

Be sure to visit our club's website
<http://tennesseets.weebly.com/>



A message from **Gary Tillstrom**, our President:

Greetings T's:

Fall is upon us but nobody has told the thermometer! This leaves plenty of nice days to get the car out and enjoy it before it turns cold. It's only been a couple weeks since I saw many of you. It was good to see so many that supported the hard work and effort put forth by Hubert and Blayne on the Lawrenceburg tour. I wished I had been able to attend each day with a car as everyone said it was a great time. It was also the first time for a number of folks and we can only hope to see you more. It was nice to meet newcomers.

Mark your calendars for Dec 2nd. The chapter Christmas party will again be held and the Natchez Trace State Park inn. We have the banquet room again for the day and the official start time will be 3 PM. I know some will stay the night and if you need a room the reservation number is 1-800-250-8616 or 731-968-8176. I will put together a flyer like we did last year and get it out in the next couple of weeks. This is always an enjoyable time so be sure to plan on attending.

Please be ready to discuss / share tour ideas for the upcoming year. There are plans in the works for one in April, May, and another Sept. There is still room for others. See you down the road.
Gary

Tennessee T's



Model T Ford Club

Editor- Bill Robinson

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Membership Application click here



MINUTES OF MEETING – 9-22-17

On September 22, 2017, during dinner at the Lawrenceburg, TN Tour, President Gary Tillstrom conducted a meeting of the Tennessee T's.

Gary called the meeting to order and thanked everyone for attending the tour. He thanked Blayne McCafferty and Hubert Garland for putting on a great tour with good roads, beautiful weather and fun stops. He recognized our guests on the tour: Mike and Nancy Brown (Robinsons), Keith and Laci Waid (Wheats), Tim Garland (Hubert), Butch Denny (Jerry Waller), Luther McCafferty and Kitty Cox (Blayne McCafferty).

Anita Owen, Secretary/Treasurer, gave a verbal treasurer's report. The current balance as of August 31st is 3589.05. There was a disbursement of \$100 to St. Jude in memory of Jim Berg of Selmer, TN who died on July 17, 2017.

Gary then reminded members that this year is the 20th anniversary of the Club. In that time, there have been two presidents: founder Larry Williams and Gary Tillstrom. There is an election in December during the Christmas Party to elect the 3rd President. Anita Owen also indicated that she will not be seeking reelection for the Secretary and Treasurer positions. Gary asked all members to consider a board position.

Gary announced that our club has been asked to sponsor a National Tour in 2019. It would take place in Cookeville, TN. George Akin outlined the duties involved in sponsoring a National Tour. After a question and answer session, 11 families indicated they would be willing to volunteer for various jobs. A motion was made and seconded to sponsor the tour. The motion was enthusiastically adopted. There will be more discussion at the Christmas Party.

As reminders of upcoming club events, the Annual Lynn Cook Workshop Day will be February 24th. If no one volunteers to host the workshop, it will be held in Millington, TN. Gary and Ralph will lead the activities. Members were reminded of the upcoming Christmas Party on December 2nd at Pin Oak Lodge at the Natchez Trace State Park, Wildersville, TN. Additional information about the party will be in the next Newsletter.

Meeting adjourned.

Secretary's Report – Anita Owen

Tours and Events

Contact Gary Tillstrom, our club President, if you have a tour planned to be sure the date is still open. gatillstrom@fedex.com

Date	Event (Tennessee T's events are bold)
Oct 25-28	Arkansas Tin Lizzies Fall Tour- Cookeville, TN, contact David Ragsdale ragsins@suddenlinkmail.com
Dec 2nd	Tennessee T's Christmas Party- Pin Oak Lodge, 567 Pin Oak Lodge Rd, Wildersville, TN 38388, Natchez Trace State Park 800.250.8616 for reservations.
April 6-9, 2018	Tennessee T's Tour, Cookeville, TN. See text box on this page for more info. For more information contact George Akin hora7@aol.com or cell (865)789-3234.
August 17-23, 2019	MTFCA National Tour, hosted by the Tennessee T's in Cookeville, TN. ***NOTE THE YEAR****

* * * *

New Member

Paul and Rhonda Gierow, Ardmore, Tennessee. Paul is currently restoring a 1926 Touring Car that previously belonged to his father.

