



# TENNESSEE T'S NEWS

January 30, 2005

EDITOR: Carolyn Williams

## HAPPY NEW YEAR TO ALL

Sorry this newsletter is so late but things have been a "little hectic" around the Williams household this winter with therapy three times a week but I'm happy to say it is paying off. Larry is doing great and I am improving each day.

We will be ready to go by Spring...also have some lake front property in Arizona!!!



Anyone care to place a bet as to month, day and year...when or if it will be finished.

Thanks to all of you for responding with articles, news items, pictures, etc. for this issue of the Newsletter. This club has a lot of things happening in garages and basements in several states but if you don't share the rest of us will be left out on all the fun. Ladies where are the recipes????? Have we all retired from cooking?

## GOOD NEWS TO REPORT;

One of the Tennessee members, Don Krull, has been elected President of the Model T Ford Club International for 2005. Congratulations Don. We know you will work hard and do a great job and the Tennessee T's are proud to have one of our members as MTFCI President. Look for a short note from Don later on in this Newsletter.

## MORE GOOD NEWS:

Larry and I won the MTFCI photography contest this year. The theme was "Abandoned Vehicles." On our trip out west last summer with Lynn and Sue, Linda and Bill and Martin and Anne we drove through Kansas on our way back to MO. As we neared the town of Mankato, KS I spied something yellow sitting in the weeds off to the left. We passed it up but I talked Larry into turning around and going back so we could take a look because I felt sure it was a T. While everyone else got gas, went to an antique store, and did all the other things you do when you stop we drove about a mile back. Low and behold it was a T just sitting in a clump of weeds with the field all around it very neatly mowed. I sent it in to the International and a week or so ago Sheryl Stier, 2004

International president called to say it was the winning photo. Needless to say I was quite excited. The judging was conducted by the Photography Department at Northern Illinois University. Sheryl mailed the trophy and we are to send a picture to the editor of Model T Times. Watch for the pictures of all the contest entries in an upcoming issue of the magazine.

This year's (2005) Photo Contest theme is "The Running Board of Life." START SNAPPING. We have some good photographers in this club.

Another short note about the stop in Mankato: this is where Larry bought so many Model T parts he took my suitcase out of the trunk and put it on the running board. I think he has grieved ever since that he did not buy more parts and put them in my seat and buy me a ticket on Greyhound.

#### TENNESSEE T'S CHAPTER MINUTES DECEMBER 2004

Twenty three members of the Tennessee T's Chapter of the MTFCI & MTFCA met at the home of Darrel and Ann Carter in Cordova, TN on December 4, 2004 for their annual Christmas party and meeting.

The meeting was called to order by President Larry Williams. Williams thanked Darrel and Ann for their hospitality and welcomed all the members.

A motion was made by Ralph Williams and seconded by William Johnson to accept the minutes of the last meeting as written in the newsletter. Thank you cards from Frances Curtis and Bob Harris for flowers were read. All members present that had not already done so were asked to pay their 2005 dues. An updated membership list was given to anyone not having one and everyone was asked to write new members information on the last page of their list as new members names appear in the Newsletter.

A annual financial report was given by Sue Cook. Ms. Cook reported a balance of \$1,643.33 with no outstanding bills except the supplies for the 2004 Christmas dinner. President Williams reported on activities for 2004 and everyone decided that it had been a very good year for the Tennessee T's with many, many miles being driven even if some of us did have our year cut short by a careless SUV driver.

On this date (December 4, 2004) there are 49 members in the Tennessee T's chapter. Activities for 2005 were discussed. The Natchez Trace will be in October again and if everything goes as planned the Trace will be open from Nashville to Natchez with no detour in Jackson, MS. Some members are planning Day drives and Weekend drives. They are to send information when plans are complete for these. Mac Flowers gave information on the Blue Suede Cruise In that will be in May in Tupelo, MS.

