

THE TENNESSEE T'S NEWS



JULY/AUGUST 2005

EDITOR: CAROLYN WILLIAMS

MINUTES FROM JUNE 24 MEETING

Thirty members of the Tennessee T's Chapter met at the home of Larry and Carolyn Williams on Friday, June 24, 2005. After the cookout the business meeting was called to order. Larry welcomed all members and guests Mary and Grant O'Daniel. A motion was made by Ralph Williams and seconded by Darrel Carter to accept the minutes as reported in the newsletter. Sue Cook reported a bank balance of June 1, 2005 of \$2,031.19 with several outstanding bills. Important dates discussed were the Natchez Trace tour in October and the Christmas meeting December 3, 2005. The Christmas meeting will be in Waverly this year. Charles Corlew told the group that he was in search of a ring gear. A thank you note from Linda Eden was read and names of members on the get well list were given. The Chapter has a total of 52 members at the present time. Gary Curtis made a motion to adjourn the business meeting to discuss plans for the weekend.

MEMORIES OF THE WAVERLY WEEKEND

We had a real nice Model T outing this weekend. We toured the back roads up to Waverly, TN. It is a few miles east of the Tennessee River north of the Shiloh battlefield. Miss Annie, DJ & I went up Friday evening for a cookout and club business meeting. We drove about 80 miles on Saturday and saw some beautiful scenery, elegant homes along the river, and lots of semi-steep hills. It was a lot cooler in the hills than down here in the delta. The Model T ran pretty good with the new radiator but I ran out of low pedal on one of the steep hills and had to readjust the low band on the fly. DJ has been a great help. He helped me install the new radiator, adjust the valves, repaint the engine pans, tighten a couple of loose rods, recharge the magneto, and shave the timing gear so it wouldn't whine in idle. I've promoted him to chief assistant Model T mechanic. It might even entail some Model T driving lessons.Darrel and Ann Carter



Big Red sporting a new radiator

It's hard to pick one memory, there are several, but we are going to say just being with all you guys.

Tom and Pat Rowe

"Memory of the week" The Ken Swans made a clean sweep for the entire weekend! We won the Mr. Hardware contest. We won the first Poker run. We made it home about 30 minutes before the bottom fell out of the skies (remember we had no top or protection of any kind) We made all the hill climbs without problems, and we HAD NO BREAK DOWN on the car. Ken ate too much at the cook-out. Plus, we found a penny in the Wal-Mart parking lot when we got home. We should have bought a lottery ticket as Maria suggested. Great weekend!!! Ken and Joyce Swan



My lasting memory, of course, has to be getting stuck on that hill, but an even greater memory is how everyone jumped in to help push us to the top. We are getting much more comfortable with each and every trip. Charlie & Jana



We had a fun filled weekend in Waverly. We enjoy coming every year. My good memory is stuffing myself with all the good food and being with everyone.

Bob & Nell Harris



We enjoyed the drive very much. We loved the Friday evening dinner and talking with all the members. The view from the hills where you could see the trees and water below sticks out with me. Teresa loved the big homes along the river. Ralph & Teresa Williams





All the guys enjoying a Model T "show and tell" on starter windings compliments of Lynn Cook. We enjoyed all of it starting with the picnic We left the hotel at 6:22 and made it home at 10:40. I had a bit of a miss once we got to Columbia but at least we made it home fine. Mike and Maria Sumerall



Taking over a local pizza parlor for lunch.



On one of the hill tops overlooking the Tennessee River.



Larry and I had a wonderful weekend with all our Model T friends here. We enjoyed you all being in our home on Friday night and thank all of you for bringing so much good food for all of us to enjoy. Thanks to Lynn for the information he shared with the group on starter windings. Thanks to Gary and Frances for inviting us to their shop and home on Sat. morning. One of my memories is "how many Model T wives can you fit in a Suburban." The answer is "all of us." You are a great group and it was wonderful to see all of you especially the ones that had not been able to be with the group for a long time. We are already looking forward to next year and are looking for more country roads. Next time we will have more detailed directions so everyone can spread out more.



