

# THE TENNESSEE T'S



November/December 2005

Editor: Carolyn Williams

## UPCOMING EVENTS – CHRISTMAS MEETING



DATE: Saturday, December 3, 2005

TIME: 4:00 PM until ????

WHERE: Waverly, TN - Mariah Church



For directions call Larry (931) 296-3172

ADD A DISH MEAL- CHAPTER WILL FURNISH MEAT.



Please let Carolyn(931) 296-3173 [barnbb@waverly.net](mailto:barnbb@waverly.net)

Sue (931) 535-2451 or Ernestine (931) 535-2327 know if you will or will not attend so we can plan accordingly

Each person bring a \$10.00 + man or woman's gift to exchange.



FOR ANYONE WISHING TO SPEND THE NIGHT CALL:  
THE IMPERIAL LODGE AT (931-296-2521)



## NATCHEZ TRACE TOUR VIII

Another good tour. Wonderful weather all week and many good friends old and new. We started from Nashville on Sunday morning with 36 cars and one trouble trailer driven by Bill and Linda Eden.



A second trouble trailer was provided by John & Kathryn Strickland.



Six miles out the trouble trailer went to work but after a short haul to the next stop repairs were made and the car was on the road again. Two cars decided to rest in Tupelo but their drivers were not to be outdone and continued on in their modern truck.

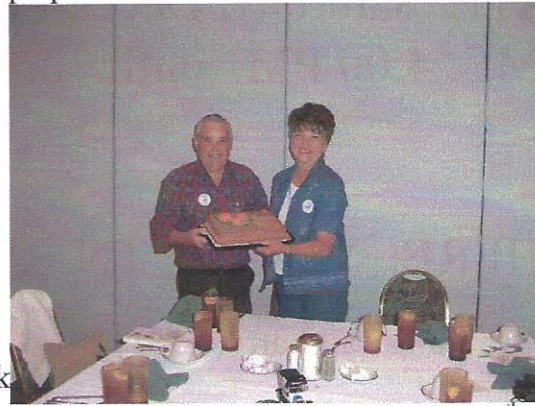


Charles & Jana Swan/ Jerry & Diane Waller



Don & Gerri Himer at French Camp. Transmission trouble put this car out of commission in Natchez. With the help of T member John Strickland they made it back to Nashville.

All other cars made the entire trip in good shape and high spirits. Good job on being prepared and skilled mechanics.



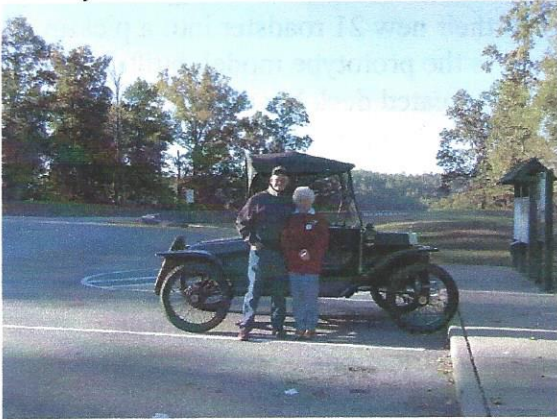
Bob and Nell Harris celebrate their 50<sup>th</sup> wedding anniversary at the banquet.



Bill and Judy Markey celebrated their 44<sup>th</sup> anniversary at the banquet.



Lynn & Sue Cook ready for a gorgeous Sunday in their 1914 Roadster.

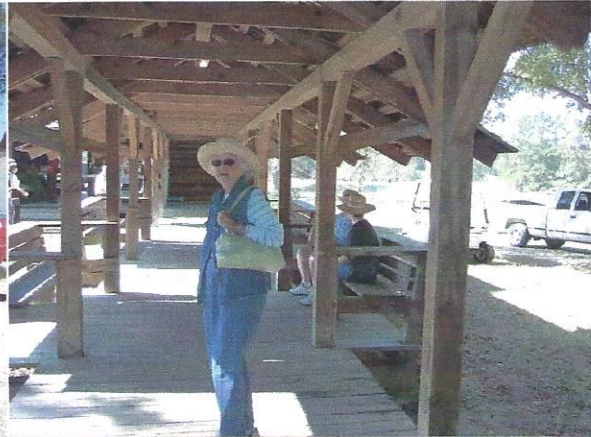


George and June Ross in their beautifully restored A Pickup. Shhhh..George thinks it's a T. .



