

Tennessee T's



Model T Ford Club

Editor- [Bill Robinson](#)

Be sure to visit our club's

website <http://>

tennesseets.weebly.com/

**A Message From Ricky Williams,
Our President**



Greetings Model T'ers,

It's springtime in the south, and the perfect time to dust those Model T's off and hit the road. So far, we have two great tours laid out for you. Bill and Paul are working on the Sandy Hook Tour which, is based out of Columbia, Tennessee; and I am working on the Five Rivers Tour based out of Linden, Tennessee.

Dennis and I are currently working on the final preparations for our Five Rivers tour. Our group will arrive on Wednesday, May the 11th, tour on the 12th-14th and leave for home on Sunday the 15th. We have 20 rooms reserved at the Commodore Hotel in Linden. There are a few rooms left, so make your reservations while you still can. Also, call me and let me know you if will be going (731) 618-0207.

This is going to be a fun time for all. The Commodore Hotel has informed me there will be live bands, for our enjoyment, on two of the nights we are staying there.

For those who have never planned a tour, there is a lot of work that goes into the preparation, so please make your plans to attend both of these great tours. We have several new members who have joined the club just to come tour with us. So, call Bill to sign up for the Sandy Hook tour, or me for the Five Rivers tour. We both have some great roads laid out for you to enjoy. Also, many of you have expressed an interest, over the years, of hosting a tour in your area. I hope that you pursue this further. Without touring our club can't exist. We will be glad to help with the preparations.

Many of you also have local car shows in your area. This is the best way, that I know of, to tell the story of the Model T to those who don't know about it, and preserve her for future generations to enjoy. It takes very little effort to drive your car out and spend a few hours talking to people. I don't know if you have ever noticed, but most people are a little shy until you do one thing, and that is simply say to them "How are you"? That seems to open the door to many questions they want to ask, and gives you the opportunity to tell her story. On several occasions, I have had someone call me a year or two later and tell me we met me at a car show, and would like to ask me a question.

Some car shows have judging, and some are there to raise money for charity. Whatever the case, it's a great way to meet people. If they are interested don't forget to promote our clubs. The Tennessee T's, MTFCA, and MTFCL. We want to create interest in the Model T to keep that legacy alive and thriving. I have cars that I enjoy driving and cars that I enjoy to showing. For me, it has nothing to do with winning or loosing a prize, it's just about having fun with the cars and meeting new people. Besides touring, I'm always looking for a good car show. Give me a call if you have one in your area you would like to support.

As always, I look forward to seeing you on the road soon.

Happy T'ing
Ricky

Having fun in sunny Florida

submitted by Paula Gember



This year's annual, 5-day Winter Tour was hosted at the Mission Inn Resort and Club in Howey-In-The-Hills, Florida, ~40 miles northwest of Orlando. The Tennessee T's were represented, with 18 members in attendance: Dom Denio, Max Larson, Ramona & George Aiken, Brenda & Abbie Prince, Paula & Mark Gember (YES! I had someone else take the picture this time!), Jenny Whitehall & Ken Nye, Carla Hooshmand & Mark Martinez, Carolyn & David Miller (on their 1st Winter Tour), Karen & Dave Simmering, and Katherine & Bob Easley.

Saturday's tour options included a visit to a German bakery (YUM!), a bootlegging company and a restaurant called boondocks. We also had a chance to visit a large flea market, watch seaplanes, check out a local winery, then relax before the opening banquet at the hotel.

Sunday we visited an up and coming, combat vet-run hops farm, a citrus company (loved the orange ice cream), and enjoyed a boxed lunch in a beautiful lakefront park.

Monday we stopped at a nostalgic marketplace, travelled back country roads for lunch at a nature preserve, and visited an alpaca farm. We drove up Sugarloaf Mountain, the highest peak in the Florida peninsula, at a whopping 321 feet! That evening there was an ice cream social at the hotel, followed by the youth auction.

Tuesday we spent most of the day in and around Mt. Dora, shopping, eating, and just relaxing. The day concluded with a swap meet in the trailer parking lot, which ended early due to pop up showers.

