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Editor: Teresa Williams

March 2006

Editors note:

I would like to thank everyone in advance for all the information you have and will provide for our newsletter. I hope to do a great job for our club and do not mind any suggestions or questions that you would like to offer. Please send any type of pictures, articles, or information that you want to share with our members. You know there is always a need for more car parts, so if you need to find a part or want to advertise something for sale, please let me know. In addition, I would appreciate updates on our members' victories as well as information on losses or sickness.

Ralph and I getting spring fever and can't wait to get on the road again.  
Thank you for your continued support.

Teresa

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### **Finding T's in Unanticipated Places**

By Mike Sumerall

It's always a surprise and good feeling to run across a Model T as we travel, whether close to home or far away. To tell you the truth, I get equal satisfaction running across old cars of all makes and models, not just the Model T's. It seems that a couple of decades ago you would see old cars more often than you do today, which makes the occasional find today all the more special.

Back in the early 1970's I lived in the Central American country of Costa Rica where I attended college to study Spanish. At that time I would occasionally run across a Chrysler, Chevrolet or Ford from the 40s, but that was about it for older cars. Unlike the United States, Central America was a region of poor nations where the average person didn't have a car. Only the few very wealthy people in the early 1900s could afford a car, and indeed even until the 1980s most families didn't own a car. Today with improved economies and businesses that are dedicated to importing used cars from the U. S. and Korea there are many more cars than in decades past making vehicle ownership a lot more possible for the average family.

While in college in Costa Rica in 1973 I had a 1965 Rambler and later had a 1970 Land Rover Series IIA from 1981 through 1998, which we kept at my in-laws home. During those years my wife and I traveled throughout the country from border to border. I knew of a couple dump trucks from the 1930s, a 1928 GMC hearse and an early 1920s Dodge Brothers touring car but that was about it. In 2003, I read an article on the internet version of a Costa Rican newspaper that the country's Ford dealer had 2 Model Ts in its showroom on loan from individuals in commemoration of the Ford Motor company's centennial celebration. That was my first knowledge that there were any Model T's in the country. I also knew of no antique car clubs there.

My realization about antique cars and an active organized club there changed in early December 2005. Maria and I were visiting her family and had decided to walk the 3 blocks from my sister-in-laws home to see a building lot that my niece had bought. As we approached the niece's lot my wife noticed a beautifully restored touring car about a block to the north at a secured warehouse facility. It was the headquarters for Kimberly-Clark in Costa Rica. We walked over to the guard house and asked who the car belonged to and was told it belonged to a man named Gaspar Ortuno who was a boss there. I asked if we could enter to see the car and he said we would have to first get the approval of the owner who was in a meeting, which should be over in about 15 minutes. During the time we waited, the guard told us that the owner and his father owned about 40 antique cars and had them in a warehouse there. Once we were able to get permission to enter, we found the touring car was a 1922 Dodge Brothers. The owner had the guard take us to the warehouse and show us the remaining cars that included 5 model Ts (1 speedster, 2 runabouts, 1 couple and 1 TT truck), a 1922 Packard 7 passenger touring car, a rare Avion-Voisin dual cowl speedster, and many cars from the 30s and 40s. I found out that there was a local Costa Rican chapter of the Antique Automobile Club of American (AACA). They have a website with lots of club history (in Spanish), pictures and information on club activities in Costa Rica and jaunts they've taken to visit neighboring country's clubs. It seems they have a very busy agenda with numerous over night tours, parties, parades and rallies during the year.

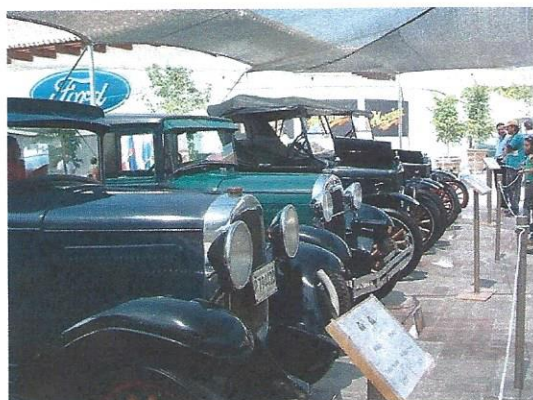
<http://www.clubdeautosantiguosdecostarica.com/>

So you never know when or where you'll run into a T. Hopefully others who see us during our individual and club sponsored outings will enjoy us as much as we enjoy seeing other.

