

Tin Lizzie TIMES

A Chapter of the
Model T Ford Club International



The Adventures -of- **Jay and Deb** Journey to The Land of PA

The 62nd Annual MTFCI Tour kicked off from Cranberry Township, PA in July, and was aptly named “*History, Hills, and Automobiles*” for those three very accurate reasons! With a caravan of over 200 Model T’s on the road, our own Jay and Debbie Pearsall, along with Jay’s mom (aged 80), ventured north to make the journey. We’ve had the good fortune to recover the daily journal kept by Jay as they pushed their way through the Amish Lands, battling broken belts, flat tires, and the heat and humidity of overheated radiators.....

MTFCI Nat'l Tour — July 15 thru 20, 2018 — Driver's Log

Sunday. A short 55 mile round trip to Saxonburg for a car show for the locals and a really good BBQ lunch. A formal judging of really nicely restored T's — museum quality. We departed as a big black cloud drifted in, but on the drive we were overtaken by a deluge and lightning so close the flash and bang were simultaneous. Able to get the homemade shower curtains up to keep us dry, but still got wet. Only a few big shocks from the coil box... OUCH!!



Monday. - 85 miles round trip. Air Heritage Museum, a neat place with a lot of vintage aircraft (fun for me). Ended up at Al and Mary Zamba's home where he has some Franklins, a 1913 Coey Flyer



Really hot day, but our '19 Touring Car did really well - except tension slackened and the fan stopped turning. A bit of steam, but

spectacular old and others. when the fan easily fixed.

Tuesday. - 92 mile round trip. First stop, the West Park Alpaca farm (yawn), I spent the time talking cars with the guys. Then on to the Wendall August Forge. Neat Place. Lots of pewter stamped plates, Christmas

Colonial Virginia Model T Club

ornaments and bric-a-brack made there. Next door was a beautiful Amish furniture store. Debbie found a new dining room table we had to order (truthfully, I talked her into it). Then driving through Amish country, a stop at a Cheese and dry goods store (yum) and back to the hotel.

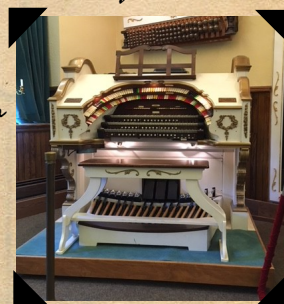
Wednesday - 101 mile trip. Our first stop was to see 5 old Butler County early



vehicles. A 1909 Huselton, 1929 Standard and a couple small Bantam vehicles. I didn't know, but the very first WWII Jeeps were the Butler Bantam design. They couldn't keep up with production demand, so the War Dept. gave Willis the main contract. Next stop, Pittsburg Power, a maintenance shop for huge over-the-road diesel trucks. Very neat! A nice lunch at a park and more driving. That night was a period clothing fashion show at the hotel, fun.



Thursday - 130 mile drive. First stop, private collection of race cars and modern jet aircraft hulks (7-86, 7-4, 7-84), quite the combo. Stopped at a guy's large collection of 60's KDKA radio station items, and many old radio sets. Then to the river town of Foxburg for lunch. Fun stop where a 1929 Wurlitzer player theater organ was up and running. We found a winery..... then off to a startup distillery.... then off to.....



BANG!!!
coasted to a demise.
back to the



At this point, our knocking engine finally broke her crankshaft and stop on a hill. Oh well, we had logged in around 425 miles before the Some waiting for the hotel for dinner and a



trouble trailer, then well-deserved rest.

Friday - a planned 75 mile day. Spent it pulling the engine and mom hitched a ride in a friend's Depot hack and visited a house, a neat toy store, and downtown Butler. Upon their re-



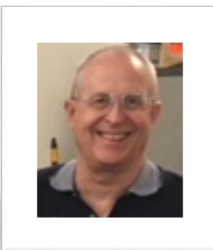
gine ready to put on Kevin Prus' flatbed to be rebuilt in eastern, Ohio. That night we had a great closing banquet with awards, auction winnings and info about next year's tour.

All in all, it was a fun time - a real family reunion. I always learn something on these tours and got to bend the ear of some real experts, have them look at my one year (new to me) Touring and get some insight into it's condition. Much fun! I highly encourage everyone to consider going on a tour at some point! What a trip!!



-Recorded by Jay Pearsall, while accompanied by my wife, Debbie, and my mother, Camilla. July, 2018.