Lynn Cook gave a plug for the Blue Ridge Riders tour in Hendersonville, NC. He stated this was a very good tour that anyone that could attend would enjoy.

Plans were made to hold the Christmas meeting in Waverly, TN on December 3, 2005.

On a motion by Ralph Williams and a second by William Johnson the meeting was adjourned for a wonderful meal and a delightful game of "Dirty Santa."

## Crack!

First off, this article has nothing to do with finding a plumber or general plumbing repair. It is however about finding cracks in parts that are susceptible to failure. There is more than one way to find a crack in a part. The obvious would be visually but the crack may be so small that it can't easily be detected with the naked eye (yet). Another popular method is magnetic particle inspection better known as Magnaflux®. To inspect a part with magnetic particle you're going to have to take it to a machine shop that has this ability. They pass a huge amount of current through the part and the crack will show up as the tiny iron fines they use to inspect with gather at the break. Crankshafts should be checked in this manner if doing an overhaul. I put no faith in the "ring test" described in the red book on the engine for inspecting crankshafts. Spend the \$15 and have crankshaft magnetic particle inspected before spending any money to have one reground.

Over 100 years ago, the railroads developed dye penetrant inspections to inspect highly stressed parts on in service locomotives. This method works well and if the part can't be easily magnetized, it is a viable alternative, as it doesn't require disassembly. This method is often employed in the inspection program of aircraft structure today to find failures early.

Here is how it works. You first clean the part by removing all the oil and grease. Then you wipe it down with the solvent that is sold as a companion to the penetrant. Next, spray the dye on and allow it to dwell on the part the recommended time. This is usually 5-10 minutes. Now, wipe off the dye using a rag. This stuff once on your hands has to wear off so you really need to wear disposable gloves. Finally, lightly spray the part with the developer and cracks will appear as a bright red line. Allow the developer to work for 10 minutes or so to pull the dye to the surface.



These items can be purchased at a welding supply store for around \$20. Cheap insurance before using that "good" axle shaft in your next rebuild.

Beware of false indications. Scratches and tool marks may show up as an indication of a crack. Follow this basic rule, if the indication is in a straight line then it is a scratch. Use a good magnifying glass and look closely if in doubt.

Typical scratch or tool mark



Typical crack. Cracks will appear as jagged edges when looked at closely. Use a magnifying glass if necessary

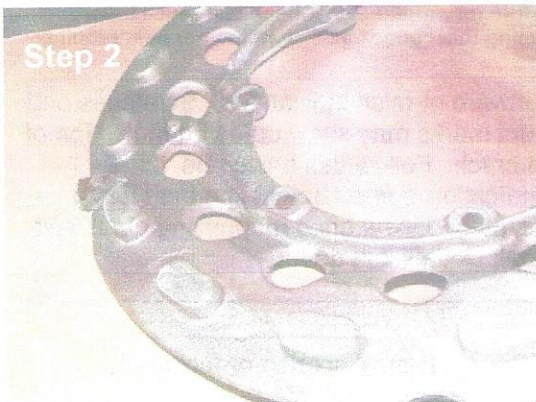
I would suggest this method on any part that has a known high probability of failure such as transmission drums, crankcase corners, steering columns near the rivets, around frame rivets, etc., etc. As you can see, there are many areas where it would be beneficial to detect problems early. I would venture to guess a considerable percentage of parts that appear to be good to the bare eye would show signs of impending failure if checked with dye.

There is a variation of this method that uses a fluorescent dye. You then examine the part under a black light. The fluorescent penetrant method is actually more sensitive and the only one being used in the aerospace industry anymore.

