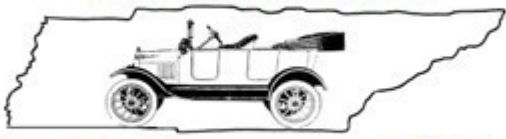


Tennessee T's



Model T Ford Club

PRESIDENTS MESSAGE

October? Where has 2013 gone?

What a great touring year we have had.

Thanks to all of you who took the time and made the effort to host tours this year. Ken and Joyce in Memphis and the Broomcorn festival, Charlie and Jana, Jerry and Diane the Tornado Tour and Bill and Suzie the Scottsboro tour. They were all good tours and enjoyed by many club members. Tennessee T's members toured with the International in Utah , the Covered Bridge in Indiana and many, many more that I don't know about. Keep up the good work guys and as you park Lizzie in the garage this winter start planning for 2014.

Welcome to all the new members that have joined us this year. Glad to have you on board.

Looking forward to seeing everyone at the Christmas meeting on December 14th. Hold that date. A flyer with all information will be arriving soon.

Larry

Secretary/treasurers report-

Carolyn Williams

MINUTES 9-20-2013

The Tennessee T's members held a brief business meeting in Scottsboro , Alabama , September 20, 2013.

President Larry Williams called meeting to order and thanked, Bill and Susan Robinson for hosting the weekend tour. Williams welcomed guests Mike and Nancy Brown, Alma Kidwell and Thomas Garland.



From the desk of Larry Williams, our President

Secretary/treasurers report- continued:

First time tour participants Chester and Pat Lowery were recognized.

Motions to accept the minutes and financial reports as reported in the newsletter were made and passed.

The secretary asked permission from the club to pay the church where the Christmas meeting will be held before the meeting in order to close out the bank account and have the paperwork ready to present the next sec/treasurer at the Christmas meeting. Motion made and passed.

A motion was made and seconded to pay Bill Robinson for Newsletter supplies, tour expenses (snacks, water and help truck).

Everyone was reminded of the Christmas meeting to be held in Waverly on December 14th.

The meeting was turned over to Bill Robinson who gave an overview of upcoming two days of touring. Bill stressed safety to everyone.

Meeting adjourned.

Secretary/Treasurers report – Carolyn Williams

Bank Balance 7-28-2013 \$4000.01

Deposits.....15.00

Expenditures

Bill Robinson...Newsletter, Tour expenses, help truck, etc..\$315.11

Bank Balance 10-2-2013... \$3,699.90

This past Summer (2013) **Larry and Carolyn Williams** went to **Alaska**. While there they ran across this bit of information:

“Picture of first car ever in Alaska. Built by Robert E. "Bobby" Sheldon. He saw a picture of one and decided that if he had a car he might make more time with a young lady he was courting. She rode in it with him but when he was asked in later years if he married the girl, he replied, "No, but three other fellows did." Mr Sheldon's 2nd car was Model T. To read more about the colorful career of Bobby just go to Google and type in his name, Robert E. "Bobby" Sheldon Alaska or First car in Alaska.”



Where ever Tennessee T's guys travel **THEY WILL** find a Model T. Larry Williams and Dwight Miller found this one in front of a machine shop in Fairbanks, Alaska. The owner of the shop is a 5th generation Alaskan and runs the machine shop started by his great grandfather.

Covered Bridge Tour

submitted by Linda Eden

There several couples from the Tennessee T's at the Covered Bridge Tour in Indiana. Carolyn and Larry Williams, Jana and Charlie Swan, Jerry and Diane Waller, Jim and Dorothy Creed, Kim and Carolyn Doty, Max Larson, and Bill and Linda Eden.

Covered Bridge photos



Jana, Diane, & Carolyn



Kim & Carolyn



Jerry, Diane, Jana, & Charlie

More Covered Bridge photos



Max Larson brought his "E Bay" car to the Covered Bridge tour all the way from Miami, FL. Max says, "She runs like a top but if I was going on looks and she was a horse I would have to shoot her."



"What did you call me?"



Beautiful roads, beautiful bridges. Bill and Linda Eden enjoying a great ride.



Perfect touring day!



Charlie and Jana Swan, Jerry and Diane Waller are enjoying the day touring the Wallace Garage in Wallace, Indiana. Beautiful day, beautiful cars.

