

# Tennessee T's



## Model T Ford Club

Editor- [Bill Robinson](#)

Be sure to visit our club's website

<http://tennesseets.weebly.com/>



This question has been asked many times lately, "Will there be a Lynn Cook Safety Workshop this year?" The answer as it stands right now is- since this is a "safety work shop", and with Covid-19 biting at our heels, those in charge of our club's safety feel that it would be unsafe to have the workshop and ladies outing. With that being said, if the Covid-19 spread starts to look like it's going away, it might be possible to have it later in the year.

### Club Officers 2021

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**Tip:** press "control +" to ZOOM

A Message From Ricky Williams,  
Our President



Greetings Model Ter's

In 1923, at the height of Model T production, there were more Model T's on the road than every other car in the world combined. It's really hard for us to wrap our minds around just how many 15,000,000 actually is.

If we took every Model T produced and lined them up one behind the other, they would go around the equator almost one and a half times. If we parked them side by side and bumper to bumper as close as we could get them, it would still take a parking lot the size of Hawaii to hold them all. We see street scenes in books and on old news reels on line, with nothing but model T's. They were built for the masses and people loved them then, as we do now.

There are many pictures of Model T's covered in mud, stuck in fields and muddy roads, sitting outside in the rain, and abandoned in the woods. Then there were the scrap metal drives of WWI and WWII which claimed a lot of our cars. It makes me wonder how so many of them survived until today. There had to be more than a few people who took care of them.

I see a lot of examples of original cars preserved as they were 100 years ago. I also see many cars rebuilt from the pieces we find out in the woods and other places. I think it would be really interesting to know just how many Model T's are actually gained each year from people building cars from new and used parts they have found.

On another note. I'm tired of sitting around and not seeing my friends. I'm ready to get out and ride. This is very conflicting for me. Are ya'll as ready as I am for an official Tennessee T's tour, or are you still content to stay home? I'm asking you to email me ([rwilliams@click1.net](mailto:rwilliams@click1.net)) and let me know what you want to do. If there are enough that want to tour, I'm ready and can put the finishing touches on a spring tour. We don't need to have a large group to have a large time.

Happy Ting  
Ricky

## Chaplain's Report-

By Dom D.

Tennessee T's Chaplain



There was a sympathy card sent to Joyce Garland on 12/09/20 on the passing of her husband, Hubert .

“Now may the Lord of peace himself give you peace at all times and in every way. The Lord be with all of you.” 2 Thessalonians 3:16 NIV.

In this time of unrest in our country the “Prince of Peace”, who is peace himself, and the author of peace encourages us to seek, call for and encourage peace. The Lord prays for constant and perpetual peace. We are implored to be peaceable with others, especially those with whom we do not agree.

**The Money Bucket** as of 2.3.2021 submitted by Connie Plank, club treasurer



Treasurer's Report February 2021

Starting Balance (12/01/2020).....	\$7,079.10
Total Deposits – 2021 Dues.....	630.00
Total Expenses – Donations * .....	-150.00
Ending Balance (01/31/2021) .....	\$7,559.10

\* Donations to Model T Ford Museum in Memory of:

Skip Lane .....	\$50.00
Darrel Carter.....	\$50.00
Hubert Garland .....	\$50.00

# Tours and Events

Contact Ricky Williams, our club President, if you have a tour or event planned to be sure the date is still open. [rwilliams@click1.com](mailto:rwilliams@click1.com)

Date	Event (Tennessee T's events are <b>bold</b> )
	<p style="text-align: center;">→</p> <p><b>Note: contact the event host before making plans to attend. Many events lately get cancelled due to Covid-19.</b></p>
March 19-20, 2021	Chickasha Pre-War Swap Meet, Chickasha, OK. <a href="mailto:information@pws.com">information@pws.com</a> <a href="http://pre-war.com/index.html">http://pre-war.com/index.html</a>
May 14-15, 2021	Mid-Atlantic Pre-War Swap Meet- Luray, VA. <a href="mailto:dennis@fairviewnet.com">dennis@fairviewnet.com</a>
June 3-5, 2021	20th annual "Show Me" Tour, Lebanon, MO. <a href="mailto:karollee@sbcglobal.net">karollee@sbcglobal.net</a> or <a href="mailto:SternbergP@missouri.edu">SternbergP@missouri.edu</a>
July 10, 2021	Drive and Park Day in historic Cumberland Gap TN. Contact John or Geri for details: <a href="mailto:geriravnum@hotmail.com">geriravnum@hotmail.com</a>
July 9-14, 2021	MTFCA National Tour, Spokane, Washington- <a href="mailto:gbluffcider@yahoo.com">gbluffcider@yahoo.com</a>
July 18-23, 2021	64th MTFCI Annual Tour, New Philadelphia, OH. See the Jan-Feb, 2021 Model T Times for details

