FEBRUARY 2004 EDITOR;: Carolyn Williams

Calendar of Upcoming Events:

Gary & Annette Tillstrom are still planning a West Tennessee event but with their son getting married plans for the tour are still not definite.(more from Gary later)

April 30 - May 2, Blue Suede Cruise In (weekend) Contact Mac Flowers

May 15, 2004.....Historic Collinsville (day trip) Contact Bob Harris

July 9-11.....Waverly Tour (weekend) Contact Larry or Carolyn Williams

July 18-23.....MTFCI Wisconsin Byways Tour Contact Don Krull (Co Chair)

Report on Wisconsin Byways Tour.....by Don Krull

All I can say about the tour is WOW. The host resort (Devil's Head Resort-250 rooms) was totally booked before the advertisements came out in the T Times. The Comfort Suites (100 rooms) is now being filled. No one will be disappointed at the Comfort Suites, it is relatively new-will provide a continental breakfast also and has an indoor pool. Some of the cabins listed in the T Times are closer to Devil's Head than Comfort Suites and as I have driven by look good-one had new cabins under construction last summer. Folks need to call and check them out themselves as I have not personally visited and checked them out. All of the daily routes are basically sorted out and are beautiful touring roads-some hills-some valleys. Special features at this tour will be the TT truck joining us and the construction and driving of a model T Speedster on the tour by our youth plus ice cream social and a really well thought out style show.

OCTOBER 17-24.....Natchez Trace Tour VII

The Natchez Trace is filling, at this point we have 42 committed out of 50 available spaces. If you are a TN T's member and want to attend this year please let us know so we can add your name to the list.

A NOTE OF SADNESS

We express the sympathy of all the club members to Ginny Scudder in the death of her mother and Frances Curtis in the death of her father this past month.

A TENNESSEE T'S WELCOME TO NEW MEMBERS

Charles Thomas
28 CR 215
Corinth, MS 58834
(662) 287-8206

Jim & Donna Wade
2745 Ruth Lane
Port Neches, TX 77651
(409) 724-0800

CARS/PROJECTS IN PROGRESS

The weather outside may be cold but inside the shops and garages of the Tennessee T's things are humming.

Charles & Jana Swann sent a picture of their latest project. They can't wait for spring to have her out on the road.

Charlie also sent along pictures of the Coupe he and Jana drove in the Chapel Hill Christmas parade where they took first prize in the Antique car group.

Mac Monteith reports that he has had the radiator rebuilt in their 1922 Roadster and is just waiting for a warm day to re-install it. It was running a little warm last July and August so he decided to do what he could to fix that. Mac also reported on his mileage for last year. (400 miles)

Glad Mac mentioned mileage. Let's all keep mileage each time out and total up at the end of 2004. We had 56, 528 in 2003. Can we top that in 2004?????

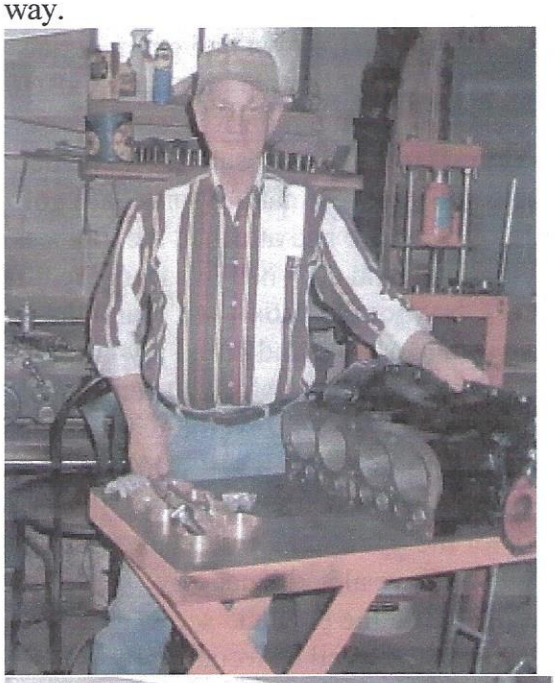
Bill & Linda Eden are working on their 1929 Model A. They just got a good front fender for the drivers side, and some cowl lights and a luggage rack. They are still trying to get some waves and dents out but are close to painting. When Linda sent the email Bill was off helping someone that just bought a Model T get it started and adjust the coils. Bill and Linda say they are looking forward to touring time.