Wednesday, we visited a reconditioning center for injured birds of prey. Afterwards, we went berry picking at a local strawberry farm, and enjoyed lunch and ice cream by the berry patch.

Wednesday night, we said our goodbyes at the closing banquet. A few participants dressed in period clothing, including a few Tenn T'ers.



-The End-

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

Club Officers 2022

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Chaplain- Dom D.
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George Ross, Waverly, TN passed away on Thursday, December 31, 2020 at Three Rivers Hospital in Waverly. After the initial charter of the Tennessee T's, George and his wife, June, were some of the earliest members of our club, and more recently became lifetime members.

Click here to view the obituary of George H. Ross

<https://usobit.com/obituaries-2021/george-h-ross-jr-april-4-1930-december-31-2020/>

An "almost" Vintage photograph:

THE GROUP PHOTO BELOW shot at Leonard Brown's Garage in Cowin, TN while we were on the "Diving Board Tour back in 2011.





Chaplain's Report

By **Dom**- our club's Chaplain

A Sympathy Card was sent to June Ross on 2/11/22 at the passing of her husband George & a Get Well Card was delivered to Ken Nye on 3/07/22 who has been sick during this most recent reporting period. Please keep them and their families in your prayers

Should you experience or become aware of one of our members experiencing a death in the family, hospitalization or serious medical issue, please inform one of our club officers if you wish us to support you.

2 Corinthians 1:3,4 (KJV)

Blessed be God, even the Father of the Lord Jesus Christ, the Father of mercies, and the God of all comfort; who comforteth us in all our tribulation.

Many think that when God comforts us, our hardships should go away. But if that were always so, people would turn to God only to be relieved of pain and not of love for him. We must understand that this comfort can also mean receiving strength, encouragement, and hope to deal with our hardships. The more we suffer the more comfort God gives us. If you are feeling overwhelmed, allow God to comfort you.

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.



***If you are able,
please join these
national clubs***

WANTED

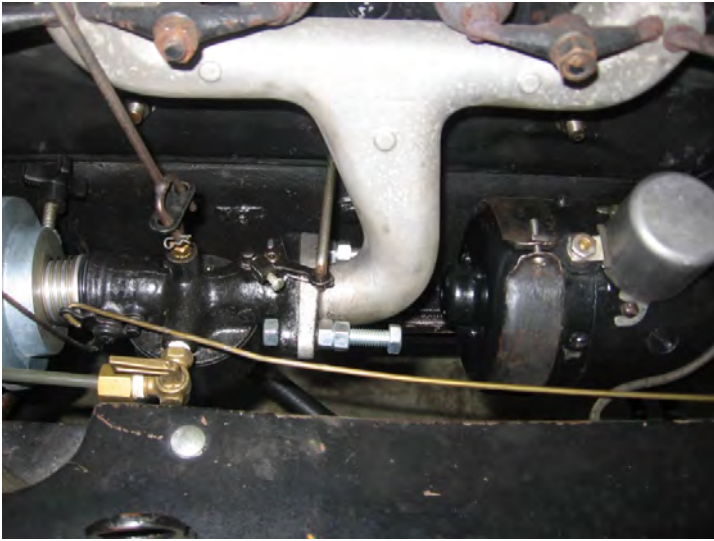
Anyone interested in becoming the new NEWSLETTER EDITOR, please reply to Ricky Williams, our club President.

MODEL T FORD CARBURATOR BOLT REPLACEMENTS

By Dom D.

The Model T Ford intake manifold is shaped so close to the carburetor bolt heads that a socket wrench will not fit on to the bolt head. Additionally the limited space between the engine and frame presents a problem. This makes mounting or changing the carburetor difficult. (see photo #1 & 2)