# FUN WITH TINKER T

by Phillip Lee



Well, let me tell you about my latest fun with Tinker T. I had ordered a new brake quadrant and pawl for Tinker T. I park Tinker T in a covered dirt area by the shop. When I started the T I noticed a strange small sound as the starter engaged. But sometimes I hear things that are not there. After I stopped the T in the shop, I decided to move the T forward a couple of feet, so instead of starting it again, I put it in high and went to the front to use the hand crank to move it the couple of feet.



When I turned the hand crank, I could not get it to grab the crankshaft shaft pin. After trying unsuccessfully a few times, I did not believe it the first couple of times, I got my trusty flashlight to shine on the crankshaft pulley and could not see inside the pulley. The radiator, fan and fan belt and my stiff neck were all in my way. I reached my hand and felt all around the inside of the pulley and no crankshaft pin. So I went back to where I had parked the T and right near where the left wheel had been parked was the crankshaft pin. How in the world did it get out with the belt still on (no hole or marks on the belt anywhere) and why not directly below the hole in the neck that is below the crankshaft pulley? Your guess is probably better than mine. I tried to put the pin back in, but the little hole was the only one I could get to. Next was to use the starter to turn the engine over just enough to get the big hole up. I had installed a cutout switch near the starter button, so I turned on the cutout, hit the starter button and the starter ran, but the engine did not turn over. NOW WHAT?? I will check this later. I put the T in high, rocked it to get the larger hole in the pulley up and the pin dropped in too easy. I tried putting the cotter pin in anyway and it was easy, but I could not bend it so I said to myself "O Kay, I will order a new pin".



Now was time to remove the floor boards and take the cover off the starter bendix. After dropping two of the little cover screws and crawling around on my hands and sore knees, I found the little @#%#s. Got the cover off and staring back at me was a big broken bendix spring. While I had the floor boards off, I noticed the brake light switch that I had rigged up was loose. I tightened the switch and wires and turned the battery disconnect switch and the little handle almost came off in my hand. Another NOW WHAT? The little phillips head screw that holds the handle in place was backed almost all the way out letting the handle slip on the switch. I tightened the screw, turned on the cutout switch and now the brake light works again.



← The broken **bendix spring** that I found

Now for the **brake quadrant**. I got the quadrant off easy because I had previously used  $\frac{1}{4}$  inch bolts and nuts to hold the quadrant in place, finally got the new type spring off and got my trusty dremel and ground the pawl pin and worked the pin and pawl out. Now the fun part, how to hammer the end of the paw rivet without taking the brake lever off. No way with the tools I have. Spent some time going through my junk jar and found the perfect tiny bushing so I could use a  $\frac{1}{4}$  inch bolt to hold the paw in place but I did not have a  $\frac{1}{4}$  inch bolt the right length, so out come the dremel again. This time the bushing, bolt and nut worked. I used the red lock tight to make sure the nut did not back off the bolt. Looks like one little job completed.



I ordered the **bendix spring**, bolt/washer kit and the **crankshaft pin**. Now I just had to wait for parts to come in. I think I will go ahead and remove the radiator to make it possible for me to install the crankshaft pin and the cotter pin. Started to drain the radiator and the petcock was stopped up so I used a nail to get it flowing. Next I got some vinegar and will let it set for a day or two in the T.

When the radiator is off, I will also clean the timer since it is right there and easy to get to. I let the vinegar set for almost 2 days and flushed out the system with clean water. Was not as dirty as I thought it would be, but I did get cloudy water out for the 3 or 4 times I refilled with clear water. Next I removed the radiator and commutator. There was a little oil in the timer cap and there was also some wear in the cap. I cleaned the oil out and cut a piece of sandpaper in a circle and used a spray can top to hold the sandpaper inside of the new day timer and sanded it smooth. The spray can top and sandpaper worked pretty good.