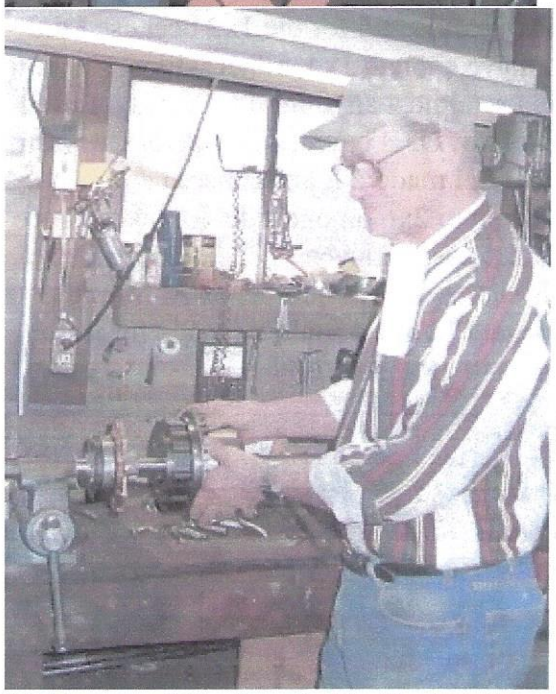
Mike and Maria' Sumerall say that after several months of not having high gear in their '23 Touring they had a new clutch, some transmission parts and a controller shaft installed. They put 30 miles on it (hope it was a warm day) and it ran and shifted fine. Mike says that after a few more trouble free jaunts hopefully they will feel confident enough to venture farther away from home and meet up with some club members. He says they will have to drive to any get-togethers since they have not purchased a trailer yet.

Bryan and Kathe Nelson are busy installing the upholstery in their '25 Pickup project.

Bryan says he has not fired up the rebuilt motor yet, still waiting for the weather to break and (close your eyes Ken S) is still waiting to convert from coil to distributor.

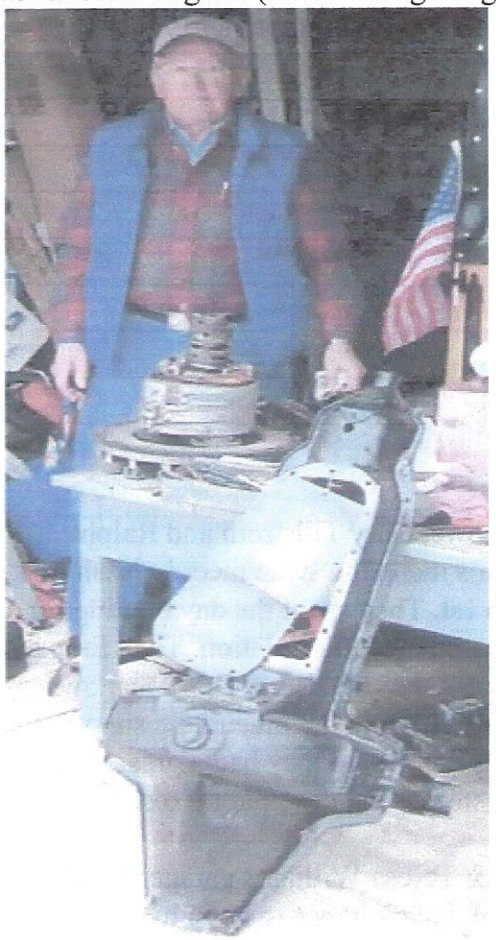
There is always a project in progress in Lynn's Cook's basement. Lynn's goal is to have the 1914 Roadster he brought home from Coolie City, Washington last March road ready in time for a tour in South Dakato in June. I believe he is well on his way.



