
T TIMES

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December 2012

President's Message

As I sit down to do this month's President Message there are several important dates to remember.

December 15th is the annual Christmas Party where we have one last chance to share food, company, and gifts with each other.

Good food and company will assure everyone a good time and the format for the gifts giving will allow almost everyone a chance to really get the gift they want. Who is going to be #1 this year?

December 21st marks the end of the world according to the Mayans. Make sure your Model T is ready to go with a full tank of gas. It is said that the Model T can pull a person out of any hole.

December 25th is Christmas. If the Mayans were right there will be some mad kids all around the world. Take the day and enjoy your family. Remember that your Model T is part of your family;

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The Three Rivers Model T Ford Club is a chapter of the Model T Ford Club of America. Membership is recommended and encouraged. Make membership requests to: MTFCA, P.O. Box 126, Centerville, IN 47330. Annual local club dues are \$20. Monthly meetings are held the third Thursday of the month, places to be announced in the newsletter prior.

2012 Officers

Club President Dean Stokes
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Vice President Bill Sheller
Treasurer Mike Porter
Secretary Wanda Stokes
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Newsletter Editor Dale Peterson
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Board Members
1 Year -- Russ Armstrong
2 Year -- Fred Fraser
3 Year -- Jim Elenbaas

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take it out for some fresh air sometime soon.

January 1st is when we fall off the fiscal cliff. Let's hope that Washington D.C. figures it out. Make sure your Model T is ready to go with a full tank of gas. We may have to pull the Government out of some type of hole!

Enjoy life with your family and friends. Wishing you a very Merry, Blessed Christmas and a Great New Year.

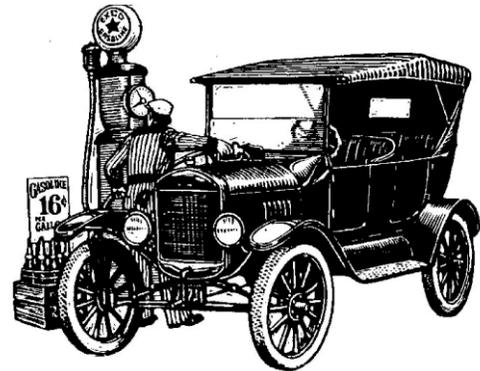
Dean Stokes

Birthdays in December

**Bill Sheller 12-03, Fred Fraser 12-10,
Raymond Lehrman 12-17, Lorraine Williams 12-18,
Lynda Carraher 12-22, Bernice Termaaten 12-22,
Virginia Lackey 12-25, Jim Elenbaas - 12-28**

Anniversaries in December

**Paul & Joan Dion - 12-14
Dale & Sharon Peterson - 12-17
Dean & Wanda Stokes - 12-30**



Sunshine Report

Prayers and deepest sympathy are offered to founding and life member Lucille Knutson on the loss of her son Paul to cancer just before Thanksgiving. You are in our hearts, Lucille.

Coming Events

- December 15** Christmas Party at Stokes 1PM
- January 17, 2013** Annual Dinner Meeting and Installation of Officers, Location TBA
- February 21** Regular Monthly Meeting at Round Table Pizza, 3300 West Clearwater Ave Kennewick.

Me and the Model T

The Knock

By Bill Sheller

Once I got Henry home and started to get to know him, my Model T education grew with leaps and bounds. I still wasn't real comfortable driving the T in traffic, but my former panic stages were certainly easing. Every time I would go for a little spin I would remind myself that I was driving a Model T Ford. I carefully trained myself to pull the emergency brake handle half way back to get me into neutral long before I had to come to a stop or when I was in stop and go traffic. That way when I took my left foot off the low pedal, instead of slamming into high gear it simply returns to neutral. I routinely drive a Model T Ford that way to this day. The more I drove the Model T the more confident I became with its operation. After many drives, I learned to relax and just be completely amazed at this 80 year old machine. To this day I am unable to take Henry out without mentioning to myself ... what an amazing car! Of all the cars I've owned in my life, this Model T Ford is ... hands down...my absolute favorite.

