

Newsletter April 2015

Tennessee T's



Model T Ford Club

Our Club's President



A message from **Gary Tillstrom**

Greetings T's

As promised, spring is upon us. It didn't seem like it would ever get here. Between the cold, the ice, and enough snow to make a Yankee homesick I'm sure you are ready to start with the lawn work. Annette has already cut the grass once (about needs it again). She will be busy!

The Chapter had a good turn out at Ricky and Vandy Williams house in Humbolt for our second annual "Lynn Cook" safety day. We covered a lot, talked a lot, ate a whole lot, and had a good time. Be thinking about a project you would like to cover for next year. Everybody knows something about something well enough to give a 10-15 minute (or more) talk on it. I think this event late winter will continue to prove to be a big plus for us. I'm sure Lynn would have enjoyed the fellowship and good time had by all.

As of yet, there are no chapter tours planned and announced. This means the date for the one you are thinking about (hint hint) is available. We aren't picky, find a place for everyone to eat, sleep, and the occasional bathroom stop and that is a tour. As a bonus, we can all have our pictures made in front of the world biggest ball of string or other famous attraction (which Bill will put in the newsletter). Speaking of the newsletter, Bill is doing a super job and makes it look easy (it isn't). Be sure and send him photos, stories, the occasional email joke, etc.

(continued)

Lastly, look over the sick list. We have a few who are sick and recovering. Send them a card or give them a call, it is appreciated.

Dust off the old buggy and head to Lowe's for flowers to plant! Spring is upon us. See you down the road. Gary

Officers of the Tennessee T's:

President- Gary Tillstrom
Millington, TN 901-496-5527
email: gtillstrom@aol.com



Vice President- Ralph Williams
Nesbit, MS 662-342-9140
email:
Rwilliams@gateslumber.com



Secretary Treasurer- Anita Owen
Elizabethtown, KY 270-763-6577
email: alowen@kymodelt.com



Chaplain- Mac Flowers
New Johnsonville, TN
931-535-2327



Planning a Tour?

As of the publishing of this newsletter there are no club sponsored tours planned for year of 2015.

If you are planning a tour and have not announced it yet, please notify the president of your plans so that our members can make appropriate plans and you can have a good turnout.

What is my T's birthday?

Have you ever wondered how some Model T owners can peg the month that Ford manufactured their car? Some folks will argue that this information may not be completely accurate stating the date printed is the manufacturing date of the engine and not the vehicle. Also, your engine may not be the vehicle's original engine. Regardless, this page was posted on the MTFCA forum and it will get you close. First, write down the number stamped on your engine, then, follow the link:
<http://www.mtfca.com/encyclo/sernos.htm>



BELIEVE ME NOW OR BELIEVE ME LATER

For many years I have given serious and sage advice to newcomers to the wonderful world of the Model T Ford to encourage them to drive their challenging and nebulous investment often and drive it a lot of miles. That is the only way one will acquire true knowledge and intimacy to the unique hunk of steel, smoke, and rubber. Most of all, I admonish the antique automotive novice to drive it safely and drive it as if it has no brakes at all...it doesn't. I further maintain that the more one drives a T the more one will want to drive it, thus the more one drives it the better the understanding of the 1800lb behemoth below his bottom.

Most mortals (including this writer) often criticize the wisdom of Henry for doing the things he did in the creation of the Model T Ford. To be somewhat fair to the long deceased genius, let us step back and place ourselves in the sphere of time and conditions of the era of 100+ years ago. Vehicles, self propelled and animal drawn contraptions, were moved about on pure Mother Earth...dirt. Dirt, which is a natural braking system, is by nature a product of friction thus always putting a drag on any man made invention. Add water to the mix and *voila* your big boy toy is in mud up to the axle! For those of you who haven't experienced driving mud roads without an alternate choice, consider yourself blessed and fortunate.