By utilizing longer bolts this is not an issue. Replacement of the original bolts with 3/8 - 16 - 2 1/2" bolts with 3 nuts addresses the issue. (see photo #3) These 2 bolts cost 69 cents each and the 6 nuts cost 16 cents each at a local hardware store for a total of \$2.34 plus tax. Two of the nuts should be run in 1" from the end of the bolt and locked together then inserted into the manifold securing the carburetor and gasket with the 3rd nut. (see photo #4)





contributed by Tom Moorehead

Model T Ford **TRIVIA**

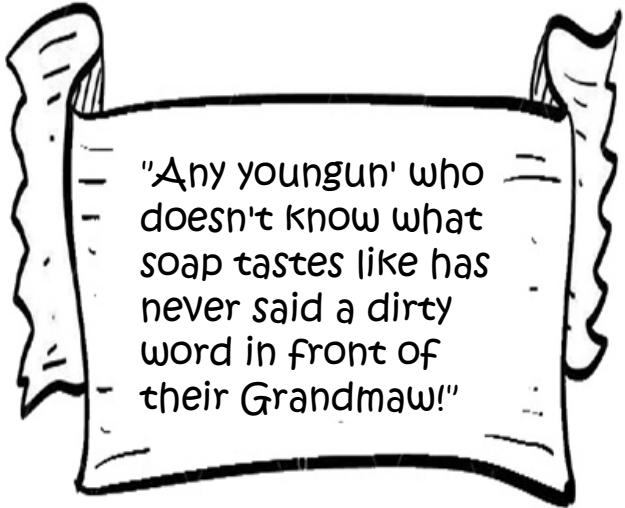
When were the Timken roller bearings first used?

The answer will be on the final page

Note: if you have a good TRIVIA Question, please send the question (and proof of the answer) to the editor.

READY TO JOIN OUR CLUB ?

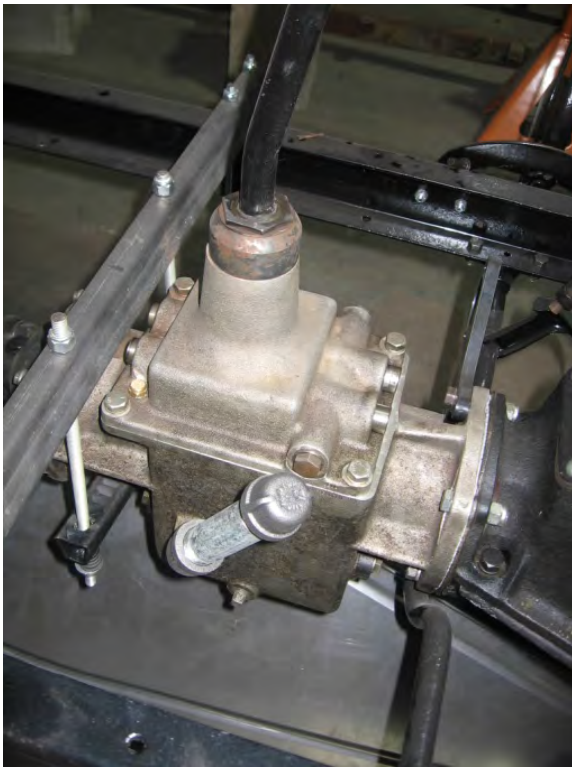
[New member application.. see our website](#)



"Any youngun' who doesn't know what soap tastes like has never said a dirty word in front of their Grandmaw!"

KC WARFORD AUXILIARY MODEL "T" TRANSMISSION ADD-ON By Dom

As the owner of three (3) KC Warford Auxiliary Transmissions and having met John Layne twice, I am very happy with the way they improve Model T driving performance. The early models were not equipped with a breather. I have seen minor lubricant on the right and left sides of the cover where the front and rear rods move forward and backward. To address this issue I have added several $\frac{3}{4}$ " pipe fittings to the fill hole of the Warford Transmission. When connected they will add room for lubrication expansion helping to prevent leakage. This addition is an add-on only and in no way modifies the transmission.



The $\frac{3}{4}$ " pipe fittings can be found at most local hardware stores.

A) Warford fill cap (remove)
C) 45 degree pipe elbow
E) pipe end cap

B) 1 $\frac{1}{4}$ " long pipe nipple
D) 4 $\frac{1}{2}$ " long pipe nipple

**Note from the
editor:**
Special thanks to

DOM

for submitting this
article

The Winter Estates of Thomas Edison and Henry Ford by Dan Rubino

Fort Myers, Florida is where The Edison-Ford Winter Estates and Museum are located. Thomas Edison and Henry Ford were close friends. It was 1885 when Edison purchased his 13 acre parcel for \$2,750. Edison called it the “Seminole Lodge”.