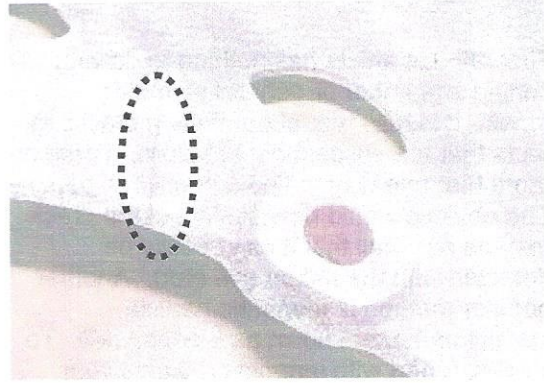
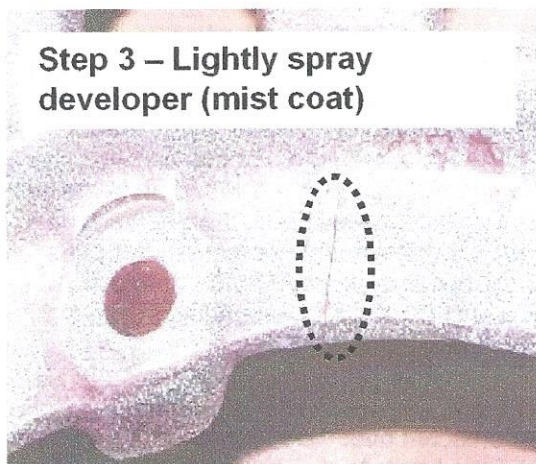
Having said that, any method is better than no method at all.



**After** a good cleaning, apply penetrant to areas of concern and allow to sit the recommended time.

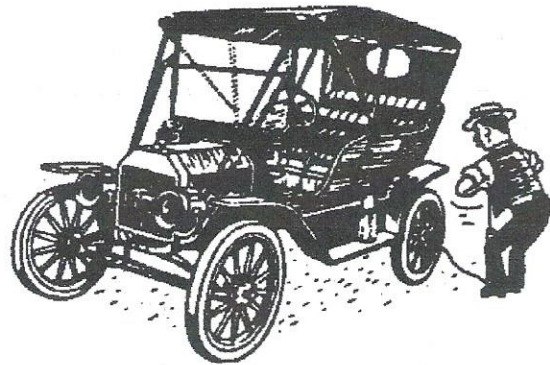


Wipe excess dye off of part. Using a rag moistened with solvent get the heavy stuff off. Don't worry about getting it all. Once the developer is applied the part will have a pink tinge to it. Cracks however will readily be evident.



Continue to be safe for the upcoming year of touring and look closely before putting "good" parts into service.

*Gary*



*One of these days I'll get me on of them new fangled air compressors!*

Anyone in need of coils? Need a set rebuilt or adjusted on a hand-cranked tester? Contact Ralph Williams or Gary Tillstrom.



New Points and new Condensers. Cleaned up and refinished (hey, we ain't wood workers!). Outright or exchange.

# 2005 for the Model T Ford Club International

By Don Krull-President

Carolyn suggested I write a short note about the vision I have for the MTFCI for 2005. I think this is a wonderful idea-why wasn't it mine.

I certainly do have a vision for the MTFCI for 2005. I feel that the International has not been trying as hard as it should to stay in tune with the Chapter's and the Membership's wants and desires. In order to accomplish this objective the MTFCI must operate as a business-a service business which functions to provide the information and other help the Chapter officers need to keep their members informed and enthusiastic about the hobby. This information and help can take many forms depending on activities and functions of the individual Chapters. Some Chapters have activities every month and others have one main activity each year so the information and delivery method may vary. You will see the MTFCI in contact with the Chapters and providing information and other services as requested.

Part of my vision is that keeping the enthusiasm of the Chapter, and through the Chapter, the members at a high level, will allow both the MTFCI and the Chapters to grow in membership. More membership certainly allows both the MTFCI and the Chapters to provide more service to their members. I am firmly convinced that just as in our own lives, if either the MTFCI or a Chapter is not growing and rotating in new members with new responsibilities it is dying. (Thank goodness our Tennessee T's is a growing/enthusiastic Chapter which is always trying to get more people involved at both the International level and at the Chapter level having fun.)

