the cavity so that the seal will clear the lip when the timing cover is slid off and separated from the block.



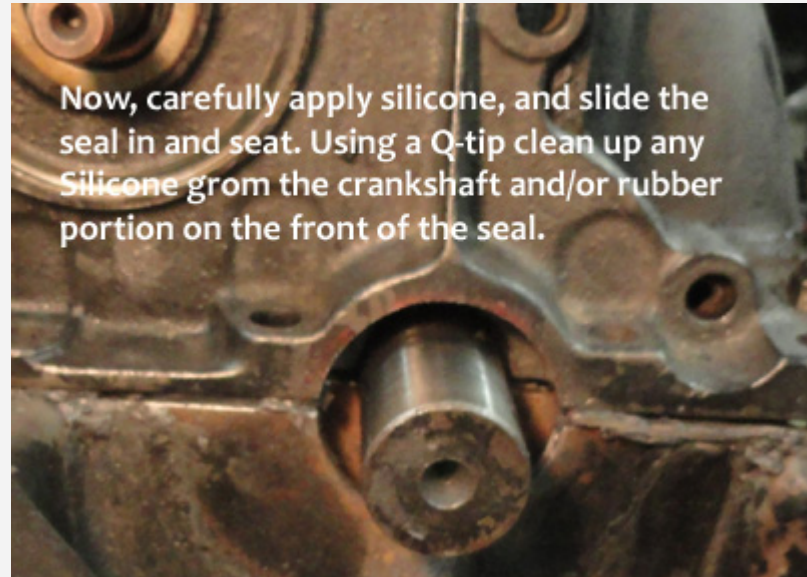
Next, outline the diameter of the seal on the timing cover.



Next, grind the excess metal from the timing cover and install the cover. Then, apply silicone to the back of the seal and slide onto the crankshaft and seat seal. Next, apply masking tape to the shaft and pack silicone in the cavity using a Q-tip, carefully keeping clear of the rubber seal and crankshaft. Remove the masking tape. Allow silicone at least a day.

Tech tip by Lynn Cook. Written by Bill Robinson

Note: Lynn used a tool that he made, which probably resulted in faster performance and a neater appearance than the Dremel.



Unearthed by Kim Doty



Last fall our local water utility moved my water line from the old 4" main to a new 10" main. That required a trench to be dug about 12' across the front of my property.

This past spring after tired of waiting for the utility to tidy up the dig, I took my tractor and loader down to clean things up a bit. I was tossing rocks into the loader bucket when I found this baseball sized glob of Indiana clay. I first thought it was an iron pipe cap, but after knocking some of the dirt off, it revealed it's true identity.

You can imagine my surprise when I saw that it was a model T roller timer cover. No telling how long it had been buried there. It's still in it's "as found" condition.



A bit of trivia about the Model T Ford's magneto system:

“An interesting note that I did not know was that Henry and his folks tested the assembly line process by making magnetos. By doing this on a smaller scale first, it was much easier to learn what worked and what did not work for the assembly of a much more complex system, the car. The rest, as we all know, is history.”

Contributed by Tom Moorehead

Question from the editor: Did the workers on the assembly line spend a full day setting the gaps between the magnets and the coil ring in order to meet specs?

COOKING WITH GAS

By Ken & Joyce Swan



With no pun or reference intended toward flavor, cooking with gas by generating and providing the heat through an automobile engine can mean some very expensive beans and potatoes. On the other hand, if one is Hell bent on consuming refined dinosaur grease with the aid of a Henry Ford special four banger engine that is producing a caloric foot sizzling floor board, one might as well use some sort of a contraption for cooking said beans and potatoes. Enter the manifold cooker.

Now... a manifold cooker is much like an old fashion wood cook stove; it will get hotter than Hades on one end (the one next to the firewall) and moderately hot on the other. Therefore one must constantly monitor the intended meal often and consider several dynamics that can produce a delicious and inexpensive culinary roadside reprieve. For example, the chef must take into account the length of the drive, the ambient temperature of the atmosphere, the normal heat that is produced by the individual engine, and of course the ingredients selected for roadside consumption. Predominantly liquid ingredients should be stirred often and that can be a trick at times. Meatier or more solid ingredients should be rotated and or turned on several occasions to avoid burning on one end (or side) and not getting done on the other. Items that require "high heat oven range" temperatures such as baking potatoes should be avoided (trust us on this). In general, any food that is precluded by the use of a can opener is almost always a good candidate for roadside dining.