Happy T-ing. Let's keep those cars running and our enthusiasm for touring hot!

Mike and Maria Sumerall





**YOU NEVER KNOW WHAT YOU MAY RUN ACROSS!  
THANKS FOR A GREAT ARTICLE!**



## FROM THE PRESIDENTS DESK

It's not even April and already Tennessee T's are on the prowl. In January four members of the club attended the MTFCI winter meeting aboard the beautiful Enchantment of the Seas. Don and Marge Krull, Carolyn and I along with a hundred other Model T folks enjoyed four wonderful warm days touring the Caribbean. A board meeting and the winter business meeting were held during the cruise. Tennessee T's member Don Krull completed his year as President of the MTFCI and installed the new board members and officers of the club. Many accomplishments of MTFCI during 2005 were noted. One major improvement is an increase in communications between the local chapters and MTFCI. Membership increased in 2005 and there were more tours in different areas of the country offered. Club finances and the youth scholarship fund are in good condition. Good job Don. We feel sure that the new officers and board members will continue the good work.



Four Tennessee T's members Don and Marge Krull and Bud and Ginny Scudder attended a tour in FL in Feb. They report a good time was had by all.

I'm sure many of you are already taking afternoon and weekend drives. Lynn and

Sue Cook and Carolyn and I drove a 156 miles Sunday afternoon through the Land Between the Lakes. The buttercups were beautiful.



Several tours are already planned for 2005. Watch the Newsletter for times and dates. Hope to see all you "on the road" this summer.

LARRY

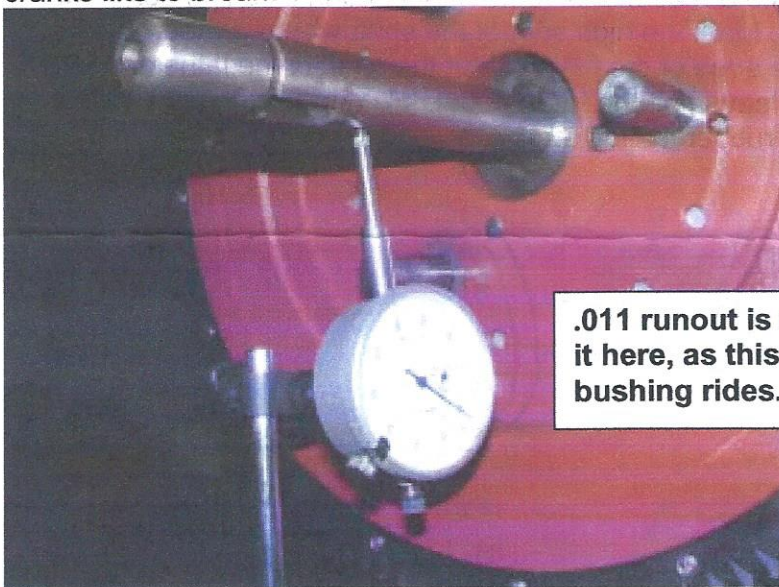


## ALIGNING THE 4<sup>TH</sup> MAIN BEARING

This article is purely by accident. I had intended to submit a reproduction of the "Faithful Ford" oiler but I didn't get it finished in time. That one will have to be next time.

A month or so ago Ralph brought his balanced flywheel over to the house along with the transmission main shaft so we could ensure it was running concentric with the centerline of the crankshaft. It seems Ford wasn't as accurate in locating the dowel pins (or dowel pin holes) as they could have been. A little error here and another there all add up to a transmission centerline that doesn't actually match the centerline of the crankshaft (or even come close). I believe this is the reason some T's vibrate badly while others are as smooth as a sewing machine at all speeds. These out of alignment situations also rob power that should be delivered to the rear wheels.