More News

How to fix the problem when no problem existed!

I started Model T'ing in 1999, with my first Depot Hack I bought that was mostly done but not really complete. It had a nice red oak body, used sheet metal and a not too good of an engine that ran but was not real tour friendly. Work on the engine over several shake down tours resulted in a good motor and a tour ready car. At first, I started by using a timer and coils like I thought I was supposed to do. My only problem was that my mentor on Model T's, (now deceased) never did a real good job of maintaining coils and timers. He was a good mechanic for the most part, but suffered from getting the ignition coil system close to right, but not near perfect enough to be trouble free. When Linda started touring with me, this particular car ran well but was not reliable. Hardly ever did we go out that at some point in time, I was either under the hood or in the coil box attempting to fix an electrical problem. Linda would get aggravated and then I would get mad and the day would not be fun anymore.

I decided to go to a distributor type ignition, using the Texas T set up. I was familiar with this distributor as we had owned several VW's previously, and knew had they worked. I even jumped in and went to 12 volts as my mentor insisted this was better. Since this time, I have converted all 4 cars to a distributor system and have been very successful with them. There is not much maintenance involved and all 4 cars run well.

Now that I have been on many tours and have met folks like Brent Mize that know the timer/coil system well, and see how other very original cars run as Henry made them, I may revert back to the original system on at least one car. It will involve removing an engine, putting a good mag and coil back in and then get back to the basics. I was kind of overboard when setting up the distributor systems, as I gutted all unused components that were just in the way of engine rebuilds.

As time goes by and as I learned more about these cars, I have come to realize that newer is not necessarily better and new technology is good but not really needed. I have modified and converted and changed and switched, only to realize if done properly, the original way works well if maintained. I will continue to use distributors on at least three cars. What I won't do is fail to remember all the fun we have had while running these cars, not necessarily the way Henry made them, but in all the good folks we have met and the places we have seen at 35 miles per hour. And without my mentor, we would have never done any of this at all and that would have been a shame.

And if anyone would have told me 15 years ago I would be playing with Model T's, I would have said they were crazy. And the firends we have made, well that's another story.

Tom Moorehead



The Scottsboro Tour- Sep 2013

On September 20 & 21 The Tennessee T's toured the area around Scottsboro, Alabama. The roads were mostly backroads and Friday's route included a loop around Guntersville Lake, up Grant Mountain, off into Fishtrap Bottoms. Saturday's weather promised several inches of rain, so the route was changed at the last minute, thus eliminating the wet downhill trip through the miles of hairpin turns coming off Crow Mountain near Stevenson. As it turned out, rain fell for the first 17 miles of the trip and the remainder of the day was relatively rainfree. Mechanically, one car lost a crankshaft before the tour began and another developed an engine miss on the morning of first tour. The driver elected to drive back to the motel, rather than complete the tour. Buzzard Don and Buzzard Floyd followed the tour and provided the drivers with good company. Their services were not required, which is the way we all like it. There were no further problems. Our thanks go out to Don & Floyd.

Members and guests present:

John & Bonnie Ohlrogge, Tom & Linda Moorehead, Jerry & Diane Waller, John, Pete, & Jeanne Zibell & Ray Pierce, Kim & Carolyn Doty, Mike & Nancy Brown, Larry & Carolyn Williams, Brian, Meagan, Brianna, & Karen Robinson, Gary & Penny Wheat & Rosie, Hubert & Thomas Garland, Chester & Pat Lowery, Philip & Michele Morris, Ralph & Teresa Williams, Gary & Annette Tillstrom & Alma, Bill & Suzi Robinson (tour hosts).



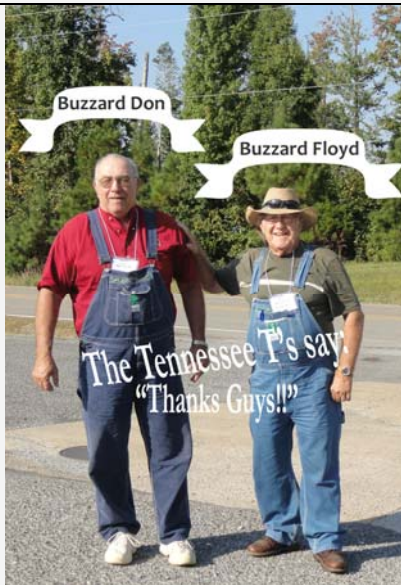
Kim & Carolyn Doty - New Salisbury, IN drove the longest distance from home



Fackler, Alabama- a planned group photo stop- an accidental food & shopping stop.



