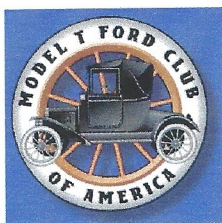


Carolyn



JULY 2002

EDITOR: Carolyn Williams

UPCOMING EVENTS

JULY

JULY 27, 2002...Saturday day tour...Lone Oak Picnic near Clarksville returning via McEwen, TN and the Irish Picnic. For info call Bob Harris (931) 387-2332 or Ernest Morris (931) 552-7289. Leave Waverly (Williams home) 9:00 AM. Larry Williams (931) 296-3172

AUGUST

AUGUST 17, 2002 COLLIERVILLE, TN BILL HEARD CAR SHOW
Sponsored by the Collierville, TN Police Department. Benefit for Special Olympics.
Regristation 7 AM to 12 Noon. Contact Glenn Storck for info. (901) 853-5249

AUGUST 23-25..WEST TENNESSEE TOUR. Meet in Brownsville on Friday August 23. Tour Saturday, August 24 and Sunday, August 25. Make your hotel reservations for Friday and Saturday night at the Days Inn in Brownsville, TN (713) 722-2676. Rooms are listed under the Tennessee T's / Teresa Williams. Cost \$49.50. For more information contact Susan Harrington (901) 853-5249 or Teresa Williams (662) 342-9140

SEPTEMBER

SEPTEMBER 7, 2002 DAY TOUR - SANGO MILLS - Host Bob & Nell Harris.
Lunch at Sango Mills. Leave Waverly (Williams home) 9:00 AM

SEPTEMBER 20-22, 2002 TOUR DE CATFISH III
HOST HOTEL - PICKWICK LANDING STATE PARK INN (800) 250-8615 OR
(731) 689-3135 Catfish cookout Friday night. Short tour Friday afternoon if you arrive early enough. Tour Saturday and Sunday. For more info call Ken Swan (731) 645-9056.

A TENNESSEE T'S WELCOME TO NEW
CHAPTER MEMBERS



Martin & Anne Alexander
Box 57 West 6th Street
Queen City, MO 63516
(660) 766-2415
alexander@nemr.net
Martin & Anne drive a 1915 touring.



AUGUST BIRTHDAYS

Joe Pinegar.....August 23
Joyce Swan.....August 24

AUGUST ANNIVERSARIES

Jerry & Diane Waller....August 24

SEPTEMBER BIRTHDAYS

Donnie Burkeen.....September 9
Earl Lake.....September 30

Bill & Linda Eden celebrated their 35th wedding anniversary on June 24th while attending the Canyonlands tour by having dinner with a group of Tennessee T friends. They neglected tell us until dinner was over that it was their anniversary. Bill said he was afraid we would sing to them and that he had heard us sing before.



THINGS A TRUE SOUTHERNER
KNOWS:

Pretty much how many fish makes up a mess.
The difference between a hissie fit and a conniption fit.
Never to go snipe hunting twice.
Rocking chairs and swings with an old person in them are history lessons.

MODEL T PARTS WANTED

Bryan Nelson is working on a 24 Roadster and is looking for a body and either pickup box or turtle deck. Call Bryan at 615-597-9452. bknelson@dtccom.net

Wanted: Good "driver" T that has work already done on it. Call Ken Swan at 731-645-9056

SWAP MEETS

Bill and Linda Eden attended the Iola swap meet and also picked up T parts in Rockford.

Ralph Williams and Gary Tillstrom attended the Petit Jean swap meet and this year they took a bigger wagon to haul their treasure. It seems this one was not even large enough for the engine that Ralph purchased.

LATEST CAR IN PROGRESS

Tony Cook is restoring a 1911 Roadster with a mother-in-law seat and is busy buying parts off E-Bay. In fact I think I heard his dad call him the " E-Bay Kid".

We heard by way of the grapevine that just this past weekend Ralph Williams breathed life back into a 25 T that he bought 2 years ago. In seems he described the experience as "feeling like a proud new papa" and was somewhat dismayed when Teresa did not seem to share his same joy.

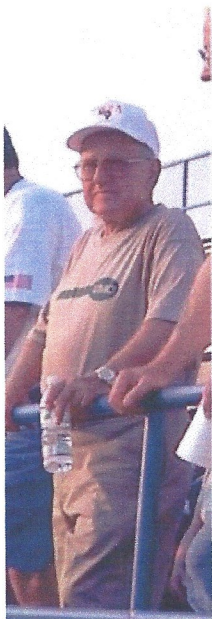
VISITORS

While we were at the Canyonlands Tour we were all glad to see Don and Chris Wheeler from the Crawling T Chapter who stopped by for a visit. Don and Chris were traveling to the West Coast with their new camping trailer which they built as their last winters project. In fact they constructed two, one to use and one to sell. Anyone got a T that would pull this?



