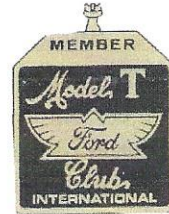
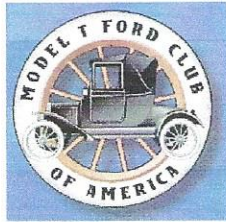


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July 2003

Editor: Carolyn Williams

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#### MINUTES OF JULY 2003 MEETING

The Tennessee T's met at Larry and Carolyn Williams on Friday night, July 11, 2003 with 12 members and 4 guests present.

The meeting was called to order and guests and new member Lawrence Harris from White Bluff, Tennessee was welcomed. The President reported that we now have 38 families on our membership list.

The minutes of the April meeting were read. Motion to accept as read by Ralph Williams. Second by Ann Corlew. Motion carried.

No Financial report was given.

A Natchez Trace tour update was given. At the present time the tour is filled with 50 cars with a waiting list. Williams reported that he had been in touch with the Natchez Trace headquarters and it seems at this time that all preparations for the tour is on schedule. The Christmas meeting was officially set for December 6th in Waverly. Details will be mailed to everyone later.

Several pieces of correspondence was shared with anyone interested.

There being no further business Brian Nelson made a motion to adjourn for the cookout and seconded by Charles Corlew.

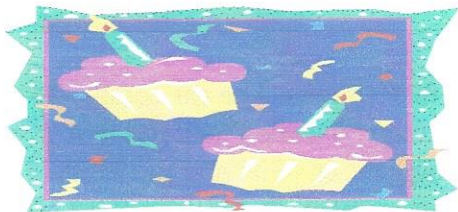
A cookout and fellowship followed the meeting.

#### HUMPHREYS & HOUSTON COUNTY TOUR SATURDAY, JULY 12, 2003

After meeting for a hearty breakfast on Saturday morning Lynn & Sue Cook, Charles & Ann Corlew, Ralph & Teresa Williams, Brian & Kathy Nelson and Larry & Carolyn Williams set out for a day of country road driving. This was Brian & Kathy's first drive longer than 5 miles. It turned out to be one hundred and twenty six miles and not only did their car but Brian and Kathy preformed like pros. We headed West and South with our first stop being at Old Johnsonville where a minor adjustment was made to Brian's timing. On down the road to New Johnsonville through the farming communities of Hustburg and Plant, along the Duck River and Paint Rock, Bakerville and on to Hurricane Mills and the home of Country Music star Loretta Lynn. After a stop for picture taking at the Mill it was on to Blue Creek Road and a visit to the Historic home site and Mill and Hydro Electric facility of the Bullington family. Ms. Joyce Bullington related the history of her family, the farm and mill to the group.

At this point we had not eaten for at least 4 hours and you know how Model T folks are so it was on to McEwen for a lunch stop at the local Dairy Queen. We left McEwen on the Old Nashville Highway toward Houston county, turned down Yellow (Yaller) Creek





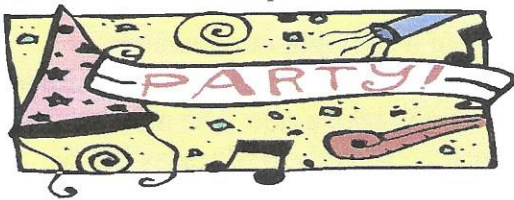
HAPPY AUGUST BIRTHDAY

Joe Pinegar.....23rd  
Joyce Swan.....24th  
Norma Hampton....29th  
Anne Alexander.....31st