A FEW WORDS FROM OUR PRESIDENT.....



Well everyone, I'm looking at the calendar and wondering where the summer went?! Pretty soon the temperatures should start coming down to a civilized level. That means, good T driving weather! I don't know about yours (well, I kinda do) but my T's heater works just fine. I could use some sweater weather for fun driving versus sweating.

We had a fantastic club event at Riggins Motor Co. in Poquoson. Mr. Hunter Riggins, a true gentleman, graciously gave us a lot of his time to discuss the automobile industry right after WWII up to the present. Very informative. Everyone overwhelmingly suggested making the Riggins family honorary members of our club. Many thanks to Ken and Margi Wissinger for hosting a great lunch at their place afterward.



Above: Hunter Riggins tells Club members how it was "back in the day."

Ken and I finally found a working starter that brought his '23 Touring back to life. Lately, I've been helping Rob Sallada understand that a T is like a box of Cracker Jack. So much fun, but then there's the surprise! Welcome to the hobby Rob! - *Jay Pearsall*

The next day we met friends at the house of the original owners of the car. They were friends of my grandfather and the reason he started this T's restoration. It was a fitting end to a great weekend. Finishing this project for my grandfather didn't just give us an antique car, it gave us a tangible connection to our history.

- *Submitted by Jeff Herrick*

Hey! Don't Forget! Upcoming Events!

Saturday - September 22, 8a-3p
TRAACA 45th Annual Meet
Military Aviation Museum
1341 Princess Anne Road
Virginia Beach, VA 23457

November - Date / Location TBD
CoVa Model T Club Qtly. Mtg.

Saturday - December 1, 9am
Williamsburg Christmas Parade



Above: Jeff and his crew of 5 in his ever-faithful, yet overheating '21 Center Door pleasing the parade crowds in Cape Vincent, NY.

Steam Heat!



It was a very hot day, especially for July in NY State, on the Canadian border. This was my first time driving in a parade (with 5 kids!) and I was nervous. The temperature started rising on the gauge over the wings of the radiator cap. Then sure enough just 2 blocks from the parade stand my '21 Center Door T gave up the ghost and overheated.

The groan I let out as I slumped over the steering wheel was drowned out by the groan from the spectators as they shared in my pain. Then people started coming up and offering bottles of cold water not only for the car but to all of my little passengers. The kids were able to catch quite a bit of candy being tossed by other parade participants, so for them the stop was a welcome one. Eventually the Center Door had cooled down and I re-entered the parade. I felt triumphant when I passed the judges stand. ← *continued at left...*

Colonial Virginia Model T Club

Williamsburg, VA

Jay Pearsall, President

Jon Bitler, Vice President

Scott Nylund, Secretary

Trey Gwaltney, Newsletter,

Website, Correspondent

Feel free to contact us at:

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For more info on these events and other great stuff, visit our website!!



"Ladies & Gentlemen, Breaking News!!..."

Updates from CoVa Model T Club Members!"

Wissingers Host Quarterly Club Meeting in Poquoson

With weather made to order for driving a Model T, the CoVa members met at the home of Ken and Margi Wissinger in Poquoson for their third meeting. The convoy of crankable carriages lined up and motored a few miles to Riggins Motor Co., a local Ford dealer since the late 1920's to display their vehicles and have a chat with Hunter Riggins, the second of a three-generation business, still viable after nearly a century.



After returning to Ken & Margi's, there was a bit of business, reports from recent tours, a trivia contest (complete with prizes!), and a great BBQ lunch. Oh yeah, there was also a lot of talk about Model T's! What a day!



Above: Off to Riggins! Left: Max Lindsay and Terry Bond try out some tempting T tools in Max's T tool treasure trove.

Members attend Hilton Village Centennial Celebration

It might be a long way to Tipperary, but it was a relaxing drive to Hilton Village in Newport News, VA for the Colonial Virginia Model T Club in July. Several of the club's members proudly displayed their T's along Main St. to join the festivities, along with other antique and classic cars, costumed re-enactors, wartime contests and activities, children's games, and architectural tours as Hilton Village celebrated its centennial anniversary.



Built in 1918 as the first federally funded planned housing community in the United States, Hilton Village was constructed to house shipbuilders and their families. On July 7, 1918, Shipyard and War Shipping Board representatives dedicated the new community and residents began moving in.

Hilton Village continues to be one of the city's most desirable places to live.