First tours for Chester & Pat Lowery (left image) and Michele and Philip Morris (right image)



Below- The Rock Zoo near Fackler. Created by 3 generations of the Dawson Family. Pictures don't do it justice.





Buzzard Don



Buzzard Floyd





Items for Sale



1926 Ford Model T coupe for sale. Runs well, everything works. Pretty nice body. Some dents and scrapes. Good wheels. Fair Tires. Kevlar bands and new rebuilt coils. E-mail for more pics. Asking \$6250.

Rwilliams@gateslumber.com or Williams641810@bellsouth.net or call 662-342-9140 after 6:00 pm.

A message from Charlie Swann:

"i have 4 t models for sale. you can give them my cell or email. thanks, charlie"

Charlie can be reached at 615-202-0369 or cswann@united.net



1913 Ford model T Roadster for sale. Comes with a small single axle trailer.

Call Mr. Hall if interested. Asking 20K 901-268-6797

Future Tours:

None presently planned

Future events:



Tennessee T's Christmas Party Details

Christmas meeting on December 14th. A flyer with all information will be arriving soon.



For Sale: 1924 Model T Roadster (Turtledeck)

Car is currently running on distributor and transmission has an oil slinger set installed.

Motor has new rings and rebabbitted rods.

Bows and top are off the car, but with the car.
Material will have to be replaced due to squirrel activity years ago.
One bow needs replacement, but is with the top.

Additional engine w/transmission

Another transmission

Radiator

Around 40 or so coils

Horn

2 steering wheel

Tire on wheel/rim

Additional starters, generators, 3 distributors,
several heads, metal bands for transmissions,
extra set of transmission drums and numerous miscellaneous parts.

Want to sell the entire lot for one price. Asking \$12K

Located in Sparta, TN

Contact: Al Klee at ajsklee@gmail.com or call (931) 205-6258



Adjusting Headlights is Easy!

By Suzi Robinson

Recently, while on a tour, our group drove our Model T's to supper and when we walked out of the restaurant darkness had settled in. Model T headlights are not as bright as modern cars, and we all know it, but sometimes we get caught out after dark and we must safely make it back to our destination.

Our car was the lead car and my husband was driving. Our headlights were so weak that he had trouble seeing the edge of the road. It took both of us to drive and locate the edge of the pavement. The reflection in the windshield did not help either. Naturally, I told him that he needs to buy some new lights. There was no comment.

When we got home I found his Modet T Service manual, read the portion on headlights, and suspected the headlights might be out of focus and not properly aimed.

The results were outstanding and the fix was simple and easy. Follow these few steps and you can improve the headlight efficiency on your Model T Ford!

1. On any flat surface step off 25 feet from a wall- put down a mark.
2. On the wall, put a mark 28-32 inches from the floor. I found 2 different references in 2 different resources. Research the year model of your T and mark accordingly. Actually, the light pattern is so fuzzy that a couple of inches is irrelevant, from my point of view.
3. Mark the center on the wall indicator, then mark 14" either side of center (Fig. A).