Henry Ford visited the Edison’s in Fort Myers in 1914 and in 1916 purchased the property next door. There he built his winter home and named it “The Mangoes”. The Fords and Edisons gathered together every year at the winter estates to celebrate Edison’s birthday on February 11th.



Henry Ford’s winter home in Ft. Myers, FL facing the Caloosahatchee River.

The Edison winter home has the red roof to the far left in the photo.



(above) In 1919, Ford designed a vehicle to pack camping equipment and supplies (food and water, etc.) The Fords and Edisons regularly invited guests on these outdoor adventures including the Firestones and President Hoover.

(right) A Model T Calliope came out of the museum to accompany school children who sang Happy Birthday to Mr. Edison.





(L to R) Ford, Edison, and Firestone
In the early 1900's Edison realized all our rubber (a strategic material) came from Asia so he called a meeting with Ford and Firestone in 1927. They each contributed \$25,000 to a war chest to research domestically produced latex rubber.

Edison built the research lab shown below to analyze domestic plants for latex production. After testing 17,000 plants, he discovered our common Goldenrod was a good candidate at 5% latex. By selective cross germination he was able to raise that to 12% making it economically feasible.

Unfortunately, DuPont developed neoprene, a synthetic rubber, at about the same time Edison perfected *Solidago Leavenworthii* (goldenrod for latex) and the rest is history...



(below) Some other cars in the museum.



Downtown, there is an officially trademark certified restaurant called Ford's Garage.

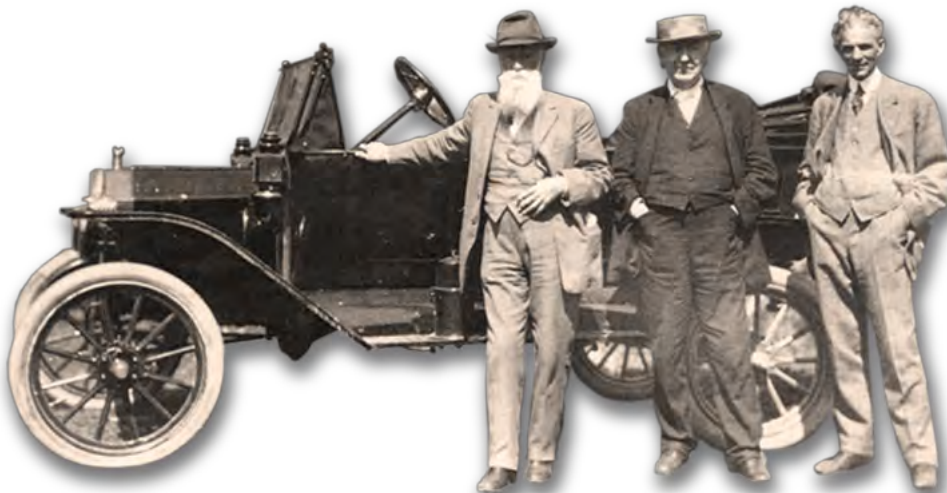


Kind of a high class hamburger restaurant and the burgers were really good!



For more information see:

www.edisonford.org



Note from the editor:
Special thanks to
Dan Rubino
for submitting this
article

Model T Rear Rebuild by Brett Ritter

Due to the damage on my axle from a wheel run loose years ago and some old school patchwork of dimpling the taper, my 27T needed to have one replaced.

With great help from my dad, we were able to tackle this. It looks simpler than it is, but the results were well worth the effort.

Before starting this project, I ordered the Videos form the National Club and the books from Chaffins. (Hats off to Dave from Chaffins, for being a wellspring of knowledge and his patient guidance)



As we opened the rear end and torque tube, we were confused when we saw large chunks of soft metal in the oil we drained. Later we learned that these were parts of the babbitt bushings that the axle gears ride on. When we looked further, we saw damage from the babbitt spacer bushings crumbling and working their way through the entire rear. we decided to do a complete overhaul and rebuild the spring.