OTHER TRAVELS AND EVENTS

Mac and Ernestine Flowers attended Relay For Life in our county where Mac walked the track with the Survivors. Go Mac! He and Ernestine also drove in a benefit drive from Waverly to Camden.



Mac at Relay For Life

Some of our members have stooped to traveling in their modern cars this summer also. Imagine that!!!!

Willis and Norma Hampton made a trip to California to vacation and visit friends.

Gary and Annette Tillstrom have been to Branson, MO.

I'm sure many more of you have been on the road also, you just haven't reported in.

REPORT ON INTERNATIONAL TOUR

Larry & Carolyn Williams and Don and Marge Krull represented the Tennessee at the International Tour in Fredrick, Maryland. We toured to New Market, and to Ellicott City, the first terminus of Maryland, to Burkettsville where the movie Blair Witch Project was filmed, To Shepherdstown the oldest town in West Virginia, up Sugarloaf Mountain and through Frederick County and into Pennsylvania and had lunch at Pen Mar Park. We passed by Camp David on a day the President was coming in. The park service did not like it much but they did let the T's all through. Guess we did not look to dangerous.

Look in your Model T Times magazine, May-June 2002 issue, page 28 and read the article on the "Headlight." We are proud to announce that for the upcoming year the "Headlight" will reside south of the Mason/Dixon line with the Tennessee T's. This is the Light's first trip South. Who knows it may like it here and not want to return to the land of snow and ice.



Light being passed from the Fleischhackers "T" Totalers to the Tennessee T's.



REPORT FROM CHAPTER PRESIDENTS MEETING

The International Board of Directors and Officers held a meeting for Chapter Presidents/chapter representatives on Wednesday night of the tour. There was good chapter representation. There was discussion about Chapters hosting International tours and their responsibilities relating to financial and organizational areas. The TT truck group was in attendance and there was positive discussion on the TT's being involved at some point in an International event. There was discussion on several things that tended to be more on the Board level. Then the meeting moved to items of concern that were more general membership and chapter oriented.

In our last newsletter I asked our chapter membership for any items they would like me to bring up for discussion at this meeting. Several of you responded with these concerns 1) optional activities on judging day for those not having their car judged, 2) the length of the awards ceremony at the ending night banquet, 3) more communications from International to chapters and 4) as much mechanical and technical information in the magazine as possible.

I did address each of these as did others who have similar concerns. There was constructive discussion on all these.

Optional activities for judging day was already being discussed before this meeting. We had a half day optional tour on judging day this year.

At the Board of Directors meeting on Thursday a plan from the Awards Committee was finalized to award ribbons to the winning cars on judging day so they can wear or display them on the car through the rest of the tour. This will allow everyone to view the winning cars through the week and also shorten the awards on banquet night.

There is discussion underway about the directors dividing the Chapters and each director being responsible for sharing information with their assigned chapters on a regular basis. Also the magazine and web site are improving, and the staff is working hard to continue and indicated they would welcome and be responsive to information or articles.

In 2003 the International will be in Detroit, July 21-29. Many activities are planned involving the Ford Motor Company Anniversary. In 2004 the International will be in Wisconsin. For those of you who have not attended an International Tour it is rewarding experience and I highly recommend it.

WEST TENNESSEE TOUR NEWS

by: Susan Harrington

On a bright, sunny and HOT Saturday morning in early July the West Tennessee Tour team met at 8 AM in Brownsville to drive the proposed tour route in T's. Gary & Annette Tillstrom and Ralph & Teresa Williams took off in one direction for the Sunday drive. Glenn Storck & Susan Harrington had Ken & Joyce Swan as passengers and advisers for the Saturday drive. We met back in Brownsville about 2 PM and compared experiences. We learned that we needed better directions but that the roads were good and interesting T roads. We also learned that very few places are open Sunday mornings for rest stops and we may need to change the Sunday drive to accommodate the need for stops. The motel reservations were finalized and we are looking forward to cooler weather on August 24 & 25

REPORT ON THE CANYONLANDS TOUR

The Tennessee T's Chapter was represented at the Canyonlands by Lynn and Sue Cook, Larry and Carolyn Williams, Dewey and Pat Asher, Bud and Ginny Scudder, Bill and Linda Eden and our newest members, Martin and Anne Alexendar.