Waiting to depart Saturday morning.

Northwest Mississippi Day Tour

On May 21, Ralph and I hosted the Northwest MS Day Tour. Thank goodness it was a beautiful day and NO tornados. There was not a drop of rain and the skies were beautiful. Carolyn and Larry Williams, Joyce and Ken Swan, Gary Tillstrom and his young guests, Pat and Tom Rowe, Mr. Hall, and the Summeralls were all in attendance. Carolyn even signed on a new member, he followed us in his modern car on the first leg of the journey. After meeting at Calvary Baptist Church to drop off trailers and vehicles, we headed on the back roads to Hernando MS where we had reserved parking right on the square. The A-Fair had plenty of vendors and the food smelled delicious. Several of our guests were tempted to by pork rines, (BBQ and plain.) We were then met in Hernando by Mr. and Mrs. Kuntz from Byhalia, traveling in their Model A. After visiting the fair, we traveled on. We curled around through Arkabutla State Park and continued on to Senatobia. We ate lunch (buffet style) at the Western Sizzlin then went across town to Monty Monteith's garage for a visit. We enjoyed meeting his club friends and looking at his collection of vintage vehicles. (the shop was nice too!) He was a very generous host and sent us on our way with bottled water in hand. We then continued on to Olive Branch MS and moved on to Horn Lake to complete the day. When we arrived at the cars/trailers, we were met by Bill and Pat Johnson and their daughter. It was great to hear that he had had a good report from the doctor about his health. We were proud that the weather was great, and that there were no car problems that day. We want to thank everyone that participated and we hope to host the tour again next year.

From North Mississippi
Ralph and Teresa

Two Boys, Ol' Jack, and a Model T
by Ken and Joyce Swan

For those readers who have never observed a sunrise or sunset from the posterior of man's hybridized cross of a horse and a jackass, aka a mule, this story will give you an insight of country boys spawned in the early part of the 20th century and tempered by the "Great Depression".

For those poor souls who were cast by providence and destiny to don bib overalls and straw hats, while being sustained by white beans and cornbread, this story will conjure up memories spanning a wide spectrum of events.

Traveling through northeast Arkansas on our last leg of a camping trip in the Greer's Ferry region of the Ozarks, we stopped for the night at a motel in Blytheville. The next morning as we packed our '22, we noticed a gentleman of mature years wearing a Marine Corps cap with his eyes fixed on the car revealing a menacing, yet pleasant expression that clearly projected a facial message that bespoke "I have a story to tell!" He introduced himself as James White.

Sensing that he had known the experience of a T, we initiated a conversation with James. He told us he was born near Loretto, Tennessee, in a house that sat literally across the Tennessee and Alabama state line. He further said he was uncertain if he was born in Tennessee or Alabama because he did not know in which room of the house he was born!

Enter his uncle, who was only a couple of years his senior, and a mule named Ol' Jack. It seems James and his uncle were unable to crank James' father's Model T and decided to hook up Ol' Jack to pull the car. James had positioned himself in the driver's seat and his uncle ran the check lines through the center of the windshield in order for James to drive Ol' Jack while his uncle manipulated the car's controls. Apparently, Ol' Jack had other notions and wouldn't cooperate.