The parts came in pretty early Monday morning. I got the new bendix spring and cover installed without a hitch. Next job was to install the crankshaft pin. The pin was pretty hard to drive in. I made sure the hole in the pin was pointing to the front of the T so that I could get the cotter pin started. As I got the pin almost in, it started to mushroom and I could not get it to finish going through the big hole in the crankshaft pulley. What do I do now? I got my grinder and ground the very end of the pin smooth with the pulley and drove the pin in the rest of the way. When I tried to insert the cotter pin it would not go in because the hole had been smashed in a little, so I got a smaller cotter pin in but could not bend the end because not enough room behind the pin. I should have had the hole in the pin at a 45 degree angle to the crankshaft. So I got another cup of coffee and scratched my head some. I found a short nail and put loctite on it and it seemed to work okay. On hindsight I should have drilled a hole at 45 degrees, but only thought about that when I started writing this.

Next I pushed the T out of the shop onto the gravel so that I could finish flushing the block out again using a garden hose. Got the flush done with only clear water coming out. I finally got the radiator back on and the hoses in place. I could only find three of the hose clamps and still have no clue as to where the fourth one went. It must be somewhere in the black hole where lost parts live. The only hose clamps I had in the shop were either way too big or too small. Another cup of coffee and an idea, put 2 small clamps together and now I have the last hose clamp. Now all I need to do it put the hood back on and start the T. No problem getting the hood on, so I eagerly got in the T to start is so that I could hear it run again. I hit the starter button and nothing happened. WHAT DID I DO OR NOT DO NOW? I started to check wiring and notice that I had forgotten to turn on the battery disconnect switch. Duh!!!

Tinker T is back starting, running and ready to go for a T ride again. ME THINKS.

#### **For the "Ladies of TN Ts" by Jennifer Whitehall**

Did you know about Camilla, Duchess of Cornwall's Reading Room? She launched a book list during the Coronavirus lockdown. A few of her suggestions include:

1. The Boy, the Mole, the Fox and the Horse...by Charlie Mackesy
2. The Mirror & the Light...by Hilary Mantel
3. Where the Crawdads Sing...by Delia Owens
4. Restless...by William Boyd
5. The Architect's Apprentice...by Elif Shafak
6. The Risk of Darkness...by Susan Hill
7. A Gentleman in Moscow...by Amor Towles
8. The Red Notebook...by Antoine Lauraia
9. Travels on My Elephant...by Mark Shand

(Most are available for purchase at online booksellers such as Amazon and Half.com, or at your public library perhaps) Share some of your favorites with us! I am currently reading: Paris...by Edward Rutherford. Stay safe and sane, and keep T-ing! Hugs! ...Jenni Whitehall in Mills River, WNC

Source Website:

<https://www.townandcountrymag.com/society/tradition/g32115719/camilla-coronavirus-favorite-books-reading-list/>

# IT SNOWED AND SOME OF OUR MEMBERS GOT THEIR MODEL T FORDS OUT OF THE GARAGE



**Note from the editor:**  
Special thanks to  
*Vandy Williams*  
for submitting this article



Call me Tennessee! Model T stuck and in a rut?  
Tell the phone operator to call **Recovery Richard**

\*\*\*\*\*



**Note from the editor:**  
Special thanks to  
*Phillip Lee*  
for submitting this article



**WHO SAYS IT  
DOESN'T SNOW IN  
MISSISSIPPI ?**

**Note from the  
editor:  
Special thanks to  
*Elaine Vechorik*  
for submitting this  
article**





From some Tennessee T's members in N.C.

Well, we don't have much of interest for ya. But we have restarted our Thursday lunch meetings, every other week. We don't meet at the restaurant, but in our garage! Everyone brings their own lunch from home. Some drive their Ts, weather permitting. It's not interesting enough to print, Bill, but we are carrying on! Only one if us has received the Moderna #1 shot....so we're still very cautious. Y'all take care and stay safe! ....Ken Nye & Jenni Whitehall in Mills River, NC



Dr. Tom and Kathleen Loftfield, above.

They are members of Blue Ridge Riders, and friends of Ken and Jenni.

# A short story- by Bill Robinson

For those of you who were fortunate enough to attend the ride that was limited to 10 cars, due to covid-19 restraints, back in the Fall of 2020. We traveled some great Tennessee backroads between Pulasaki and Leipers Fork. One of the landmarks that we passed was a tree known locally as "The Hoot Owl Tree"

photo  
thanks  
to  
David  
Walker



Suzi was not able to attend the ride, and when I got home I told her about what a great trip we had. It didn't take long before Suzi, her brother Mike, and his wife Nancy (my in-laws) all wanted to load up our Model T and head for the Hoot Owl. We headed out on a cold morning, a week after Thanksgiving in our '27 Tudor- it was a good thing the heater was working.