Not being able to stop myself, I decided to convert everything to modern bearings, bushings and seals. After disassembly, I took the reared pieces to be cooked at the transmission shop and ordered in the needed parts.

Once I got the parts in and the rear end housing returned, I realized that the built-up grease and oil in the tubes of the rear were still there, so we made a tool of a flapper on a ½ inch dowel to clean the inside of them. It worked well and was a fast solution. Then we painted all of the housing pieces and torque tube with a first coat of paint.



We also disassembled, blasted and slip painted and rebuilt the rear spring while we had it out.

Once everything was prepped, we followed the book and videos. If possible, take a laptop to the shop so you can refer to the videos from time to time, it was very useful.

We rebuilt the torque tube first replacing the U joint, the driveshaft, pinion gear and bronze bushing.

**Drive Shaft Spool And
Bearing Assembly (1921-27)
Open Spool, (Exchange)**



We installed the modern bearing kit into the spool that joins the driveshaft to the rear end housing and put the new pinion gear in place. Then installed the new U Joint. (One thing we learned is that the new U Joint retaining pin that you get is longer than stock. We ended up taking a bit off of it so it didn't hit the inside once it was peened over.)

Then we set that assembly aside and started on the rear end.

The new bearing kits were easy to install and came with O ring seals to replace the leather or rubber cups to keep the rear from leaking.

We pressed the new axle gears on the new 1/16th" longer axles with our hydraulic press. (We did not have luck using the method shown in the video with the babbitt plate.)

We set the spider gears back in place and fastened the new ring gear to the carrier assembly. And then put the axles in the housing and put the assembly together. The assembly was a bit tight when we test fitted without the rear end housing gasket as recommended, so we sanded the bronze spacer between the axles down a bit until we got the desired fit.



Now it was time to attach the torque tube to the rear end. Interestingly, each time we would join the torque tube to the rear end, they would both lock up. Then we would separate them and both would turn freely. Finally, after calls to Dave at Chaffins we came across the issue. The allen bolt that holds upper bearing stop that comes with the torque tube bearing kit was locking against the housing when the gears pushed together. We made our own replacement on the lathe and used regular set screws and the issue cleared up immediately. Dave said that different year housings have different inner diameters and ours was one of the tighter ones.

To set the Pinion Gear depth we removed the right side of the rear end housing so we could measure the gear mesh side to side and depth. The side to side lash was loose, and the pinion gear depth was shallow. Since we didn't have any thinner shimming/gaskets to use to join the rear to the torque tube, we removed the pinion gear and lathed a few thousandths off of the torque tube bearing carrier so it set the pinion gear deeper. This also took up the lash to bring us right into spec.



We did final assembly, safety wired, torqued and painted the entire unit as one piece and hung it back in place with our refreshed rear spring.

Then I learned the lesson that I should have installed the radius rods before attaching the torque tube to the rear end housing, having to pop them apart leaving the 6 spool bolts threaded in a few threads and then reassembling.



Of course, as we were putting all of the finishing touches I realized that I was about to install a damaged hub on the new axle. So, I ordered in a new hub from Lang's, watched a video on how to make a wood wheel spoke press and installed a new hub. I was amazed how well the press worked. It was astonishing!

-continued-



After putting everything together, we took it for a for a shake down run and it felt good. Once we let it sit for a few days we had a few oil drops under the rear, but that has stopped as the paper gasket has swelled. We put just over 100 miles on it and checked everything out again and I'm happy with the results. It all seems just right. And a nice side note, rebuilding the rear spring fixed a little body tilt that we had and made the ride smoother. I guess the slip paint does the work!

With this, we now have replaced every part of the rotating assembly except the transmission and flywheel. The Engine Dennis rebuilt for us runs great and with the new disc brakes I think we have a tour ready T!



Note from the editor:
Special thanks to
Brett Ritter
for submitting this article

If anyone is interested in doing this project and has questions, I'll be glad to answer what I can. I am by no means an expert, but I'll share what little I know.

LOW BAND ADJUSTMENT TOOL

by Craig "Vech" Vechorik

During a moment of boredom, decided to modify and improve my home made low band tool, so I can easily adjust it the band without pulling the floor out of the car.

