

Be sure to visit our club's website  
<http://tennesseets.weebly.com/>



A message from **Gary Tillstrom**, our President:

Greetings T's

Summer is in full swing. I know we are all busy with the many things that come along this time of year. I do hope you take the time to smell the honeysuckle and flowers when you are out and about. Speaking of being out and about, please use this time to consider hosting a tour to show off your area of the globe. I know many enjoyed the Natchez Trace this year and I extend a big thank you to Mark and Paula in their efforts for making that happen. As of today there are no other firmed up tours by the chapter so any dates you might pick are wide open.

I was pleased to hear from Bill the amount of content he received for this newsletter. As one who did the newsletter for a few years I can tell you the submissions are greatly appreciated. In addition to the fine job on the newsletter, Bill has done a bang up job on the website. If you haven't visited it lately, go and check out the recent videos that have been uploaded.

A number of members will be traveling out west next month for the National in MT. I am envious as that part of the country is spectacular. My parents lived on the western slopes in Colorado for about 20 years and I was always just awestruck at the scenery. I wish each of you going safe travels, calm weather and a good time. See you all down the road. Gary

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INDEX	
President's Page.....	pg 1
Natchez Trace Tour	pg 2
Boogers in the Pan.. #1	pg 12
Boogers in the Pan.. #2	pg 13
Story- Is It Real?	pg 15
Tours & Events, For Sale, New Members	pg 16
New Member Application.....	pg 17

**BooKoo Thanks!**

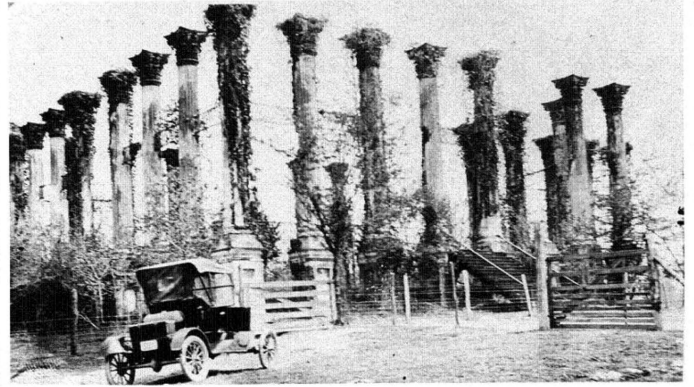
Thanks to the members of the Tennessee T's! Because of the few who submitted material for the newsletter, this issue has more pages and material, than any newsletter to date. You folks make my job easy! Bill

**Tennessee T's**



**Model T Ford Club**

Editor: Bill Robinson



Above: **The Windsor Ruins** in South Mississippi near Natchez. Read the group of Tennessee T's that visited the Ruins while on the Natchez Trace Tour a few weeks ago.

Go to the next page of this issue of our newsletter for the rest of the story.

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**Membership Application click here**

# TENNESSEE T'S SPRING TOUR ON THE NATCHEZ TRACE PARKWAY

May 13, 2017 – May 21, 2017

by Paula Gember

Mark and Paula Gember, members of the Tennessee T's, hosted a Spring Tour on the Natchez Trace. The progressive tour started in Tupelo, MS, and consisted of three tour options: A 6-day South Route (Tupelo to Natchez loop), a 3-day North Route (Tupelo to Nashville loop), and a 9-day Full Route, which was a combination of the South and North routes. The weather forecast called for heavy rain and/or thunderstorms on our arrival day followed by sunshine and above average temperatures for the tour week.

**Friday, May 12**, most of the 14 cars that were coming in for the South Route arrived and unloaded before the rain began. We checked in at our hotel in Saltillo, MS, just outside of Tupelo. Our long term truck and trailer parking was conveniently located <1/2 mile away in what was once a large Greyhound Bus distribution terminal. After receiving tour books, Trace maps and name badges, we took a short drive to the Natchez Trace Parkway Visitor Center to view the exhibits and watch a short film on the history of the Trace. Some opted to then drive to the nearby Tupelo Auto Museum, the largest car museum east of the Mississippi. Unfortunately Ken Nye and his 1923 Touring arrived later in an open trailer during the worst of the downpour. Once at the hotel, 3-4 men helped him wrestle with and raise his uncooperative 2-man top.

