



Editor: Teresa Williams

July 2006

The International Tour 2006  
Written by Gary Tillstrom

Two cars from the western Battalion of the TN T's converged in Clear Lake Iowa along with seven other chapter members for the MTFCI's 50<sup>th</sup> annual tour. Several of us were grateful to escape Tennessee's 100 degree temperature. Clear Lake was experiencing a much more pleasant 99 degrees upon our arrival.

Monday, we all took off to St. Ansgar. The little town was covered up with Model T's and they made us feel very welcome. It seemed like every church and civic organization was offering lunch to us. (You do realize a tour is defined as a driving route between two consecutive meals don't you?) We scoured the antique stores looking for the special item that we just couldn't live without. Leaving after lunch, we ran into a huge number of farm tractors on tour in northern Iowa. It was obvious they were having too much fun. One tractor driver commented about the T's, "We're even slower than them!"



Tuesday is the day that the International puts on its car show and holds the class judging. The mid state battalion did us proud as Gary and Francis Curtis took second place in the 26-27 open car class with their touring car. The rest of the day most of us just bummed around town. That evening, however, was the fashion show and awards presentation. Next year, the TN T's will have entries for the fashion show. (are plans being made?)



Wednesday, we took off toward a winery and a pioneer village. The weather forecast was calling for a 30% chance of scattered showers. For those not acquainted with aviation weather forecasting, that equates to 100% chance of embedded thunderstorms. Some of us without side curtains got a bit wet. It seems like just having the first name "Gary" means you are going to get wet (last name unimportant). The pioneer village was interesting. They had an extensive collection of Indian artifacts from the local tribes on hand. There were many old buildings on the site that had been moved to that location in order to preserve some of the Iowa heritage. Ralph Williams and Gary explored the barns that were full of antique tractors and equipment. The folks at the park were running a steam engine for the sole purpose of cooking our lunch (sweet corn and bologna). After passing on that culinary treat, some of us headed back to Clear Lake for lunch. Later that evening, we enjoyed eating at a local home that had volunteered to host a dinner for those who wanted to sign up. In return, the host family expected a ride in the T but the weather was not cooperative. However, the family that we ate with met us at the hotel on Thursday evening and went for a ride.



Thursday, was the longest driving day, 178 miles. We went across the border to MN (it was ok, IA is also a Yankee state so no passport was required). Ralph and Teresa felt that they were really getting close to the North Pole. We ate lunch at the Cammeron's farm. Many filled their cookers on the way. Most of the way up there when you saw a T on the side of the road they were not broken down, just stirring food. On the way back, as the sun beat down and the afternoon went on our return speeds kept increasing. Ralph said the last hour we were averaging 41 MPH.

Friday, the tour led to Mason City and Charles City. (the *coolest* day of the trip) The towns were very historic and the architecture was beautiful. We enjoyed visiting a local museum and an art gallery. That evening our closing banquet was held in the Surf Ballroom (the last place Buddy Holley performed). The Surf was interesting, we should have stopped earlier in the week and looked through all the history and photos of previous performers that were on display. It was great to hear how many states were represented by a local T chapter. The Tennessee T's had 9 families represented at this tour.

Saturday, the western battalion split directions with the rest of the Clear Lake group and headed for the mid south. Ralph and Teresa Williams were grateful to soon be far enough south that sweet tea was again the norm. We made one slight diversion on the way back to stretch our legs. If you ever get near the riverfront district of Hannibal MO you really need to stop. The museum, Mark Twain's boyhood home, and the rest of the downtown area are well worth the stop and very enjoyable. The museum had a very nice collection (16) of Normal Rockwell paintings (and sketches) of Twain's characters. We spent about four hours there (planned on two). Annette and Teresa enjoyed the shopping and the ice cream.

Sunday, we had but one objective, to get home! We were only about 4 hours from Memphis, so we were in no hurry. We then decided to stop in at Lambert's Café' (home of the "throwed" roll) and eat lunch. Ralph put it very well, "I'm as full as a tick."

Next year the international will be in Grand Rapids, MI. I can tell you the visit they are planning in Holland and Grand Haven would be worth the trip even if you didn't see anything else. Grand Rapids is east of Lake Michigan by about 30 miles. Plan on wading (or swimming) in "the big lake" while you are there. The water will be warm in July, maybe 70!