Step one, I laid out, and cut out (not having a milling machine) by center punching the corners of the areas I wanted to remove, and drilled the corners and using the vertical bandsaw to rough out the slots I wanted to make in the thick plate, and hand finished them with hand files.



Dressing all 3 of the slots to get a good fit. This design layout allows me to put the wrench on the flats of the adjuster pin no matter what position the flats are in, from underneath the car.

-continued-

The final assembly involved brazing the slotted head to the existing handle for the open socket of the adjuster.

I'm proud to say, it works well!



Note from the editor:
Special thanks to
Vech
for submitting this
article

Subject: Getting Betty Boop running again by Tom Moorehead

A recent phone call I received, asked if I could assist in getting a 1924 Model T Roadster back on the road again, after the death of the owner some 4 years ago. The caller has a company that specializes in higher end vehicles and he was needing help so the widow the owner could sell the car. And, of course, the car “ran when parked”.

Because I am a distributor car guy, I solicited Kim Doty to come and assist in getting the car running again.

Our arrival showed a car that was in pretty nice condition. A full gas tank, full radiator with antifreeze and plenty of oil at the bottom peacock were observed. A dead battery was replaced with a fresh 6 volt. There was no key in the ignition. Kim proceeded to check and adjust the coils, while I checked and gapped the plugs. Once our respective duties were completed, we checked the timing and gas flow to the carburetor. Both were good. Surprisingly, the gas was actually pretty fresh after having sat the last 4 years. Because this car came out of Bardstown, KY, I wondered if the gas might have been pure gas without alcohol. The car had not been touched in four years.

We primed the carburetor, turned the key on with one of Kim’s master keys he brought, and the car turned over a couple of revs and boom, it started. We had jacked the driver side rear wheel and with the parking brake set, the car set there and ran with zero rotation of the elevated rear wheel. Releasing the brake lever to neutral, we pushed the clutch pedal and the rear wheel rotated as it should have. Releasing the lever all the way forward, the car went into high gear and the vehicle run very smoothly.

The look on the man’s face that is implementing the sale of the vehicle was priceless.

Except for four low tires and a dead magneto, we are pretty certain the car could have been taken out and driven. We were nearly as amazed as he was!

Once the roadster is cleaned up, a #74 key is purchased, this car will be up for sale. It will make someone a nice car. The windshield has a decal of Betty, hence the “Betty Boop rides again” moniker.

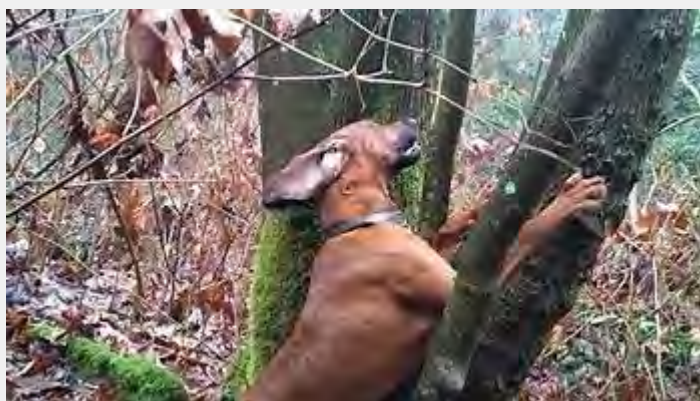
Next project for Kim and I is the resurrection of a 1915 speedster, located close by. After sitting for about 3 years, family has requested one final ride for the 98-year-old owner, just prior to him going to a care facility the end of April. Hopefully the fix will be as easy as the roadster, only this one may not have been running when parked. Additionally, this one is a non-starter car. Oh, our poor aching backs!

It will be fun to see this very yellow, brass car. Supposedly the owner drove it on a regular basis around his community and as a parade car. It will be interesting to get the complete story, hopefully from the 98-year-old owner. Talk about a fun day! We can’t wait!!!