**Saturday, May 13**, the rains ended during the night and we rose to mid-60's temperatures with sunny skies. After a quick chamois to dry off our cars, we headed to the Parkway Visitor Center for a group photo, then entered the Trace at Milepost 266, and begin our journey south toward Jackson. Day 1 covered 168 miles and the following route highlights: tour of a Chickasaw Village site; Tockshish (once a midway point on an early 1800's postal route); early Indian mounds at Owl Creek; and two different sections of the original Natchez Trace. Our lunch stop was at the Bel Piatta Restaurant in Kosciusko, the birthplace of Oprah Winfrey. From there we drove 20 miles along the shore of the Ross Barnett Reservoir and arrived late afternoon at the Cabot Lodge Hotel in Jackson. Mark and Paula Gember's 1926 Coupe had developed a rattling noise along the way. Mark discovered a broken fan blade that was cracked  $\frac{3}{4}$  of the way through so he removed the fan unit and drove without one for the rest of the tour without incident. Gary and Virginia Hein were not as lucky with their 1925 Fordor. It developed a severe tire wear issue that was affecting both rear tires. They decided to trailer their Model T and completed the South Route in their modern car.



Our South Route tour started from the Natchez Trace Parkway Visitor Center in Tupelo



All dried out & ready to go – Ken Nye and his 1923 Touring



Richard & Janet Peterson with their 1921 Pickup (note the suicide doors)



South Route participants gather in the grand lobby at the Cabot Lodge upon arrival in Jackson: Darrell (& Ann) Carter-MS, Tom Griefhahn-IL, Max Larson & granddaughter Emmy-FL, Bob & Cathy Easley-FL, Bill & Judy Markey-GA, Ken Nye-NC, Dave & Charlotte Corman-IL, Ron & Linda Dupree-IL, Al & Joan Moody-IL, Rich & Janet Peterson-IL, Mark (& Paula) Gember-AL, Ben & Ann Wasman-FL. (Not pictured- Gary & Virginia Hein-TX, Doug Hauge-NY & nephew Andy Hauge-FL, and our 'mascot' for the tour, Ruxstell-NY)



Ron & Linda Dupree were married 43 years ago and drove a portion of the Natchez Trace in a modern car on their honeymoon. They are taking their 1916 Touring on both the South and North Routes.

"Pretty Maids all in a row...."





Gary & Virginia Hein purchased this 1925 Fordor in January. Note the unique radiator grill and can headlights.



Doug Hauge and his dog, Ruxstell with their 1924 Fordor at the hotel in Jackson

**Day 2**, Sunday, was Mother's Day. It was a pleasant sunny morning filled with the smell of honeysuckle and the Mimosa's in full bloom as we headed ~110 miles south to Natchez, MS. We enjoyed visiting the Magnum Indian Mound, and walking through the Sunken Trace, which was worn down by hundreds of weary travelers from days gone by.



Darrell Carter, Doug Hauge and Andy Hauge explore the trails at the bottom of the Sunken Trace



Ron Dupree tackles a heavy load along a path in the Sunken Trace

**June 2017**

The tour continued through Port Gibson, the town General Sherman said was “too pretty to burn” during his march through it during the Civil War, to our lunch stop in Lorman, MS, at the Old County Store Restaurant. Owner Arthur Davis’ locally famous fried chicken has been featured on Food Network’s “Best Thing I Ever Ate.” We all thoroughly enjoyed his all-you-can-eat fried chicken buffet and the unusually quirky and nostalgic atmosphere of the place. Arthur is always busy interacting with customers, serving sweet tea, and bussing tables. When he stopped by tour participant David Corman’s table and learned it was his birthday, he started singing “Happy Birthday,” prompting the whole crowd to join in.



Tom Griefhahn, Joan & Al Moody, and Ann & Ben Wasman enjoying our lunch stop in Lorman while owner Arthur Davis (in the red apron in the background) takes care of a customer at the checkout counter.



Darrell & Ann Carter with their 1926 Touring, enjoyed barbecue at the Pig Out Inn

After lunch, we continued another 30 miles to the Natchez Trace terminus point in Natchez, drove down along Canal Street, and across the Mississippi River Bridge to our hotel in Vidalia, LA. We watched barges move up and down the river as we relaxed out on the large patio area. Later the evening, many went back to Canal Street for dinner at Fat Mamma’s Tamales and The Pig Out Inn, or to Johnnie Mae’s Seafood in Vidalia.