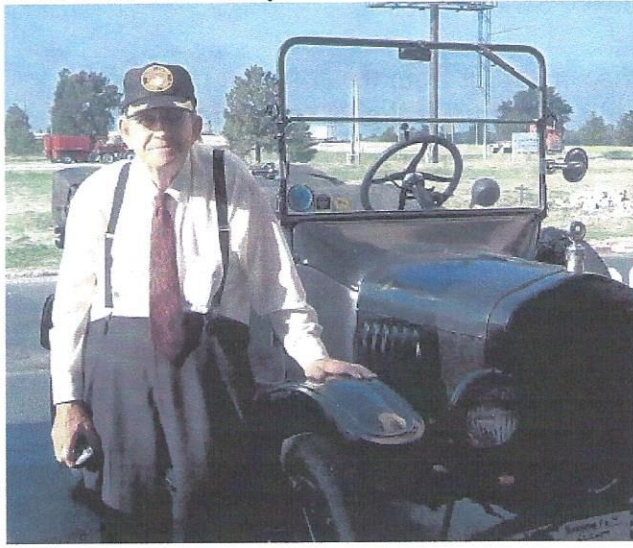
It now became a duel between boys and beast. It was then that the uncle proclaimed, "I'll make him go!" He got out of the car and hooked some ever present bailing wire from a spark plug to the trace chains. Ol' Jack received his first encouraging jolt on one back leg. He flinched only to move the other leg into contact with the other trace. Then all Hell broke loose! He kicked both feet through the radiator, took off running, and turned the car over.

It seems James and his uncle's lives were threatened within inches of oblivion by James' father. These writers assume that Ol' Jack's fate was also spared.

We have often been told stories by total strangers that have humorous, if not hilarious, punch lines. Sadly, it seems the Universal car will outlast all who have had such incidents. We feel it a great honor and privilege to be part of the story.

James White, who is 80, has asked us to visit him in his hometown of Mishawaka, IN. He lives at 119 East Omer, 46545. We feel certain any Model T'ers would be welcomed, and we know you will enjoy his company.

Mr James White who told the Two boys, OL' Jack, and a Model T story to Ken and Joyce Swan. Can't you just see the twinkle in his eye as he recalls the story.

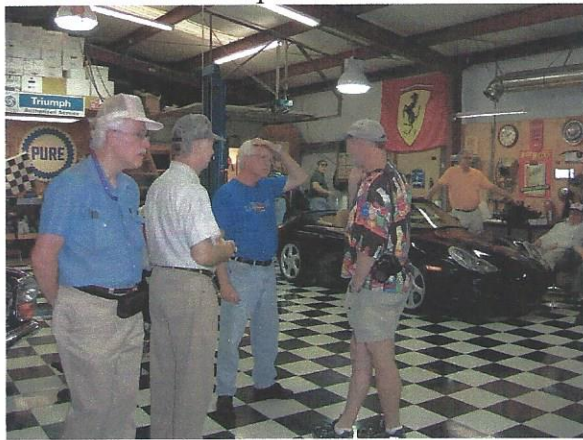


Cars all lined up on display at the Hernando A-Fair. We had the usual questions: How fast will it go? What kind of gas do you use? Can you still get tires for it? And of course the statement: "My grandfather had one just like this."



PICTURES FROM MS DAY DRIVE

Mike Sumerall & Tom Rowe talk with Monty Monteith in his shop



After lunch Mr. Hall had a minor problem and as you can tell he had an ample supply of help. We were off in a matter of minutes with no more problems.



Mr. Julian Sides watches as a visitor critiques his 1922.



Rhett and Miss Scarlet out for a stroll at the A-Fair.



TOURING WITH FRIENDS IN OUR MODEL T

A very beautiful June 1st morning found five couples in their Model-Ts leaving on a three day drive through back roads of IL. Yes, the temperature was perfect. Departing from a Super-8 motel in Knoxville, IL south of Galesburg, were the Krull's and Eden's from IL, the Williams from TN, the O'Keanes's and Alexander's from MO. Driving over many different roads, and enjoying the scenery, our first rest stop was at a Burger King in Kewanee, IL. Then it was on to Princeton for a wonderful lunch at the Garden View café. After lunch the ladies attacked the antique mall while the men went to check out a couple of Model-Ts. You know, we always draw a lot of attention and those that stop by to tell us of something they have and want to show you. Sometimes a treasure, and sometimes not. I think this was a NOT.