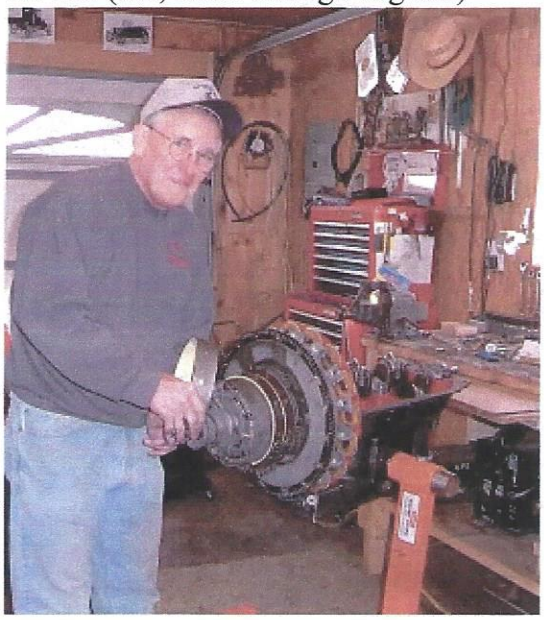


Making modifications to the Ruckstell.

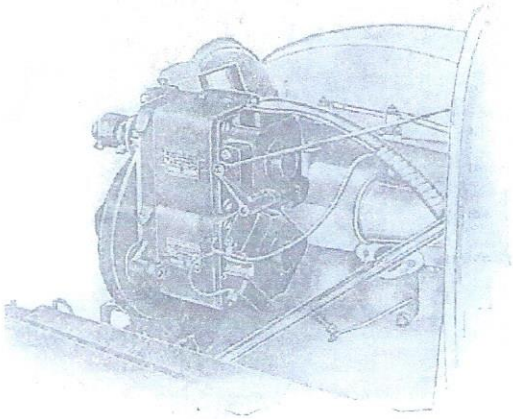
Mac Flowers has been busy cleaning parts for another engine. (never enough engines)



Larry installing bands on a new engine for the '26. (see, never enough engines)

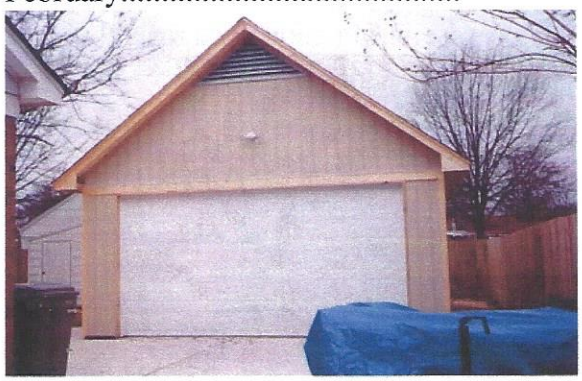


Ewell Hall is restoring a Heinze-Springfield Starter Electric Cranking and Lighting System to be installed on his 1913 Roadster.



Tom Rowe, Gary Tillstrom and Ralph Williams made the swap meet in Nashville on Feb 1st. They spent the day hunting for T parts and creating inflation. They found a few things they needed at Don Meadows booth that always has an endless supply of T parts. Ralph said they had a great time telling stories and swapping fixes.

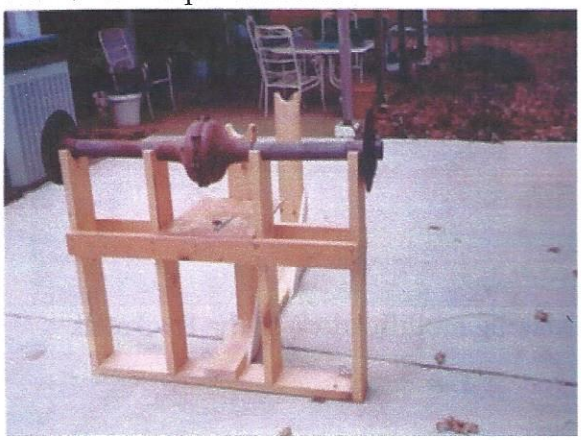
Ralph & Teresa Williams garage is almost finished. Ralph hopes to be in by the last of February.....