Naturally, we were practicing Social Distancing- heck, I'll bet we didn't meet 3 cars the whole time we were up in those hills.

We found a wide spot in that gravel road and were able to pull over for lunch and enjoy our ham sandwiches and cold Mountain Dew's about a quarter mile from the Hoot Owl Tree. Poor Mike and Nancy had to ride in amongst the coolers, blankets, chairs, tools, and other necessary items for our trip. At one point someone said "I thought these cars were "family vehicles". Where did they put all of their luggage?"

We had a fun day in the T and we plan on going back again. Fun, Family, and a Picnic Lunch.

The End

This vintage photo shows that you can travel anywhere you want to go-- As long as you have enough ROPE!



## Moonshine Mike's First T by Phillip Lee

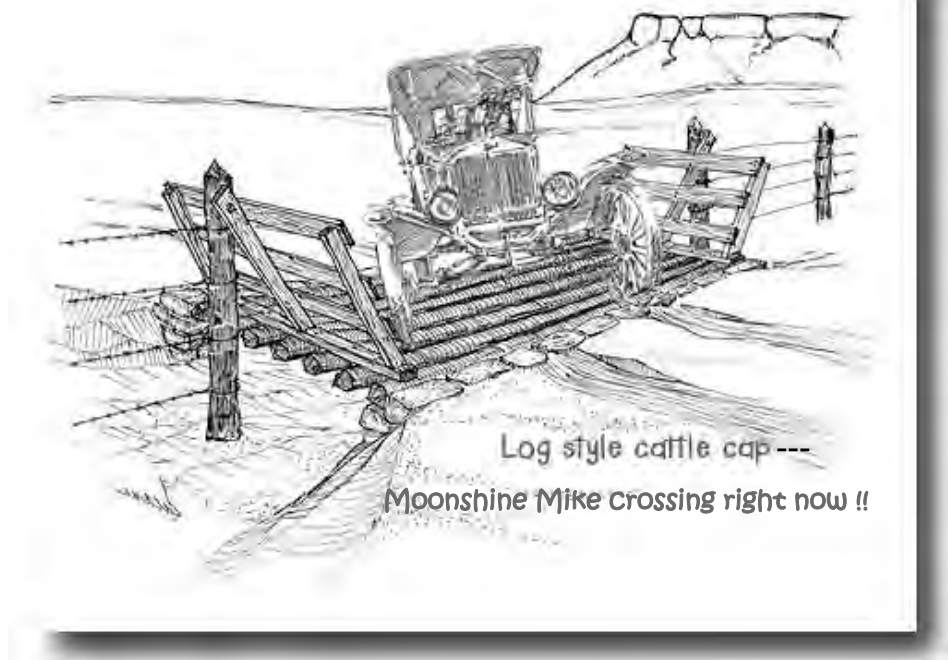
Nobody knows for sure when Moonshine Mike got his first Ford Model T, but it is speculated that it was in the mid twenties cause it was a used 1921 Runabout that he took the turtle deck off and built a wood box just for his moonshine. You see, Moonshine Mike roped three whiskey barrels on the back of that T to carry his shine. But, I am getting ahead of myself.

Maude was about the fastest mule in the mountains, specially when Moonshine Mike gave her just a mite of the mash. Maude had slowed down a bit so Moonshine Mike started pondering bout one of them new fangled Model Ts he had heard bout and seen some in town. So he decided to trade Old Maude in fer one of them newfangled thangs. Well, not really trade cause he just put Maude out to pasture so that she could live out her life in good ole mountain comfort getting a little mash every now and again. He did drive Maude to town to see about getting one of them automobiles.

Trader Jim Bob had started selling the automobiles about 2 years before and he had four or five of them fer sale. Moonshine Mike took a look at all Trader Jim Bob had to offer and decided he liked the looks of that 1921 Runabout. So he and Trader Jim Bob worked out a deal for some cash and some of Moonshine Mike's shine.