Ken & Joyce Swan met us at French Camp for lunch where Ken had arranged for the school choir to entertain. Great!

Check out our fashion consultant, Ernestine Flowers at French Camp.



Martin and Anne Alexander in their brand new -first time out- 1911 Roadster. What a beauty and ran trouble free.

Enjoying lunch at Potter Kitchen in Raymond, MS.

Tour 8 was great...hope to see you on # 9.



## REMEMBER IN PRAYER

Ann Corlew  
Linda Eden's mom & brother.  
Lawrence Harris and his family.

## IMPROVING LIST

Pat Asher..Dewey and Pat were able to take a tour in Wisconsin this fall and now have gone to FL for a few weeks.

Jack VanBruggen was able to clear Dr's appointments and spend the month of November in Alabama.  
Don & Mary Helen Meadows.  
William & Pat Johnson saw the Natchez tour off in Nashville.

## TIDBITS

### Kingsford Charcoal Briquets

In 1921 Henry Ford wanted to find a use for the growing piles of wood scraps created by the production of Model Ts. Ford learned of a process for turning the wood scraps into charcoal briquets. He built a charcoal plant, and the rest is history.

One of Ford's relatives, E.G. Kingsford, helped select the site for the charcoal plant. The company town which sprang up around the site was named in Kingsford's honor, and later, Ford Charcoal was renamed the Kingsford Product Company in 1950. Today, Kingsford keeps approximately one million tons of sawdust, bark, and excess wood out of local landfills every year by taking it directly from sawmills and pressing it into charcoal briquets. *Susan Harrington*

### RAMBLING WRECK *Jane Sides*

Julian Sides rambling wreck Model T won Best of Show in the Tunica's Delta Day Oct. 26. Monty Monteith drove the T up to Tunica from Dundee for the big event. Congratulations Julian!!!!

## LATEST ADDITION

Glenn Storck and Susan Harrington recently turned their new 21 roadster into a pickup. Below is the prototype model, built from pressure treated deck boards so they could see if they liked the design. They made it longer than the standard design truck bed to store the spare tire underneath, since they already had a toolbox and luggage rack on the running board. They are still studying the design to see if they want to make further modifications.



Susan & Glenn drove both "Old Blue" & "Little Blackie" to the Model T's to Olar festival that was held in October. They organized a two day event for the SCMTFC that included the festival and an afternoon drive to the nearby Rivers Bridge State Historic Site. All together the club brought nine cars to the festival car show and parade. "Old Blue" with Susan driving got to lead the parade carrying the Mayor of Olar.



## "MUSIC CITY SPECIAL"

by: Bud Scudder



There is just something special about those original machines!!! Larry Williams posted this one on email to all the Tennessee T's as being for sale in Nashville on January 2<sup>nd</sup> 2005...she was at my house on January 6<sup>th</sup>. I had purchased the PU bed about 20 years ago and it hung in my barn just waiting for the right ride. It also has a turtle deck and I plan to switch around once in a while. The car originally came from Texas. The fellow I got it from said his Dad had a lot of mechanical work done to it, but passed away before he got to use it. I got it ready to start after it had been sitting for about 40 years. It started on the third pull and runs perfect. Ain't Model T's fun---sometimes!!! Anyway, just thought you might want to see another one resurrected and back in service.



Bud and Ginny on the Trace 2005

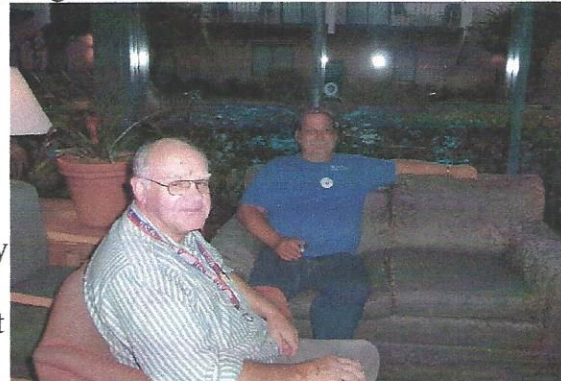
## WELCOME NEW MEMBERS

Bob & Katherine Easley  
4443 Sherwood Road  
Jacksonville, FL 32210



Charlie & Barbara Wagner  
13488 US Highway 52  
Portsmouth, Ohio 45663

(Charlie is in the blue shirt pictured with long time TN T member Earl Lake)