What's the point of the previous paragraph you say??? Think about it. Brakes were for the most part originally a mechanism for holding mobile machinery stationary. The very thought of using a scotch block, chock, log, brick, anchor, or any obstruction of movement was never or rarely considered as part of the original equipment except to keep said vehicle from moving involuntarily. The first powered vehicles (gasoline, steam, wind, etc) had no brakes at all except those components designed for keeping the vehicle stationary and from moving involuntarily (down a hill, horses moving without command, etc); even bicycles had no brakes. Wagons and stage coaches had brakes to hold the vehicle motionless when parked. Thus, automobile designers at the outset of the industry gave little thought to speed control. Why then would Henry Ford be obsessed with speed control by a braking system??? Over time it became apparent that brakes would help reduce movement. All self propelled vehicles, including those of Ford's, were gradually equipped with some sort of speed or movement control components as rapidly as speed and design development dictated. Ford's design answer to braking was to use the "KISS" system (keep it simple stupid) and cheap! The brakes worked for the road conditions and environment in play at the time. As we all know, Ford was loathe for unnecessary and expensive changes; after all it was a common man's chariot for transportation not speed. As we also know, if it wears, it needs repair, and for poor people, stopping was not a high priority, just getting there was.

(continued next page)

Unfortunately, in our modern transportation system and time, the design of the Model T Ford braking system offers serious safety issues: break an axle...you can die...break a drive shaft...you can die...break a certain transmission component...you can die. There are other mechanical situations in a Model T that can lead to serious consequences if left improperly maintained. Unfortunately, and I emphasize seriously this point, there are some components that are just not visible and the fault, flaws, and wear are not always revealed until catastrophe happens. There are some actions one may take to help suppress or eliminate serious problems.

There are three things one can and should have on any Model T excursion: A MasterCard (or equivalent), a AAA card, and a cell phone. This is not a frivolous banter. These items may not solve the immediate problem, but they surely can make a nasty situation manageable many times.

If you were one of the folks that was on the tour that Dr J and I sponsored in the fall last year, you should recall that we had to immediately exit the highway to an incredibly convenient church parking lot. Our '22 simply lost power even though the engine was still running quite well. We had a drive shaft to break. The shearing of the drive shaft was totally silent, meaning there was no bang, squeal, or pop. The break came just above the pinion spool. Fortunately the '22 is equipped with external "Rocky Mountain" type brakes, and we were able to control the stopping and parking of the vehicle. Those three items mentioned in the previous paragraph came into play immediately. We were able to get not only ourselves, but also our Model T home safely and quickly. It did not solve our mechanical problem.

Many years ago, we were on a solo tour and were on our way from Selmer to Paris, TN when all of a sudden the car stopped forward motion. The engine was still running well but no power was to be with us. That time it was a broken left rear axle. We were being blessed by the Almighty; a local gentleman stopped and asked if we needed help and my answer was yes if he had a trailer. He answered that he not only had a trailer but a truck to tow us to Selmer...which he and his daughter did. He wouldn't even let us buy the gas or reimburse him in any manner. His unbridled generosity and aid are not the issue here but the fact that a broken axle rendered the Ford Brakes useless. This scenario is mentioned to reinforce the mechanical misfortune noted above.

I cannot overstate the need and demand for external brakes on your Model T. I **implore** you to install some type of external braking system that is not susceptible to the failure of other parts of the Model T's power system regardless of how many or how few miles are driven. Other safety components such as turn signals, brake lights if possible, windshield wiper, cell phones, and a AAA type roadside assistance plan are incredibly valuable to safe and successful driving.

Be Safe, Have Fun, Enjoy the Pleasures of Owning a Model T Ford!!!

**Note from the
Editor:
Special thanks to
Ken Swan
for this submission**

Linda Morehead sent links for a couple of interesting links to websites that offer recipes for Manifold cooking.
<http://www.casualts.org/manifoldrecipes.pdf>
<http://www.texastourings.com/maintenance/manifold-cooking.html>

The second annual Lynn Cook Memorial Workshop was a huge success with the members who were able to attend. Those absent members missed a very informative session and I think that everyone's knowledge of the Model T Ford was expanded, some more than others, but I think that everyone will agree that we all came away more knowledgeable. Thanks to Ricky and Vandy Williams for hosting our group in their shop in Humboldt, and thanks to Bobby & Jeb for a fine lunch break.

The agenda was chosen with SAFETY in mind. Some may ask "why will a properly rebuilt rear axle be safer than an unrestored axle that drives well and sounds good?" The answer, we found out, is that Ford originally used parts internally that performed fine back in the day, but over time some of the parts have deteriorated, and have become fragile. We learned that the babbitt thrust washer is the key culprit and if one should fail, then the T's braking system will fail. **An unsafe situation that can be avoided.**

Every subject covered was done so with safety of our club members and the general public in mind.