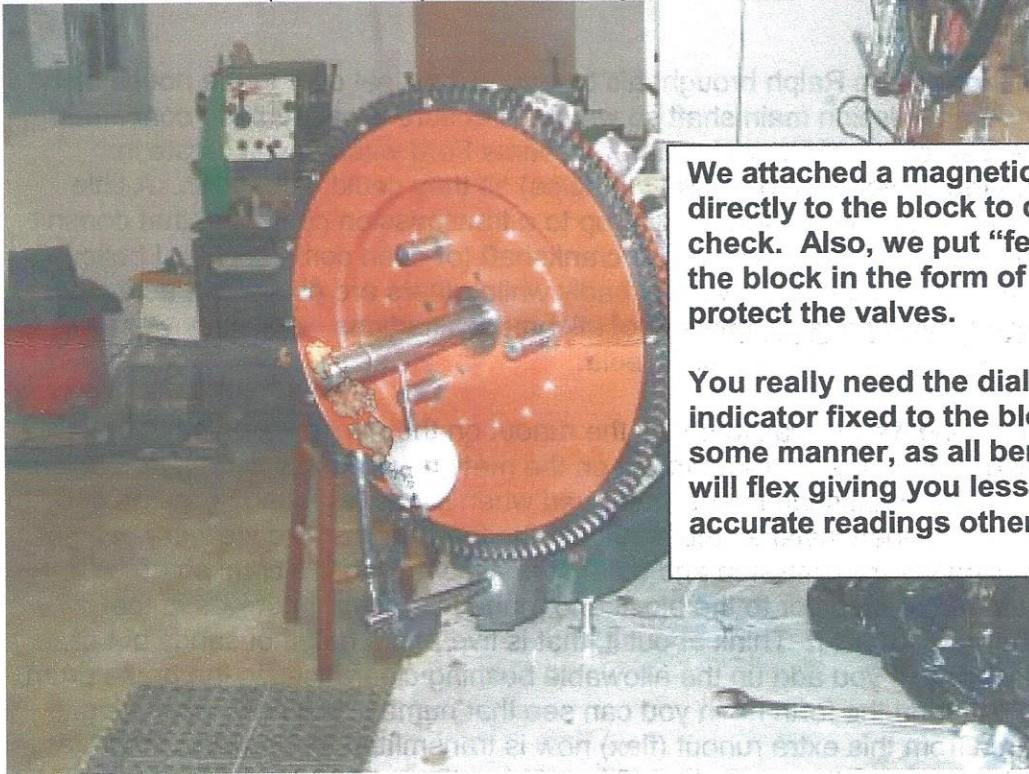
The first thing we did was to check the runout on the transmission shaft before installing it. One light cut was taken on the mating surface to clean it up but it ran out fine. The crankshaft flange was trued when it was reground so it was good to go there. We then installed the shaft into the flywheel just like we were assembling the transmission and bolted the assembly to the crankshaft. We mounted a dial indicator to the block and found the total runout was in the neighborhood of .011! Think about it, that is five and a half thousands out of concentricity. If you add up the allowable bushing clearances in the brake drum, drive plate, and the forth main you can see that number is quickly exceeded. The force from this extra runout (flex) now is transmitted to the worst possible point, the flange of the crankshaft (3<sup>rd</sup> main bearing). Care to guess where T cranks like to break?