Waldo & Sharon Emerson  
2094 Azelea Circle  
Decatur, GA 30033-6389

(Waldo (left) with long time TN T member Max Larson)

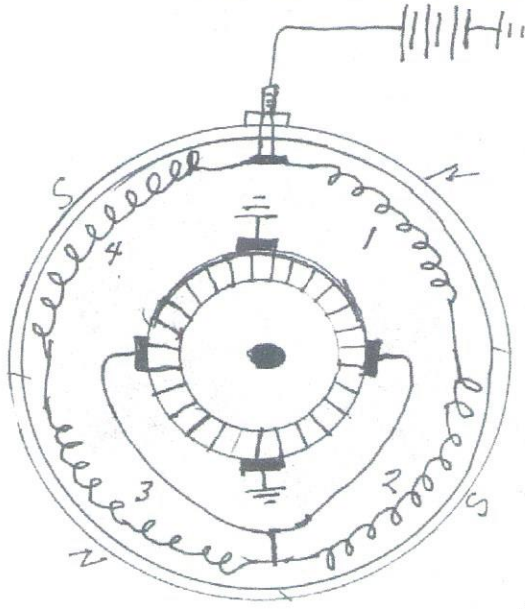




# MODEL T GENERATOR MODIFICATION

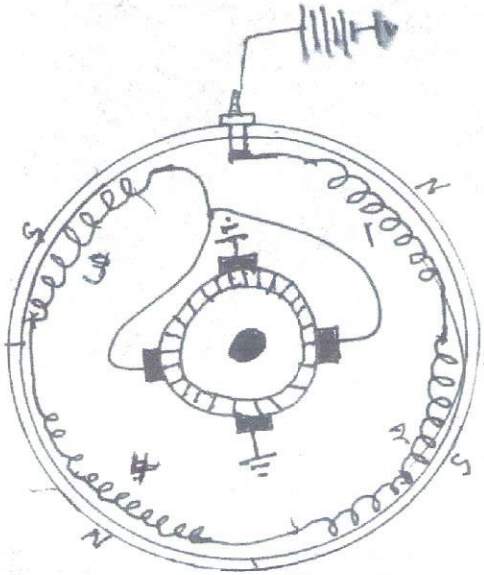
BY: LYNN COOK

Model T starter as made for use on a 6 volt battery:



Note: In the wiring schematic you have 2 parallel paths in both the field coils and the armature.

Model T starter as modified to use on a 12 Volt battery:



In the modified wiring the 4 field coils are in series. To keep your poles in North/South-North/South you have to swap coil 3 & 4 with each other. This wiring will drop the crank amps about 40 amps. This will result in less power from the battery and less from the starter. The result being a slightly weaker starter, about the same as if you were using an 8 volt battery on the starter like it was originally wired.

Benefits from the modification are: Less broken starter springs and torn up bendix.

## The Best Things Don't Cost Much (and are Priceless!)

My granddaughter Lydia and grandson Coy don't have the common "garden-variety" set of grandparents that spoil them at each possible moment. They actually have two sets that fit into that description!

Yesterday morning they came with their mom and dad to church. I crack up every time Coy sees me as he smiles and reaches for me. There is no doubt that he and I are buddies. Annette will be heart broke as I think he is going to say Grandpa and Model T before he says Grandma.

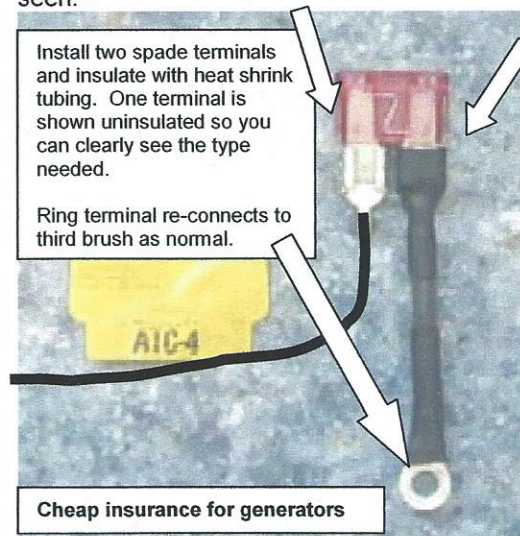
Lydia is much the same. She loves to come over and be told stories, help Annette make cookies etc. She also loves to sit in the T out in the garage and drive her dolls to go shopping and take them all over the continental 48. Sorry Ken, she just hasn't got the driving experience to tackle Alaska yet! That plus we couldn't stand not seeing her for 3 months (even if they are imaginary months). I made the mistake of leaving something lay on the seat one day and she asked my why "my junk" was in "her car".