## FROM THE PRESIDENTS DESK

The weather may be hot but the T's are still rolling. It's always a mystery to me how the inside of the T can be so HOT in the summer and so COLD in the winter.

I'm so proud of the way the chapter members are scheduling and participating in events this summer. The Model T Ford Clubs 50<sup>th</sup> anniversary tour at Clear Lake, Iowa had 12 cars representing the Tennessee T's. When Frank Fenton did the Chapter roll call at the banquet the response from our Chapter brought this comment from him, "that always has been a rowdy bunch."

The Natchez Trace is sold out with a long waiting list. Anyone not going on the tour come by Nashville on the first or last day and visit if you can. Pizza on Saturday night when we return.

Mark your calendars for December 2<sup>nd</sup> for the Christmas meeting in Waverly. Teresa is doing a great job with the newsletter. Please continue to give her your support with information.

*Larry*

## TN T'S JUNE 23<sup>RD</sup> MINUTES

On June 23<sup>rd</sup> twenty seven members of the Tennessee T's met at the home of Larry & Carolyn for a backyard cookout. After the meal the meeting was called to order by the President Larry Williams. Williams welcomed everyone and called for the minutes of the last meeting. On a motion by Mac Flowers the minutes were accepted as published in the last newsletter. A bank balance of \$2,194.13 was reported. New membership list were given to everyone not present at the Henry Horton Weekend. We now have a total of 56 members.

Reports of tours already taken were given. Mac Flowers reported that the Blue Suede Cruise In in Tupelo had a total of 497 cars this year with a few of them being T's.

Larry Williams thanked Larry Harris for a wooden car and asked Larry to tell the group about his hobby of making wooden toys for hospitals and children's groups.



After a rundown on the next day's activities the meeting was adjourned on a motion by George Ross and a second by Brian Nelson. The group met again the next morning for breakfast and enjoyed a full day of touring.

## WAVERLY WEEKEND SAT. DRIVE

After our meal on Friday night we thought we would never want to eat again but Saturday morning found us all at the local meat and three in enjoying our bacon and eggs preparing for a day of touring. At 8:30 all 12 cars were in front of the Motel lined up and ready to go.



We drove back roads and stopped at the Loretta Lynn ranch and the Lynn Flea Market where a few of us made purchases. Then it was on through some wonderful back roads into a Mennonite community

where we stopped at a market where EVERYONE made a purchase. (Note the bags)



Pictured above are several of the members resting on the front porch of the market before heading off to Grandma's Bake Shop to purchase fresh baked bread and cookies. From there it was a stop at the fresh vegetable market for corn, tomatoes, squash and wonderful fried pies. It's a good thing this tour was only for the day or it would have been more than a "10 lb" tour. From the vegetable market we stopped for what we had thought would be a quick lunch that turned into an hour and a half. We did eat slow hoping to catch a glimpse of a bride coming into the church across the street on her wedding day but had to leave before she arrived.

From lunch it was back to Waverly over more back roads and just one long hill. We arrived back at the Motel in time for a short rest before dinner at Marble Oaks. After dinner we enjoyed the rest of the evening in our lawn chairs at Music on the Square while the crowd enjoyed visiting with the drivers and asking questions about the cars. "How fast will it run? Where do you get tires? "What kind of gas mileage do you get?"

What a great day. We had clouds in the morning that kept us cool but no rain. On Sunday morning we met at McDonalds for breakfast before everyone had to leave.

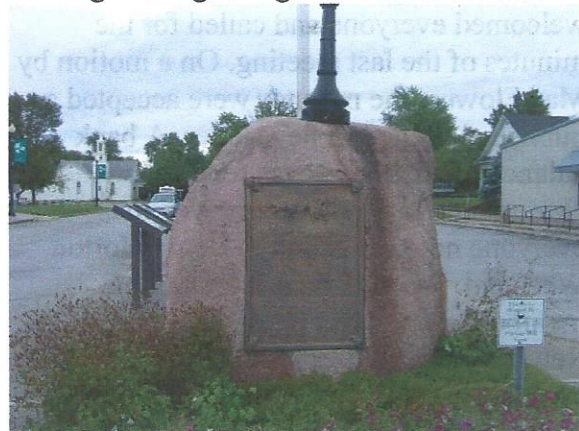
The Waverly contingent of the Tennessee T's thank all of you for coming and brightening our lives by sharing your weekend with us.