Members on the Mend

John Ohlrogge- as this is being written Big John is currently in the hospital. We wish him a speedy and full recovery.

Planning a Model T tour? Contact Gary, our President, to see if the event date is open. If you don't plan a tour- then who will?

October 2017

SPECIAL NOTICE

The Tennessee T's will be having a Spring tour in Cookeville, TN on April 6 thru 9, 2018. There will be 4 days of touring the area as a means for preparation for the MTFCA National Tour in August 2019. I have blocked 20 rooms in the Country Inn and Suites. Phone (931) 525-6668. The rooms are blocked for the Tennessee T's. We will visit the Baxter Depot Museum. Appalachian Arts Center. Smithville and the Delmonico Winery on Friday. Saturday we will go to Burgess Falls State Park, Rock Island State Park, the Fog Light Food House, Sparta, and Bone Cave Natural Area. Sunday we will visit Algood, Standing Stone State Park, Livingston and Monterey. Monday we will visit Granville and JB Sutton General Store, and Gainesboro. For more information contact George Akin hora7@aol.com or cell (865)789-3234

We Need Volunteers !!

2019 MTFCA National TOUR

The Tennessee T's will be hosting the MTFCA National tour August 17 thru 23, 2019, in Cookeville, TN. We will need volunteers to help with various task essential to successfully hosting the tour. If you can help in any capacity you can e-mail George Akin at hora7@aol.com. cell (865)789-3234

JUST ADDED: [Click here For photos of the Natchez Trace Tour 2017](#)

How the Model T Got Its Nickname: Tin Lizzie

The Origin Story of the Most Influential Car of the 20th-century

Despite its initial humble appearance, the Model T became the most influential car of the 20th-century.

Priced so that the average American could afford it, Henry Ford sold his Model T from 1908 until 1927.

Many also may know the Model T by its nickname, the "Tin Lizzie." But how did the Model T get its nickname?

A 1922 CAR RACE

In the early 1900s, car dealers would try to create publicity for their new automobiles by hosting car races.

In 1922, a championship race was held in Pikes Peak, Colorado. Entered as one of the contestants was Noel Bullock and his Model T, named "Old Liz."

Since Old Liz looked the worse for wear as it was unpainted and lacked a hood, many spectators compared Old Liz to a tin can. By the start of the race, the car had the new nickname of "Tin Lizzie."

But to everyone's surprise, Tin Lizzie won the race. Having beaten even the most expensive other cars available at the time, Tin Lizzie proved both the durability and speed of the Model T.

The surprise win of Tin Lizzie was reported in newspapers across the country, leading to the use of the nickname "Tin Lizzie" for all Model T cars.

RISE TO FAME

Henry Ford's Model T cars opened up the roads the America's middle-class. It was affordable because of Ford's simple but ingenious use of the assembly line, which increased productivity. The Model T was named the most influential car of the 20th-century as it became a symbol of America's modernization.

MODERN USAGE

Tin Lizzie is still a term used to describe a small, cheap car that looks like it is in a beat-up condition. But keep in mind that looks can be deceiving!

Submitted by Linda Moorehead

BEST CAKE (Paula Gember)



My Aunt always made this as a sheet cake, but I love making as cupcakes instead because they freeze so well. It makes ~48 regular (fill liners ¾ full) or 6 dozen minis. For a special treat, use JUMBO muffin tins. ENJOY!

In large bowl, add ingredients in the order listed:

2 c. flour

2 c. sugar

2 t. baking soda

2 eggs, and 2 t. vanilla, slightly beaten together with fork

1 lg. can crushed pineapple along with the juice, do not drain!

1 c. chopped walnuts

Stir everything together with large spoon or spatula until very well blended. Pour into lightly greased 9x13 inch pan. Bake at 350 for approximately 1 hour. For regular size cupcakes, bake 30-35 minutes. Cake is done when toothpick inserted in center comes out clean. Cool before frosting.

Frosting: Cream 8 oz. cream cheese with ½ c. butter. Slowly add ¾ c. powdered sugar and 1 t. vanilla. Blend until smooth. Transfer to large Ziploc bag, cut small tip then decorate and top with walnut half.