On the road again, we drove through a red covered bridge, and Marge took our pictures. By the time we reached our motel in the afternoon in Dixon, IL, everyone was ready for the stopping and resting. For most of us, this was our first long ride in the Ts this year. Marge ordered Pizzas for our evening meal. After they arrived they were soon devoured and the rest of the evening was enjoyed playing cards and visiting.

The second morning promised to be another perfect day for touring, so after chowing down on Bacon and Eggs and everything else to go with it, our T's were ready to go chugging down the road again. Yes, we are eating our way through this tour. We're not done yet!

A beautiful day it was, as we drove through the very pretty town of Dixon, and by Ronald Reagan's childhood home. Then on to our first stop at the John Deere Historic site in Grand Detour, IL. This was very nice and informative. As we toured the grounds and buildings, I believe everyone's favorite place was the Blacksmith Shop. Bill Eden was the lucky recipient of a forged Aspen leaf, made of steel, and we watched the little leaf being shaped by the Blacksmith.

Traveling on, our lunch stop was in Oregon, IL along the Rock River, at the Paddle Wheel Inn with a delicious buffet. Then after lunch, while driving along the river we viewed the statue of Indian Chief Black Hawk, high on the far bluff. Later we drove around the bend on the other side of the river and visited the mighty huge chief. He is 48 foot tall and is a tribute to the Native Americans. He overlooked a beautiful view of the valley and Oregon, IL.

Enjoying our ride along the river, we then headed for our night's destination at the White Pine's State Park. A beautiful setting and each couple stayed in a nice rustic log cabin with a fire place and air conditioning. Who could ask for more? Some of us tried them both, but ended up not needing either, because the evening was cool and the beds were snuggly. Oh, but first, before we retired for the night, we had a nice evening meal in the dining lodge.

The third morning was a little cooler with a slight mist in the air. Hey, can't have it perfect every day! However, the ole Model-Ts seems to run smoother with this kind of weather, so we won't complain.

Today we traveled through some small town with great farm land and pretty rolling hills. Our first stop for a break and gas was in Morrison, IL. Weather was looking a little more threatening as we neared Geneseo. However, while eating lunch in the Victorian House, it cleared and we could enjoy a little shopping in some neat stores.

Back to Galesburg to our motel, but not before the O'Keane's had some minor problems with the gas line. And our last meal together was at the Country club arranged by the Krull's. The evening was so much fun we hated to leave each other. But all good things must come to an end. So back to the motel, to load up the Model-Ts, a little more visiting, and good-bys said, we retired for the night.

A very, very good time was had by everyone. Thanks Marge and Don for good planning, good food, fun and fellowship and oh, for the good weather!

Aren't friends nice? God is so good.