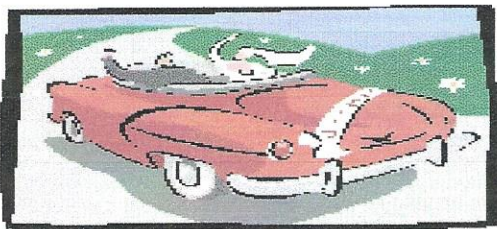
HAPPY AUGUST ANNIVERSARY

Jerry & Diane Waller.....24th  
Willis & Norma Hampton..30th



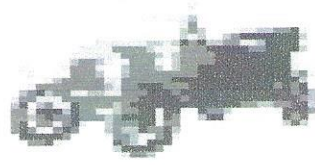
HAPPY SEPTEMBER BIRTHDAY

Pat Rowe.....5th  
Donnie Burkeen.....13th  
Marge Krull.....27th  
Earl Lake.....30th



HAPPY SEPTEMBER ANNIVERSARY

Lynn & Sue Cook.....1st  
Martin & Anne Alexander.....29th  
Gary & Annette Tillstrom.....14th

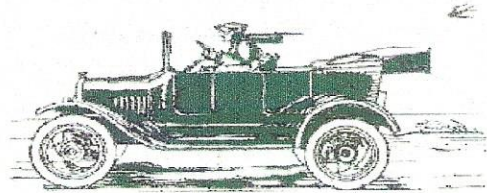


CARS WANTED/CARS FOR SALE

If anyone knows of 26/27 Model T Pickup for sale please let us know. We have someone looking. (aren't they always)

.....  
If anyone is looking for a Model A you might try this one. We have not seen the car so have no idea what it looks like. The man gave us his name and number while we were touring on the 12th of July.

1930 Model A. 2 door, \$7,500  
John Albright. (931) 763-2847.



CARS (AND SHOPS) IN PROGRESS

Charlie Swann just got his 27 Tudor out of the paint shop last week, needs to assemble, install top, glass and interior and he will be ready to roll.

Ralph & Teresa Williams got their new drive poured last week and the new garage is coming along.

Other cars we know that are in progress: William Johnson, Brian Nelson, Jerry Waller, Don Krull (grandson's speedster). Maybe we will have an update from everyone next newsletter.

## INTERNATIONAL 2003

Carolyn and I attended the first 3 days of the MTFCI in Michigan. The car count was near 260. On Sunday we had an opportunity to visit the Piquette Avenue Plant, the first building built by the Ford Motor Company. It was completed in 1904 and the Models B, C, F, K, N, R and S and also the first Model T's were assembled. In 1910 the Ford Motor Company moved to a larger plant in Highland Park, Michigan, where the first moving assembly line was implemented in 1913. It was a very interesting touring day.

On Monday we visited the Old Willow Run airport where the B-24 Liberator Bomber of World War II was built. We visited the Yankee Air Force Museum located there.

We also visited the historic depot town of Ypsilanti and saw the Hudson Dealership Heritage Collection.

Tuesday we spent the day at Greenfield Village and the Henry Ford Museum. Car judging was at Greenfield Village. This is a great place to visit if you have not been.

Tuesday night I attended the annual Chapter Presidents meeting. One topic of discussion was how to improve communication between the International and the Chapter level. Another item was ways to recruit and interest the younger generation in the Model T hobby. The speedsters seem to be generating a lot of interest among the younger member. President John McLaren plans to conduct a speedster event at next year geared toward our younger members. The TT group was well represented this year and will be included in next years International. We were asked how many of us thought our members attending International events would be willing to give rides if the International advertised an afternoon and location where the public could come and take a ride. The meeting was very positive and well attended. Carolyn and I returned home early Wednesday but we hear the rest of the week went very well. By the way, traffic in the area was not bad at all as some (including me) had feared it would be.

INTERNATIONAL 2004      WISCONSIN BYWAYS TOUR  
JULY 18-23, 2004  
DEVIL'S HEAD RESORT AND CONVENTION CENTER  
MERRIMAC, WI  
1-800-338-4579

We are attaching a preregistration form to this newsletter. Mail to:

Don Krull  
2069 Knox Road 150 E  
Galesburg, IL 61401

At last count they already had 40 forms in. Four members of the Tennessee T's have already planned to attend and we hope many more of you will. If you have never attended an International this would be a great one to start with. Country driving., no cities. