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November 2002

EDITOR: Carolyn Williams



What a great year the Tennessee T's have had and with the Christmas festivities still to come. Our club is growing in numbers and activities. Thirty four memberships to date. This year Lynn and Sue Cook hosted the LBL tour for the third year, Glen Storck and Susan Harrington hosted the West Tennessee tour for the first time, Ken and Joyce Swan hosted the Tour De Catfish for the third year that included a fish fry hosted by Larry and Charlotte Rucker. Bob and Neil Harris and Ernest Morris had the group to three events, the Lone Oak Picnic, Sango Mills and Historic Collinsville. The Natchez Trace Tour committee, Carolyn & I, Lynn & Sue and Mac & Ernestine give special thanks to all of you that worked to help to make the fifth annual Natchez Trace Tour a success. Thanks to all of you that drove into Nashville early to help with the kick off, helped along the way and stayed over the last day for the wrap up.

Tennessee T's have been well represented across the country this year, from Utah to Maryland and all points in between. Does anyone have an estimate as to how many T miles the club has logged and how many different tours we have attended? Lets all keep tabs in 2003 and get a club total this same time next year. I suspect we will find we are a "driving club".

Also, please continue to send Carolyn articles on tours and events you attend and other items of interest such as car repair, etc. Thanks to Gary Tillstrom for the great article on respoking wheels in this edition of the newsletter. Some of you know this but Gary is heavily involved in the TT truck club which is a fast growing group.

If you would like to sponsor a club weekend event or tour in 2003 we will be discussing the 2003 calendar at the Christmas meeting. If you cannot attend email or pass this info on to Carolyn.

The Specialty Marketing Equipment Association (SEMA) and the SEMA Action Network (SAN) has a publication called DRIVING FORCE that most of you are familiar with and have seen copies at one or more of our meetings. Mac Flowers has reported to the club on several of their articles This publication has excellent articles on legislation in each state that is of interest to antique car enthusiasts and the status of each bill introduced, pending, dead or otherwise is posted on their web site. The web site is brianc@sema.org. You can also sign up here for their mailing list by writing Brian Caudill, SEMA, 1317 F Street, Suite 500, Washington, DC 20004.

Looking forward to seeing everyone at the Christmas weekend. Larry

A TENNESSEE T'S WELCOME TO NEW
CHAPTER MEMBERS:



Tom & Pat Rowe
1784 Sea Isle
Memphis, TN 38117
(901) 683-3129
tomrowe@aol.com

We hear that Tom & Pat have purchased a Model T since the last newsletter and that somehow it is just a little too big for the garage. Is this right Tom?



DECEMBER BIRTHDAYS

Diane Waller - 21st
Bill Eden - 28th
Susan Harrington - 29th

DECEMBER ANNIVERSARIES

Tom & Pat Rowe 21st
Darrel & Ann Carter 26th
Donnie & Deborah Burkeen 30th

MODEL T'S WANTED

Lynn Cook's brother Thomas Cook is looking. If you hear of one for sale let Lynn know. 931-535-2451

NATCHEZ TRACE TOUR V

We started arriving in Nashville on Friday, October 18, 2002 for Tour V. Thanks to everyone that arrived early to help. We continued to arrive until 5:30 Saturday

afternoon. With the interstate construction around Nashville getting to the Hampton was a problem for some but we all finally made it. From 6:00 to 8:00 everyone gathered in the hotel lobby and hospitality room to get aquatinted and to ask last minute questions.

We left Nashville on Sunday morning with 45 cars from 16 states, Canada and two guests from Australia. We left in damp weather and it remained that way most of the week but it did not dampen our spirits. Forty one of the cars made the entire trip but four fell on hard times. One with a broken crank shaft, one with a drive shaft problem, one with electrical trouble and one with a stripped timing gear. Other problems were less serious and repaired on the go. As usual the best laid plans go awry. We were told the Tombigee Waterway would be open this year and it was not and thanks to Susan and Glenn an unexpected detour just before Jackson was not a problem. The tour covered driving in four states, TN, AL, and MS and a side trip into LA to the Frogmore Plantation to see a working cotton gin and an antique steam driven gin. Friday night found us back in Tupelo for our banquet. This was our first year to use the Ramada Convention Center but we don't think it will be our last.