A Break in the Action

by Dennis Plank

BOOGER... IN THE PAN!

Connie and I attended the Ohio Jamboree in Berlin, Ohio over Labor Day weekend. It was a very nice tour with about 135 cars, and we saw some beautiful countryside and Amish farms, and shared the road with many Amish families in their buggies.

We have been on several tours and have never had any mechanical troubles. This one was different. I had gone over the car to check things out before we left home, and was reasonably sure we were ready. We were expecting some rough roads and a lot of hills.

On the third day of the tour, I thought I detected a slight knock when I first started the car at the hotel. It was pretty cool that morning, and I wasn't even sure if it was a knock or me being paranoid about engine noises, so we started out, second in line with Ricky and Vandy Williams in front of us, and Gary and Penny Wheat behind us.

As we pulled into an antique shop, the first stop of the day and just a few miles out, I heard a loud knocking sound and felt a couple of lurches. I parked the car, raised the hood to investigate (isn't that the first place to look?), and saw that the pin that holds the crankshaft pulley in place was coming out and striking the pan. Have I ever checked that cotter pin? It had thrown the fan belt off. I pulled out the pin, removed the fan belt, and away we went. I thought my problems were over.

The next day, all went well most of the day. Toward the end of the route, with just a few miles to go, I noticed a definite lack of power. I was not climbing hills well and the car was really doggy. It got so bad it would barely pull itself, so I pulled over. When I got out, I smelled hot brakes. I have disk brakes on this car and have been very satisfied with them. I got down to check the right rear brake and it was smoking hot. The inside pad was cocked inside the caliper, and was dragging on the disk so hard the the car wouldn't go. We could see that the pistons on that side were out a ways from the caliper, and the pad had worn down at an angle. We decided the best way to get back to the hotel was to pry the pad back from the disk and just not use the foot brake. I drove back using the hand brake to stop, and that's not much of a brake if you have the small drums like I do.

When we got back, I decided I would just disconnect the master cylinder from the brake pedal, and tighten up the transmission brake and use that to finish the tour. I was confident I had at least temporarily solved the problem enough to finish the tour. Boy, was I wrong.

The next day we got a few miles into the route, and the car was doing fine. The transmission brake was adequate so far, but I was a little nervous about the hills, so I was leaving plenty of room in front of me. All of a sudden, on a straight and level road, the car quit pulling. At first I thought the clutch was slipping. The engine was running fine, but I had no forward or reverse. I am afraid to say I had to call the trouble truck to get hauled in. I was thinking either broken pinion gear, drive shaft, or axle. None good options.

Tuesday after we got back home, I jacked the car up and went to work. You have to drop

the calipers off the mounting brackets to get the wheels off because the disk assembly is bolted to the back of the hub. The left side caliper and wheel came off OK. On the right side, I dropped the caliper. I could not for the life of me get the hub cap off. I ended up having to cut it off with an abrasive disk. When I got it off, the nut on the end of the axle fell out on the floor, and the key was sticking about half way out of the keyway. The wheel about fell off in my hands. The threaded end of the axle had broken off about flush with the back of the nut, which allowed the wheel to wallow on the axle taper. The only thing holding the wheel on was the brake disk running in the caliper. The hub kept moving around until it finally rolled over the key, allowing the hub to spin free of the axle. That hub and wheel with the disk attached, wallowing around on the end of the axle, appears to be what destroyed the brake pad. The brake pad was a symptom that needed further investigation, and I missed that. I think we started that day with the broken axle.

Broken Axle as Discovered



I had to stop and think for a minute how lucky we were to have it fail where it did. Remember, I had disconnected the auxiliary brakes, so all I had was the transmission brake and a weak parking brake. We were going to be seeing some big hills. My axle broke. No transmission brake at that point. Did I say we were lucky, or did I make a very bad decision? I am thinking the latter. I should have done some more investigation into what

caused the problem with the brakes, and not just disconnected them. Having those brakes disconnected on the car is like carrying a gun with no bullets. Does no good.