The first major change you will see is that I have combined chapter relations and membership into one committee under the Chairmanship of Frank Fenton. His group will establish contact with the Chapters, provide periodic newsletters, information and coordinate the efforts to obtain membership.

I feel this can be a major contribution in 2005 if we can make it happen. I want to at least get this kicked off and then you will see other initiatives during the year.



Don and Marge on the TN Back Roads 2003.

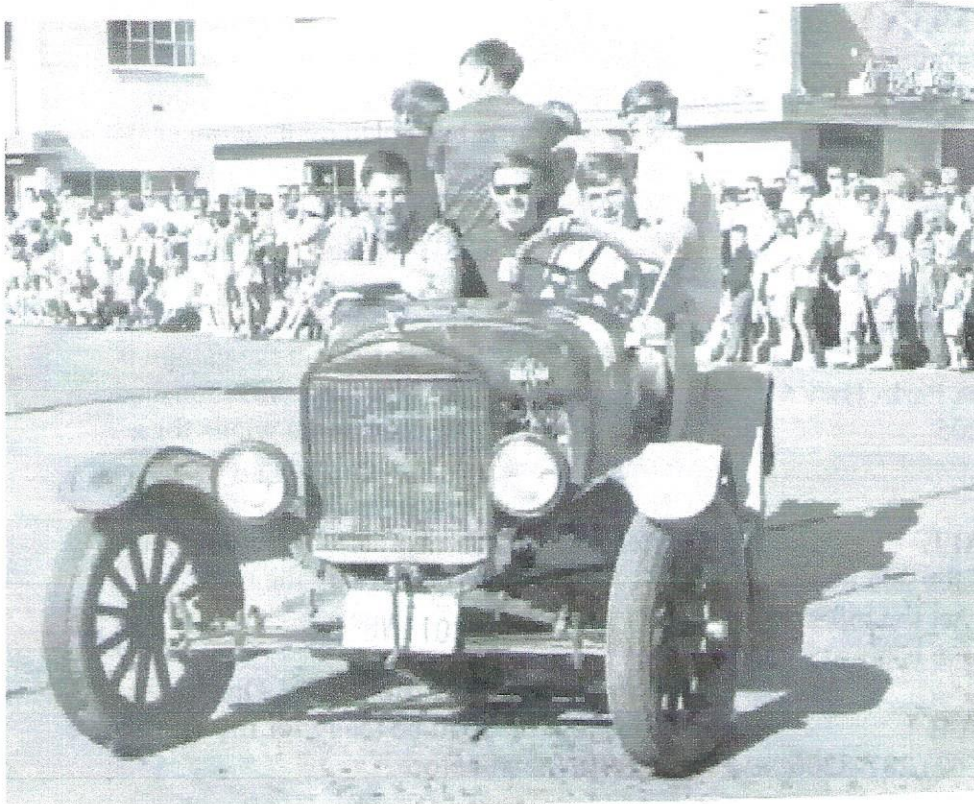
## HOME MADE RIM EXPANDER AND MY VERY FIRST CAR

Darrel Carter

I've been meaning to send a picture of my home-made rim expander. The 21" made-in-Viet Nam tires were just a hair too small for my split rims. I tried using the standard rim expander but could only get it about a 1/2 inch from locking before it started warping the rim. This tool will allow you to put a whole lot of force on the rim without fear of warping anything. If anyone else in the club is having problems mounting new 21" tires on split rims this tool available for their use (for the cost of postage). It may be ugly but it is very functional—the duct tape is to keep from marring the paint job on the rims.



Just got back from a visit to the old homestead in Washington State, now owned by a brother. I store my other Model T there, a 1927 roadster. It was the first car I ever owned. An older brother gave me the axles, an engine and a frame in 1962 when I was 11 years old (He had gotten the parts for \$2 from a classmate with girl trouble who had to leave town in a hurry). Eastern Washington is very dry place so there were still a lot of useable Model T parts out in farmers fields in the '60s. I collected enough parts to make a driveable car by the time I was 16 and also another one for my younger brother. I mostly restored it in the late 70s while on active duty in the AF in spite of not being very compatible with military life. I have been able to drive it a couple of times a year since then, wish I could drive it more. Below is as it looked in 1967 with a load of kids posing as the junior class float in the States Day parade.