.....and inside- yet - another engine.

Gary Tillstrom shared a plan with Ralph Williams and Tom Rowe for build a rear axle holder for assembling and disassembling. Ralph shared the plans and says it makes it much easier than working off the floor. (materials list and drawing on next page)

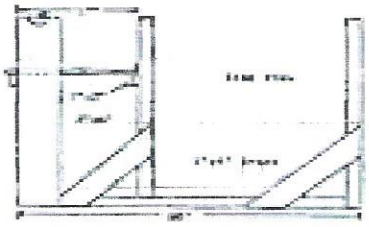
First look at materials list and get materials needed. I cut the 2 bottom pieces (2x6x8) to make sure it fit the dimensions on the drawing. Then I took my square and made the T for the bottom making sure that I got the bottom square and attached the 2 pieces together with end cut I had left from the 8 ft piece. I then got the 2x6x6 and found the center and marked it and bored my hole (I used a 3 1/2 diameter hole saw) center so when I cut them to 3 ft I would have 2 pieces 3 ft from the 6ft board. This gave me the 1/2 circles needed for the ends of the 2x6's for the up right pieces. Mark your 2x6 T that you have already made by dimensions on the plan and screw together using 3-inch drywall or wood screws. I substituted a 2x4 for the 1x2 because I did not have enough 1x4, either will work. You can use almost anything for the tray. I used a piece of OSB board. The side braces from the 1x4, I made 2 ft and mitered and screwed to 2x6 on one side. It makes a nice stand. I spend maybe 1 1/2 hours making this and used extra lumber I had from the garage. I figure it could be made for less than $40. Ralph Williams

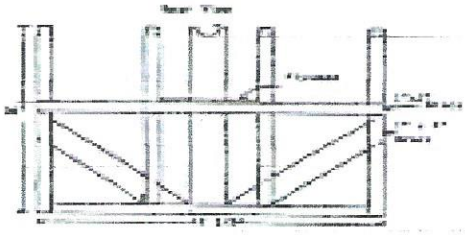


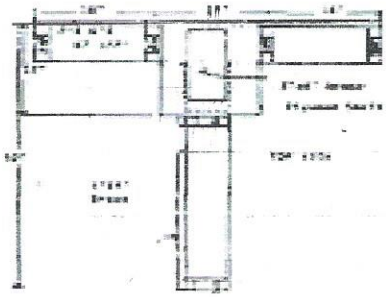
Keep the finished stand length and width very close to the size shown, so that the axle will fit.

MATERIALS LIST

1 - 2 x 6 x 8 ft for base
3 - 2 x 6 x 6 ft for uprights
1 - 1 x 2 x 4 ft for rear brace
2 - 1 x 4 x 6 ft for upright braces
1 - 15 1/2 x 18 plywood or masonite shelf







Fashion Dos & Don'ts for Seniors

Ernestine Flowers the fashion consultant for the Tennessee T's says she knows that not any of us are old enough for these suggestions but we might want to put them away for future reference. She says "despite what we may have seen on the streets, the following combinations DO NOT go together"

1) A nose ring and bifocals
2) Spiked hair and bald spots
3) A pierced tongue and dentures
4) Miniskirts and support hose
5) Ankle bracelets and corn pads
6. Speedos and cellulite
7. Midriff shirts and a midriff bulge
8. Bikinis and liver spots
9. Short shorts and varicose veins
10) In-line skates and a walker
11) A belly button ring and a gall bladder surgery scar
12) Unbuttoned disco shirts and a heart monitor.