**.011 runout is not unheard of. Check it here, as this is a surface where a bushing rides.**



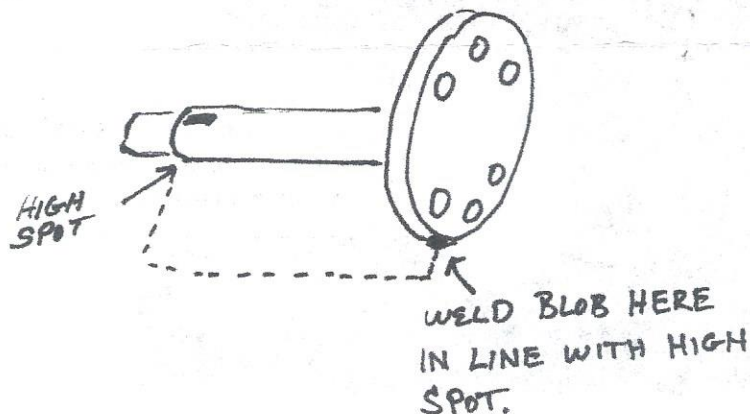
When doing this, you need to keep track of the relationship of the flywheel to the crankshaft and the transmission shaft to the flywheel. We were able to find a point where the total runout was .002, which means it was within .001 of being perfectly concentric with the crankshaft. This is within the added up clearances and should be acceptable and produce an engine that runs smoothly.



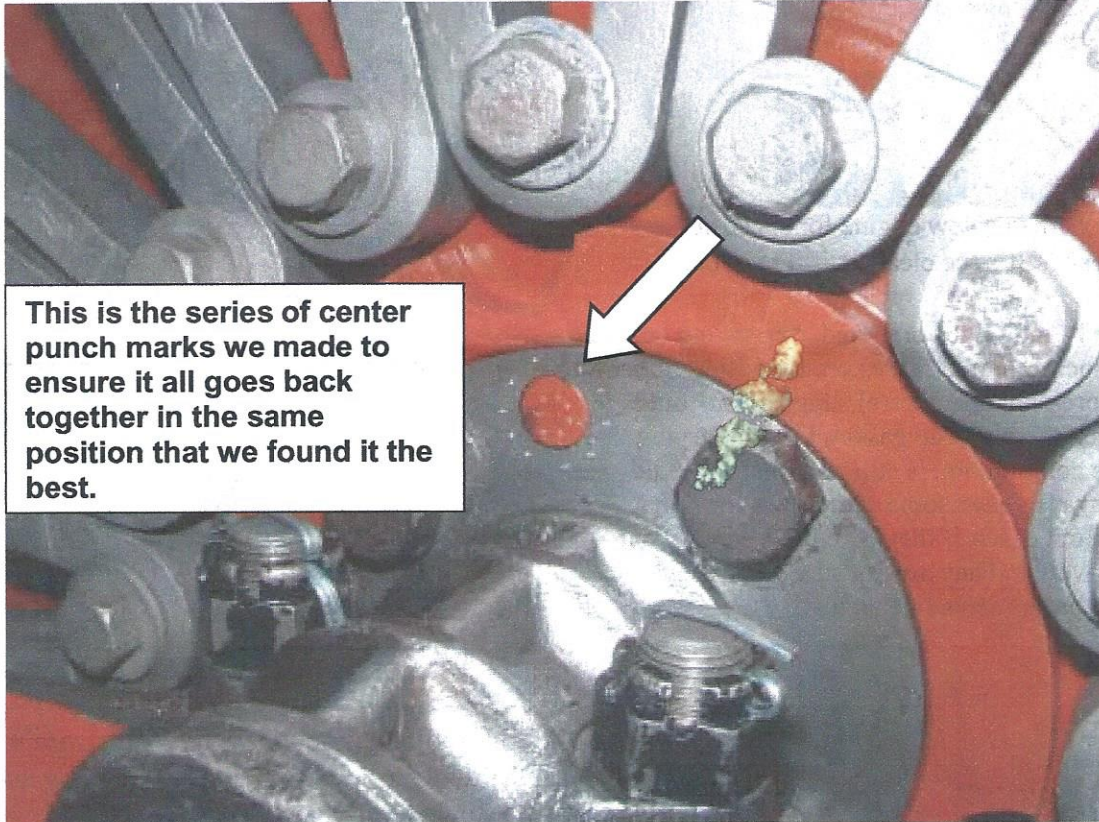
We attached a magnetic base directly to the block to do this check. Also, we put "feet" on the block in the form of bolts to protect the valves.