We missed you if you could not make it this year and hope to see you soon.

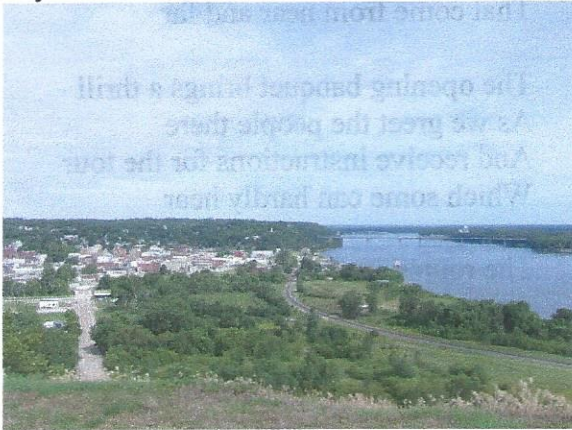
We are already looking for new roads.

#### "SKUTUMPAH ROAD GANG TOUR #4

On June 8<sup>th</sup> four members of the Skutumpah gang of five (so named because of a road we once drove in Utah, but that's another story) met at the home of Martin & Anne Alexander in Queen City, MO. After a wonderful dinner we caught up on all the news. We started out on Friday, June 9<sup>th</sup> with breakfast at Pancake City. (All good tours start with a big breakfast..Right?) Our first stop was in the town of Elmer to visit a "chop shop." We traveled 120 miles this day and ended our day in Marshall, MO the home of "Jim the Wonder Dog." (That's a story for another day also) The next day June 10<sup>th</sup> we visited the towns of Arrow Rock and Black Water hitting all the antique shops. Great shops. Then it was on to Boonville. (We were in Daniel Boone country) This night the rain came down but we were all safe and dry in our hotel. The next day June 11<sup>th</sup> the rain was gone so we enjoyed walking on the Katy Trail and visiting the beginning of the Santa Fe Trail.



Day 4, June 12<sup>th</sup> took us into Hannibal the boyhood home of Mark Twain.



After a trolley tour of Hannibal, antique shopping and lunch it was off to Golden, IL to visit Model T friends Earl and Marilyn Hashmeyer. Golden is a small farming community of 600 people. The Historical Society of Golden restored an 1800's windmill to working condition and established a museum. Earl and Marilyn are retired from farming and spend a good amount of time helping with the windmill project. The windmill Miller took us through and explained how the windmill operates. The curator of the museum gave a tour and then served tea. (High tea German style) This was a first for these Tennessee folks. After our visit to the windmill Marilyn and Earl invited us all to their home, a farmhouse that is being restored by their daughter.

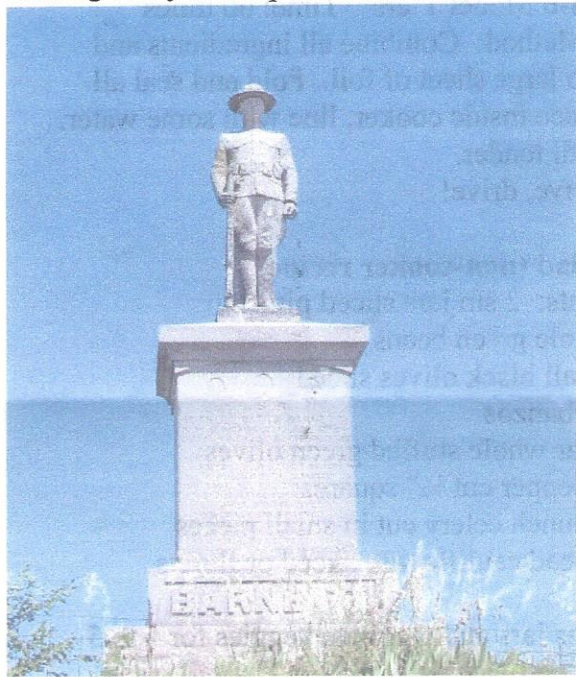


This lovely home overlooks around 3000 acres of beautiful IL farmland that the

Hashmeyers now lease to other farmers since their health will not allow them to farm anymore.