Whenever possible, group dining can create greater varieties of culinary selections if planned carefully in advance. Always, always select dining sites carefully and use common sense. For example; avoid places with signs that read, "DO NOT FEED THE BEARS", or "NARROW SHOULDERS", or "AVALANCHE AREA", or "NO STOPPING 18% GRADE", "RUNAWAY TRUCK RAMP", to mention a few. Remember bears have intensively sensitive noses and can smell food miles away. They can also run about 40mph (what can your T do?). In those cases, it may be best to have the spouse hang out the door by swinging onto the windshield, raise the hood, grab cooker, and toss it to the pursuing bear, mountain lion, bobcat, or fleet footed hungry hobo! Remember, there will always be a McDonalds not too far away.

What McDonalds can possibly compare to the fresh air, gnats, mosquitoes, bugs, ants, and flies (well maybe they can compete on the fly situation) and the sheer pleasure of food from the side of an engine of a vintage Ford Model T?

HAVE FUN COOKING ON THE ROAD!!! Yum! Yum!

Manifold cooker "Roadside Ruben"

Submitted by Chef Gary Tillstrom



On a rye sub roll, spread 1000 island salad dressing or mayo to each side (1000 island is better). Then layer on Swiss cheese to each side. Add plenty of corned beef and good sour kraut (the kind with caraway seeds). Wrap with foil leaving the top open exposing the fixins. Ball up some foil in the bottom of the cooker (to raise the sandwich off the bottom). Now add 1 cup of beer to the cooker (return open beer to cooler). Put sandwich on top of foil and drive 20 minutes to steam and melt cheese.

Pull to side of road and remove from cooker. Chase with remaining beer (+ another). Say to one another, "who knew Gary could cook?"



Manifold Cooker



We found John.



Chapter member, John Tidwell, giving rides for donation at Relay for Life.



Linda Eden received a much deserved award, the MTFCI Presidents Cup award for most tour spirit. Yeah Linda !!

Tours and Events:

The Kentucky Backroad T's will have a Model T display and **demo** at the KY State Fair. Aug 15 to 28. See pics final page. Contact Tom Moorehead for details. tmoorehead@jcsteele.com

The Ohio Jamboree Granville, Ohio August 30th - September 1st (Friday - Sunday) info call 419-855-2505 or email maumeevalleymodelt@gmail.com

The Broomcorn Festival and Shiloh Tour Saturday, September 21st. Time, address, details to be announced in an email correspondence very shortly. Selmer, Tn area Contact Ken Swan for details kenklsinc@charter.net

The Scottsboro Tour



Where?
Scottsboro, Alabama
When?
The "Fishtrap Bottoms" Tour- Friday, Sep 20, 2013
The "Hairpin" Tour- Saturday Sep 21, 2013
Hub? Comfort Inn - Scottsboro, Alabama
256.259-8700 ph Reserve early- rooms are limited
Questions or brochure request:
billrobinson06@bellsouth.net (zero six)

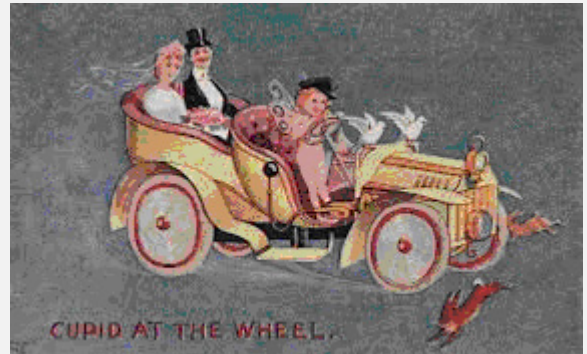
Smokey T's Fall Tour

Etowah, TN at the Red Roof Inn 423-781-7459
Tour dates are Oct 21 thru Oct 25, Mon-Fri
We will tour the mountains in the Cherokee National Forest
George and Ramona Akin 865 970-3736

Tennessee T's Christmas Party- see final page for details

2014 Model T Ford Winter Tour

Howey-in-the-Hills, Florida,
March 2-6, 2014 [more info](#)



AUGUST BIRTHDAYS

Michael Nowlin	1st
Bill Taylor.....	2 nd
Julian Sides.....	7 th
Tom Allison.....	11 th
Joyce Swan.....	24 th
Anne Alexander.....	31st

AUGUST ANNIVERSARIES

David & Angie Walker.....	5 th
Bob & Katherine Easley.....	14th
Hubert & Joyce Garland.....	16th
Waldo & Sharon Emerson.....	22nd
Jerry & Diane Waller.....	24 th

SEPTEMBER BIRTHDAYS

Pat Rowe.....	5th
Tammy Copeland.....	7th
Carolyn Doty.....	8 th
David Copeland.....	18th
Bill Dunning.....	20th
Kim Doty.....	23rd
Mac Monteith.....	25th
Marge Krull.....	27th
Earl Lake.....	30th

SEPTEMBER ANNIVERSARIES

Lynn & Sue Cook.....	1st
Mac & Elizabeth Monteith.....	2nd
Kim & Carolyn Doty.....	9th
Gary & Annette Tillstrom.....	14th
Keith & Carol Barrier.....	21st
Martin & Anne Alexander.....	29th

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 BillRobinson06@bellsouth.net (zero6) *Note*: Please.... photos should include at least one Model T and/or one Tennessee T's member.