Step by step Front Axle overhaul the correct way: Most T owners have restored a front axle- but did we restore it or merely attempt a restoration? Gary Tillstrom demonstrated, in detail, the correct method of repairing and replacing worn parts so that a Model T will drive down the road in a straight & true fashion. Identifying and replacement of worn parts, properly straightening of bent, out of align parts, and a simple, easy approach to setting the toe-in were demonstrated to the group. It was mentioned that one of our members, Dan Hatch, has the proper tools and knowledge to repair a front axle if sent to him. Refer to your membership list for Dan's email address or his address can be obtained from the newsletter editor.



Gary demos how to correctly set the gather (toe-in)



There are many aspects that can cause a poor driving T

Correctly rebuild you rear axle: Most in attendance probably have knowledge and have had experience replacing the babbitt thrust washer, but few know the correct way to make all of the parts fit properly. Ralph Williams gave an excellent, detailed demonstration of disassembling and explaining how to determine which parts need to be replaced and how to recognize defective part. The fit and re-assembly was demonstrated, in detail. Some of the procedures covered were U-joint inspection and replacement, replacement of the babitt thrust washer, setting the lash on the ring gear and pinion, inspection of the axle bearings, removal and replacement of the pinion gear onto drive shaft. There are right ways to perform all of these procedures, and then there are "off the cuff" ways that can cause a serious accident. Ralph taught us the correct methods so that our repairs conform to Ford's repair methods, and in some cases, methods that exceed Model T technology.

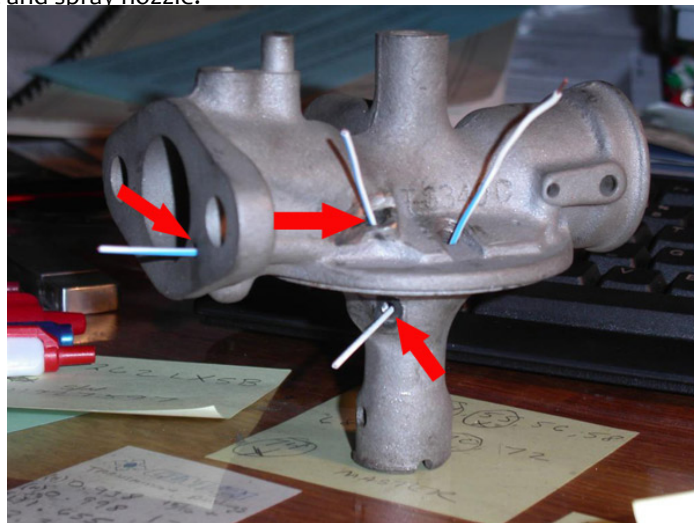


Ralph show us an often overlooked factor- worn pins that hold the steel thrust washers in place. Then, we learned how to set the lash in the ring gear and pinion.

Correctly rebuild your NH carburetor: Gary Tillstrom made a point to us all that if the internals and the passages of the NH carburetor are thoroughly cleaned and the passages are accessed by the drilling out of the soft brass plugs during cleaning, then a dependable carburetor can power your Model T. Detailed instructions were covered for the process, plus instructions were covered for removal of the brass threaded parts without destroying the body of the carb due to stuck threads. Gary's method of disassembly will prevent destroying a good carburetor due to hap-hazard disassembly. A common problem is to ruin the carburetor while attempting to remove the brass threaded parts such as the float seat and spray nozzle.

Gary showed us and explained that there are 3 passages that must be accessed and cleaned in order for the NH to be a dependable carburetor. The passages have a tendency to collect dirt, rust, and a waxy substance that is left behind by ethanol gasoline. The red arrows show where the factory placed the brass plugs. The brass plugs were originally inserted as a means of closing the ends during manufacture. Remove the plugs, using Gary's method, and clean out the passages with stiff wire such as coat hanger.

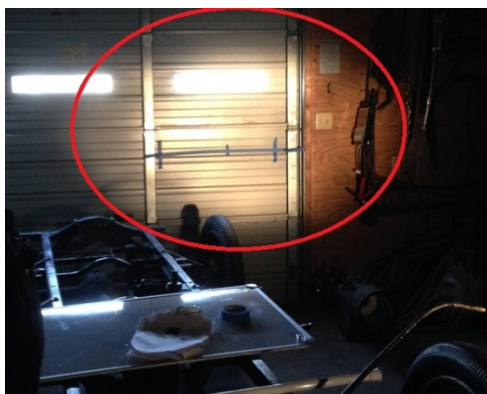
Once the passages have been cleaned, at the red arrows, tap with an 8-32 tap (but not deeply) and install steel set screws where the brass plugs were previously. Again, follow Gary's procedure.