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

The Squirrel Hunt by Phillip Lee

Moonshine Mike along with his boys. Junior, J J, and Little Jack, had been in the woods for only a few minutes when Copper, their Red Bone hound, treed their first squirrel. Pa and Junior carried their 12 gauge shotguns. J J and little Jack each had 22 rifles. Junior got the first squirrel and off they go again. It did not take long for Copper to get on the trail of another squirrel. This time the squirrel goes in a nest made from leaves and twigs. Pa said, "Now boys, the way you get a squirrel that has gone in a nest is to get at a slight angle under the nest and shoot the bottom of the nest like this." Boom went the 12 gauge shotgun and the whole nest went flying and down came the squirrel. Pa said, " See boys, if you shoot the bottom like that, the nest and squirrel will both come down to you."



Off they went again and after about 15 minutes, Copper had another squirrel treed in a tall oak tree. There was no nest in this tree so Pa asked, " Did y'all see how the squirrel keeps jumping to the other side of the tree. If you will be real still and toss a stick to the other side of the tree, the squirrel will think you have moved and come back to this side of the tree. Now y'all be real still and quiet, Junior, you toss a stick and when your squirrel comes to this side, you shoot it." Junior found a stick about 2 inches thick and about a foot long and tossed it to the other side of the tree and sure enough the squirrel scampered to the side Pa and the boys were on. Junior slowly raised his shotgun and "bam", down came another squirrel. They sent Copper off again and Copper treed two big red squirrels in a really tall Pine. The squirrels were scampering all around the tree as the boys were running around it to get a better shot. Pa said, " J J, it is your turn to get one of the squirrels and Little Jack can get the other." They all got real still and the squirrels settled down. Pa said, " J J, now take your time and see if you can get that one that is closest to you." Ping went the little 22 and down came one of the big red squirrels. Pa whispered to Little Jack, " Now it is your turn to take a shot." Little Jack said, " Well Pa, that ole squirrel is gonna jump to that oak tree and that is when I am gonna get it." Pa and the boys got a good laugh out of Little Jack's overconfident boast.



They all started moving around the tree so that the squirrel would start scampering around and sure enough, after a little bit the big red squirrel jumped toward the Oak tree. Little Jack raised his 22 and without taking aim pulled the trigger, and down came the squirrel with a clean shot right through the ears. After Little Jack did exactly what he had boasted about, nobody laughed at him again. (Never mind that it was just a very lucky shot that brought down that jumping squirrel.) There was a big smile on Little Jack's face and on Moonshine Mike's.

When Moonshine Mike and the boys got back from squirrel hunting, what did they find waiting for them at the barn? The T parked in the middle of the creek behind the barn with chicken feathers stuck in the radiator and pigskin hanging from the muffler.

You may remember that early in the morning, while Moonshine Mike and the boys were out squirrel hunting, Ma decided that she would get in some practice driving the T. When Ma got back home, she forgot how to stop the T and Ma and the T wound up running through the barn, across the pig pen, through the creek and up the bank and the T rolled back down the hill and settled in the middle of the creek.

Well when Moonshine Mike saw the T in the creek, needless to say, he was a mite upset. Pa said, "Boys, y'all stay here at the barn, I am gonna see yo ma!"

Ma saw Pa coming from the kitchen window and he looked mad. Pa stepped up on the porch and said a little loudly, "MAY BELL MOONIE!"

"MICHAEL JOSEPH MOONIE, don't you MAY BELL MOONIE me!" exclaimed Ma. "Don't you remember how you ran the T through the barn when you first got it. I did not say anything much about it. I just cooked you up a mess of chitlins and cornbread. Soon as you and the boys can get me some chitlins, I will make a big pan of cornbread and we can feast on chitlins and cornbread again."

Pa said "But Ma, I...." Ma said, "Now get back out there with them boys and start dressing that pig. Unless you want to sleep out there with the chickens and pigs for a while."

Moonshine Mike went back to the barn and told the boys how he was making their Ma cook up a big pan of cornbread and he and the boys were going to dress that ole pig so that Ma could fix them all a mess of chitlins.

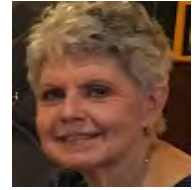


Come Saturday evening, the whole family along with Trader Jim and Running Waters, sat down to a feast of chitlins, fried chicken, mashed potatoes, greens, cornbread with apple pie and blackberry cobbler for dessert.