Day 5, June 13<sup>th</sup> we started our return trip to Queen City stopping in Heartland for lunch.

Late in the afternoon Martin veered from the written directions and led us down a small gravel country road. By the side of this small gravel road stands a statue of a World War I soldier. The story goes that the owners of the farm in 1917 lost their only child to influenza while he was serving in the army in Manhattan, KS. The parents had the statue erected in his memory and even though they are long since gone and the farm has passed from his family the statue still stands beside the road, a silent reminder to all who pass of the sacrifice that our military men and women and their families have made in the past and are still making today to keep America free.



## COOKER RECIPIES

### Blue Ribbon Kielbasa

#### Ingredients:

Kielbasa or smoked sausage, chunks

2 Lg onions, strips

3 Lg bell peppers, strips

2 med can pineapple, chunks with juice

2 T oil

Serves: 4 Model T's Time: 30-40 miles

Cooker Method: Combine all ingredients into cooker. You might want an extra can of pineapple juice, so the mixture won't dry out when driving.

### Cabbage and Sausage

#### Ingredients:

1 Lg cabbage cut into pieces

Smoked sausage cut into pieces

1 Lg onion, diced

2 Lg carrots, diced

1 bell pepper, diced

1 stick butter

5 potatoes cut into pieces

Favorite cheese

Serves: 4-6 Model T's Time: 60 miles

Cooker Method: Combine all ingredients and wrap into large sheet of foil. Fold and seal all ends. Place inside cooker, line with some water. Cook until tender.

Drive, drive, drive!

### **Iowa Salad (non-cooker recipe)**

Ingredients: 2 sm jars sliced pimento

1 can whole green beans

1 can small black olives sliced

1 can garbanzos

1 small jar whole stuffed green olives

1 green pepper cut 1/2" squares

1 small bunch celery cut in small pieces

1 small head cauliflower, sliced or florets

Drain cans/jars and marinate veggies for 4 to 5 days tossing twice daily in:

1 C. olive oil

1/2 C red wine vinegar

3 T honey

1 T green pickle relish

salt/pepper and 1 mashed garlic to taste.

Add all ingredients to lettuce upon serving.

## "Leading Out" a poem by Merrill Maxfield

Donated by Marge Krull

The best way to see our land

Is in an antique car

You get to meet the nicest folks

That come from near and far

The opening banquet brings a thrill

As we greet the people there

And receive instructions for the tour

Which some can hardly hear

The routes are set to please our eyes

And to show each special spot

And each one has a colored map

Each stop marked with a dot

Some have never learned to read

A road map on their own

So they wander off the track

And then you hear them moan

Some have been known to go south

When our route was north

When they turned the wrong way

And their car went forth

Others would not dare

To lead out far in front

They follow you and me

So they will not have to hunt

But we get even now and then

As you will plainly see

We lead them far off the track

And then lost them purposely.



## MODEL T TRAVELS

### PART I

by Ken Swan

WW I, as all wars do, brought radical changes to the American way of life. This change was reflected in the American farm life as much or more so than contemporary life styles in city dwelling. New farming techniques, mechanized farming, greater demands for farm products brought on by heavy influxes of migrants from countries all over the world, especially from Europe, initiated a huge demand for food . Affected by this surge in demand for food products was the use of wheat and wheat by-products such as bread. Great ecological, geological, social, and economic changes abounded in the 1920s.

The great plains of the Midwest and eastern far west states such as Kansas, Nebraska, Colorado, and the Dakotas, to mention a few, were being plowed under by the newly developed tractors and associated tilling equipment at unprecedented rates. Wheat crops were being grown in staggering quantities--thus the greater need for farm hands to operate and attend the equipment. One should keep in mind that even though the newly mechanized farming behemoths production capacities were quantum leaps in production capabilities over the hand labor by sickle and scythe, they still required vast amounts of human resources to operate and maintain them.