You really need the dial indicator fixed to the block in some manner, as all benches will flex giving you less than accurate readings otherwise.

If it cannot be brought into a reasonable form of alignment, it can be corrected with a welder and lathe. Mark the high spot of the shaft when located. Then, weld a small blob on the edge of the flange. Put the shaft in the lathe and turn it cutting the weld to only leave half the total runout. Put the shaft back into the flywheel (may require a rubber mallet), bolt it back up to the crankshaft and check it again.



Once you have found and corrected the out of alignment condition, do yourself a favor and match mark everything! The photo below shows how I marked it using a self-striking center punch. Both the crankshaft and flywheel are marked in this photo but the main shaft is also indexed. The next one I do I will probably make a drill start in the dowel pin so it is easier to see.



This is a bit of a pain as we bolted and unbolted the flywheel a bunch of times. We went ahead and assembled the transmission after facing the new triple gear bushings for the proper clearance. Ralph did a fine job of balancing everything even with the triple gears in place (notice they are numbered as to location). Here is hoping this runs well and with minimal vibration in his future speedster. If it doesn't, it isn't for a lack of trying! I just hope Ralph will wait at the top of the hill for the rest of us!

***Gary***



## Works in Progress:



\*Ralph Williams new engine for speedster is about ready. It's the cleanest it'll ever be!

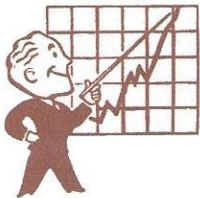
\*Bill and Linda Eden are pondering taking out the engine of their 21 unrestored roadster. It had no compression and several suggested it could have been the old head gasket, but after trying that, the compression is still not what it should be. They also have some other fixes for it that will make it easier if they take it all the way out and go over it. They are not sure when they will get at it, but it seems like a must.



\*Lee and Barbara Mabry have moved from the Memphis area to east Tennessee. We hope they are enjoying their new home.

### An important tax tip:

A penny saved is a government oversight.



## *A gift of Love!*



Not to be outdone by Gary Tillstrom's obvious pride of his new grandbaby and the baby's ability to drive a Model T, we are submitting some subject material of our gorgeous great granddaughter and her own "personal and private" Model T that we built for her for Christmas. Keep in mind, we have copious amounts of snaps should room be available in upcoming newsletter.

*Joyce and Ken Swan*

### Spring cleaning tip:

The easiest way to find something lost around the house is to buy a replacement.

### Thoughts from 1<sup>st</sup> graders:

A penny saved-----is not much.

An idle mind is-----the best way to relax.

Laugh and the whole world laughs with you,  
cry and -----you have to blow your nose.



## TOURS/ACTIVITIES

Jerry and Diane Waller and Charlie and Jana Swan have planned a tour for **April 1** starting at the Henry Horton State Park in Chapel Hill TN. It sounds great. We will hope for wonderful weather for your tour. If you need information call the Wallers at 615-876-4020 or the Swans at 931-294-2333. The phone number for the State Park reservation desk is 1-800-250-8612.

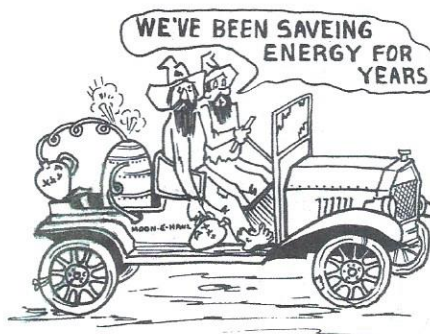
The Blue Suede Cruise In is **May 5-7** in Tupelo MS. I hear it's a blast and some folks are lucky enough to win cash! You can contact them at [www.bluesc.com](http://www.bluesc.com) or [wwwwtupelo.net](http://wwwwtupelo.net) or call the Tupelo Convention and Visitors Bureau at 800-533-0611. Registration by mail closes 4/15/06.