For Sale

Bill Beussink (731) 644-1121 has the following items for sale. (look - make offer)

Early dash firewall
Steering shaft - tie rod
Magneto spools and flat windings
Old tall radiator - good tanks
1-33-35 ford headlite (complete)
4-525-20 tires 50% tread

MARCH BIRTHDAYS

Jim Wade.....8th
Larry Williams.....18th
Glenn Storck.....19th
Ernestine Flowers.....20th
Stevie Wyatt..... 28th
Carolyn Williams.....29th
Sue Cook.....31st
Elizabeth Monteith.....31st

MARCH ANNIVERSARIES

Larry & Margaret Harris.....6th
Tony & Brenda Verschoore.....23rd

APRIL BIRTHDAYS

Lynn Cook.....2nd
George Ross.....4th
Willis Hampton.....4th
Dewey Asher.....7th
Bryan Nelson.....8th
Kathe Nelson.....8th
Larry Harris.....11th
Linda Eden.....12th
Mac Flowers.....21st
Month Monteith.....25th
Ann Corlew.....26th
Martin Alexander.....29th
Pat Asher.....30th

APRIL ANNIVERSARIES

Tony & Yvonne Cook.....12th
William & Pat Johnson.....28th

It seems one of our member liked cars when he was very young. Can you guess who? Email or call and tell me who you think it is.

MAN IS LIKE AN AUTOMOBILE

As it gets older, the differential starts slipping, and the U joints get worn, causing the drive shaft to go bad.

The transmission won't go in high gear and sometimes has difficulty getting out of low. Overdrive is out of the question.

The cyllinders get worn and lose compression making it hard to climb the slightest incline. When it is climbing the tappets clatter and ping to the point where one wonders if the old bus will make it to the top.

The carburetor gets fouled with pollutants and other matter, making it hard to get started in the morning. The gas fumes can kill ya!

It is hard to keep the radiator filled because of the leaking hose. The frame has a big bow in the middle too. The thermostat goes out, making it difficult to reach operating temperature. The headlights grow dim, and the battery needs constant recharging.

The shifter is stuck in the down position which is the "low position" and ya can't get anywhere that way.

But if the body looks good, we can keep it washed and polished, giving the impression it can compete with newer models and make one more trip down the primrose lane before the head gasket blows.

.....

AROUND THE CURVE
LICKETY-SPLIT
IT'S A BEAUTIFUL NEW CAR
WASN'T IT
BURMA SHAVE

"No Thanks, I Don't Dip."