Now Moonshine Mike was a tad hardheaded, unlike some of us T'ers, so when he was showed how to drive the T, he thought he already knew about them and didn't pay much attention. Things went good getting out of town and he remembered when he crossed the creek that he needed to mash the thing on the left about hard as he could to get it to slow down some and make it up the creek bank on the other side, then take his foot off it to get going fast again. Things were looking good for Moonshine Mike and his T. Going up and down the hills he pretty much got the hang of pushing the pedal down to go slow and letting it out to go fast, but he forgot all about what the other pedals were for and what the little levers sticking out from under the steering wheel were.

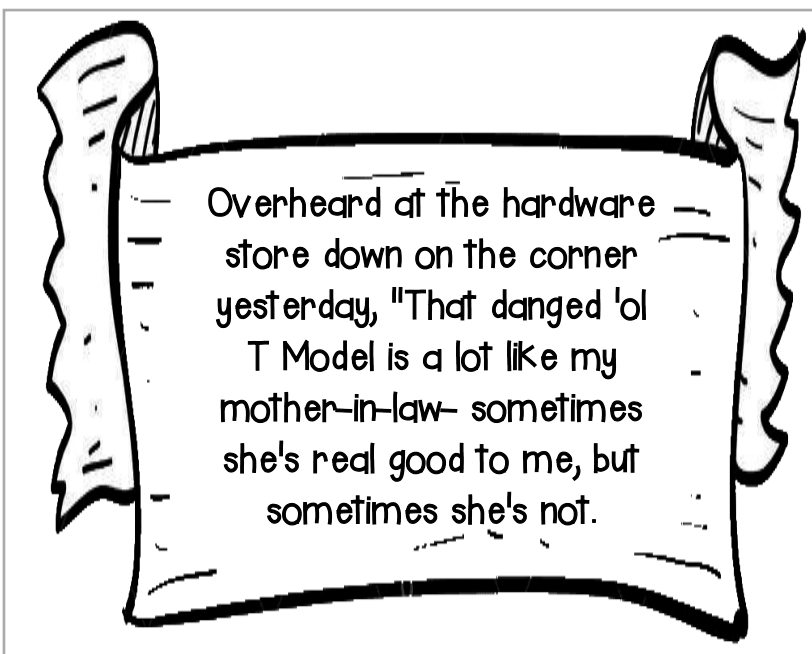
When he got about home he did good slowing down to cross the log cattle gap he had put in just last year, but when he got near the barn things started to go downhill, and not the kind of hill you walk or ride down either. After he crossed the cattle gap he let up on the pedal and the T got going fast again, he pushed on the pedal and he slowed down but it did not stop as he started down the hall of the old barn he jerked his foot off the pedal and you know what happem then. The gate was closed at the other end of the barn, so he started hollering fer his younguns to get off the gate and just in time, all four bailed off the gate and Moonshine Mike and his T knocked that gate into a thousand pieces and scattering chickens all over the place. Then after going through the creek, across the pig pen -continued



Log style cattle cap ---  
Moonshine Mike crossing right now !!

Moonshine Mike pushed on the left pedal and up the big hill he went. Moonshine Mike thought it was time for him to get out, so out he bailed and with the T jumping into high gear again it stalled out a little way up the steep bank and rolled back into a big hay stack. With the hot tail pipe and muffler, the hay stack started smoking some but one of his kids grabbed a pail of water from the creek and doused the hay before it got to burning.

After all the commotion Moonshine Mike decided he ought to learn from somebody how to drive that new fangled thing. Things did not turn out too bad though. The fat sow he ran over made really good bacon, sausage, lard and chittlins. That big old red rooster was tough but made for some good chicken and dumplings and the head he used for his possum trap.



Overheard at the hardware store down on the corner yesterday, "That danged 'ol T Model is a lot like my mother-in-law- sometimes she's real good to me, but sometimes she's not."

*Craft for the ladies*

**Welcome Home**  
Your guide to all things fresh, feel-good and country

**DOOR DECOR**  
**All Tied Up**  
Whittle down that fabric stash and make visitors swoon with this ragged heart wreath.

**WHAT YOU'LL NEED**

- 12-in. heart-shaped wire wreath form
- 1 1/2 yds. fabric, or 6 fat quarters, in coordinating colors
- Scissors

**DIRECTIONS**

- 1 Cut fabric into 150 strips, each measuring 1 1/2-in.
- 2 Using 1 strip of fabric at a time, wrap around 2 rings of wire on wreath form and tie with a square knot facing the front. Continue tying strips to wreath form, alternating between inner and outer rings of the form. Hide ends together tightly until form is covered.

