

Newsletter February 2015

Tennessee T's



Model T Ford Club



Our Club's President

A message from **Gary Tillstrom**

2014 is behind us and 2015 is well underway! I give it about six more weeks and the time will come to open the garage, dust off the T and go for a ride. I happen to be a fair weather T guy so mine is staying warm in the garage until it warms some.

I hope to see as many of you as can make it to our 2nd annual **Lynn Cook Safety Day** being hosted by **Ricky Williams** on the **28th of February at 8:00 AM**. The men folk will be covering "garage stuff" while **Vandy** has things lined up for the ladies to do. Let me stress that if you are not ultimately familiar with the Model T and its running gear this is a must. There have been a couple of fatal accidents on some of the recent National Tours due to suspension failures. We don't want to add to that number. If your front end needs work my reamers and alignment tool will be available for loan after words.

Please give thought to hosting a chapter event this year; so far we are wide open. Bundle up and stay warm, the Daffodils will be pushing through in a week or so giving the official signal that the T season is about to begin. Make sure your car is safe and we'll see you down the road. G

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



**Plan to attend the
2nd Annual Lynn Cook Safety Day**
Full details for the workshop are on the next page in the "Event"
section

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.

Tours & Events

Marietta, OH the first Saturday in March (7th). It is a good small one day swap meet but is a good one, being inside, with a good lunch and lots of Model T and A stuff.

Also, the **Homecoming event June 6** in Richmond, IN will include a half day tour on Thursday and a full day tour on Friday, as part of these activities. Linda and I will be in attendance and plan to set up an outside booth at the swap meet. This is being held at the MTFCA museum and because of the added tour, should be a good event to attend.

Info: **Tom Moorehead**

Cell 1-502-553-9592

E-mail tmoorehead@jcsteele.com

[Click for the brochure](#)

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 there.

Click on the links for more info:

[Detailed info](#)

[Event Flyer](#)

[Rules & Classes](#)

MTFCI National Tour--59th Annual International Tri-Lakes Tour

Branson, MO, July 12-17, 2015 [Click here for details.](#)

2015 Model T Ford Winter Tour

March 8-12 Gainesville, FL. Contact Steve Ellis for details: ellis-1@embarqmail.com
club website: www.tinlizziefl.com

MTFCA National Tour JULY 12-17, 2015 — Cochrane, Alberta, CANADA. The Foothills Model T Club of Calgary will be hosting the MTFCA's National Tour celebrating the MTFCA's 50th year. [Visit website here](#)

SAFETY/TECH WORKSHOP

2nd Annual Lynn Cook Safety Day

Mark your calendar

When: February 28, 2015, 8am til ?

Where: Set your GPS for the location of Ricky Williams' shop: 97 Creekwood Rd, Humboldt, TN

Some of the subjects to be covered will be:

1. Rear axle
2. Front axle
3. A/C brakes
4. Starter (time permitting)

Click on the link to **reserve** your seat [RSVP requested](#)

Vandy is planning a fun day for the ladies while the men work in the shop.

Welcome New Members:

Bob & Beverly Benedict, Humboldt, Tn

Model T Tales

Submitted by Linda Morehead

A Runabout?

"Why is it called a runabout?"

"Because it will run about a mile without stopping."

A lady was telling her husband about the fine new automobile their neighbor was going to get.

"What is the name of the car?"

"I can't remember, but it starts with T."

"That must be a Ford. All the others start with gasoline."

Magnetic Rearend

"I hear they are going to magnetize the rear axle of the Ford."

"What's the idea?"

"So it will pick up the parts that drop off."