Submitted by: Anne Alexander



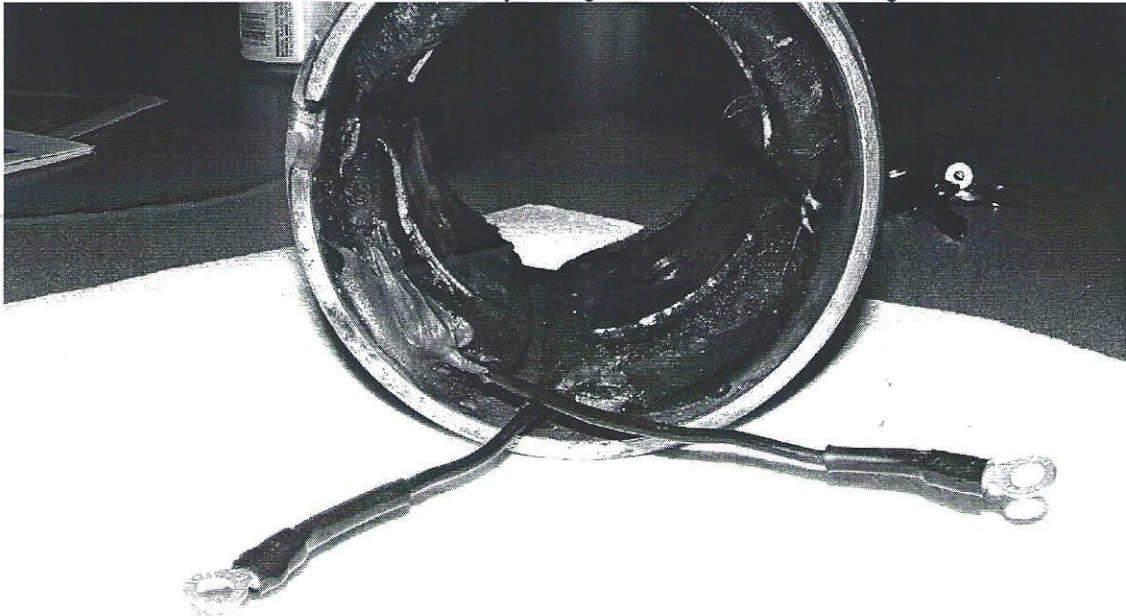
Generator Repair

Things electrical intimidate many people. I know some folks feel they have reached their technical limits if they have installed flashlight batteries correctly but they are really selling themselves short. There is a term used throughout the aviation community known as, "IRAN". It stands for, **I**nspect, **R**epair **A**s **N**ecessary. When dealing with generators, some folks think they have to have the armature rewind, fields changed, etc. in order for these parts to be reliable and function correctly. I am certainly not one of those. These items have to be checked to ensure they are still serviceable but wholesale replacement is a bit extreme without first testing. Ask yourself this, if the armature checks out good, what do you stand to gain by spending another \$75 having it rewind? Same goes for the field windings.

If you have an old T generator lying around, the chances are you can go through it yourself and have an excellent working unit for very little money and effort. Don't accept defeat before you start, you can do this with basic tools even if you have never worked on one before!

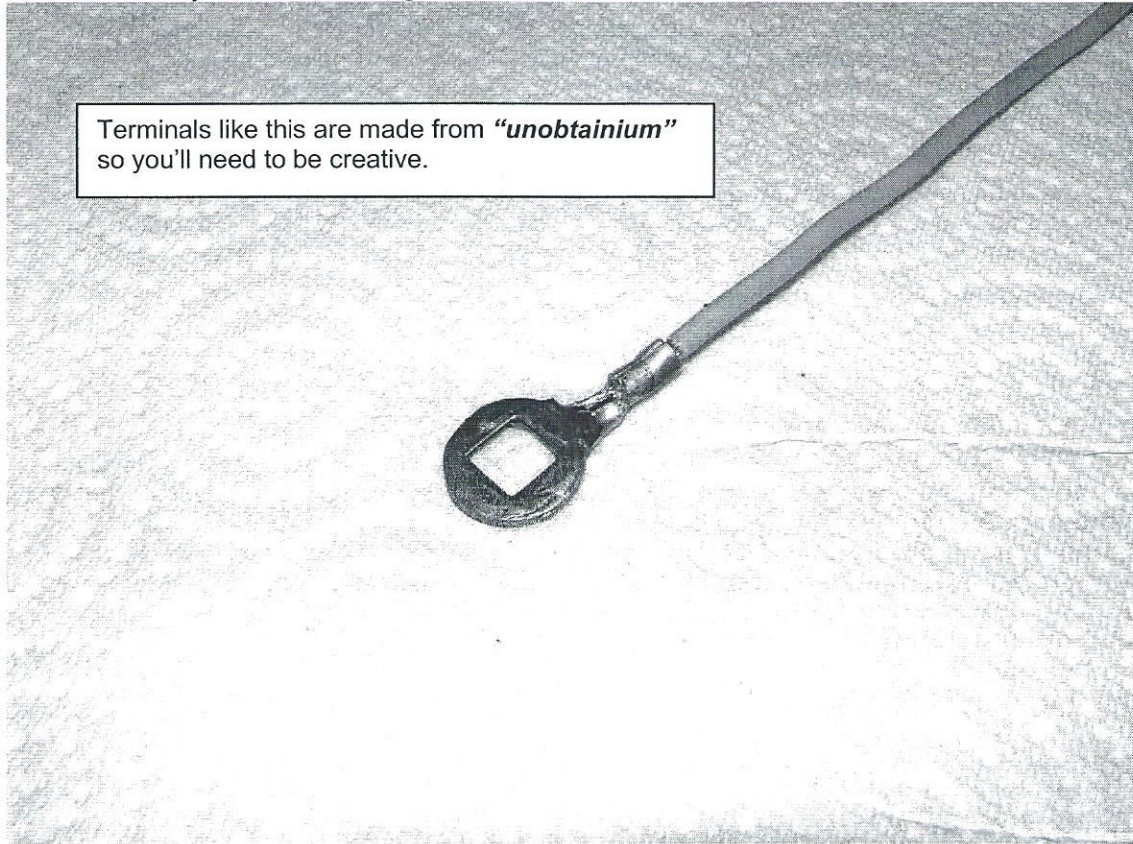
There are a few common faults that cause problems with the T generator that need to be checked. You will need an ohmmeter to make a couple of test and you can pick up an el-cheapo from Harbor Freight for around \$10 if you don't own one. These are for the little analog style meter; I don't care for the digital ones. Basically, all model T's should have one of these in the tool kit anyway.