**Zoom to read details** →

Thanks to Jenni Whitehall

The first page of this is a repeat from the 2018 Newsletter. Please review it and continue to the next page. It will give you something to do during the Covid-19 stay-at-home days.

## ***Brake Bleeding using Gary's Aircraft Method- part 1*** *by Gary Tillstrom*

**Air is not a good thing.  
(Unless of course you're trying to breathe)**

It was really good to see everyone this year at the Christmas party and catch up with what's going on.

Upon talking with Charlie Swann, he mentioned that he is adding disc brakes to one of his cars. I have Rockies and don't care for them as much as the disc set up that many of you have. From talking with others, these can be a bear to bleed the air out of.

I was doing an annual on an airplane this weekend and wanted to show the process I use on a small airplane that makes it a one man job but didn't get that far into it for other reasons.

I basically pressure bleed from the caliper pushing the fluid up to the master cylinder. Air bubbles are pushed up hill and when the master cylinder is full, the pedal will be hard.

There are small differences between what I commonly do and the T disc brake setup. My advice would be to pressure bleed the caliper by itself since it is four piston before installing it. Doing this will fill all four piston chambers with fluid eliminating all air. Then once installed, hook your pressure source up to the lowest bleed port and pump in fluid to purge the lines. I would take the line loose at the "T" fitting and once fluid leaks out, repeat on the other side. Once both sides are purged, tighten the connections and fill the master cylinder (pumping fluid from either caliper up hill).

You can make your own pressure source. I use a weed sprayer but you can use an oil can with the pressure trigger. Either way, you only need about 3-4 PSI. I have linked a decent YouTube video that shows the process.

<https://www.youtube.com/watch?v=bZlq87VXybU>

There are other ways of pressure bleeding that push the fluid from the top down. Trust me, it's easier and makes less mess pushing it in from the bottom until the master cylinder is full. Besides the less mess issue, it only takes one person! Give it a try, I think you'll like it better than the traditional way. **Gary**



# Brake Bleeding using Gary's Aircraft Method- part 2

by Bill Robinson

Time- the last week of January 2021.

After John Z and I replaced the 2 rear axles on my '21 Depot Hack, I decided to bleed the SURE-STOP Disc Brakes that the Model T vendors sell. My pedal had become slightly "soft" and would require an additional pump on the brake pedal to firm things up. Maybe bleeding will cure this.

I have bled the same brand/type brakes on a number of Model T's using the traditional method of pumping the fluid from the master cylinder down toward the caliper. There is nothing wrong with this method other than 2 shortcomings. The first being it is a 2-person job, and secondly, as the fluid travels downhill to the caliper so does the air, and air prefers to float rather than sink and will try to find little places in the system to hide. Any trapped air tends to cause the very problems that I have been having on my Hack.

So, this time I decided to try Gary's aircraft method which works just the opposite, and pushes the fluid "uphill" from the caliper to the master cylinder, then into the reservoir. Makes sense to me- the bubbles get to float upwards this way.

Note; from this point on the system will be referred to as Wilwood. They made the brake parts, while SURE-STOP made the mounting brackets and parts that make things fit and work together. It's a great kit! Very well planned.

Here's what I did: (Important- this is a re-bleed- not a first time bleed)

Using a bleeder pump, oil can, weed sprayer (new- not used) attach a tight fitting hose.