**Monday, May 15**, we ventured on and off the Trace to access sites on back roads closer to the Mississippi River on our way to Vicksburg. After visiting the massive 8-acre Emerald (Indian) Mound, we exited the Trace and drove past several Antebellum plantations, toured an old church and cemetery established in 1790, and an old country store, built in 1837.



David & Charlotte Corman with their 1915 Touring at an old country store in Church Hill

The tour then stopped at Winsor Ruins, one of the grandest plantation homes of the period, featured as a backdrop in the 1957 movie "Raintree County" starring Elizabeth Taylor. Sadly it burned to the ground shortly after it was completed.



Mark & Paula Gember with their 1926 Coupe at Winsor Ruins

We continued off the Trace and drove past Grand Gulf Nuclear Plant to Grand Gulf Military Park. There we toured a small museum, a church and several restored Civil War era buildings, and discovered a unique Model T artifact. We ate lunch in a large pavilion up on a hill, watching egrets as they fished along the swollen banks of the Mississippi. Severe weather stretching from Chicago to Louisiana was causing massive flooding and the river was expected to crest in a few days.



Max Larson's 1926 Coupe, driven by his 23 year-old granddaughter Emmy, arrives at Grand Gulf Military Park



Picnic lunch in the pavilion at Grand Gulf Military Park



Model T powered submarine used for rum-running during prohibition

After lunch, we returned to the Natchez Trace and continued another 40 miles to our hotel and 2-night stay in Vicksburg.

**Day 4, May 16**, we spent the whole day exploring Vicksburg. Many of us went down to the riverfront and toured the Old Depot Museum. There we saw a 250 square foot diorama of the Civil War battlefield and watched a short film on the 46 day siege of Vicksburg. The museum has a scale model of the grand plantation house that once stood at Winsor, recreated using onsite measurements and a sketch drawn by a Union soldier who camped there with his regiment. It also had over 300 scale models of historic riverboats, gunboats, and battleships. Next we toured the Lower Mississippi River Museum. The highlight of our Vicksburg adventure was driving our Model T's through the Vicksburg battlefield and National cemetery, where 115,000 Union soldiers are buried. Halfway through the battlefield, we stopped at the Cairo Museum to tour the ironclad gunboat that was sunk on the Yazoo River during the war, and raised and restored in the 1970's. The museum displays all of the soldiers' artifacts, and features a short film about the gunboat's massive recovery operation.



The Union gunboat "Cairo" was sunk in Dec 1862 and raised nearly 100 years later



Mark Gember examines the ironclad sides of the Cairo gunboat

**Day 5** was a very short travel day (75 miles) back to Jackson, so many of us decided spend most of the day exploring a little more of Vicksburg. Ben & Ann Wasman were touring the Cairo museum with Mark & Paula Gember when the Park Ranger announced they had to close the park. The Mississippi River had crested in Vicksburg and broke the main water line to the city, so the museum had lost water pressure. Repairs to the city's pipeline was expected to take at least two weeks. Imagine all those people without water now and the thousands of toilets that couldn't be flushed...whew! During a rest stop at River Bend near the end of the Ross Barnett Reservoir, we discovered that Tom Griefhahn had blown out his muffler. Mark Gember came to the rescue and wired it back together.



Mark Gember leads a helping hand to Tom Griefhahn's ruptured muffler



Al & Joan Moody arrive back in Jackson with their beautiful 1913 Touring car



Judy & Bill Markey, Max Larson, and Ken Nye relax at the Cabot Lodge in Jackson

**Day 6** we began our 168 mile trek back to Tupelo. Along the Trace we stopped and took a half-mile walk through water tupelo and an old Cypress swamp area (no gators sited), drove through Jeff Bisby park to one of Mississippi's highest points at 603 ft., walked another section of the original trace trail, visited Bynum Mounds which were built 1800-2500 years ago, and went to Tupelo National Battlefield. We had lunch at French Camp, the 1812 site of Louis LeFleur's stand, a prominent Indian chief and tradesman. The original circa 1820 section of the building was used as a Council House by the Chickasaw Indians and contains the only restaurant on the Trace. We all enjoyed their delicious home-made soups and sandwiches; some of us even saved room for their fabulous bread pudding!