We all arrived in Kanab, Utah on Saturday and registered Sunday morning. We decided that since there was not a scheduled tour for that day we would just explore on our own. Pat Asher got out her trusty map, we picked roads and off we went up Johnson Canyon by the place where Gunsmoke was filmed. After we couldn't find the Long Branch Saloon on we went but alas the pavement ended and we found ourselves on a dirt and gravel road.. After much discussion everyone decided that we had started this way and this was the way we would continue, which we did for 38 miles and 2 1/2 hours. Soon after reaching civilization again we stopped for much needed restroom breaks. We told people where we came from and asked the name of the road we had traveled on. "Skutumpah Road"? "You drove on Skutumpah Road" was the reaction we received from everyone. We have many stories about Skutumpah Road, too many to relate here, but lets just say, Been There, Done That and Got The T shirt to prove it.



During the week we traveled to Bryce Canyon, Pink Coral Sands Dunes State Park, Colorado City, Cedar Breaks National Monument and Navajo Lake, north rim of the Grand Canyon and to Zion Canyon National Park. Our longest day was 173 miles and the highest elevation 10, 400 feet. All the Tennessee group made the climbs fine the only problem was some of us had Ruckstells and had trouble staying out of Dewey Asher's way.

The hospitality from the people of the town of Kanab and the group conducting the tour was superb. The country we drove through was breathtaking. This is most definitely a tour to add to your list.

THE FORD MOTOR COMPANY CENTENNIAL Ken Swan

According to a June 30th and July 1st posting on the Model T Ford Club International web site posted by members of the Ford Motor Company staff, "Hotels are filling up fast..in Dearborn..."and a compilation of recommended are listed. Bottom line..any member of the Tennessee T's planning to attend the June 12-16, 2003 gala should book rooms now. The web site can be found by logging on to www.modelt.org and click on the Discussion page and date. For more information from the Ford Motor Company, log onto www.fordcentennialreg.com

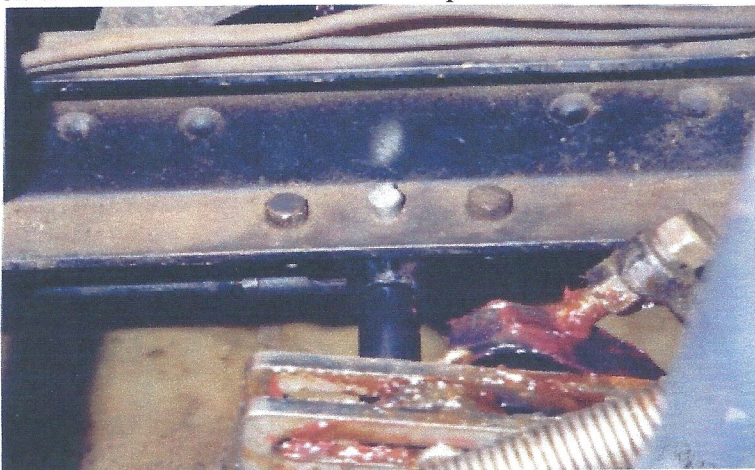
MODEL T TIPS BY KEN SWAN

Probably two of the most overlooked lubricating points on most Model T's are the mounting blocks for the hand brake lever. It is suspected that the vast the majority of T owners are not even aware of oil portholes that are in the bottom flanges of the frame rails of most Model T's. This allows the lubrication of the two mounting blocks that support the lever of the hand brake/high gear lever. Lubrication of the cross shaft is accomplished by letting oil that has been dripped into the holes to weep through cotton wicking that had been stuffed in at the factory, into the small holes in the cast blockings.

The problem with the design is the hole usually is filled with crud to the point where no contemporary owner recognizes it as a lubrication point. Therefore neglect for 80+ years almost always create a loud squeak or grind when the brake arm is pulled. "This does not take into account the associated wear and binding.

To correct the problem, it is best to remove the arm and block assembly by removing the four bolts that hold the arm to the frame. Clean the portholes that are located between the two mounting holes on each side. Remove the years of accumulated grunge and install an oilier pot with a fliptop cap to prevent dirt and grime from re-entering the porthole. Next examine the flat surface of the mounting blocks, most will have a corresponding hole that will align with the porthole when the block is attached to the frame. Remove the old cotton and clean the cavity thoroughly and re-install a small amount of cotton (mechanics choice) then reattach the assembly to the frame.