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:

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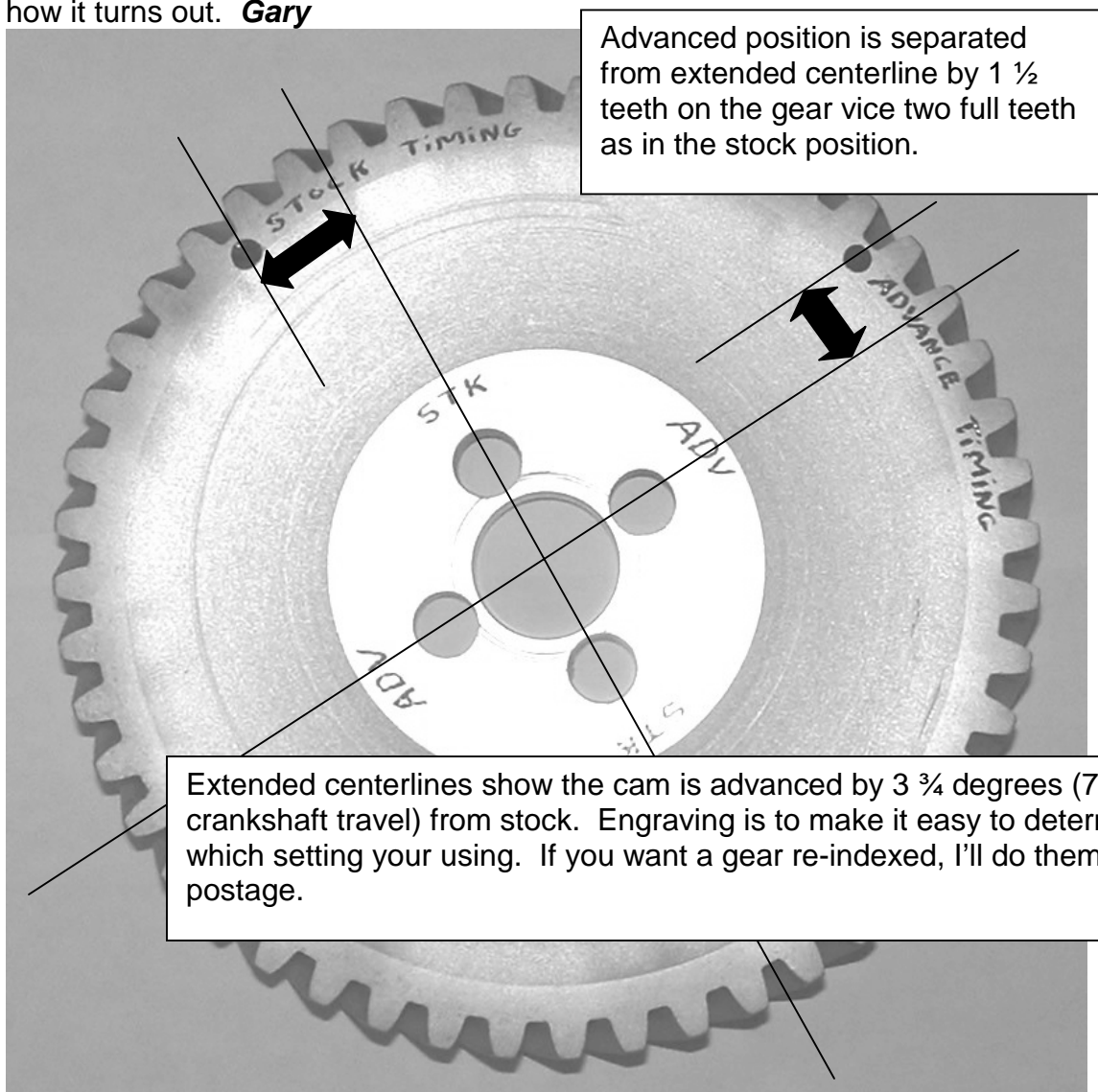
Advancing Valve Timing

I have often heard that Ford had the valve timing for the T model late and that the gear was off from optimum by $\frac{1}{2}$ tooth. Some folks advocate advancing the cam by a full tooth (which is too much) and then open the tappet clearance up by something in the order of .035 to take some of that advance back out. They say the engine will make lots of noise but will run better.