This new phenomenon titillated and stirred the need and urge for prosperity of thousands and thousands of farm boys in the South. Of particular notice and interest were the young men of eastern Arkansas. Their life style dynamics were based around and dependent upon cotton. Even though cotton was still KING and entire regions depended upon cotton for its sustenance and survival, the real work seasons were predominately spring and fall. These pulsations in labor demand periods meant there were long periods of non-revenue producing time between planting and harvest. It was colloquially referred to as "lay-by". This time gap happens to coincide with wheat harvest in the Mid-west.

Two young men of almost identical age in their early twenties of youthful vigor were afflicted by the lure of a perceived latter day Gold Rush! News of the labor demand seeped into the swampy rural eastern Arkansas area where they were reared. Visions of making Big Money during lay-by became too enticing. Their common adventure and odysseys commenced. I am quite certain neither of them knew of the other's existence. They did become acquainted many years later, long before I came onto the scene.

Nathan Harvey, my former father-in-law, was born and raised in the Bay Village area of the Crowley ridge section of Cross County, Arkansas. My father, Earl Swan, was born in Mississippi but was raised in the Marked Tree area of Arkansas commencing in his early teenage years. Both were farm boys.

Nathan answered the siren call of the El Dorado riches by driving a Model T touring car toward Pierre, SD. Unfortunately he hadn't counted on the absence of fueling stations. In those days, roads were almost non-existent. The few that did appear were either dusty dry dirt, bottomless

mud, or by sheer good fortune, gravel. Gravel roads were (and still are) referred to as “all weather” roads. HA! About 50 miles from Pierre, Nathan’s car sputtered and stopped. “I could barely make out a house on the horizon”, he recanted, that could only mean one thing--a very long walk just to get to the house. He had no choice because he hadn’t passed a house or town in hours. He was given some gas and fortunately made it to civilization. I have no recollection of his giving me events of his return trip.

My dad also was seduced by the notion of riches in the amber waves of grain during that time frame. He drove his Model T touring to Kansas. Keep in mind that no roads of consequence existed except wagon trails that were blazed through the Ozarks. Now the Ozarks are not the Brooks Range nor the Teton Mountains but there were long treacherous grades in the Ozarks accentuated with pot holes and creek bottoms. There were miles of nothingness; I know, I’ve been all over them in a T as well as in a modern machine.

Seemingly both dad and Nathan Harvey had a few common attributes. Mainly they shared a fondness for home cooking, clean beds, safe surroundings, and a work environment slightly better than Caesar’s conscription. Apparently the Camp Ground they sought across the River Jordan was a camp ground of drudgery. I am not sure what prompted Nathan’s return, but dad discovered he was running desperately low on funds and sick of lousy food. He placed the Model T in storage and hopped a south bound freight train. At the end of his trip, he scratched being a hobo off his personal aspirations. He became quickly and painfully aware that riding the under carriage of a box car will result in a severe sand blasting to one’s body by cinders kicked up by the train wheels. He also discovered that not getting a firm hold on the box car’s door when it is moving will result in skinned knees and lingering scars.

Dad and my grandfather **paid** train fare back to Kansas to retrieve dad’s T. They then drove it through Kansas, Oklahoma, and Texas to visit some of granddad’s relatives. Dad’s youthful adventure ended with a safe return to reality in Poinsett County Arkansas. Nathan Harvey led a colorful life for almost 75 more years. The Model Ts...???





## Skinning Cats

My brother Tim and I always wondered with great curiousness when ever we heard the saying, "There's more than one way to skin a cat." Our barn was never a safe haven for the felines on the farm either as that saying would intrigue us to "speriment". Luckily for the cats, the pocket knives of little boys don't hold a match to the fast moving, claw laden feet of a scared cat.

It wasn't until later that we realized the saying had nothing to do with actually removing the skin from a cat (we never actually claimed to be the smartest two of our family).

There have been many modifications to the T model over the years that improve the major weakness to its oiling system. The one I like the best installs a scoop on the hogshead and then pipes the oil to the front. The only drawback to that system is you have to remove the hogshead to install it. I have zero faith in the mag post oiler kit sold by vendors today.

I improvised an oiler that delivers a lot of oil and dumps it directly into the #1 rod trough. If you can braze, you can do this mod.