The knock was noticeable almost from the time I brought Henry home. It wasn't a bang, bang, bang sort of sound, but rather a thud, thud, thud. I then consulted Model T friends who had a great deal more experience than I. Model T folks are usually pretty eager to lend a hand and counseled me with sound advice. I went through shorting out one spark plug at a time to try and locate the offending cylinder with not much success. Does it knock when accelerating or decelerating? Perhaps there was a carbon buildup on the pistons and inside the combustion chamber. All the Model T books concerning trouble shooting engine knocks suggested this as a possible solution. Since the car had sat for several years and no one knew its real history, it was time to pull the head and have a look. With the cylinder head removed several things were revealed to me. For one there was no carbon build up just some black soot that was easily wiped away with a rag. This revealed standard size cast iron pistons. There wasn't any

sort of ridge or scoring on the cylinder walls. The cylinder head was reinstalled and the engine started up. I have been working on mechanical things just about my entire adult life, starting at age 15 when I got my first car. When trouble shooting a problem on an automobile, well ... when you discover the problem it's obvious. So far ... nothing! Once I had Henry running again, I was not at all surprised to hear ... thud, thud, thud!

I had exhausted all possibilities while the engine was still installed, so now it was time for much more drastic measures. The engine and transmission had to be removed and taken apart until the source of the knock could be found. I have to admit I felt just a little "snookered" by the fellow who sold me the sedan. But then again, he had never driven the car, so he would have no knowledge of the knock. One of the things I've come to understand about owning antique cars is that once you get over the initial investment ... why then it's yours to keep. I used to fret about some catastrophic failure happening to the cars. The reality of ownership is that anything short of total destruction of the car can be fixed. When you drive a Model T Ford, because it's such a simple machine, it can be repaired on the side of the road under almost all breakdown conditions. Just about the only failure that will require a trailer to haul you home and absolutely stop the fun (temporarily) is a broken axle or a broken crankshaft. It takes a while at Model Ting to figure that out. If the T breaks down, well...don't fret about it...just fix it and move on.

So, Henry was due for major work. Removing an engine/transmission from a modern car is very labor intensive. However doing the same with a Model T Ford is really quite simple and although it's more fun to do with a Model T friend, it can be accomplished all by yourself. I had already had some experience with Model T engine remove and replace, because of the Sheller Motor Company replica TT. Working by myself, in no time at all the engine and transmission were being bolted to the engine stand. I already knew what wasn't causing the knock, so I started by

removing the oil pan for an inspection of the “bottom end”. The rod caps were pulled and inspected and even plasti-gauged. The bearings looked fine and the journals were ok as well. I removed the head again and pulled the pistons looking for any source of the knock... nothing! I was down to the basic block with only the cam shaft and valves and the crankshaft remaining. When I removed the main bearing caps, Well ... my thud, thud, thud was before my eyes. The caps had no poured bearing surface adhered to them. Instead the Babbitt bearings remained clinging to the crankshaft journals. When I removed the crankshaft from the block the bearings stayed stuck to the journals. Once I had the bearings in my hand, they were paper thin and had pin holes you could see through. I kept them on display in my house for years. They were great conversation pieces. I still have them but they are out in the barn with some of my other Model T treasures.

Now that I knew why Henry knocked, it was time for a complete engine and transmission rebuild. Since the engine uses poured Babbitt type bearings I took the engine to Rick Carnegie in Spokane, Washington for bearings, engine bore, and whatever other machine work it might require. The transmission was taken to Ford n More in Spokane for rebuilding. After all the bearing and machine work was finished I did the actual assembly of the engine myself. It was fitted with a new cam shaft and bearings, new timing gears, new aluminum pistons, new stainless steel valves and adjustable lifters and hardened valve seats just for good measure. The hardened valve seats are usually installed on an engine which used to run on gasoline with lead in it, which is no longer available. They really are not needed on a Model T as lead wasn't added to gasoline until the late 30's when compression ratio's started to increase.