After buying a Tom Carnegie camshaft I decided to email Tom and ask him if he sold a special gear to run this cam at optimum. He told me he didn't and that he just drilled new dowel pin holes in the cam gear and made his own mark on it.

I made a drilling jig from a worn out gear, a piece of shaft turned and pressed in the gear and some drill guides. When done, it allows everything to take place 7.5 degrees sooner than stock.

I plan to put this in my 27, as it is slightly anemic as it stands. I'll let you know how it turns out. **Gary**



“Daddy Traded It Off For A Cow”

Penned by Gary Tillstrom, as told by Gerald Ervin

Every once in a while, the good Lord grants us the privilege of getting to know one of the “characters” He placed upon earth thereby making us better people for the experience. The man who told me this story was truly one of those “characters” and one I considered a friend. He is no longer with us except in memory, where he will always remain.

After moving to Millington Tennessee ten years ago, one of the first folks we met where we attend church was Gerald Ervin. Being from up north, my wife and I right away noticed Gerald had one of those funny sounding “southern accents”. I must confess that after living in the volunteer state for ten years now we have since renounced “Yankeeism” and have begun to speak with the most dignified southern dialect a transplanted Yankee can ever hope to muster up.

We would go to visit the Ervin’s and the conversation would usually end up with one of Gerald’s good stories of when he had a model T. He always enjoyed seeing pictures of mine and hearing of any progress that had been made. I would listen intently as he really liked to tell of the 1925 coupe he had as a young man. “It would do 43 MPH, I used to drive it all over till I wore it plum out.” Gerald once told me the wood wheels had become so loose he had 16 inch Chevrolet wheels welded to the hubs. I asked him why he ever got rid of it and he told me he was farming then so he tore it down and made a trailer out of it. Has anyone ever wondered how many T’s ended up as trailers and wagons besides me? My guess is the number would be both staggering and saddening.

When I bought my T Truck and got it running I let Gerald drive it one Memorial day (he still remembered how after nearly 50 years and was just as good as if he last drove one the day before).

That day brought back good memories for him. He chuckled when he said, *“You see my nose, how it’s crooked? When I was a little boy my daddy had a T truck. It was just a stripped down truck like this but his had a windshield. One day all of us kids piled onto it and daddy jacked the back wheel to get it started and put my sister Verble in the drivers seat. As soon as it got to running it slipped off of the jack and took off down across the pasture. The brakes were no count and Verble didn’t know all she had to do was pull back on the parking brake to snatch it out of gear. Heck, I knew that and I weren’t but three! Anyways, that truck landed both front wheels in a ditch and I went flying forward and busted my nose on the back of the seat, it didn’t hurt the seat none though. It busted one of the front wheels and bent the axle when it landed in that ditch.”*

I said, “Gerald, what did your dad do to fix it?”

Gerald replied with a laugh, *“Daddy got him a good mad worked up and carried it down to the neighbors and traded it off for a cow”.*

I miss Gerald’s good nature and his stories. It is sad to think there are folks who need a visit and don’t get them because folks today are often just too wrapped up in their own little thing to notice others around them. I enjoy visiting with other folks as they have so much to teach us. Make time in your busy schedule to sit and visit with somebody. Listen to their stories. I truly believe the stories and wisdom of others are but one of God’s simple gifts to a troubled world today.