Caliper's upper bleeder port

Caliper's lower bleeder port

Tube that connects the caliper to the master cylinder

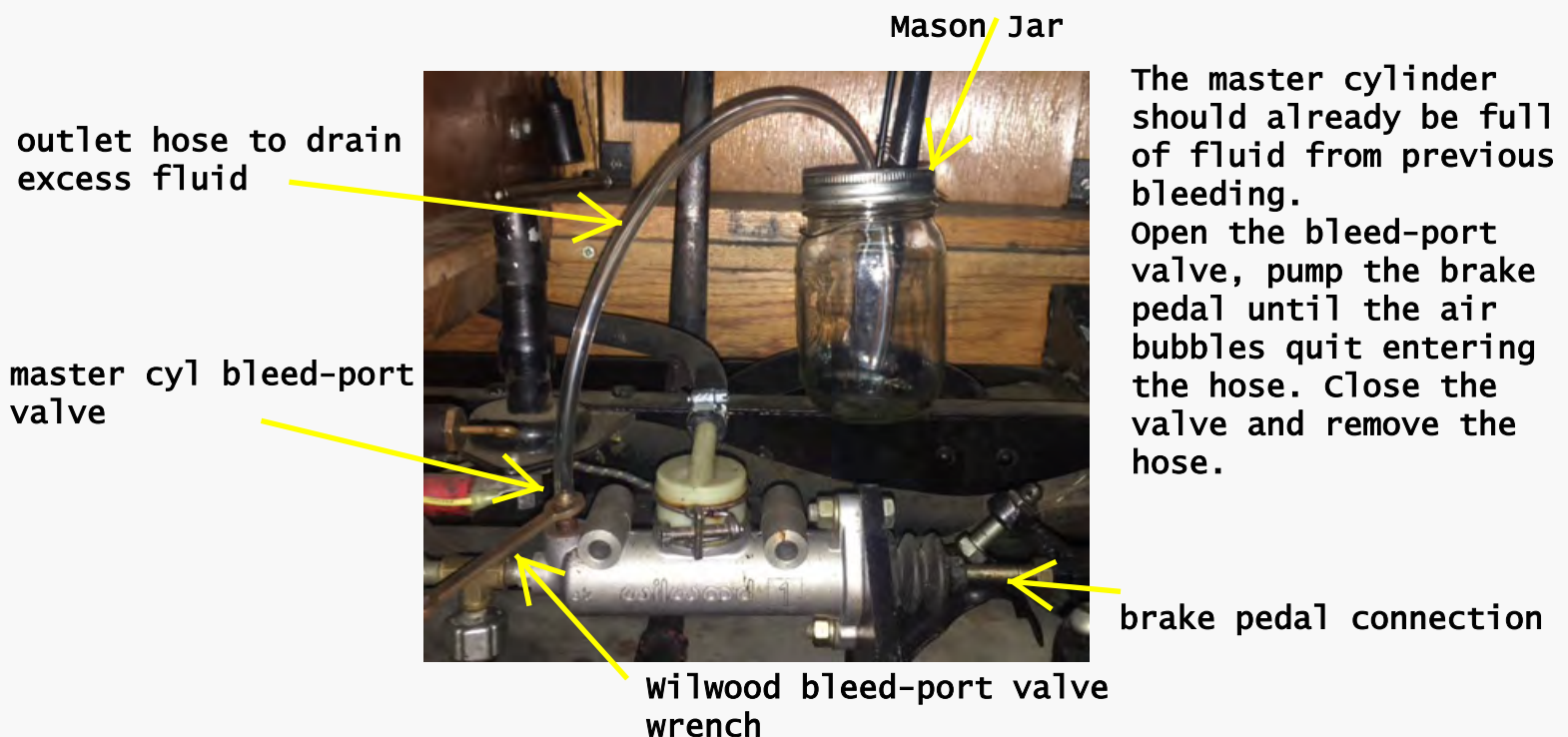
At his point refer to Gary's part 1 of this document.

To paste Gary's instructions:

- Bleed from the caliper pushing the fluid up to the master cylinder. Air bubbles are pushed up hill and when the master cylinder is full, the pedal will be hard.
- Pressure bleed the caliper by itself since it is four piston before installing it. Doing this will fill all four piston chambers with fluid eliminating all air.
- Then once installed, hook your pressure source up to the lowest bleed port and pump in fluid to purge the lines.
- I would take the line loose at the "T" fitting and once fluid leaks out, repeat on the other side. Once both sides are purged, tighten the connections and fill the master cylinder (pumping fluid from either caliper up hill).

To me, the most important part of gary's article is this sentence is "take the line loose at the "T" fitting and once fluid leaks out, repeat on the other side".  
I missed this part and regret it. Time was lost, to my regrets.

**FINAL STEP----** to clear any air that may be trapped in the master cylinder (see image below) open the master cylinder bleed port valve and press the brake pedal. Close the valve before slowly releasing the pedal. If no air entered the jar, you're done. If there was air, open the valve, press the pedal, close the valve, release pedal. Repeat if necessary.



## Members on the Mend

Charlie Owen is still ill. Please send him your prayers and wishes. He's had a long, hard battle.

Does anyone remember this lunch stop - Lawrenceburg Tour 2010 at the Mustang Cafe in Loretto, TN?



## The AUTO BEER BAR



**The New Boon to Motorists!**  
*Installed in your car the same as a Radio*

DOES DRIVING a car make you thirsty? Simply have an AUTO BEER BAR installed in your car and laugh at dusty roads!  
Why, of course it does! Your favorite beverage on tap all the time.  
But no more dry, parched throats now! Invaluable in traffic jams or on Sundays.

