

TW Timer Experience by John Zibell

At the last engine rebuild of my 1926 T I had heard good things about the TW timer so I thought I'd give it a try. After a friend diagnosed carbon built up in his timer I thought I had better check mine. He had probably a bit over 2,000 miles on his, I had maybe 1,000 to 1,500 max. I haven't had any running issues yet. His symptoms were backfiring and heavy missing while running on magneto. Figure 1 shows the results of my miles driving.

As you can see, there is considerable build up of carbon dust in the timer. Probably would not have been long before running issues.



Figure 1

Even more surprising was the amount of wear on the round type brush of the timer. The brush had worn down close to the retaining hole used when installing the brush. See figure 2.

You can make out the retaining hole on the brush and see where it would align when new for installation.

I will say the car ran well with this timer, but I am not pleased with the longevity of the brush nor the build up of carbon which would lead to mis-firing under magneto power as my friend experienced.

As a result of these observations I switched back to the Anderson style timer I had run before for many miles with no issues. Your experience with the timer may be different, but for me the frequency of service and the need for frequent brush replacement is not for me.

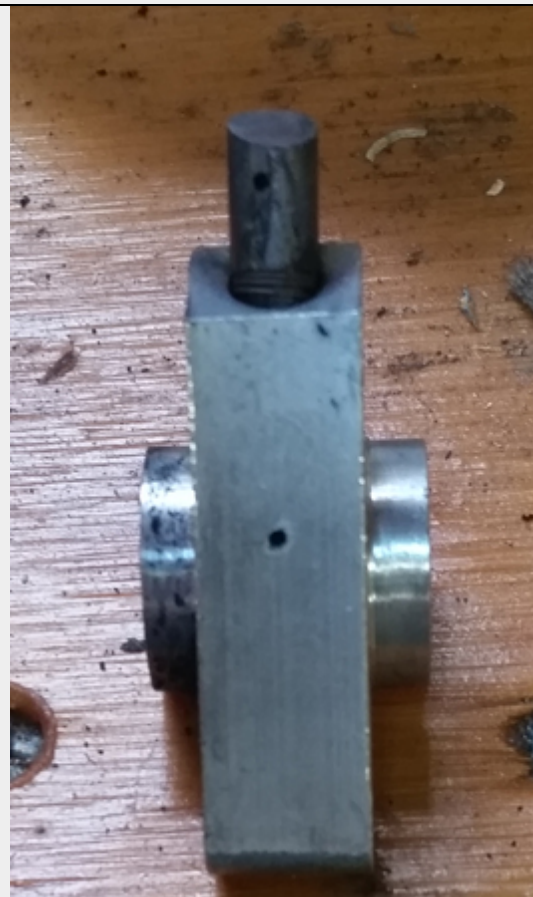


Figure 2

**Note from the
Editor:**
Special thanks to
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