Below is how the car looks today.



Let me know if I can help with anything else.  
Darrel & Ann Carter

## SWAP MEETS

### NASHVILLE SWAP MEET

Where: Nashville Fairgrounds

When: February 6, 2005

Inside and heated.

Don Meadows will have a booth with T & A parts

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### CAPAHA ANTIQUE CAR CLUB

39<sup>th</sup> Annual Indoor Swap Meet

Where: Cape Girardeau, MO

Arena Building – Arena Park- Hwy 61

When: February, 20 2005

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## CARS FOR SALE

If anyone hears of a T for sale please let me know and we will get the info to all our club members. (someone is always looking)

### TWO CARS FOR SALE

Charles Thomas - (662) 287-8206

Corinth, MS

1926 Roadster – Solid car, also has a Ruckstell. Needs some cosmetics.

1926 Touring car – just needs driving.

## TOURS & DAY DRIVES

Ralph and Teresa Williams are planning a day drive for May. The date is May 21<sup>st</sup> so mark your calendar. They will have more information coming as plans are finalized.

The Natchez Trace tour is scheduled for October 16<sup>th</sup> -22<sup>nd</sup> and information has been mailed. If you did not receive an information packet please let us know if you want one.

Larry and Carolyn have a “Waverly Weekend” on the drawing board for June. (time permitting) Details later,

Anyone else planning a day or weekend drive? How about it Bryan and Kathe Nelson, we all want to come to the Smithville/Cookeville area.

## CARS IN PROGRESS & NEW ADDITIONS

Ralph Williams says: I am busy starting a 26 speedster. Right now it is just a frame and a few parts but I plan on it taking shape in the coming months. I was bit by the speedster bug at the International in WI last year when I saw the Speedster that was given away.

Tony Cook says: The 1911 in the garage is moving slowly but it is about 80% finished. There is a 1915 waiting in the wings for a complete rebuild. It is very unique because it has never been touched. The floorboards even have numbers on the bottom of them. Maybe I can get pictures by the next newsletter.

Martin Alexander - has a 1911 Open Runabout that will be ready for the Trace in October if not before.

Bud Scudder - purchased a 1916 in Nashville a few weeks ago. Bud said he didn't have the ability to take pictures of the car right now since it is still in the trailer. He asked if we could use the pictures we sent him but I lost them on the change from one computer to the other. Several of you may have looked at it on the Web when we sent the email about it a few weeks ago. Bud is anxious to get started on the 1916 as he wants to drive it on the Muddy T in May. He plans to not restore it but drive it as is.

Ken Swan says: I am working on a 1927 Camper. There is still a long way to go. When I get further along I will send some pictures.

Jerry Waller has added a touring car to his stable to go with his roadster. He and Diane are planning on driving one ( or both) on the Trace this year. Which one are you going to drive Diane????





## NEW ADDITIONS CONTINUED

Glenn Storck and Susan Harrington have a new addition to their garage. Baby Blue was lonesome after the move to SC so they bought her an 84 year old twin.



Blackie, the 1921 roadster may not be an identical but she sure is mighty fine looking. (Don't fight over who gets to drive)

Susan is now editor of the Spark Coil, the SCMTFC newsletter. We know she will do an excellent job. Send us a copy Susan.

## GET WELL WISHES

Please remember these members with cards and in your thoughts and prayers. Addresses are in your members list.



Ann Corlew

Pat Asher

William Johnson

Mary Helen Meadows

## IN LOVING MEMORY

Linda Eden's father passed away this past week. Linda sent this wonderful picture of him saying this was the way she would always remember her "Hero." What a wonderful tribute to a father.