Fig. A

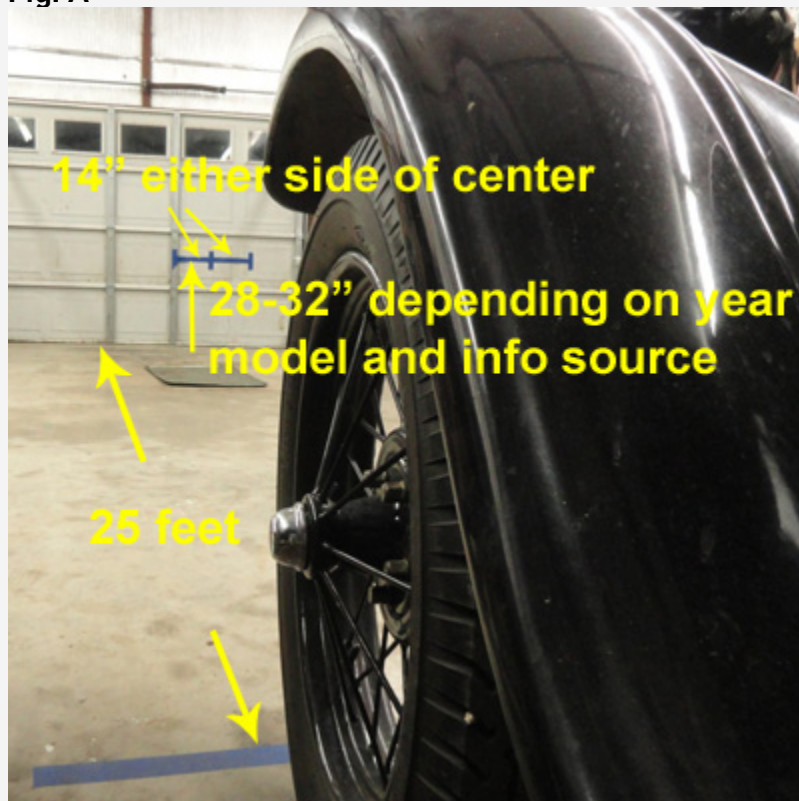


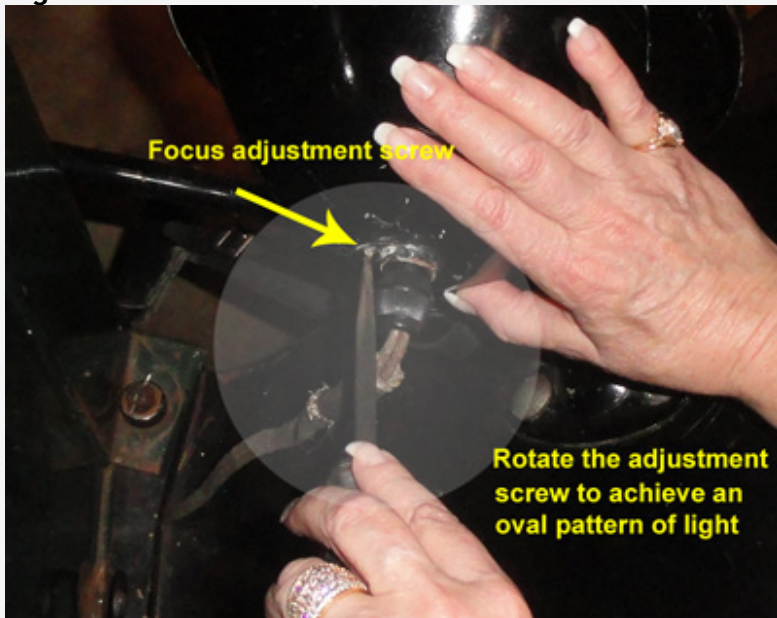
Fig. C



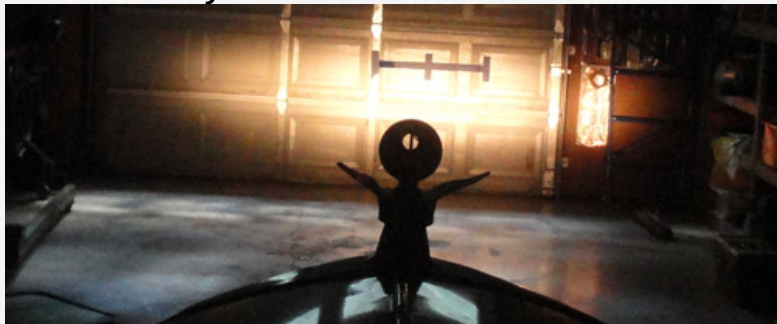
4. Next, disassemble the headlight, thoroughly clean the lens, reflector, and the socket (Fig. C). The socket must easily slide in the socket tube and the reflectors must be shiny- if not replace them.
5. Reassemble the headlight, mount on car.
6. Line the center of the T (radiator) up with the center mark on your wall. (Fig. A.)