The Bock Auto Bar Company  
Milwaukee, Wis.

Sent in by Vech



Here we are waiting in line for lunch



Then, we heard Elvis singing in the background. We need to go back for another tour- we had fun.



A wife can often surprise her husband on their wedding day merely by mentioning "new Model T".

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



### In case you missed it in Connie's Treasurer's Report-

The Tennessee T's gave the following donations to The Model T Ford of America Museum in Memory of:

Darrel Carter..... \$50.00  
Hubert Garland.. ..\$50.00  
Skip Lane..... \$50.00

## For Sale

Wheels: \$125.00 each or 4 for \$400.00  
Switch Plate: \$35.00  
Split Rim Tool: \$45.00  
Hub Caps: \$25.00 each  
Vaporizer carb set up? \$75.00  
Plus shipping.

Contact Phillip Lee [dlacres49@gmail.com](mailto:dlacres49@gmail.com)  
for info and more photos



I read in an old newspaper once, that eating too much, stopping at an ice cream shop, and driving too slow is a "good day".

That sounds like a perfect Model T day to me.



Hey, we tour  
the whole  
dang state!  
And then some!

## READY TO JOIN OUR CLUB ?

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

Or see the final page of this newsletter.  
Tell your printer to only print that particular page.

*The Tennessee T's club* is a member of both the MTFCA and the MTFCI. Most of our members are also members of both associations that help preserve our hobby and our historic old cars.



## BOOGER.. IN THE PAN!

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

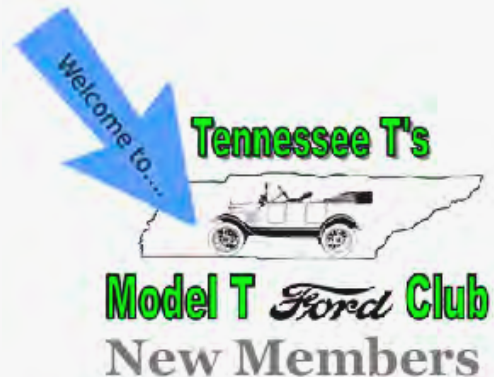
Here's how:

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)

Don't forget- Big John makes beautiful, hand- crafted wooden steering wheels.  
[bigjohn331958@gmail.com](mailto:bigjohn331958@gmail.com)

THANK YOU TENNESSEE T'S  
THANKS FOR THE PICTURES  
AND ARTICLES THAT YOU  
SUBMITTED THIS MONTH. I  
CAN'T TELL YOU HOW MUCH IT  
HELPS ME WHEN YOU  
WRITE THE NEWSLETTER.

☺  
Bill Robinson,  
newsletter  
editor



- Roy & Patricia Stone- Poca, WV
- Alan Keckritz- Tullahoma, TN

Our **NEW MEMBER APPLICATION** is in the next page. Tell your printer to only print the **final page** listed.



# MEMBERSHIP APPLICATION

for  
**TENNESSEE T'S, INC.**  
Model T Ford Club

Name \_\_\_\_\_ Spouse \_\_\_\_\_  
Birthday \_\_\_\_\_ Birthday \_\_\_\_\_  
Anniversary \_\_\_\_\_  
Email \_\_\_\_\_ Email \_\_\_\_\_  
Cell Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Home Phone \_\_\_\_\_

**ANNUAL MEMBERSHIP DUES: .. \$15.00**  
**Due By: .....** *January 1st / each year*  
**Make Check Payable To: .....** **Tennessee T's, Inc.**  
**Mail To: .....** *Vandy Williams, Secretary*  
*97 Creekwood Rd*  
*Humboldt, TN 38343*  
*731-414-9085*

You are cordially invited to join the Tennessee T's, Inc. pursuant to the rules and By-laws governing the club and its membership. You must be a member in good standing of either the Model T Ford Club of America or the Model T Ford Club International. (WE ENCOURAGE MEMBERSHIP IN BOTH.) To participate in chapter events (tours), your vehicle must meet chapter safety guidelines. *(Safety form is not required for club membership.)*

MTFCI# \_\_\_\_\_ MTFCA# \_\_\_\_\_

List cars (body style and year)

- |          |          |
|----------|----------|
| 1. _____ | 4. _____ |
| 2. _____ | 5. _____ |
| 3. _____ | 6. _____ |

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date