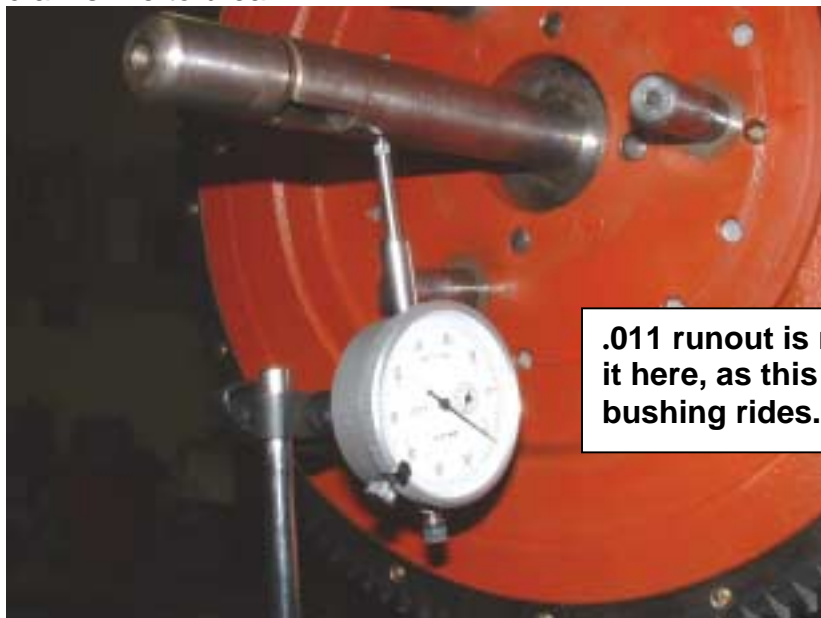
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ALIGNING THE 4TH MAIN BEARING

This article is purely by accident. I had intended to submit a reproduction of the "Faithful Ford" oiler but I didn't get it finished in time. That one will have to be next time.

A month or so ago Ralph brought his balanced flywheel over to the house along with the transmission main shaft so we could ensure it was running concentric with the centerline of the crankshaft. It seems Ford wasn't as accurate in locating the dowel pins (or dowel pin holes) as they could have been. A little error here and another there all add up to a transmission centerline that doesn't actually match the centerline of the crankshaft (or even come close). I believe this is the reason some T's vibrate badly while others are as smooth as a sewing machine at all speeds. These out of alignment situations also rob power that should be delivered to the rear wheels.

The first thing we did was to check the runout on the transmission shaft before installing it. One light cut was taken on the mating surface to clean it up but it ran out fine. The crankshaft flange was trued when it was reground so it was good to go there. We then installed the shaft into the flywheel just like we were assembling the transmission and bolted the assembly to the crankshaft. We mounted a dial indicator to the block and found the total runout was in the neighborhood of .011! Think about it, that is five and a half thousands out of concentricity. If you add up the allowable bushing clearances in the brake drum, drive plate, and the forth main you can see that number is quickly exceeded. The force from this extra runout (flex) now is transmitted to the worst possible point, the flange of the crankshaft (3rd main bearing). Care to guess where T cranks like to break?



.011 runout is not unheard of. Check it here, as this is a surface where a bushing rides.

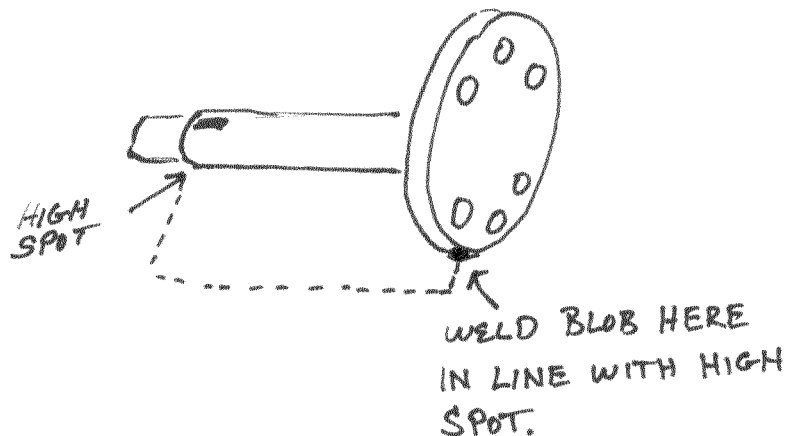
When doing this, you need to keep track of the relationship of the flywheel to the crankshaft and the transmission shaft to the flywheel. We were able to find a point where the total runout was .002, which means it was within .001 of being perfectly concentric with the crankshaft. This is within the added up clearances and should be acceptable and produce an engine that runs smoothly.