Saturday morning brought rain but we all made it to Collinwood for lunch and then the skies cleared off and the sun came out just in time for us to see all the beautiful colors on the way into Nashville. Saturday night we had a huge pizza party in the lobby of the hotel. What fun. Everyone enjoyed visiting, talking about the tour, planning tours for 2003 and 2004, playing cards and we even celebrated Don Krulls birthday. On Sunday most of us visited Don and Mary Helen and their car collection. Thanks Don and Mary Helen. As always this was great. Until we T again....Carolyn

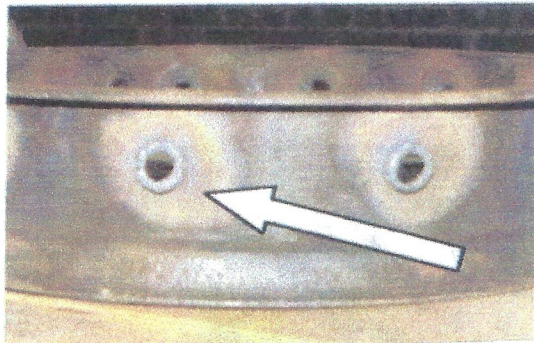
A Pressing Matter (spokes that is) *The adventures of Ralph and Gary*

Solid usable wheels are getting harder to find in both 30 and 21 inch variant. If however, you should happen to need a 6:00 X 20 for the back of a TT you will quickly realize two important truths.

1. TT rear wheels (6:00 X 20 at least) are made out of "unobtainium"
2. All parts made from "unobtainium" are alloyed with a large percentage of "cantafordium".

This leaves one with few choices and the wait to get one of these things re-spoked is 4-6 months! Fear not! It is not that difficult to re-spoke a steel felloe wheel and produce a true and very tight one at that. It does take some patience and persistence.

- If you own a wood lathe, you're off to a better start than the guy who buys the junk new spokes from the vendor. Of the set I bought the thickness of the spokes were all different and varied as much as .190 from the thickest to the thinnest. The transition area near the hub wasn't cut in the same place on any of them and I had to put them on my lathe and cut them back to get all twelve the same. You might as well make your own from dried wood, try to get them all within .030 thickness at the hub end. This will produce a wheel that does not wobble an excessive amount.
- Put the hub back on the axle shaft and with a dial indicator check the runout. If it is more than say .002 or .003 have a truing cut taken on the flange of the hub.
- Test fit the nipple end of the spoke in the felloe, if it goes in easily you have some work to do. The felloe in this picture was terribly worn and the holes had to be welded smaller so they would be a pressed fit.

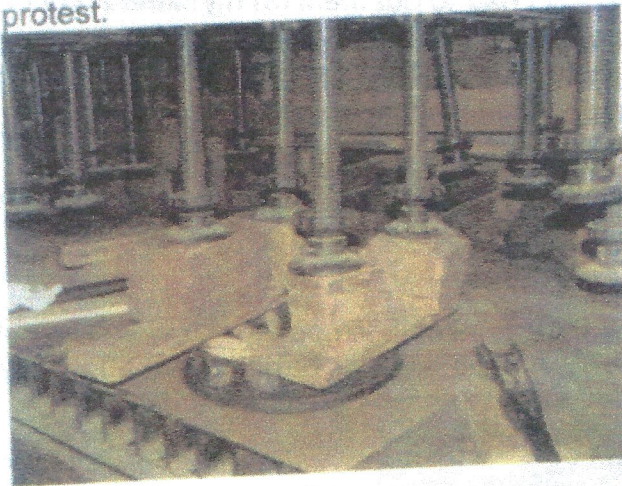


Weld around the perimeter of the hole making it smaller. It does not have to be perfectly round as the wood fiber will crush some when they 'pop' in.

- Contrary to the way most folks will tell you to put in spokes, Ralph Williams and I do it backwards (why does that not surprise anyone). We have found it about 834% easier to raise the felloe and support it temporarily, then arrange the spoke in an "inverse" Tee Pee without the hub. Now press down on the felloe and even the short fat TT spokes will pop into place.



Ken Jack of Memphis commented when the spokes were snapping and popping into place that it sounded like his knees when he got up out of his chair. Don't be alarmed, it takes a lot of pressure to put them in and they will make sounds of protest.



Everybody needs a friend who has access to an old press table! This setup is perfect for model T wheels and Ralph is lucky enough to have access to it everyday.

Ralph said this press table came from the railroads and dates back to the 20's.

Fit the hub and bolt it together and you are ready to sand and paint.