Arrival at French Camp; 1914 Depot Hack owned by Ben & Ann Wasman



David & Charlotte Corman, Ron & Linda Dupree, and Richard & Janet Peterson enjoy lunch in the Council House





Ben & Ann Wasman relax on the patio at French Camp

Later that afternoon, everyone had made it back to the Tupelo hotel before the intermittent downpours began. Four of the fourteen South Route cars would be continuing on the 3-day North Route the next day. The others began loading their trailers and packing up for the long trip home. We all gathered in the lobby and were swapping stories about the wonderful sights and adventures we'd had over the last six days, when a participant who was joining the group on the North Route pulled up in the pouring rain. He was trailering a "Doodlebug", a shortened 1926 Model T frame converted to a Hoover Tractor. Mel Dearing, 76, from Birmingham, AL, had never been on a Model T tour...EVER, and opted to camp along the way in a one-man tent he set up on the back of his tow trailer. Doug Hauge's nephew, Andy, drove to Memphis that evening to pick up his girlfriend, Brittany. She had flown in from Florida, and was also joining the North Route group.



Mel Dearing and his 1926 Hoover Tractor

**Friday, May 19**, began Day 1 of the 3-day North Route. We said our last goodbyes to our departing T friends, and began our 111 mile journey to Waynesboro, TN. We toured Confederate gravesites, visited the Pharr Mounds (8 large Indian burial mounds built 1,800 to 2,000 years ago), crossed over the Tennessee-Tombigbee Waterway, and drove through the Tishomingo State Park. We visited Bear Mound before crossing the border into Alabama. We then travelled across the Tennessee River on the bridge at Colbert Ferry, and exited the Trace near Milepost 338 in Florence, AL, to tour the "Wichahpi Commemorative Stone Wall," built by Alabama native, Tom Hendrix. For the last 35 years, Tom worked alone and had been building a mile-long monument to honor his great-great grandmother. Te-lah-nay, a Yuchi Indian, was one of the millions of Native Americans who were forced from their homes and marched along the Trail of Tears route to new Indian territories in Oklahoma. Mr. Hendrix passed away earlier this year, but his legacy is preserved though the great wall he built. We then travelled another ~10 miles, crossed the border into Tennessee and continued north. After a brief stop at the Wayne County Welcome Center in Collinwood, TN, we exited the Trace and rode along 16 miles of back-country roads to the Hurricane Inn hotel. There Blayne McCafferty and Hubert Garland joined us for the North Route tour.



Restroom break at Pharr Mounds (note the large Indian mounds in the background)

**Note from the editor:**  
Special thanks to  
**Paula Gember**  
for submitting this  
article



Tom Griefhahn, Mark & Paula Gember, and Ron & Linda Dupree at Mr. Hendrix's wall in Florence, AL



Rocks from over 127 countries have been sent to Mr. Hendrix in honor of his great-great-grandmother Te-lah-nay



Hubert Garland-TN, & Blayne McCafferty-AL, arrive with Hubert's 1926 Sedan at the Hurricane Inn, Waynesboro



Tom Griefhahn with his 1922 Roadster at the Meriwether Lewis monument

**Saturday, May 20**, we returned to the Trace, and continued ~95 miles toward Nashville. We drove our T's on two different 2 mile sections of the original Natchez Trace, and visited the gravesite/monument for Meriwether Lewis. We toured an old Phosphate Mine, Tobacco Farm, the Gordon House, and the War of 1812 Memorial. The terrain changed to steeper rolling hills the closer we got to Nashville. We exited the Trace at Leiper's Fork, had lunch at Puckett's Restaurant, and visited the shops in the village. Once back on the Parkway, we crossed the beautiful Double Arch Bridge at Birdsong Hollow and exited at Milepost 442, two miles from the Natchez Trace Terminus in Nashville to our hotel for the evening. Ron and Linda Dupree drove their T downtown to get a picture in front of the old Marathon Building. Antique Archeology has a store there and displays memorabilia they've acquired during back road searches for "rusty gold" on their reality TV series, "American Pickers." Andy Hauge and his girlfriend Brittany took a cab into town for dinner, toured a whiskey distillery, and explored several local attractions there. Heavy rains and thunderstorms moved into the area, making visibility while driving in a T nearly impossible. The rest of us decided to eat dinner at O'Charley's Restaurant right next to the hotel. We then checked in with Mel, who was ~ 40 miles away. He got caught in the storms, pulled off the Trace near Columbia, TN, and was hunkered down in a farmer's barn for the night.