I wanted to do some failure analysis, so I did some research into causes of axle breakage. One of the reasons can be that the keyway in either the axle or the hub is not deep enough. I think this may have been my problem. If the keyway in either one is not to spec, the hub will not fit up tight on the taper as it should. It will ride up on the key instead of fitting the taper. This will allow the hub to move around on the end of the axle. Snap, it breaks off. These were brand new axles I got when I built this Ruckstell last year, so age is not a factor. I suspect it is the hubs that are worn. It is common for the taper in the hub to wear from not being tightened properly sometime in its life. As the inside diameter wears, the keyway becomes more shallow to the point it causes a problem. Usually by then the taper is worn to the point that it's better to find another hub, as I have had to do.

View of Damaged Key, Nut, and Axle



I have the parts ordered to fix everything, and I have learned a couple of important lessons. I will not take a car on a tour without operating auxiliary brakes. If I have a problem with the brakes on a tour, I will park the car and not drive it. I learned that there should be no self induced pressure to finish a tour. If your car is not up to snuff, find a ride or head for

the house. Any mechanical problem needs a complete diagnosis. I should know this from my flying experience. Don't take chances.

I also learned the proper way to fit hubs. The hub must be put on the axle without a key in place and the axle marked at the outer face of the hub. Then install the key, replace the hub, and verify that the hub goes on as far as your mark to make sure it is not sitting on the key. I plan to use some Prussian blue in my hubs as another way to check that the tapers are seated after the keys are put in.

Damaged Hub and Keyway



Another side note, when I put this axle together, I bought the axles made 1/16" longer so I would not have to use shims to locate the hubs properly. I think now that if the hubs fit too far onto the axle taper and interfere with the backing plate or parking brake parts, the taper inside the hubs should be checked thoroughly for wear instead of compensating with longer axles or shims. Those "fixes" could be masking other potentially dangerous problems. The more I do on these cars, the more I learn. Most of you readers may already know what I have submitted here, but it is something I learned and wanted to share.

Most of all, work safe, drive safe, and have fun!



Tennessee T's Tour in Lawrenceburg on September 22 & 23, hosted by Blayne McCafferty and Hubert Garland

Tip: photos or text too small?
Click on the + in the toolbar 

These images, and more, can be seen at the [Tennessee T's website](#)









The Big Red Store, Appleton, TN





Folks Present on the Tour

- Mark and Paula Gember
- Ricky and Vandy Williams
- Dennis and Connie Plank
- John and Jeanne Zibell
- Keith and Laci Waid
- Gary & Penny Wheat
- Blayne McCafferty
- Charlie and Anita Owen
- George and Ramona Akin
- Brent Coil
- Hubert and Tim Garland
- David Walker
- Ralph & Teresa Williams
- Jerry Waller & Butch Denny
- Charlie & Jana Swan
- Bill & Suzi Robinson
- Mike & Nancy Brown
- Luther McCafferty
- Kitty Cox
- Gary Tillstrom







Photo credits: Vicky Garland, Anita Owen, Paula Gember, Nancy Brown

BOOGER... IN THE PAN!

submitted by Paula Gember

BOOGER IN THE PAN...or...Frustrations of a Model T Wife during Roadside Repairs

Mark & I were on the International Tour in Montana (temperatures were 25 degrees above the mid-70 norm) when our 1922 Touring intermittently starts running rough and coughing like it had no power. Mark prides himself on keeping his cars in good working condition. For a fleeting moment he thought it might be the condenser, but everything under the hood looked good, so he dismisses that thought. He decides to check the gas cap vent. It wasn't clogged so he starts the car. Now it's running good. It must have been the heat, he says, and off we go without issue.

Two days pass before the problem resurfaces. For over an hour I wait in the blazing 100 degree heat while he ponders over the car. Why couldn't he pull off in the shade to work on this? He was going to change out the points but his spare set were oriented differently. BOOGER #1. He checks and cleans the points that were on the car and they were good anyway. He finds a stripped screw on the mount for the condenser. He deduces that the stripped screw was causing the condenser to vibrate and lose its ground, thus causing the intermittent sluggishness. After reassembly, he secures the condenser to the distributor with a large white tie-wrap so it can't move. With no spare screws on hand, we limp away in search of a hardware store. He finds some screws that might work. I make him buy extras! And he gets a tap to rethread the screw hole.



Still pondering whether that would really solve the issue, he considers changing out the condenser but doesn't have a long enough lead wire to install a new one. BOOGER #2. I am now getting hot and bothered, so we decide to head out and take our chances with the car. It runs fine for the rest of the Montana tour.