A slow spinning starter- "udn-udn-udn-" is it a starter problem or some other problem? In this session Gary demonstrated a logical method of determining whether a slow turning starter is the possibility of a bad connection or possibly insufficient wiring. He show us simple tests using a **cheap Harbor Freight digital volt meter**. His tests could easily save a Model T owner \$375 or more. Not all slow spinning starters are the fault of the starter! *Don't send it off for a rebuild until you have followed Gary's test procedure.*

"My headlights are so dim that it seems my car out runs the lights!" was a statement made by one of our members during the **headlight aiming demonstration**. It's all in how you **FOCUS the bulb and reflector**. Headlight aiming is probably the simplest single step to Model T safety that can be performed. Refer to your copy of the October 2013 Tennessee T's newsletter for detailed instructions on proper aiming and focusing. If you did not save the copy or if you are a new member, then send the editor an email and he will send it. billrobinson06@bellsouth.net (zero6)

A headlight bar was set up in a frame, wired, and illuminated on Ricky's garage door.



A poorly focused lamp shines a large beam that tends to lose its effectiveness quickly in a short distance, thus not providing a safe driving light.



This **tightly focused beam** concentrates the light for safe driving, provided the driver has followed the rest of the procedure and has **AIMED** the focused beam according to Ford's specs.



While the men club members attended the workshop, the wives visited with Vandy and they went to the home of our new members Bob and Beverly Benedict who also live in Humboldt. Beverly hosted them to a tour of their home and she showed them her large collection of vintage dolls.

Pictured left to right: Teresa Williams, Anita Owen, Vandy Williams, Paula Gember, and Suzi Robinson. Beverly Benedict is not pictured.



Left: For breakfast, Ricky had some good biscuits and Gary treated us to some down-home sawmill gravy. Later, an extremely good, homemade Brunswick stew was prepared by Bobby Williams (Ricky's father) and Jeb Williams (Ricky's son)



Ricky Williams, our host, explaining his Model T barn to member Keith Barrier.

Men members present were:
 Mark Gember, Bob Benedict, Dennis Plank, Ralph Williams, Gary Tillstrom, Steve Summers, Ken Swan, Charlie Owen, Charlie Swan, Keith Barrier, Ricky Williams, Hubert Garland, Tim Garland, David Copeland, Paul Copeland, Jerry Waller, and Bill Robinson.

Tours & Events

May 6-10th The Arkansas Tin Lizzies are hosting a tour based out of **Bardstown KY**. Tour is from May 6th to 10th. It is open to the public but you must fill out an inspection form. For more information www.arkansastinlizzies.com or email grahampatty53@gmail.com

May 14-16 The Mid-Atlantic Pre War Swap Meet
May 14-16, 2015 in Luray, VA. For more information as a vendor and/or as a shopper visit: www.tinlizziefly.com

June 24-27 (Wed-Sat), 2015-
2015 International Speedsters Trials & Reunion.
You absolutely do not have to currently own or bring an early 4-cyl-engined speedster, rod or stock-bodied car to join in the fun, but you'll wish you did when you get here.

Click on the links for more info:

Detailed Info

<http://www.museumofamericanspeed.com/Events.dlp>

Event Flyer

<https://static.speedwaymotors.com/pdf/2015EventFlyer.pdf>

Rules & Classes

<https://static.speedwaymotors.com/pdf/2015ClassesandRules.pdf>

MTFCI National Tour--59th Annual International Tri-Lakes Tour
Branson, MO, July 12-17, 2015 [Click here for details.](#)

For Sale

1923 FORD MODEL T TOURING CAR, KC Warford auxiliary 3-range transmission, Stipe 250 cam, many other upgrades. Contact Mike Summerall, Athens AL, email for details mylitos2@gmail.com , Phone 256.232.5968, Athens, AL



Members on the Mend

Ernestine Flowers, New Johnsonville, TN-

The editor received an email from Carolyn Williams on April 6 stating "Saw Miss Ernestine the day before we left. Holding her on, surprising all. One tough lady. Don't make them like that anymore."