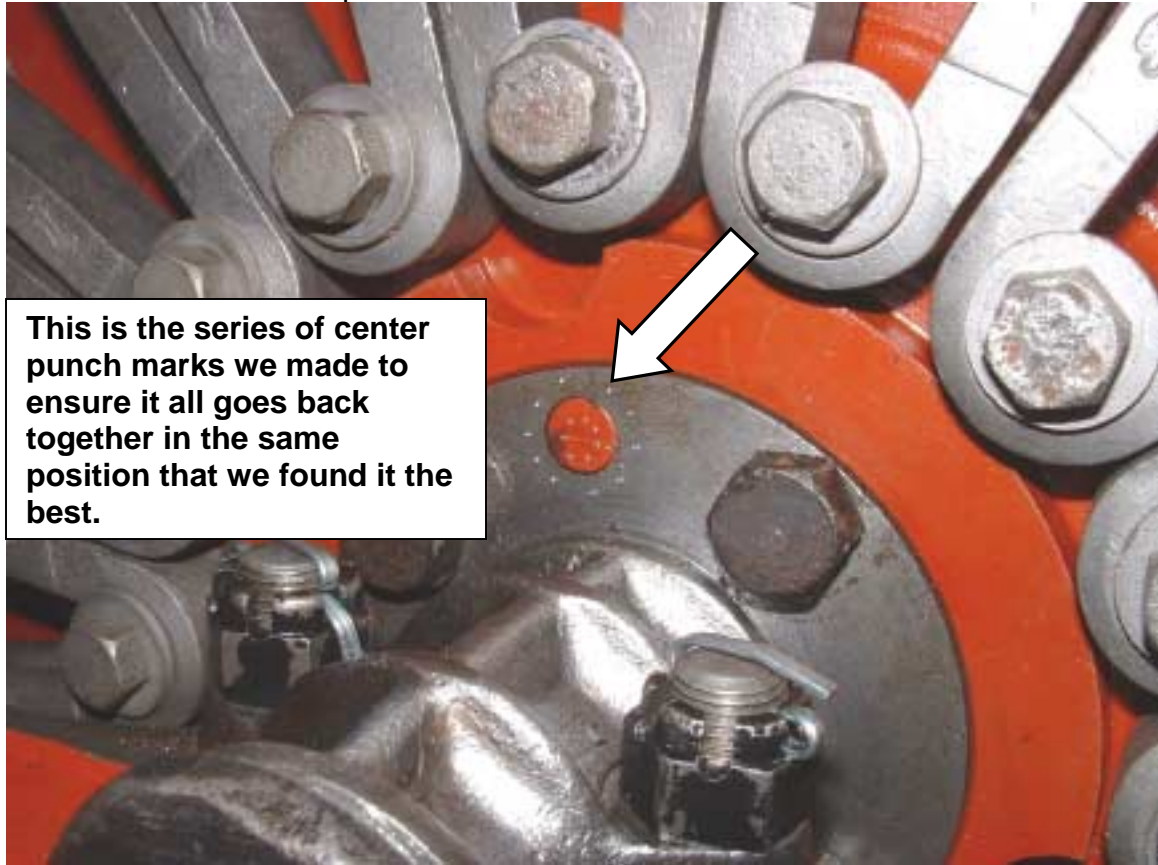
We attached a magnetic base directly to the block to do this check. Also, we put “feet” on the block in the form of bolts to protect the valves.

You really need the dial indicator fixed to the block in some manner, as all benches will flex giving you less than accurate readings otherwise.