One major area of trouble is in the leads coming out of the field. These were originally insulated with a cotton fabric, which is often in worse shape than your favorite pair of blue jeans. The fix for these is to cut off the terminals and slide heat shrink tubing over the wire (after you have crumbled all the cotton away). Then it is just a matter of crimping on new terminal ends. It is almost impossible to get the heat shrink to the very end so I insulate the ends using a non-corrosive RTV. After the RTV sets, I use my heat gun and shrink the sleeving.



Using your ohmmeter, check to see that there is continuity between the two terminals shown. If your meter doesn't move then the fields are open and need replacing. Then, check to see that there is no continuity between either terminal and the generator housing. If the needle moves during this check the fields are shorted and need replacing. Obviously, you want to make these checks before you go through the effort of repairing the insulation.

Now that you have that accomplished, there is another lead that is sometimes a problem but it is better to make a new one if badly disintegrated. The lead going to the positive brush often has rotten insulation as well. One of the terminals on that lead has a square hole in it. I have never found these but instead cut the "washer" portion of the old terminal and solder it on to the new one. I use # 14 wire to make this lead, as that is what I believe the old one was. The terminal on the other end is just a standard ring terminal.



When these cars were new folks understood the generator bearings needed oil from time to time. These are often neglected and by the time a bearing is making enough noise to let you know it needs oil, it's too late. Modern sealed ball bearings can be had for \$5 each. Don't buy the stock bearings that the vendors sell (unless you just like oiling them).

Before pressing on new bearings, take the armature to a generator shop. You can test it for shorts with your ohmmeter but you'll need a growler to check it for opens. The generator shop will also turn and polish the armature and undercut the mica segments all for around \$15.

If you have an armature that you want tested, I'll do them for postage. Ask real nice and I'll true it on the lathe and polish it for you. This may cost you a Coke one day!



This armature is ready to install with new bearings. Truing the commutator (if needed) and polishing will ensure the new brushes make full contact after initial seating in.

One of the most common problems is with the brush holder assembly. The insulators become brittle and often, the third brush will ground itself out as it has been over tightened somewhere along the line. The age old fix has been to cut a piece of insulator and replace the just the bad portion. While this is still a valid fix, it is no more work to repair it permanently. Many of the vendors now sell the good insulators made from electrical grade fiberglass. This is the only type to consider buying! They are riveted in place and you don't cut them.

To replace the insulators, you will have to remove the positive brush and then drill out the three rivets that hold the two insulation portions on. Place the two segments on and using 1/8 X 1/8 pop rivets and one thin #6 washer per rivet, rivet them in place. You can also use 1/8 diameter rivets X 3/16 length rivets. I use the aluminum rivets with the aluminum mandrels to keep from hurting anything. This type rivet sets with not a lot of pressure.