Above: Trey Gwaltney with Terry Bond's '14 Touring. Top Right: Max Lindsay and his nephew, Hunter Havrilesko in Max's '15 Touring. Lower Right: clockwise, Scott Nylund, Jon Bitler, Jay Pearsall, Ken and Margi Wissinger with Jon's '26 Touring.

On the Road to Riggins.....

When the Riggins Family opened its Ford dealership in the small village of Poquoson, VA, it's unlikely they thought they would still be selling Fords nearly a century later. But they are to this day with second generation Hunter Riggins and third generation Gary Riggins still at the wheel. Club members visited these two gentlemen at their dealership to display some of the club's T's, and talked with Hunter about the early days of their Ford dealership. He had some interesting, educational, and entertaining stories about past days in the world of automobile sales, and poignant views on Ford's future. The club's T's looked quite natural parked in front of the dealership, almost as if part of the original inventory!



T **Technical**
tips *For T's*



Roadster
Rebuilder

Who knew? Did you?...

Now I'm not the best Model T driver there ever was, but I did figure out a few things along the way. When you can laugh at your own bonehead mistakes, you learn something. I think it was in the summer of 1968 when my brother and I were tinkering with my Dad's old car and trying to get the darn thing running after it sat for five or so years without being touched. What a great moment when the engine roared to life! That is, until the wiring began to smolder and melt together and noxious smoke filled the garage. It was at that moment I knew I was hooked on Model T's. If I could start this car, I could drive it. Well, I did need a license first, but ha!... details. So we got some solder, flux, and new pieces of wire (not color-coded, mind you), replaced the burnt strands and brought Dad's T back to life.

It wasn't until the early 90's that I replaced the wiring harnesses and began to drive the car in earnest. Now if I could just figure out how the spark advance and gas lever worked together I'd be golden.

And then, **HURRAY!** It was Victor W. Page to the rescue! His 1920 revised edition of *The Model T Ford Car* was the answer to my prayers!

Figure 38 in the book provided a "Chart Showing Positions of Engine Control Levers on Steering Post Quadrants for Various Conditions of Car Operation." In other words, a quick fix for the spark and gas sticks! T driving made "easy." HA! Who knew?! I, for one, did not. But I'm glad I know now because driving my Model T just got a little better, even if a bit more complex! - Submitted by Scott Nyland

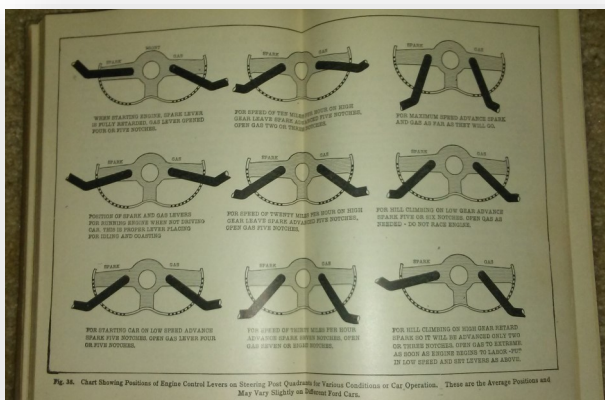


Fig. 38. Chart Showing Positions of Engine Control Levers on Steering Post Quadrants for Various Conditions of Car Operation. These are the Average Positions and May Vary Slightly on Different Ford Cars.

Before I shelled out the dough for my '24 Roadster, I insisted that the garage-kept but "not driven in years" two-seater be drivable. The owner met my demands, and I could now drive my little Black Beauty off into the sunset... if I could only figure out how the heck to actually make it run!

No problem. A few crash courses from YouTube, some fresh oil, a little cleaning and a tune up, and I was soon on the road. Nothing left but maybe a fresh paint job and... uh, oh... what's *that* noise?

And that, my friends, was how my total and compete "body off" rebuild and restoration project began. Having never changed oil in a car before, I can now say that I have touched every single nut, bolt, piece of metal and wood in this car, and I pray that when I finally get it back together, it runs better than when it left Detroit!

Here are a few 'before' pictures from inside the engine. Ah, those infamous babbitt bearings. Mine are now freshly poured.

I'll follow up with more stories and updates as the project continues. Wish me luck!

- Submitted by Trey Gwaltney



Left: Wear is seen from the oil inlet carrying grit over the babbitt bearing. Right: Mild pitting of the crankshaft is not uncommon, and can usually be polished up to an acceptable level.