Chester (Chet) Lowery- Hendersonville, TN

has been under the weather for a period of time, but he seems to be doing better and starting back to work on his Model T. Good luck Chet and get well soon!

Pat Lowery- Hendersonville, TN had back surgery on April 3rd. Her husband Chester says that she is recovering well and is eager to start touring again.

Judy Markey, Blairsville, GA- Judy's husband, Bill, emailed me today and mentioned that Judy has been in the hospital, and was released today. The cause of her hospital visit is unknown at the time of this writing.

Bonnie Ohlrogge, Corydon, KY- emailed this the club on 4.9.2015:

"Please give a heartfelt Thank you to our Club family. The cards, calls and prayers have helped in my recovery. I am improving every day . It is a long recovery time from this type of medical illness. Thanks for you support We miss all of you. Best wishes Bonnie & John Ohlrogge"

Gary Wheat, Tuscaloosa, AL had a kidney removed and recuperation has been slow. On 4.9.2015 he stated in a phone call to Bill Robinson that he is doing a little better each day and that he is finally feeling well enough to get one of his old cars out for a short spin.

Introducing!

Who Can Identify This” OR BOOGERS IN THE PAN!

What? Let me explain. Ken Jack, a Tennessee T's member from Memphis, contacted me with an idea for our members to contact the newsletter editor with an explanation and a photo of some of the strange or weird things that have been found over the years in our 80 to 100 year old Model T's.

Ken found some sort of brass blade while draining the oil in his T. He wants to know what sort of blade could end up in the oil pan. My first thought would be a brass blade that broke, or tore off a feeler gauge while someone was checking the gap between the flywheel magnets and the magneto coil.

So, if you have found an object not placed there that is not part of your original Model T, then send me an email and I will include your *treasure* in the next newsletter.

Rules for your *mystery object* being posted:

1. A clear, in-focus photo must be included
2. It must be Model T related
3. Include your name
4. Non-members will be welcome

Send to: billrobinson06@bellsouth.net (zero6)

'Ol Blue



Susan & 'Ol Blue

('Ol Blue continued)

For those of our members who attended the Tennessee T's tour that was based out of Winchester in 2011, you all know about "'Ol Blue". But for those who did not attend the tour, and for the newcomers let me try to describe her to you.

'Ol Blue is owned by Tennessee T's members Susan Harrington and Glenn Storck, formerly from Tennessee but now residing in Ridgeland, SC. She is painted baby blue and has a dachshund decal on the door. If you ever see her you will never forget her.

The looks are deceiving, too cause she is a *hill-climbing fool*. We found this out in the Tennessee side of Rowe Gap Rd (TN Hwy 16) which is a mountain climb to Hytop, AL with 1800 ft of elevation change. While the rest of us were either in Ford low, or in Ruckstell high, 'Ol Blue easily was able to pass the slower cars- in wide spots in the road- and was waiting for us all at the top.

Last year, 2014, 'Ol Blue was inside of her transport trailer when the trailer was accidentally overturned. The trailer was totaled and 'Ol Blue was destroyed.

Because 'Ol Blue is a part of the family, which is another story itself, she has been revived. Glenn & Susan have worked diligently for the last few months and this is what she looks like now.



Glenn & the new 'Ol Blue

(continued next column)

Winter Tour in Gainesville, FL

submitted by Bill Markey

The tour started on Sunday March 8th, with a trip to the Waldo Flea Market.



If you couldn't find it here, you may not need it.

Note from the editor:
Special thanks to
Bill Markey
for submitting this
Tour report &
article



There were over 120 cars that came to the tour. All were able to park on the hotel property,





We sure had a crowd at the botanical gardens on Monday.



The Butterfly Rainforest was a big attraction.



Even a Dinosaur named Sue.



A great time for coffee and doenuts.



Max even brought his Granddaughter.



This was at Ginnie Springs.



We certainly had a crowd at the wild life refuge.



What's for lunch?



We had a great lunch at the school.



A lot of people like to period dress.

A good time was had by all. The Tour was a great success. Once again Steve and Patty did a great job.

Editor's note: *recognizable faces* in the photos of Tennessee T's members are Max Larsen, the Easleys, the Emersons, and the Markeys.

For Sale

1929 Model A Professional Restoration
with less than 1700 miles.
Contact Richard Martin 931-639-1939
for details.



Look what followed Ricky Williams home from Kansas City!