Hubert Garland, Blayne McCafferty, and Mark Gember enjoy lunch and live entertainment in Leiper's Fork



As heavy storms and strong winds blew in, Mark Gember's "Model T shower cap" managed to stay on through it all

**Sunday, Day 3**, the storms had passed, and we were on our way, ~185 miles straight back to Tupelo. After navigating the steep hills, we stopped for a break at Garrison Creek. Tom Griefhahn had lost high gear, and he contemplated calling for a flatbed to haul him back to Tupelo. Mark Gember and Ron Dupree stepped in and made what little adjustments they could, but it appeared that his high gear was gone. During the nearly hour long troubleshooting and adjustment period, Paula Gember found a 4-leaf clover and gave it to Tom. Fifteen minutes later, Tom test drove his car, and surprisingly, the high gear was now grabbing. We all continued on our way without incident, and stopped for a break at Meriwether Lewis State Park. There, Hubert Garland and Blayne McCafferty said their goodbyes and headed for home. As we crossed the Buffalo River just south of the state park, we passed Hubert's farmland that runs along the west side of the Trace. We continued south another 115 miles, the roads steaming from the rains that had passed through ahead of us. We had been very lucky thus far, because it had never rained on us while we were on the Trace over the last 9 days. We had about only 10 miles to go; the dark clouds were clearing and there were sunny skies ahead. Suddenly, Mother Nature turned on us and hammered us with a gully-washer, the likes of which none of us had ever experienced in a T. Visibility was ZERO and our windows were fogged over. Fortunately, the modern cars between us turned on their flashers as we slowly and perilously drove the last few miles into Tupelo. Tom Griefhahn got the worst of it because he had left his top down, but miraculously his high gear had held on our long drive back to the hotel...we all swore it must have been that 4-leaf clover. Six hours later, we cheered as Mel arrived in his Doodlebug...he had completed almost 400 miles on his 1<sup>st</sup> Model T tour!

**Monday, May 21**, we all loaded up by daybreak, said our final goodbyes, and went our separate ways home.



Doug Hauge's dog, Ruxstell, LOVES to ride in a Model T, and has been on many tours with him. He posts this flag wherever he stops...it sums up our experience over the past week on this Natchez Trace Tour.

The Natchez Trace Parkway stretches 444 miles from Natchez to Nashville; we doubled that number of miles to make the Full Route loop from Tupelo and back again. The South Route group travelled only on the Mississippi portion of the Trace, but with all the excursions in and around Vicksburg, the battlefield and cemeteries, as well as all the places visited on and off the Trace, they completed nearly 700 miles. The North Route group toured all the Mississippi Trace sites north of Tupelo, then visited numerous points of interest and sites in Alabama and Tennessee, and completed close to 400 miles.

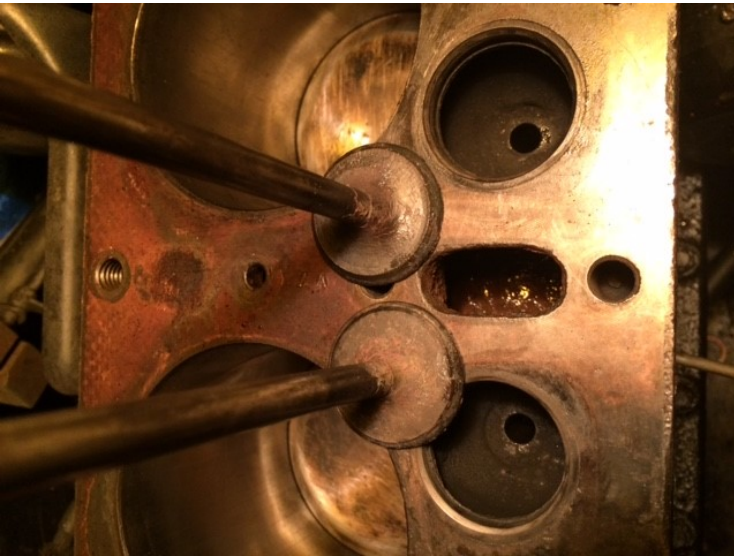
Whether we were on the South Route, the North Route or the Full Route, everyone had a **Bee-You-T-Full time!**

June 2017

# BOOGER... IN THE PAN!

By Gary Elam

This is what happens after you replace a burnt valve, torque head down, then warm up the engine, and you do not re-torque it. I ended up with three burnt exhaust valves



Freshly lapped valves  
ready for installation

**Note from the  
Editor:**  
Special thanks to  
**Gary Elam**  
for this submission

# BOOGER... IN THE PAN!

By Mark Gember

What could cause this excessive wear on both rear tires after only 168 miles?