GOOD FOR ANOTHER 80 YEARS!

"Daddy Traded It Off For A Cow"

Penned by Gary Tillstrom, as told by Gerald Ervin

Every once in a while, the good Lord grants us the privilege of getting to know one of the "characters" He placed upon earth thereby making us better people for the experience. The man who told me this story was truly one of those "characters" and one I considered a friend. He is no longer with us except in memory, where he will always remain.

After moving to Millington Tennessee ten years ago, one of the first folks we met where we attend church was Gerald Ervin. Being from up north, my wife and I right away noticed Gerald had one of those funny sounding "southern accents". I must confess that after living in the volunteer state for ten years now we have since renounced "Yankeeism" and have begun to speak with the most dignified southern dialect a transplanted Yankee can ever hope to muster up.

We would go to visit the Ervin's and the conversation would usually end up with one of Gerald's good stories of when he had a model T. He always enjoyed seeing pictures of mine and hearing of any progress that had been made. I would listen intently as he really liked to tell of the 1925 coupe he had as a young man. "It would do 43 MPH, I used to drive it all over till I worn it plum out." Gerald once told me the wood wheels had become so loose he had 16 inch Chevrolet wheels welded to the hubs. I asked him why he ever got rid of it and he told me he was farming then so he tore it down and made a trailer out of it. Has anyone ever wondered how many T's ended up as trailers and wagons besides me? My guess is the number would be both staggering and saddening.

When I bought my T Truck and got it running I let Gerald drive it one Memorial day (he still remembered how after nearly 50 years and was just as good as if he last drove one the day before).

That day brought back good memories for him. He chuckled when he said, *"You see my nose, how it's crooked? When I was a little boy my daddy had a T truck. It was just a stripped down truck like this but his had a windshield. One day all of us kids piled onto it and daddy jacked the back wheel to get it started and put my sister Verble in the drivers seat. As soon as it got to running it slipped off of the jack and took off down across the pasture. The brakes were no count and Verble didn't know all she had to do was pull back on the parking brake to snatch it out of gear. Heck, I knew that and I weren't but three! Anyways, that truck landed both front wheels in a ditch and I went flying forward and busted my nose on the back of the seat, it didn't hurt the seat none though. It busted one of the front wheels and bent the axle when it landed in that ditch."*

I said, "Gerald, what did your dad do to fix it?"

Gerald replied with a laugh, *"Daddy got him a good mad worked up and carried it down to the neighbors and traded it off for a cow"*.

I miss Gerald's good nature and his stories. It is sad to think there are folks who need a visit and don't get them because folks today are often just too wrapped up in their own little thing to notice others around them. I enjoy visiting with other folks as they have so much to teach us. Make time in your busy schedule to sit and visit with somebody. Listen to their stories. I truly believe the stories and wisdom of others are but one of God's simple gifts to a troubled world today.

A Tennessee T Christmas

Parades, Tours, Party, Pot Luck Dinner, Gift Exchange, and Meeting

December 6, 7, & 8, 2002

Hampton Inn Collierville
1280 West Poplar
Collierville, TN 38017
901/854-9400

\$67.00 + 19.25% Tax per night. Breakfast included
Deadline for reservations November 2, 2002

Collierville is located 15 miles south of I-40 Exit 20, about 20 miles east of Memphis.

Tentative Schedule of Events

6 PM Friday---Lineup for Collierville Christmas Parade

9 AM Saturday morning drive from Collierville to Millington (about 50 miles). Lunch in Millington

1 PM Saturday---Lineup for Millington Christmas Parade. After parade, drive back to Collierville.

6 PM Saturday Business Meeting and Christmas Party at home of Susan Harrington & Glenn Storck, 620 Bray Station Road, Collierville, ½ mile north of Hampton Inn.

Bring dishes for Pot Luck Supper to house for refrigeration if needed, when you arrive in Collierville on Friday or Saturday Morning.

Bring a wrapped \$10 gift for a person of the same gender for the Chinese Take Away gift exchange.

9 AM Sunday---Driving tour of Historic Collierville and surrounding areas.

Join the group at any time if you can't make the whole weekend.

RSVP to Susan & Glenn 901/853-5249 or susandglenn@bellsouth.net. We especially need to know how many vehicles will be entered into the parades.

Deadline for reservations at the Hampton Inn is November 2. Only eight rooms have been reserved and three are already taken. Make your reservations as soon as possible and please let us know if you are coming.