Inspect the springs that hold pressure on the ends of the brushes. If these are touching the sides of the holder then they aren't applying pressure to the ends of the brush. Bend the springs as necessary.

I like to install new brushes in generators (starters are a different story, different article). New brushes should be checked to ensure they make full contact with the armature. I wrap 600 paper around the armature and turn it back and forth to correctly contour the brushes. This ensures they seat correctly.

Once you have the generator put back together and have set the brushes to neutral, you can test it (sort of) even without a test bench for generators. I use my battery charger connecting the positive lead to the output terminal and ground the negative lead to the generator housing. I set my charger to six volt and once you turn it on it should run like a motor drawing four to six amps.

Now on the car, adjust the 3rd brush to so the generator is putting out around 8-10 amps (assuming you have a six volt battery) with the engine running at a speed equal to 25-30 MPH. If your running 12 volt, reduce the output by half. The reason is the T generator will only dissipate about 100 watts of energy before it starts tossing solder. 12 volt at 10 amps = 120 watts, reduce a 12 volt T to 4-5 amps.

Now, you have about \$ 25 - \$ 40 in fixing up this unit. If you insist on running the standard Ford cutout, you'll get to put more into it eventually. If the cutout ever goes open, the generator will self-destruct. Put one of the electronic regulators on it or at least a diode to replace the cutout. Your battery will last longer as well using a regulator, as the generator won't be trying to boil the water out of it.

You should be able to fix a generator now that is plagued with the most common problems. Even if you still feel intimidated by them, ask a club member to help you with one. Look at it this way, your really just making small mechanical repairs along with a couple of minor electrical test. Remember, there is only one moving part. You will see there is nothing to it and your confidence level will go way up.

Gary

QUINCY TOUR

BY: LINDA EDEN

Bill and I attended a tri-club tour in Quincy. It was very nice, lots of good roads and nice places to see, but the heat was ever present and made any repair stops nearly unbearable. We went with neighbors and they took their 17 year old and his newly acquired Model T roadster. The new unused car and unfamiliar driver made for lots of stops, some caused by the heat. The boy worked hard on his car and did all repairs himself and I think we have a new Model Ter anxious to tour. He replaced 2 rods in the parking lot. He finally had to be put on the trouble trailer but planned to take the engine to a rebuilder when he returned home.

JULY BIRTHDAYS

Teresa Williams....1st
Ernest Morris.....4th
Hollie Dote.....4th
Jack VanBruggen.6th
Elke Longworth...7th
Jana Swann.....8th
Darrel Carter.....16th

JULY ANNIVERSARIES

Dewey & Pat Asher....2
Ken & Betty Jack.....14th
Ralph & Teresa Williams..28th
Don & Mary Helen Meadows..30th
Mark & Hollie Dote.....9th
Tommy & Judy Kuntz.....20th

AUGUST BIRTHDAYS

Julian Sides.....7th
Joyce Swan...24th
Norma Hampton...29th
Anne Alexander....31st
Gary Curtis.....31st

AUGUST ANNIVERSARIES

Jim & Donna Wade.....1st
Jerry & Diane Waller...24th
Willis & Norma Hampton...30th

GET WELL WISHES

Pat Asher
Ann Corlew
Larry Harris
Jack Van Bruggen
William Johnson
Glenn Weakley

Our sympathy to the family of Rose Coons and get well wishes to her husband George. Rosie was killed while driving their 1927 touring car to dinner Friday, July 1, 2005. Rosie and George are long time Model T'ers. Drive safe.



Glenn Storck and Susan Harrington in their 1921 Roadster have their official tour photograph taken at Bellingrath gardens near Mobile, Al. Susan and Glenn attended the Model T Ford Club of America annual meeting in April in Biloxi, MS. Seventy-five cars participated in the tour which covered about 400 miles along the Gulf Coast from Mobile to Old Bay St. Louis, MS.