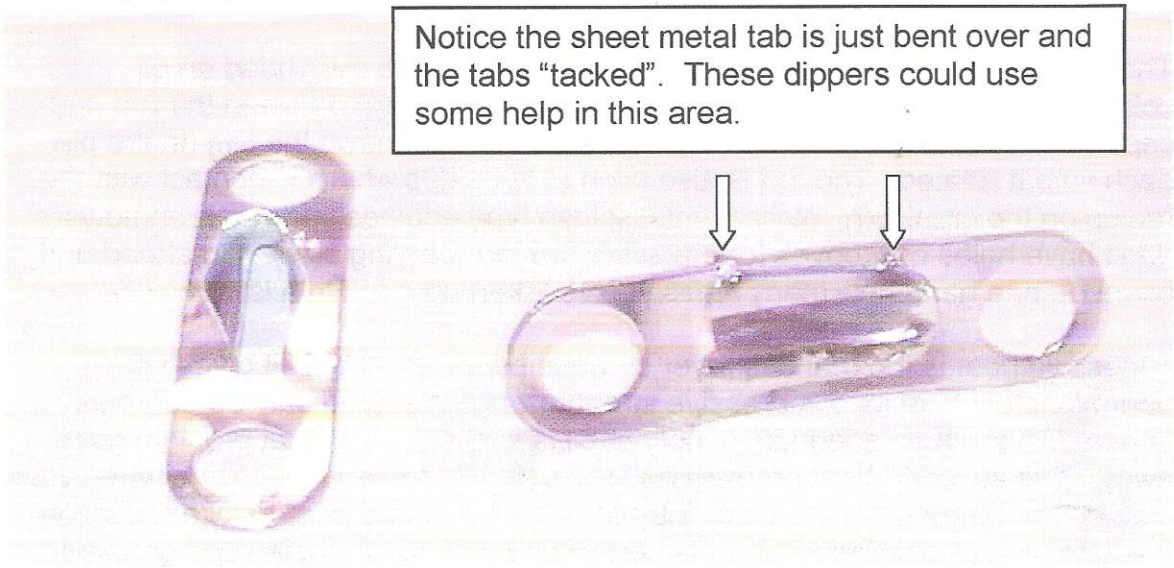
Gary Tillstrom

Living in the part of the country where 50% of all blue jeans have that familiar "circle" in one back pocket might lead you to believe that this is about a subject completely unrelated to the T. Not so.

I'm referring to rod dippers. The little metal pieces that some folks swear by. Firstly, let me state that there are really only two types of products brought to any market. There are the products people swear by and then there are the ones they swear at. In some rare circumstances it's actually the same product. The Model T was actually a pretty good example of this rare "by-at" market phenomenon.

The dippers sold by the T vendors today are actually Chevrolet rod dippers originally designed for use on the 194 and 216 cubic inch six cylinders. These worked well in the Chevy "stove bolt" motor as there are nozzles pointed directly at them and with each rotation, oil is squirted under pressure (15-30 PSI) directly into the scoop. I'm not sure a 216 with clean oil could ever actually be worn out either; they were a testament to Chevrolet engineering efforts.

If you're planning to use these dippers in your model T, I would suggest you weld the scoop to the base first. The dipper is of two-piece construction with the scoop being held in place by bent tabs and a series of very poor tack welds, look closely and you'll see what I'm talking about. These have been known to let loose on occasion. Imagine what one of these scoops could do when making high-speed contact with a magnet or your newly wound field coil. A five-minute date with the mig welder is cheap insurance. Before you scoff at this recommendation to weld them consider that they were never designed to absorb the impact of the scoop coming into contact with a puddle, which will happen upon start up when the rod trough is full of oil. The scoop never came into direct contact (impact) with the oil in the pan on the Chevrolet.



The controversial part of a rod dipper is that from an engineering standpoint they aren't needed in this application for a couple of valid reasons.

- They aren't needed based on size of the bearings in question.
- Unlike the Chevrolet six cylinder examples, there is no supply of oil under pressure being squirted at the T rod.

If your going to run dippers it means your going to be drilling a hole in the cap and if your buying rods from a T vendor they have probably been "X'ed" which has now removed 9% of the available bearing area. The consensus dating back to the railroad days for bearings the size of T rod bearings is that oil holes and grooves are not needed or even desirable.

The main bearings however are a different story and require both oil holes and grooves because of width, not diameter. One will notice that both the hole and groove for the mains are in the block and not the cap. That is because the **most desired place for any oil provision is in the unloaded portion of the bearing** (in the case of the main bearings, the caps carry the load).

When it comes to oil provisions for the rods there are all kinds of ideas with regard to "grooving the babbit". Ask ten people where the groove should be and you'll likely get ten different answers. Remember, the ideal location for oil provision is in the unloaded portion of the bearing. The absolute worst possible location for a groove is in an area that is heavily loaded! Here's the rub (no pun intended), both the top of the rod and the bottom of the cap carry loads and they alternate with each stroke. Admittedly, the rod portion is loaded much heavier than the cap and if you absolutely have to run dippers for peace of mind then the cap is the area to modify. When loaded heavily, instead of the bearing "hydroplaning" on a thin film of oil on the crankpin, the introduction of grooves in the load carrying portion of the bearing serves to provide an escape path for the very oil we're trying to keep in there allowing it to be squished out.

The engineering world in the 1920's knew this and Ford depended on oil collection at the parting line (unloaded portion of bearing) between the rod and cap rather than to cut grooves. This collection of oil renews the film on the pin each time it rotated. The rod is also oiled at the sides where in contact with the radius on the crank pin. Notice small splash type engines such as lawnmowers don't have holes or grooves for the same reason (bearing size). Go ahead and count on one hand how many times you've taken up a rod in a lawnmower.