But while it's apart is the best time to do it, and... they surely do no harm. After I had the engine and transmission carefully assembled, I decided to go with a single source ignition system instead of the four individual ignition coils standard on a Model T. In other words I installed a new modern distributor. To cap off my brand new Model T Ford Fordor Sedan, I treated Henry to a brand new Brass Works radiator.

That mechanical restoration was completed in 1998. Henry hasn't missed a beat since! He is the absolutely reliable, take you there and bring you home, Model T Ford Roscoe used to tell me about!



Henry built a darn good car ... Yes he did!

Author's note; Since this article was written Henry missed every beat in 2011 ... as we all know

Minutes

November 15, 2012

Three River's Model T club met at the Round Table Pizza in Kennewick tonight. We had 22 members present. President, Dean opened the meeting and asked Wanda, Secretary, to read the minutes from the past meeting. All approved.

Treasurer, Mike Porter, gave his report, we have money in the bank. Mike paid the US Post Office \$76.00 our PO box number.

It was nice to see Terry and Edris Shegrud at tonight's meeting. Welcome!

Old Business

Phyllis Langdon asked if Bill Sheller would take over investigating prices and styles for the club's jackets with either embroidered or screened emblem on them. Bill presented his findings. It will be quite spendy for the jackets ranging in price from \$60 to \$87 each with logo's costing \$18.27 for a six inch emblem or \$31.25 for a eight inch emblem. We also need to order 25 patches to ensure these prices. We finally decided to wait until Dale Peterson checks out where his church obtained their jackets and emblems. Lynda Carraher added that silk screened emblems just do not last as long as embroidered emblems, so keep this in mind for future ordering

Wayne Williams also wanted to know if we wanted anymore magnetic emblems for our cars. We left this up in the air as it seemed we all had emblems from when we ordered them a few years ago.

New Business

Dale Peterson will be selling Satsuma Oranges and wanted to know if we would like some to buy. Several members expressed that they would.

Election of Officers

Dean asked for a motion to accept the slate of officers nominated for the upcoming year. Lynda Carraher made the motion that we accept the slate of officers as nominated. All approved. Next year's officers will be:

President Larry Coder
Vice President Jim Ellenbaas
Secretary Dale Peterson
Treasurer Mike Porter
New Board Member Gary Ellingson

Congratulations to all new board members.

Christmas Party will be December 15th at 1:00 at the Stokes Home in Sunnyside. Everyone is invited and asked to bring a dessert or appetizer and your wrapped non-gender gift for everyone in your party participating in the game.

There was some discussion regarding security with on-line information. We will use good judgement in revealing addresses and telephone numbers to help maintain security.

We decided to hold our Annual Installation of Officers in February instead of January 2013. The date was decided to be February 21st with the place to be announced later on.

Gary Ellingson asked if our club ever has workdays. We do not as we are spread far and wide in our area. If someone needs help, just call members and they are usually happy about helping each other out.

Terry Shegrud mentioned that he has Model T tapes and will share. Jim Ellenbaas asked if our club has a library for members use. Should be start a library for members to enjoy? More later on this. Gary Ellingson volunteered to be librarian if we decide to purchase books and tapes.

There was a progress report on members projects. Bill said he is installing safety glass windshield on Henry. Gary is working on his speedster, Dale is half there installing running gear and will be ready to go.

Jim and Sandi Ellenbaas's Model T Ford was pictured in the Vintage Ford from the National Model T Convention held this summer in Nebraska. Congratulations!

Mary Fraser was the winner in tonight's drawing. She won cranberry (jellied and whole

berry) for her Thanksgiving dinner along with a great Thanksgiving banner for her door. Congratulations and thank you Bill for providing these great door prizes.

Gary motioned that the meeting be adjourned.

With nothing more to come before the membership, the meeting was adjourned.

Respectively Submitted, Wanda Stokes, Secretary

Three Rivers Model T Ford Club
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