I'm sure by now your asking what in the world this has to do with the Model T and why is it in the Newsletter? No reason really, I just wanted to brag on the grandkids and let everyone else read it! I didn't have enough of anything technical to fill up a full page and thought since I enjoy them so much, you should too.

Now for the technical side. Ron Patterson posted a super idea on the model T forum (America Club) recently. Ron rebuilds tons of T generators each year and often sees the same problems with cores coming in. Since the T generator has its output regulated by the position of the third brush, it is susceptible to self-destruction should the system go open. If the system goes open, all of the generators output is fed to the third brush causing the output to be even higher. This higher output will soon be feeding so many amps through the armature that solder begins to melt and the armature is rendered junk in no time. Electrically speaking, it is like a dog chasing its tail, the more he wants

to catch it the faster he runs, the faster he runs...well, you get the idea.

This little modification will save the generator in the event that its output enters the runaway state previously described. On the lead to the third brush, slave in a 4 or 5 amp blade type fuse. That way, should the regulating current become excessive, the fuse will fail saving the generator. The modification is undetectable. Even the purist won't mind this one since it can't be seen.



This is not absolutely necessary if you're running a voltage regulator in place of a cutout as the regulator is designed to save the generator in cases like this.

It is a good idea however with the original cutout and to a lesser degree, with the diode. While the diode can't "stick open", the ammeter certainly can go open giving the same result. Either way, with the battery load removed from the generator the result is the same and chances are, "you ain't gonna like it".

Quick review here, modification to prevent an 80 year old generator from self destruction, - **25 cents**.

Chance to brag on grandkids - **Priceless!**

*Gary*



## RESTORED CARS

Don & Marge Krulls 1912 Torpedo. It is a brass car but the lights, horn, etc are coated in a light gold finish which does not tarnish. The car has a Warford transmission, Rocky Mountain brakes, 10 tooth pinion in the rear end, Model A crank, Stippe cam, and a Bosch distributor front plate.



Martin & Anne Alexander with their perfectly restored 1911.



## NON-MODEL T TRIP

Recently 8 members of the Tennessee T's, Lynn & Sue Cook, George & June Ross, Gary & Frances Curtis and Larry & Carolyn Williams made a trip to Peru minus the Model T's. While there we heard from the guys several times, "This sure would make a good Model T Road." Never far from their thoughts are they?

While in Peru we spent time in the rain forest housed in a bamboo hut, visited the city of Cusco, the Sacred Valley of the Incas, Machu Picchu lost city of the Incas, Puno and the floating island of the Uros Indians on Lake Titicaca, the highest navigable lake in the world and the city of Lima.

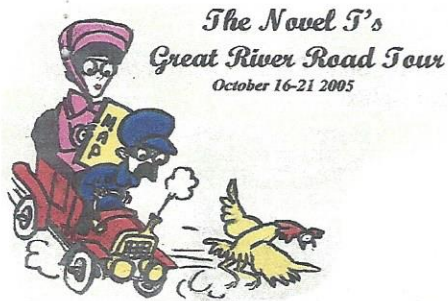
The crew with Machu Picchu in the background.



Photo in the rain forest.







The Great River Road Tour was chaired by Brenda Verschoore and assisted by Marge Krull. Those who arrived early were treated to a pizza party in the evening.

Sunday was a day full of sunshine and a breakfast was set up in the hospitality room for all to enjoy. A drive to the Field of Dreams and an afternoon in Dyersville filled out Sunday, ending up with a dinner back at the hotel.

Don Krull welcomed everyone and asked how many had not been on a progressive tour. About 60% raised their hands. Tony Verschoore explained about the trouble trailer and how break downs would be handled. Marge Krull then went over general notes about the tour.