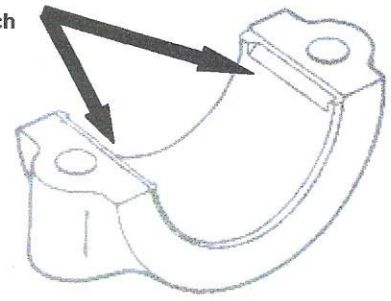
Excessive heat is the real destroyer of these bearings as babbit gives up approximately ½ of its compressive strength when elevated only 50 degrees above design. If an adequate supply of oil is available, the heat problem goes away. The elevated heat problem has the potential to become severe when your asking less bearing area to carry the same load as it had prior to size reduction. If you think less bearing area is the way to go, start adding holes and grooves.

To improve the oiling drawbacks to the T there have been many modifications developed over the years. Ford even built the late rods with a built in dipper and a hole for oil. I've never found a Ford Service Bulletin that talks about "greatly increased bearing life" due to the new style rod cap. Ford was actually quiet about this.

There are some ideas that are actually beneficial and serve to solve the problem of having enough oil up front where it's needed. If enough oil is in the trough to begin with, there is no need for the dipper. I believe in:

- An outside oil line. The bigger the better.
- A dam welded in place behind the 4th rod (to raise the oil level) at all the rod troughs. No need to get carried away here, ½ inch is plenty.
- Grind grooves in the pan cover retainers between the bolt holes. This allows the oil to run under them and into the 1st dip as opposed to alongside trying to find its way in between the 2nd and 3rd dip.
- Bevel the parting lines of both the rod and cap. This allows the maintaining of a "wedge" of oil in the unloaded portion of the bearing for the renewal of the oil film on the crankpin.

Bevel babbit at 45 degrees within 1/8th inch from the ends as shown.



Main cap illustrated, rod cap similar.

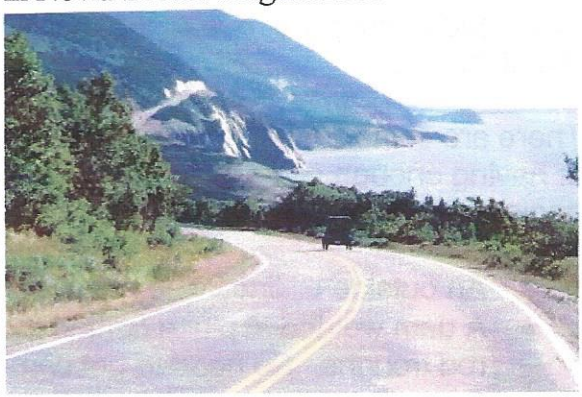
The choice to run dippers, drill caps and cut oil grooves or make any modification is up to each of us to decide for ourselves. Before modifying any part of your T, look at the potential risk as opposed to possible rewards. When it comes to dipping, I'm choosing not to; I think it's a nasty habit. ***Gary***

Don Krull sent the following information from the MTFCI Winter Business Meeting.

Sheryl Steir was elected Preseident of the Internation for 2004 at the Winter meeting in Tronto, Canada..
Some of President Steir's main objectives for the year are to improve chapter relations, establish more teamwork on the board and with members working on International Committees, Communication and implementation of new strategies.
Newly elected Board members are Frank Woodin, Jack Mahaffey, Jerry Van Ootegem, Mark Eyre and (reelected Ron Furlong.
Other Officers and Directors are:
Don Krull - 1st Vice President
Gilbert "Red" Hall - 2nd Vice President
Ron Patterson - Secretary
Steve Bumgarner - Treasurer
Philip Eyre
Tony Cimorelli

Lighthouse in Nova Scotia August 2003

Martin & Ann Alexander on the Cabot Trail in Novia Scotia. August 2003



Many, many thanks to everyone for sending pictures and information for the Newsletter.