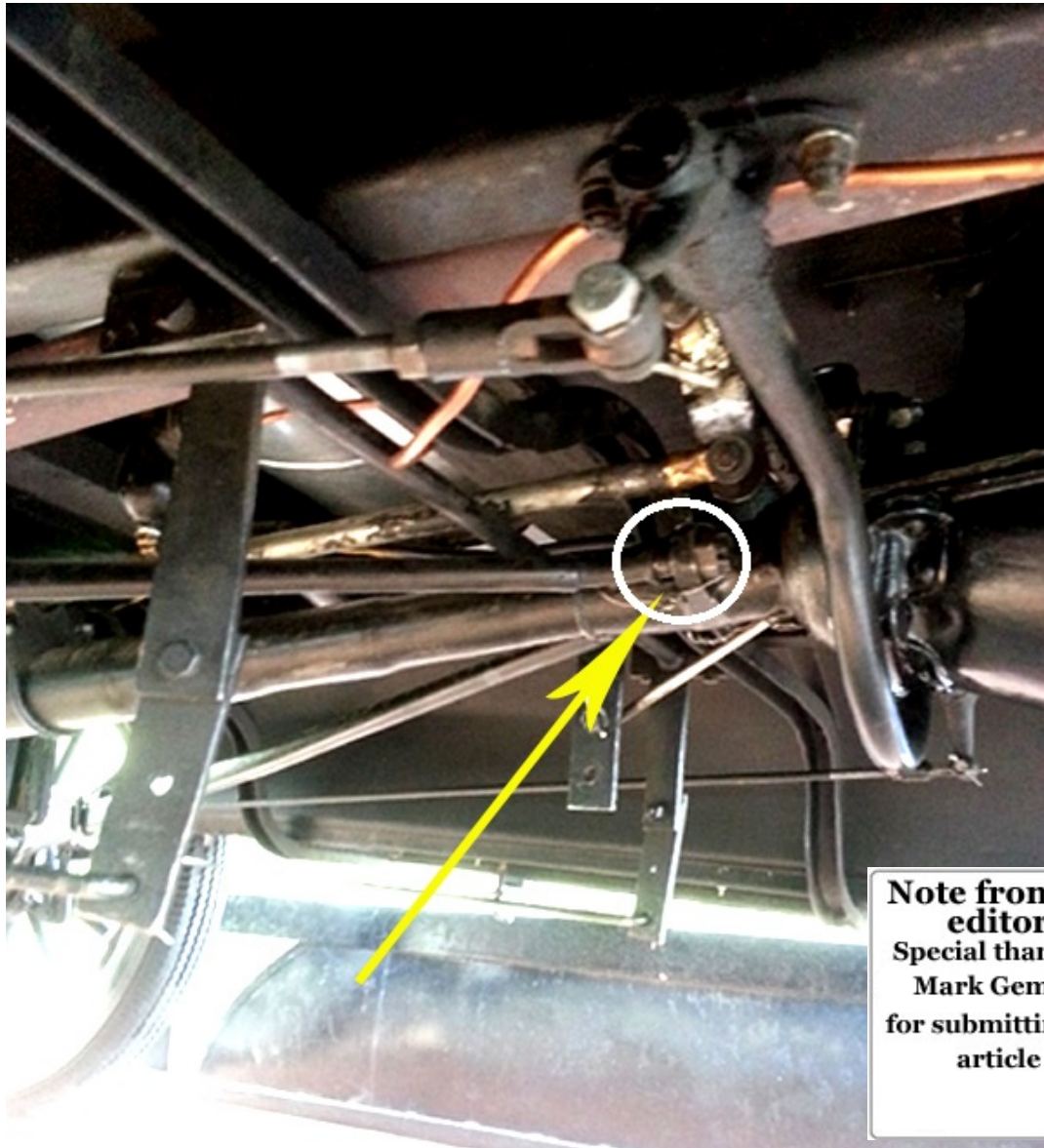
**This rear tire wear anomaly developed on the Tennessee T's Spring Tour on the Natchez Trace...**

When everyone arrived at Jackson after running 168 miles on the Natchez Trace from Tupelo, a tour member told Gary Hein his rear wheels on his 1925 Fordor were making that clicking noise you hear when your wood spokes are getting loose. Gary stated, "It is worse than that! Look at the tire wear, they are both near down to the cords." Both rear tires had at least 75% of the tread gone!

