

A Tip from **Tom Bauer** for those who run a distributor on their Model T.

Don't get stuck on the side of the road when your condenser fails.

For those of us T drivers who run a distributor (and we are many) modern condensers are pretty reliable but they do go bad. And at the worst possible time, guaranteed. It's possible to carry a spare but this kink allows almost instant replacement if suspicions are cast at a condenser's reliability.

A Model A condenser is used here mostly because it has a foot that facilitates mounting and a connecting wire to the coil is easily attached. About any 6V condenser will work but it'll probably be necessary to splice in a length of wire. Mount the condenser wherever suits you as long as it's well grounded. I used the radiator rod to mount both the coil (to get it as far as practical away from engine heat) and the condenser. An alligator clip allows almost instant and secure connection. The condenser will attach to the negative side of the coil, assuming your T has the negative grounding still in place.



I scrounged around the junk pile (you do have one don't you?) in the barn and found a thin piece of scrap metal about the size of a light switch cover plate. This is secured to the radiator rod with cable clamps. There's a size the fits the rod perfectly. You use the foot of the clamp for a template for where to drill the holes. Similarly, use the holes in the coil mounting bracket to locate holes used to secure it.

Pictured is the finished job. It's not a thing of beauty, but of function. I suppose you could summarize it all by saying mount a grounded condenser wherever it suits you and have an alligator clip in place at the end of the wire running from the condenser to the coil to connect the reserve condenser to the negative side of the coil