If it cannot be brought into a reasonable form of alignment, it can be corrected with a welder and lathe. Mark the high spot of the shaft when located. Then, weld a small blob on the edge of the flange. Put the shaft in the lathe and turn it cutting the weld to only leave half the total runout. Put the shaft back into the flywheel (may require a rubber mallet), bolt it back up to the crankshaft and check it again.



Once you have found and corrected the out of alignment condition, do yourself a favor and match mark everything! The photo below shows how I marked it using a self-striking center punch. Both the crankshaft and flywheel are marked in this photo but the main shaft is also indexed. The next one I do I will probably make a drill start in the dowel pin so it is easier to see.



This is a bit of a pain as we bolted and unbolted the flywheel a bunch of times. We went ahead and assembled the transmission after facing the new triple gear bushings for the proper clearance. Ralph did a fine job of balancing everything even with the triple gears in place (notice they are numbered as to location). Here is hoping this runs well and with minimal vibration in his future speedster. If it doesn't, it isn't for a lack of trying! I just hope Ralph will wait at the top of the hill for the rest of us!

Gary

2nd

Annual Lynn Cook Safety Day!

Saturday Feb 28th @ 8am

Ladies! Vandy is planning something so you don't have to be in the garage with the guys. Please let her know if you can come.



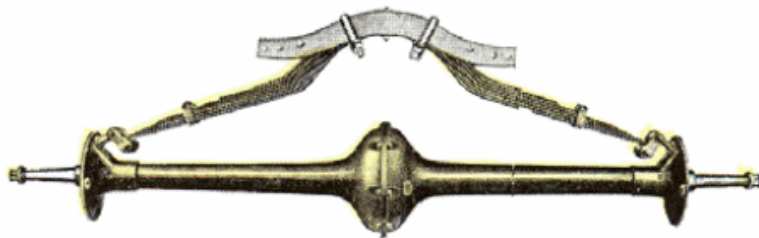
Where?

Home of Ricky and Vandy Williams
97 Creekwood Rd
Humbolt TN

Items covered..

Front Axle

Common wear points and repair
Inspection – Dimensional and Dye
Rebushing
Alignment

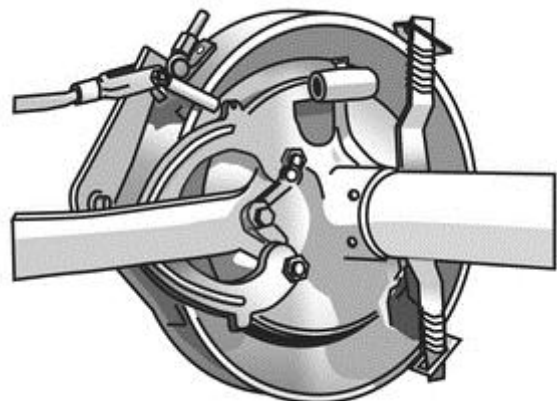


Rear Axle

Where they wear
Inspection
Bearing and washer
replacements

A/C brake installation

This will be a demonstration /
mockup of the linkages required to
complete the set as they are sold
without linkages.



Starter troubleshooting

Finding starter circuit faults and
fixing them.



Other items time permitting.
Bring a lawn chair! RSVP

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Vintage photo of Mac & Ernestine Flowers taken while on tour near Cadiz, Ky. No set of tour pictures would be complete without a shot of Ernestine's fancy hat!!
Photo & text from the Summer 2010 Newsletter, Gary Tillstrom newsletter editor.

Fajita Pizza

- 1 Refrigerated pizza crust.
 - 1 Onion
 - 1 Green Pepper
 - 1 Cup of sliced Mushrooms
 - 1 or 2 Tomatoes (depending on size)
 - 1 lb boneless skinless chicken breast or 1 lb beef cut into thin strips
 - 1 Package of Fajita seasoning
 - 1 Package of shredded "Mexican Cheese".
- Non chunky salsa.