Gary told us that he had just put these used tires on before this tour. On his last tour a few weeks earlier, the right rear tire did the same thing. He wondered if the older tires he was using were wearing faster. Most believed older, hard tires wear better than the new, softer tires. So being good Model T friends and also very inquisitive, we all were determined to help diagnose the problem and see if it could be corrected.

We removed both rear wheels, and found the wheels were loose on the axle shaft and wobbled in and out when pulling on the top of the wheel. We installed shims thinking that was the problem causing the wear. After further visual inspection, it was noted the rear wheels appeared to be towed in at the front. We sent someone off in search of a measuring tape so we could check the tow in, and that's when it was noted that the small drum rear end on his 1925 had large drum 1926/27 rear radius rods installed.

When the measuring tape arrived, a reading was taken between the two rear wheels. After comparing the readings, we found the rear wheels were towed in 2". We all agreed that was why both rear tires were wearing. We measured the rear radius rod length and compared it to a small drum rear end on another car that was on the tour. Their small drum radius rods were 1" longer and had a double nut arrangement to allow alignment of the rear wheels. This is a different arrangement than what is set up on the 1926/27 rear radius rod. The 1926/27 has a single nut and an expanded area that secures the radius rod to the drive shaft tube, thus preventing gross wheel alignment adjustment.



**Note from the editor:  
Special thanks to  
Mark Gember  
for submitting this  
article**

We loosened the radius rod to drive shaft tube nuts and found they were pulling the axle shafts forward under tension. The nuts finally loosened up when they were around one to two threads of engagement. A new measurement was taken and the wheels returned to the NO tow-in position.

Gary's rear radius rods needed to be replaced with rods that are the right length for his year car in order to correct the problem. No one on the tour had immediate access to a set and Gary's rear tires were already worn out. All his rear wheel spokes were still tight and we concluded that the rear wheel spokes should stop clicking when the wheel is no longer being pulled a little sideways across the road. And best of all, his tire wear issue should go away. Although the long term effects of having the rear axle heavily bowed during continued operation is unknown, we all were in agreement that nothing good could come from it. He decided to trailer his car, and completed the tour in a modern car.

In all of his 35 years working with numerous Model T's, Gary told us he had never known there were different sized radius rods for different year cars. This was quite the learning experience for him.

Our final take-away from this incident...while all parts of a Model T perform the same function on every car, not all parts are interchangeable!

# Is it real?

By Tom Moorehead

While getting fuel today, a 55ish year old man begins to look over my huckster. After a minute, he asks, "Is it real?". Now I am not the smartest Kentuckian, but I really don't know what he is asking. So I ask, "is what real?". He says, you know, the vehicle. So I say, "yes, it is real! It has engine, transmission, battery, license plate and a radiator. In your estimation, sir, does that qualify it as real?".

He then says, "how did it get here?" I asked, "do you mean in this exact spot?". He says "yes". I said, "I drove it here". He says "you mean it runs?". I am standing there, putting fuel in at horton station and he wants to know if it runs? I say, "why else would I be putting gas in this here tank!". So he watches me put the gas hose back in its holder, put the gas cap back on the tank and put the seat down. He says, "what you gonna do now?" I say, "watch real close". I get in the seat, start the engine, release the brake, wave and drove off. I guess now he realizes it is real. Then again, I guess it is what someone feels real is.

Amazing trip to get fuel. I guess he would have really been confused if he had observed me filling a 5 gallon gas can and put it in the back prior to his arrival.

**Note from the editor:**  
Special thanks to  
**Tom Moorehead**  
for submitting this  
article

## "Just out for a ride"



On April 24th, Big John Ohlrogge sent me a note "Just out smelling the flowers". Bonnie was nearby.