Linda's dad - Captain Rex David Wagner



## REQUEST FOR CARDS & LETTERS

Two chapter members loved ones serving in Iraq and Kuwait. These men would greatly appreciate a card or letter from you.

Frances Curtis has a nephew stationed in Baquba, Iraq. His address is:

LT Caleb Cage  
CBTRY  
1-60 Unit 27543  
Box 22547  
APO AE 01939

Larry and I have a son stationed in Buehring, Kuwait. His address is:

SGM Gregory Williams  
TF 189 44<sup>th</sup> MEDCOM  
APO AE 09330

If there are other chapter members with family members in Iraq please let us know so we can publish their addresses also. Thanks from Larry and me for the cards, letters and cookies Greg has received.

**MORE MEMBER NEWS**

While Ralph Williams is busy working on his new speedster Teresa is busy studying for her National Board Certification. Ralph shared a picture of Teresa's grandmother who passed away some time ago. She was a teacher also and greatly influenced who Teresa is today. Maybe the picture explains why Teresa loves the old cars and her teaching profession. The picture was taken in 1925 or 1926 but he thinks the car is a 1924 or 1925.



**WELCOME NEW TENNESSEE T'S**

Lee & Barbara Mabry  
 374 Spruce Glen Drive  
 Cordova, TN 38018  
 (901) 753-5252  
[lnmabry@aol.com](mailto:lnmabry@aol.com)

John & Bonnie Ohlrogge  
 9 Riverdale Court  
 Henderson, Ky 42410  
 (270) 826-9437  
[bidbadgrizz@hotmail.com](mailto:bidbadgrizz@hotmail.com)

add these names to your member list

**EMAIL ADDRESS CORRECTION**

Nick and Elke Longworth's email address: [nickandelke@aol.com](mailto:nickandelke@aol.com)  
 Make this correction on your member list.

**CHAPTER DUES: IF YOU HAVE NOT PAID FOR 2005 PLEASE DO SO.**

**BIRTHDAYS AND ANNIVERSARIES**

**January Birthdays** (sorry we are so late)

- Lee Mabry.....8<sup>th</sup>
- Annette Tillstrom.....17<sup>th</sup>
- Margaret Harris.....23<sup>rd</sup>
- Bob Harris.....27<sup>th</sup>
- Tom Rowe.....25<sup>th</sup>
- Bonnie Ohlrogge.....31<sup>st</sup>

**January Anniversaries**

- Ewell & Gloria Hall.....17<sup>th</sup>
- Charles & Jana Swan.....20<sup>th</sup>

**February Birthdays**

- Charles Thomas.....5<sup>th</sup>
- Gloria Hall.....10<sup>th</sup>
- Gary Tillstrom.....10<sup>th</sup>
- Max Larson.....18<sup>th</sup>
- Ann Carter.....23<sup>rd</sup>
- Bud Scudder.....28<sup>th</sup>

**February Anniversaries**

- Julian & Jane Sides.....16<sup>th</sup>
- Bryan & Kathe Nelson.....28<sup>th</sup>

**March Birthdays**

- Penny Ellis.....1<sup>st</sup>
- Judy Markey.....1<sup>st</sup>
- John Ohlrogge.....3<sup>rd</sup>
- Jim Wade.....8<sup>th</sup>
- Larry Williams.....18<sup>th</sup>
- Glenn Storck.....19<sup>th</sup>
- Ernestine Flowers.....20<sup>th</sup>
- Jerrie Hiner.....23<sup>rd</sup>
- Stevie Wyatt.....28<sup>th</sup>
- Carolyn Williams.....29<sup>th</sup>
- Sue Cook.....31<sup>st</sup>
- Elizabeth Monteith.....31<sup>st</sup>

**March Anniversaries**

- Lawerence & Margaret Harris...6<sup>th</sup>
- Tony & Brenda Verschoore.....23<sup>rd</sup>