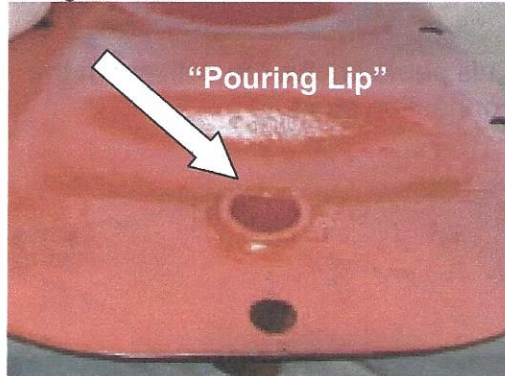
I first took an extra Bendix cover and brazed a short piece if  $\frac{1}{2}$  pipe nipple to the cover. You have to be careful to ensure you get it at the 6 'O' clock position. It is a given that the cover also needs a hole drilled in it.

The pipe nipple needs to be about 2  $\frac{1}{2}$  inches in length to allow the tubing connection to take place at a location where it won't interfere with the ear on the pan. Ensure the pipe is contoured to fit the Bendix cover.



Modified Bendix Cover Showing alignment at 6 'O'clock.

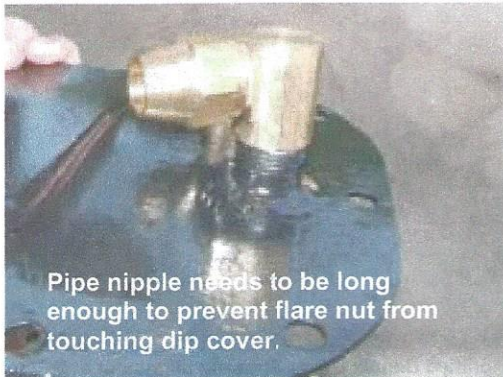
Next, I took the pan cover and drilled a hole large enough to fit a short piece of  $\frac{1}{2}$  pipe nipple into. I inserted it so it extends inside the pan by about  $\frac{1}{8}$ <sup>th</sup> inch. That allowed me to braze it on both sides. Finally I took the die grinder and ground a "pouring lip" in it so the oil would empty directly into the #1 rod trough.



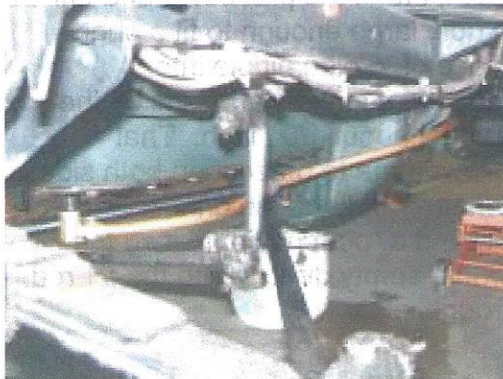
Be sure not to position the nipple so far forward as to interfere with installing the cover.

Install the cover bolts wet with RTV. Finally, get some  $\frac{1}{2}$ " OD copper tubing and flare fittings. Flare the tubing at both ends and connect from the Bendix cover to the pan cover. Clamp the line to prevent work hardening from vibration using rubber lined clamp.

The next few photos show further details and the system installation.



Pipe nipple needs to be long enough to prevent flare nut from touching dip cover.



This photo shows the delivery at the connection point.



Here, I used a small bushing and a rubber lined clamp. You really need to isolate this line from vibrating. Copper has a nasty habit of breaking when allowed to vibrate.



The collection point. I have marked on this photo the collection and delivery levels. The total drop is 4  $\frac{3}{4}$  inches, which is double the Ford internal oil line total drop. This line should still deliver oil at twice the angle of the Ford line.

After installation, I had the neighbor kid hold a clear plastic bottle to the open line. The results were 16.9 ounces in 21 seconds at a slow idle from a cold start. That was good enough for me so I never revved it any faster.

When the day comes that the hogshead needs to come off it will be a simple affair to install the "good" fitting and re-plumb it to the dip cover. This line however gives piece of mind for those that don't feel like pulling the hogshead off until such time as you have to.

I believe all T's need some type of secondary oil line. There is also one that installs inside the dip cover that I have used before. If the tiny Ford line plugs with lint or other debris, the chances are quite high you ain't gonna like it.

*Gary*