-
- Cut chicken (or beef), onion, pepper, and tomato into fajita size pieces.
 - Mix fajita seasoning per directions on label with oil and water. Divide seasoning and mix ½ with meat and the other half with vegetables (including mushrooms). Allow meat and vegetables to marinate for at least 30 minutes.
 - Cook fajita contents and set aside
 - Pre-heat oven to 425.
 - Spread salsa onto pizza crust.
 - Top with fajita contents and Mexican cheese.
 - Bake on pizza stone 12-15 minutes until crust becomes crisp and cheese begins to brown.

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.

MEMBERSHIP APPLICATION
for
TENNESSEE T'S MODEL T FORD CLUB

NAME _____ SPOUSE _____
BIRTHDAY _____ BIRTHDAY _____
ANNIVERSARY _____
EMAIL _____ EMAIL _____
CELL PHONE _____ CELL PHONE _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
HOME PHONE _____

ANNUAL MEMBERSHIP DUES: \$15.00
DUE BY: January 1 / each year
MAKE CHECK PAYABLE TO: The Tennessee T's
MAIL TO: Anita Owen
1809 Oriole Drive
Elizabethtown, KY 42701

You are cordially invited to join the Tennessee T's pursuant to the rules and by-laws governing the club and its membership. You must be a member in good standing of either the Model T Ford Club of America or the Model T Ford Club International. (WE ENCOURAGE MEMBERSHIP IN BOTH.) To participate in chapter events, your vehicle must meet chapter safety guidelines.

MTFCI# _____ **MTFCA#** _____

List cars (body style and year)

- | | |
|----------|----------|
| 1. _____ | 4. _____ |
| 2. _____ | 5. _____ |
| 3. _____ | 6. _____ |

Signature

Date

**TENNESSEE T'S MODEL T FORD CLUB
MEMBERSHIP REQUIREMENT CAR SAFETY CHECK LIST
For Participation in Club Tours**

- INSURANCE:** All members must have proof of current insurance.
- FIRE EXTINGUISHER:** A standard make portable Underwriters Laboratories approved B-C extinguisher must be carried in car. It must be readily available.
- BRAKES:** Brakes must bring the car to a full stop within 25 feet for each 10 miles per hour speed. Pedal pressure must feel solid. Brake pedal must be less than 2/3 of maximum travel.
The hand brake travel must be less than 2/3 of maximum and the hand brake pawl must lock securely.
Working brake lights are recommended.
- LIGHTS:** All electric lights must be operative.
- HORN:** All type horns or sounding devices must work.
- WINDSHIELD:** Safety glass is required in windshields and recommended for other flat glass windows.
- TIRES:** All tires must pass visual check for excessive tread wear and cracks.
- STEERING:** Steering mechanisms must be properly adjusted so movement of steering wheel exceeding 2 inches actually turns front wheels.
- RADIUS ROD:** Crankcase studs holding radius rod ball cap must be safety wired.
- WIRE WHEELS:** Must be in good condition with no broken or loose spokes.
- WOOD WHEELS:** Must be tight and crack free (spokes & felloes) with no loose wheel nuts or missing bolts.
- SUSPENSION:** No broken springs or excessive shackle wear.
- ENGINE:** No excessive fluid leaks – gas, oil or water.

WAIVER/CERTIFICATION

In consideration of being a member of the Tennessee T's Model T Ford Club, I certify that:

- I agree to maintain any vehicle I use for Club events according to the above standards.
- I certify my vehicle is properly titled and registered as required by the state of my residence.
- I certify that I have insurance coverage on my vehicle that covers my liability and physical damage as required in my state of residence.
- I release and hold harmless the Tennessee T's Model T Ford Club officers, directors and members and the Model T Ford Club International and/or Model T Ford Club of America from any liability of any kind whatsoever as a result of any personal injury or property damage sustained by the undersigned.

OWNER _____ **DATE** _____

RECEIVED BY _____ **DATE** _____