A few days later we're on our own in Yellowstone and the problem rears its ugly head for a THIRD time. We are climbing a steep hill, and luckily I spot a picnic area as we're chugging along. We turn around and I frantically direct him to find a shady spot, and he does so under some large trees (whew!). He grudgingly decides he better replace the coil (ugh!), which must be accessed from below. The biting deer flies come out in full force (ouch!) I'm sweating now as I madly swat the huge flies away while he labors under the car. Nearly an hour goes by before repairs are done. He fires up the car, the chugging persists. RATS! He concedes the problem must be the condenser after all. Go figure! Since he doesn't have a spare lead he disconnects the old condenser and mounts the new condenser to the metal firewall, then cobbles together and attaches a long yellow alligator lead that bypasses the old condenser. Problem finally solved? For my sake and his, we both hoped so. And fortunately, we continue the rest of our travels out West without a hitch.



Once back home, he updates his spare parts inventory and makes the correct repairs to the car. What we discovered:



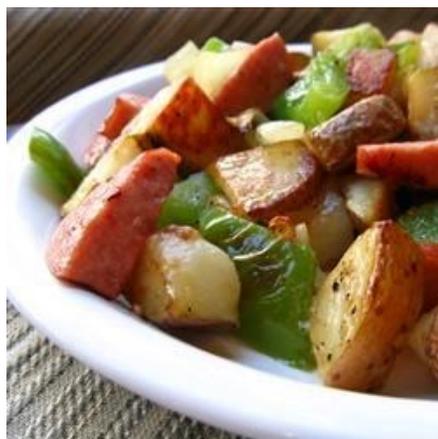
BOOGER #1 – Points are oriented left or right handed, depending on the age of the car's distributor. Mark needs to carry both types in his spare parts bag since our '26 Roadster's distributor uses the one on the right, and our other cars use the one on the left..



BOOGER #2 – The condenser that came on the '22 touring when we bought it was the hard-wired type on the left. The lead has to be cut, and a new lead installed when replacing that type of condenser. (Mark added the black extension shown to make it long enough to mount). He switched all our cars to the condenser style on the right. It has two tabs on the top. He added a bayonet style connector to the end of the lead which then slides onto one of the tabs.

Kielbasa with Peppers and Potatoes

Recipes ⁴MANIFOLD
COOKER
From our motor to yours



submitted by Linda Moorehead

- 1 tablespoon vegetable oil
- 16 oz package smoked Kielbasa sausage, diced
- 6 medium red potatoes, diced
- 1 red bell pepper, sliced
- 1 yellow bell pepper, sliced
- 1 onion, sliced (optional)

Directions

Line Manifold cooker with a crockpot liner bag. Remember your foil in the bottom of the cooker so food won't stick and burn. Into bag add sausage, potatoes, peppers and optional onion. Drizzle vegetable oil over ingredients and stir/mix. Drive until potatoes are cooked and ingredients hot.

Note: You might want to add water to the cooker along the way.

Serve:



photo by Vicky Garland

One last tour photo-- see more photos by Vicky on our website. [CLICK HERE](#)

THANK YOU! TENNESSEE T'S!

**THANKS FOR THE PICTURES
AND ARTICLES THAT YOU
SUBMITTED THIS MONTH. I
CANT TELL YOU HOW MUCH IT
HELPS ME WHEN YOU
WRITE THE NEWSLETTER. 😊**

Bill, newsletter editor

**ARE YOU
READY TO JOIN OUR CLUB ?**

[New member application.. see our website](#)

FULL-TIME STUDENTS JOIN DUES-FREE

Important notice, in case you missed it in Anita's minutes of our latest business meeting. Gary made a motion that any full-time college student with an interest in Model T's can join the Tennessee T's and their membership fees will be waived. The motion passed. We currently have two full-time students as members: Seth Stratlin and Blayne McCafferty.

So, if you have college age kids or grandkids actively attending college, then encourage them to become members and The Tennessee T's will pay their dues. Maybe they will stay.

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.

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

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 tennesseets@hotmail.com
***Note*:** Please.... photos should include at least one Model T and/or one Tennessee T's member.