**Note from the editor:**  
Special thanks to  
**"Big John" Ohlrogge**  
for submitting this  
article

# Tours and Events

Contact Gary Tillstrom, our club President, if you have a tour planned to be sure the date is still open.  
[gtillstrom@aol.com](mailto:gtillstrom@aol.com)

Date	Event (Tennessee T's events are highlighted)
June 21-24	2017 International Speedsters Trials & Reunion, Lincoln, NE
July 16-21	Joint MTFCl/MTFCA club National "Motoring in Montana" Tour – Whitefish MT
Aug 31-Sep 3	2017 Ohio Jamboree- Berlin Ohio contact <a href="mailto:tomlinda@twc.com">tomlinda@twc.com</a>
Sept 6-10	Hillbilly Tour, Osage Beach MO
Oct 4-7	Hershey fall swap meet, Hershey PA
Dec 2nd	<b>TN T's Christmas party- Natchez Trace State Park</b>
Mar 4-8, 2018	2018 Winter Tour, Honey-in-the-Hills, FL <a href="http://www.tinlizziefl.com">www.tinlizziefl.com</a>

\* \* \* \*

## For Sale

My name is Roger Lidtke and I have a fairly large collection of Model T Parts. I am looking for someone who might be interested in my Model T parts. I would like to sell everything I have for \$2700. I am located in Northeast Mississippi near Tupelo. My address is 2081 Shiloh Road, Mantachie MS 38855. I may be reached at 662-706-3896 (cell phone) or 662-282-4625 (house phone). My Email address is [barncars@yahoo.com](mailto:barncars@yahoo.com). Please share this information with others in Model T Car Club.



## WANTED

Wire wheels-- I'm looking for 2 good wire wheels? I need them to roll straight and true but don't mind having to sandblast and paint them. Contact **Seth Spratlin**  
[seththesurfer\\_18@hotmail.com](mailto:seththesurfer_18@hotmail.com)

## Vintage Photo



Bob and Neil Harris  
 Southside, Tennessee

\*\*\*\*\*

## New Members



### Model T Ford Club New Members

**Douglas Hauge**, Stittsville, NY/ Port St Joe, FL  
 Doug attended the Natchez Trace Tour and joined our club.

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Planning a Model T tour? Contact Gary, our President, to see if the event date is open. If you don't plan a tour- then who will?





Big John Ohlrogge's grandfather and his brother John Ohlrogge

**NEWSLETTER SUBMISSIONS**  
 Announce future tours, tour and event pictures, tech articles, cars for sale, cars to buy, forgotten or incorrect birthday or anniversary listing. Without input, there will be no newsletter. email [tennesseets@hotmail.com](mailto:tennesseets@hotmail.com)  
 \*Note\*: Please.... photos should include at least one Model T and/or one Tennessee T's member.

\*\*\*\*\*



**2 new YouTube videos to watch:**  
 The Natchez Trace Tour 2017  
<https://youtu.be/w2uk9IPppYU>  
 and  
 A neighbors dad interviews one of our members about his Model T  
<https://youtu.be/Vhrs9j5nVF8>

Why is this space empty?  
 Because you have been postponing the tour that you have been thinking about announcing.

**FULL-TIME STUDENTS JOIN DUES-FREE**

**Important notice, in case you missed it** in Anita's minutes of our latest business meeting. Gary made a motion that any full-time college student with an interest in Model Ts can join the Tennessee T's and their membership fees will be waived. The motion passed. We currently have two full-time students as members- Seth Stratlin and Blayne McCafferty.

So, if you have college age kids or grandkids actively attending college, then encourage them to become members and The Tennessee T's will pay their dues. Maybe they will stay.

\*\*\*\*\*  
 Submit your own.....  
**BOOGER... IN THE PAN!**

Find something in your old car that is not supposed to be there? Let us all see your find!

**Here's how:**

Write a short article and tell our club members about what you found. **Send pictures to the editor.** [tennesseets@hotmail.com](mailto:tennesseets@hotmail.com)

\*\*\*\*\*

[New member application.. see our website](#)

\*\*\*\*\*

Update on Darrel Carter's project car(s)



I have been assembling the pieces I have for my new 1910 Model T (foreground) and 1909 (behind). I just received the two correct headlights shown. The cowl lights are 1914 models. I sent the wheels to Stutzman's to be rebuilt, should be back in 6 weeks. **Does anybody know where I can get parts for the 5 1/2 inch hubs? Email me [darcarter@aol.com](mailto:darcarter@aol.com)**