4/13/2015

I saw this car on eBay the first of the week. It was the car I have always wanted. A Model T Delivery Van. I had never seen a delivery van for 1926 before this one. I had recently emailed a new body manufacturer to inquire if a delivery van body was available for a '26, since I had recently purchased a '26 rolling chassis. My plans were to build a new body for the chassis.

While searching eBay for parts, as I usually do, I came across this delivery van. It was love at first sight. I watched the car for days as it did not reach the reserve. I talked to a couple of my local Model T buddies, Bob Benedict and Dennis Plank, about the car. Together, we watched as it did not meet the reserve. Bob took it upon himself to contact the listing agent to see if he would be interested in negotiating a price. The man listing the car was also a car enthusiast who had inherited a car restoration business from his dad. The owner of the van was a friend of his dad's.

I was able to contact the listing agent, and made an offer on the van. He said they would not take less than the reserve. I told him thank you and went back to work. The more I thought about it, that afternoon, the more I knew I would regret not buying this car for the rest of my life. I called him back

and offered the reserve and the owner accepted the offer. The listing agent told me that the owner was in poor health and it would be a good idea for me to pick up the car right away. The next morning Bob,

Dennis and I excitedly left for Kansas City, Kansas at 3 in the morning. We made a 1,000 mile round trip on Saturday to pick up the van.

We were to meet the listing agent first, and our GPS was telling us his shop was in the ghetto. When we arrived at his shop he looked out the door and asked if we would like to see some Cadillac's he was restoring. We said sure, expecting to see Cadillac's from maybe the 50's or 60's. When we walked into his shop we were surprised to see seven 1930 and 1931 Cadillac's being restored. Being car guys, we were in awe seeing the restoration of \$1,000,000 cars. I enjoyed looking at the Cadillac's, but in the back of my mind I really wanted to see the Model T delivery van.

When we arrived at the owner's shop, we were surprised to see it was down a hill, up another hill, through the trees, and in an old dilapidated building. He had other hot rods there, but all I could see was the 1926 delivery van. Bob and Dennis looked at the owner's cars and within ten feet of the Model T was a 1932 Ford three window coupe (The Little Deuce Coupe, the same car John Milner drove in "American Graffiti"). It is the most desired hot rod of all time and I never saw it and didn't know it was there until the guys were talking about it on the way home. We pushed the car to the trailer, loaded it up, and headed home.

I got up early Sunday morning hung-over from the 1,000 mile trip, on a mission to unload the van and do an inspection. I was looking at the side of the van body when all the sudden I see the faded image of a teapot. I called Vandy and we started looking harder and found faded lettering of the "Home Tea and Coffee Company", East St. Louis, Illinois. On the back of the van it said "Holten's Coffee". Needless to say, my blood pressure was going out the roof.

Vandy and I went onto the internet and found that the "Holten's Home Tea and Coffee Company" was incorporated in 1913, and the owner, Frank Holten, was an Illinois state senator, from 1916 until 1922. I was excited about owning this Model T initially, but it's history made that excitement ten times better. My plans for the car are to leave it as is, except for finding someone to restore the lettering.

Vandy and I look forward to many years of sharing this Model T and its history.

P.S. I do need finders for the back. Rust colored. Not rusted through. I think the same as a depot hack. I don't know if they were made for 1926. Roadster fenders would work. I can cut them down.

Note from the editor:
Special thanks to
Ricky Williams
for submitting this
article

“Who Can Identify This” OR **BOOGERS IN THE PAN!**



**Note from the
Editor:**
Special thanks to
Ralph Williams
for this submission

Hey Bill, I found half of a castle nut in the hack after first rebuild. We were a few miles from home and all the sudden there was a load buzzing sound from inside engine. I thought a magnet had come loose. I was pretty sure it was chewing up field coil. You could hear the magnets throwing something around. I stopped quickly on the side of the road and cut off the car. Cranked it back up and the metal noise was gone. Got home and drained the oil and 1/2 a castle nut came out. Thank goodness it came off the magnets. Checked the size of the nut and nothing in the engine was that size. Don't know where that nut was hiding but it came out, still wonder how that got missed in the rebuild and how long it had been hiding. I still have the half, something this small could make so much noise. I drove the car for next 10 years until the crank broke. You know the rest of that story. Ralph Williams