In some instances, the hole will not be present in the casting. If that is found to be the case, it is a relatively simple job to drill a hole approximately the same size as the porthole on the frame. The results will be a quieter lever action and virtually no binding.



MODEL T TRAVEL—TIME AND RELATIVITY

by ken swan

This is a story about a young lady who was born in rural northwest Alabama hills around Fayette in August 1910. She was born into an innocent time and place that was far removed from conveniences and amenities we now deem needed and necessary. This raven-haired beauty's life was enhanced by clear creek water for bathing and clothes washing. When schooling was made available, oil lamps for reading and homework was her fortress from the forested creatures of the long Alabama nights. Her diet was fulfilled with homegrown, family produced, and cultured staples from the soil on which her family drew its meager sustenance. Her expanse of travel was limited to her ability to walk, travel by horse drawn wagon, buggy, and a rare treat by train or automobile.

This bright brown-eyed first born into an eventual family of 10 siblings was introduced to a Model T about 1921. Her father had traveled to the eastern Arkansas swamp country seeking affordable land to raise his fledgling family which, by that time, had already expanded to a band of 6. Finding suitable, fertile farmland, he hired the owner of the Model T to return with him to north Alabama to fetch his wife and off springs. The trip commenced over what is now US 78 toward Memphis. The T was burgeoned with a human cargo of the car owner, father of the family, his wife, and the four children including this story's leading character. Needless to surmise, there was a certain amount of luggage and personal articles lodged somewhere on the carriage. It truly must have been a sight of wonderment.

The first day's journey took them all the way to Myrtle, MS, about half way of the 200 or so miles to Lepanto, AR. Their billet was a two story boarding house billed as a hotel. It had neither indoor plumbing nor electricity. The second day the pilgrims negotiated the streets of Memphis and crossed the mighty Mississippi only to come to a binding, griping halt in Arkansas' finest gumbo mud. Mud, mud, miles of mud as far as the eye could see in that flat, tree studded ocean of black clay. The balance of the 10 or so miles was made in an open farm wagon drawn by 4 mules. The indomitable Model T had met its match in the bottomless concretion of soil. It could ferry its cargo no further.

Many years later after this lady had raised a family of her own, she recanted the story of travel and its tribulations. She was asked a question by this writer, "On the trip, didn't you all nearly die of boredom and of being cooped up and cramped for such a long period of time, over the cold, rough, and dusty road?" She lowered her eyes as if to find the answer written in her time worn and withered hands and softly replied, "no we just didn't know any better and the hardship didn't bother us". That suddenly put things into real perspective for me. Travel is relative to that goal that you aspire to achieve and expect no mater what medium of transportation you use.

I lost my mother, Mary Floy's Bynum Swan on July 31, 2001. She would have been 91 had she lived another 6 days.

Seven Gallons of Gas and 1 Model T Spark Plug - \$3

By Gary Tillstrom

In the spring of 2000 I drug home a TT that had been parked for many years. OK, to be more accurate, it had been parked in a shed until the shed fell in on it! The previous owner had cleaned the junk off of it and my son Phil and I pulled it home to Memphis.

Annette wasn't immediately impressed with the old truck and her first words were something to the tune of, "you actually paid money for that?". She didn't seem real pleased with my newly acquired treasure to put it mildly. I had considered sleeping arrangements in the garage but it is still quite cold in Memphis during February so I quickly abolished that thought.

A couple of weeks had passed before I could mess with it and upon looking it over I decided I should open the carburetor and clean the insides, replace the wires going to the timer, and test the coils. I lightly sanded the points and hooked wires to the coils and verified good spark. At that point I thought I was all set.

About a week later, with coils, carb, and wire in hand I had a go at it. I hooked a battery to it but it would only hit on one cylinder. Why wouldn't those other three coils buzz? Heck, I even jumpered the remaining three timer wires directly to ground and still couldn't get them to buzz.

Out come the coils, I'm mad now and then I see a piece of paper in the bottom of the coil box covering the terminal strip to all but one coil. Ah Ha!, coils back in, battery on, and after 40 years this engine took off and ran perfect like it had just been run an hour before. I was tickled to death.

Later, I couldn't believe the scrap of paper that the previous owner had for some reason tucked in the coilbox (only to fall on the terminal strip upon my removal of the coils) had done me in.

Out to the garage I go to retrieve that stupid piece of paper. It was a receipt for seven gallon of gas and one model T spark plug from 1958, price, \$3. I still have that receipt in my toolbox. I may frame it as it reminds me to always check the simple things first (plus it's a funny story)!