Ralph and Teresa Williams will be having the North Mississippi Day Tour again on **May 20**. We will be leaving Horn Lake early and take in the sights of Desoto County. We will visit Hernando's A-Fair, shop, eat and visit some antique shops. We look forward to a nice Spring Day.

## OTHER ACTIVITIES

The West Tennessee Antique Car Club is having their 42<sup>nd</sup> Annual Meet in Jackson TN on May 20. Contact is Jerry Griggs at 731-668-2863 or [jgch@charter.net](mailto:jgch@charter.net)

There is also an Antique and Classic Car Show and Flea Market in Huntsville AL on May 20 at the Huntsville Depot. Contact is show chairman, Bob Hill at 256-508-9589 or register on line at <http://www.naraaca.org>



## MARCH BIRTHDAYS

Judy Markey	1 <sup>st</sup>
Penny Ellis	1 <sup>st</sup>
John Olgrogge	3 <sup>rd</sup>
Jim Wade	8 <sup>th</sup>
Sharon Emerson	10 <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>
Katherine Easley	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

Larry and Margaret Harris	6 <sup>th</sup>
Tony and Brenda Verschoore	23 <sup>rd</sup>



## APRIL BIRTHDAYS

Lynn Cook	2 <sup>nd</sup>
George Ross	4 <sup>th</sup>
Willis Hampton	4 <sup>th</sup>
Dewey Asher	7 <sup>th</sup>
Bryan Nelson	8 <sup>th</sup>
Kathe Nelson	8 <sup>th</sup>
Larry Harris	11 <sup>th</sup>
Linda Eden	12 <sup>th</sup>
Barbara Mabry	18 <sup>th</sup>
Mac Flowers	21 <sup>st</sup>
Donna Wade	25 <sup>th</sup>
Month Monteith	25 <sup>th</sup>
Ann Corlew	26 <sup>th</sup>
Martin Alexander	29 <sup>th</sup>
Pat Asher	30 <sup>th</sup>

## APRIL ANNIVERSARIES

Tony & Yvonne Cook	12 <sup>th</sup>
Lee & Barbara Mabry	12 <sup>th</sup>
Nick & Connie Nicholas	23 <sup>rd</sup>
Williams & Pat Johnson	28 <sup>th</sup>
Charles & Barbara Wagner	28 <sup>th</sup>

## GOOD EATS

### *Sour Cream Pound Cake*

1 box Ducan Hines "Butter Recipe" cake mix

¾ cup oil

4 eggs

½ cup sugar

1 (8-oz) carton of sour cream

1 tsp vanilla

Preheat oven to 350 degrees. With an electric mixer, blend ingredients together in a large bowl, adding one at a time.

After all ingredients are added, beat for 2 minutes until well blended. Pour into 2 greased and floured 9 x 5 loaf pans. Or you may use a bundt pan. Bake for 35

mins. Cool in pan for 10 mins. Then remove cake from pans and cool completely on racks. May garnish with fresh strawberries or peaches and cool whip or ice cream.

*Ann Corlew*

### Remember these?

For those who never saw any of the Burma Shave signs, here is a quick lesson in our history of the 1930s and '40s. Before there were interstates, when everyone drove the old 2 land roads, Burma Shave signs would be posted all over the countryside in farmer's fields. They were small red signs with white letters. Five signs, about 100 feet apart each containing 1 line of a 4 line couplet...and the obligatory 5<sup>th</sup> sign advertising Burma Shave, a popular shaving cream. Here are some examples:

DON'T LOSE YOUR HEAD.....  
TO GAIN A MINUTE.....  
YOU NEED YOUR HEAD.....  
YOUR BRAINS ARE IN IT....  
Burma Shave

BROTHER SPEEDER....  
LET'S REHEARSE...  
ALL TOGETHER.....  
GOOD MORNING NURSE....  
Burma Shave

CAR IN DITCH.....  
DRIVER IN TREE.....  
THE MOON WAS FULL...  
AND SO WAS HE....  
Burma Shave

*\*Submitted by Larry and Carolyn Williams*