Perfect Model T day.

For Sale: 1934 Plymouth PE DeLuxe Sedan
good condition modified with
Chevrolet engine and autotrans; 4 suicide doors,
original interior.
\$10,900 OBO. Contact 931-296-1270

For sale: 1923 Model TT one ton enclosed cab
– all original, Ruckstell rear end, good tires,
completely re-wired two years ago, aluminum
pistons, electric start, water pump, coil box
fiberglass lined last year, stake body sides and
back. I have owned since 1987.
\$9,850.00 OBO. Will put on e-Bay if not sold in 30
days but prefer local owner. Call Ken Jack: cell
phone: (901) / 488 – 1228 to see it.



Found Lynn at 11,300 feet above sea level.

Update on Kim Doty's hand-made Depot Hack. Refer to
the Christmas Newsletter 2012 for a refresher on the build.



The frame rails for the front door rails are cut from old
Chestnut lumber that has been in storage for years.



Tennessee T's Christmas Party



WHEN: December 14th (note change from prior years, has been first Sat. Changed to second Sat.)

WHERE: Waverly, TN First United Methodist Church located West Main Street one block West of Court House Square. Can't miss it.

TIME: Will try to eat around 2:00 with all other activities to follow.

Tennessee t's Christmas Party Club will furnish meat. Bring a side dish.

Each person bring a \$10 to \$15 gift. Men bring a man's gift, Women a woman's gift.

Bring books to share and swap.

Women bring a brown bag gift. (something you want out of your house. **Rule..**you have to take home what you get and no husbands are allowed to be placed in the bags)

A reminder will be sent later about the party and also hotel information for anyone wanting to stay over.



★ In Kanab- Larry and Carolyn's entry in the radiator cap Contest won 3rd place!

The Kentucky Backroad T's will have a Model T display and **demo** at the KY State Fair...



The Kentucky Backroad T's will have a display at the KY State Fair this year, in recognition of the 100th anniversary of the assembly line, compliments of Henry Ford. The Ford Motor Co. and UAW will jointly have an interactive model assembly line set up so folks who feel compelled to try their hand at working on an assembly line will be able to do so. Our chapter's part was to supply some components for the mock set up, to include a partially assembled engine, chassis parts partially assemble, magneto set up and the display of one of our member's 1914 Roadster, compliments of Jeep and Shirley Whitehouse. So if you are in KY between Aug 15 to 28, you might want to stop by the fair. Tom moorehead

In case you missed the news article regarding the Model T accident on the Kanab our follow this link that Ken Jack sent. [Click Here](#)

For Sale: All aluminum trailer by Tommy Trailers. New Badlands # 6000 lbs Electric Wrench. New tires, removable fenders, and a spare tire in floor storage box. Asking \$4850.00. For details call Charles wagner Cell 606.369.8947 .



In June, Charles Wagner visited the museum in Richmond, IN. He sent the photo of the Pietenpol Sky Scout for our members to view. The photo inset is an image of Billy Poobah, for those who do not recognize him.

Read about Billy Poobah below.
Text from
MTFCA Hall of Fame listing



Chris Egsgaard Historian, Restorer, Collector

Although Chris Egsgaard made his living working in the movie industry, his passion was the Model T speedster. Chris was an extraordinary collector of racecars and Model T speed equipment. He seemed to know where all the good stuff was, and was able to buy it. He had a large collection that included several Ed Winfield designed and modified engines including a Rajo OHV engine with a Winfield roller tappet camshaft, and the famous 1927 'two up and two down' racing engine.

He often participated in the Shell Hill Climb in Long Beach, CA. Chris built the famous "King of the Hill" crown from a Model T low band with various T parts welded to it. One of his main goals in life was to win that crown. He spent many hours building unlimited class hill climb cars, and finally won the crown in his blue aluminum replica of a Faultless speedster.

He contributed at least three excellent articles to the Vintage Ford magazine covering Winfield carburetors, the Winfield 'two up and two down' engine, and Rajo/Gallivan DOHC heads. Chris had the reputation of being a "character". He sometimes dressed in a beard, long hair, and old coveralls, and called himself "Billy Poobah". Once at the hill climb he and his bright red haired 'traveling companion' drove down Shell Hill in his TT truck with the Fronty Ford racecar loaded on the back. Of course, coming down the hill made a complete shambles of the racing activities much to the delight of the spectators. Billy with his truck and racecar also appeared on the cover of the Vintage Ford magazine.

<http://www.mtfca.com/HOF/Fame.htm>