Monday morning found all ready to roll although we had a light misty rain for about a hour. Our coffee stop was hosted by the Ford Dealer in Guttenburg. They really made us feel welcome. Even cleaned our cars while we had coffee.

Lunch was in McGregor, a small river town that had wonderful little shops on the main street. Our first night stop was Prairie du Chien. Everyone had their choice of either touring the Villa Louis home or Fort Crawford, where Blackhawk surrendered to the army.

Tuesday morning we were treated to the most brilliant sight this writer has ever seen. Crossing the bridge across the Mississippi to continue our trip North, the sun was brightly shining on the foliage along the bluff of the river. The colors were unbelievable. One couple needed a little something extra that morning. The Larsen's woke up to find a very "sick" tire. The Ford dealers were there for us. Traveling North along the Mississippi some people were fortunate to spot Bald Eagles soaring over the river.

Coffee stop was again all homemade goodies which about put the tour into the 10lb. grouping. Arriving in Red Wing there were a number of antique shops waiting to be explored. Had a wonderful meal, with all eating at the same restaurant...just like a big, big family.



Above: Coffee stop in Guttenburg

Below: Foliage color at lunch stop in McGregor



Above: Kit Larsen and Don Krull take over the Ford Garage in Prairie du Chien

Wednesday dawned a little chilly, but off we went, all 27 cars. Got a nice early start because there was a treat in store for our merry band of travelers. This was the end of our Northern route and we cross the Mississippi again, this time heading East into Wisconsin. A hot breakfast was waiting for us. Egg casserole, fresh baked pastry, coffee, juice and apples for the taking. It's things like this that make a tour a 10 pounder. Leaving the orchard, we headed south on winding country roads until we again reached the Great River Road. Wednesday's night stop was La Crosse, Wisc.





Enjoying breakfast at apple orchard

On our way to Elmers Toy and Auto Museum we had our first "Ooops!". Fred and Dorothy Puckett's car had a connecting rod put a hole in each side of the block. Needless to say, it was going nowhere. A T on the trailer is a sad thing, but just look at the scenery!



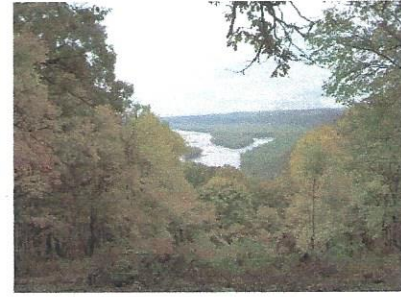
Thursday found yet another day with no rain....how great is that. Chilly in the morning but warms up nicely by mid morning.



Mississippi River shortly after dawn.

Thursday found us heading south to our coffee stop in the town of DeSoto, Wisc. The sun was bright but it was a tad chilly so the coffee and doughnuts just hit the spot. Our lunch stop was in Prairie du Chien. Before lunch we had a stop at Cabela's Sporting Goods. At that time we found out that our last casualty occurred. The Donohue's had a broken timing gear and so their T finished the tour on the trouble trailer.

After lunch we tour Wyalusing State Park. There were miles of hilly roads and wonderful sights.



Mississippi river from Wyalusing Park

From the park, we left the river road and drove east on back roads to our Thursday night stop in Platteville.

When Brian and Dee McNamara went out to their car Friday morning they found it circled by yellow crime scene tape and an outline of a body in front of it. Of course, no one from our group would do anything like that!! It did start our day out with a smile and something to talk about and wonder "Who dunn it!!?"



Pizza party Thursday night

Our coffee stop Friday was in Sullsbury, Wisc. This is a little town with many quaint shops, bakeries, and café's. From there we drove winding and hilly roads to Galena, Il. for lunch. Galena is a river town that has great success in turning it's downtown into a tourist attraction. At the banquet the question was asked those who had not been on a progressive "would you do it again?". The answer was a definite YES. A prize was given to Denis and Melody Pulvermacher, who were on their very first tour. You would have thought it was their 50<sup>th</sup>. They really toured like they had been doing it for a long time.

We had cars from Canada, Illinois, Missouri, Iowa, Maryland, Florida, Wisconsin, Arkansas, Indiana, Minnesota, and Nebraska. Many new friends were made and that is what this thing called Model T Touring is all about.

At the end of the day, photo's may fade or get lost, but if you have great memories and friends....that's priceless!