7. In darkness, turn the switch to ON (bright). Cover the driver's side headlight with your husband's raincoat like I did. The light pattern should be a concentrated oval- not a large spread out circular pattern. If your's is like the one on the right (Fig. B), you need to FOCUS the light pattern by turn the adjusting screw (Fig. C) on back of the headlamp, which adjusts the socket in and out of the tube as you turn, thus focusing the pattern to a concentrated oval (Fig. D).
8. Once both lights are properly focused the light concentration must be aligned so that the top of the oval is even with the mark on the wall and 14" off center, depending on which side is being aimed- see photo for details. The car I adjusted was a 1926 Coupe and the brackets connect to a bar that is rounded where the lamp meets the bar, which makes alignment simple. On older cars the headlamp bracket must actually be bent to align the headlamp according to Ford specifications. My husband will have to do the bending on our 1921 Depot Hack.

Fig. C



Finished- ready to drive

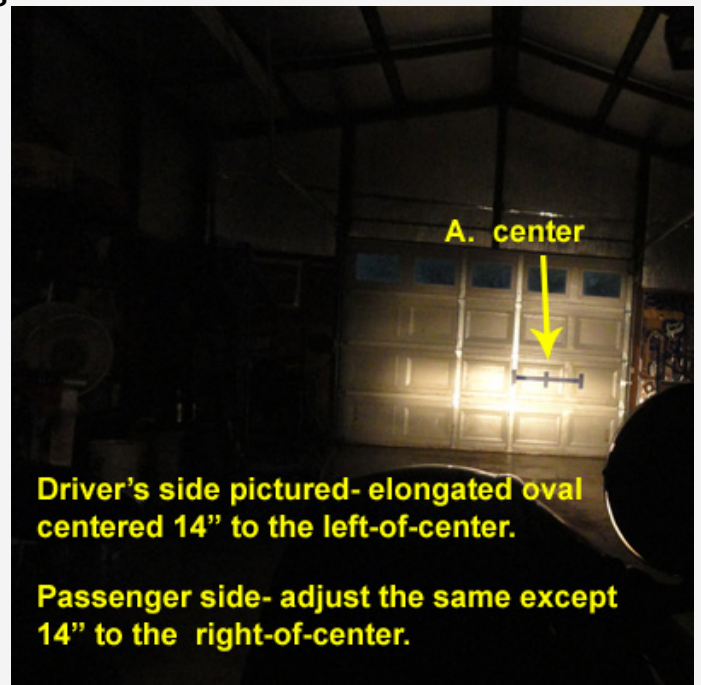


This procedure is simple and can be done in a short amount of time, thereby improving your driving vision at night.

Fig. B



Fig. D



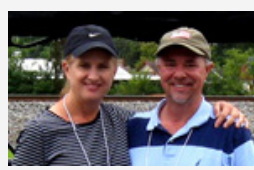
OCTOBER BIRTHDAYS

- Mary Monteith.....9th
- Ralph Williams.....11th
- John Zibell.....16th
- Keith Ellis.....17th
- David Walker.....24th
- Don Krull.....27th



OCTOBER ANNIVERSARIES

- George & June Ross.....14th
- John & Bonnie Ollrogge.....14th
- Bill & Judy Markey.....21st



NEW MEMBERS.....

Philip and Michele Morris Hoover, AL

NEWSLETTER SUBMISSIONS Tours, Tour and event pictures, future tours, tech articles, cars for sale, forgotten birthdays and anniversaries should be emailed to the newsletter editor.

BillRobinson06@bellsouth.net (zero6)

Without input, there will be no newsletter.

NOTE: PLEASE... photos should include at least one Model T and/or one Tennessee T's member.

NOVEMBER BIRTHDAYS

- Butch Mercer.....1st
- Peter Clavier.....8th
- Jeanne Zibell.....8th
- Bill Robinson.....11th
- Walter Longworth.....15th
- Kenneth Jack.....15th
- Gary Wheat.....18th
- Joni Allison.....18th
- Dennis Bobel.....21st
- Penny Wheat.....23rd
- Ken Swan.....23rd
- Vandy Williams.....27th

NOVEMBER ANNIVERSARIES

- Bill & June Dunning.....16th
- Monty & Mary Monteith.....29th
- Don & Jerrie Hiner.....29th
- Tom & Linda Moorehead.....30th



Two of our members were scheduled to attend the Scottsboro Tour, but were forced to cancel due to medical reasons. Charlie Owen injured his back and Charlie Wagner had surgery. The club wishes them both a speedy and uncomplicated recovery.



Please don't forget the Tennessee T's Christmas party! December 14th! Details to follow.