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

THE TENNESSEE T'S INC. TREASURER'S REPORT BY CONNIE PLANK



Starting Balance (02/01/2022)	\$7,460.28
Total Deposits – Dues	\$840.00
Total Expenses - * Memorials	-\$300.00
Ending Balance – (03/31/2022).....	\$8,000.28

* Memorials (\$50.00 each) to MTFCA Museum
George Ross; Charles Owen; Sue Horner;
Jerry Waller; Bill Markey; Ken Swan

For Sale

1926 Canadian TT for sale.

Canadian Ruckstell axle. \$7000.00 Call for more information. Dale Flowers 1-205-541-3935.



Tours and Events

GOING ON A TOUR SOON?

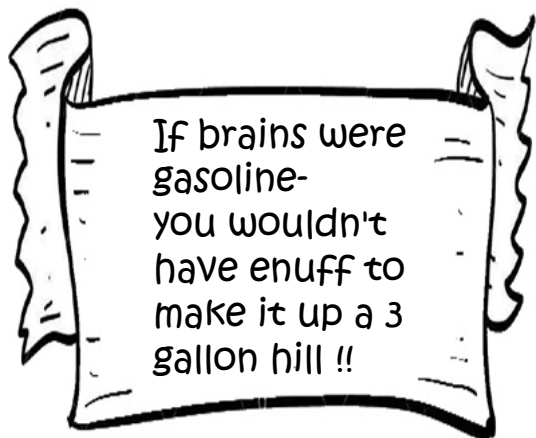
Here's something to think about.

Question- When was the last time that you re-packed the front axle wheel bearings?

2 years?

3 years?

Longer?



APRIL 2022

Date	Event (Tennessee T's events are bold)
	Note: contact the event host before making plans to attend.
April 29 & 30	Sandy Hook Tour based out of Columbia, TN. Details at https://tennesseets.weebly.com/toursevents.html contact tennesseets@hotmail.com
May 12, 13, & 14	TennesseeT's Five Rivers Tour, Details at https://tennesseets.weebly.com/toursevents.html
May 13-14, 2022	8th Annual Mid-Atlantic Pre-War Swap Meet, Luray VA
March 5, 2022 SAT	12th Annual Winter Swap Meet, Country Roads T & A Ford Club, Washington County Fair Grounds, Marietta, OH, 7:00 AM- 3:00 PM oldcarboy23@gmail.com
June 4, 2022	Homecoming at the Model T Museum, Richmond, Indiana, USA. MTFCA
June 11-12th, 2022	32nd Annual Model T Ford Reunion https://nebula.wsimg.com/6dcf3beee145c76f8d76b0f3827cc225?AccessKeyId=1992A0A3E731FDB20580&disposition=0&alloworig=1
June 19-24, 2022	MTFCA 2022 National Tour: Wonderful Wisconsin Tour, Fon du lac, WI https://www.mtfca.com/event/mtfca-2022-national-tour/
July 17-22, 2022	2022 MTFCI Annual Tour, Hamilton, OH https://mtfcihamilton22.wixsite.com/tour/more-info

TRIVIA answer

Timken roller bearings were first used on the TT chassis front wheels, replacing the ball type used since 1909. In 1919 the roller bearings became standard on all Model T's which came with demountable-rim wheels. Ball bearings continued to be the standard issue on those open cars which came from the factory with nondemountable wheels until 1925.

Thanks to Phillip Lee for the Trivia question



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

Special thanks to the following for contributing to this issue of the newsletter:

Ricky Williams	Phillip Lee
Connie Plank	Dan Rubino
Paula Gember	Brett Ritter
Dom	Craig "Vech"
Tom	Vechorik
Moorehead	

If you have not found the **TECH PAGE** on our website, then pay it a visit. There are many good articles posted that can help out on your next project. Also, if you write an article, send it to the newsletter editor for consideration.

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

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

Don't forget- Big John makes beautiful, hand-crafted wooden steering wheels.

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*

Visit our website for previous newsletters, tech tips, photos from previous tours and events, etc:
<https://tennesseets.weebly.com/>

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: .. \$20.00
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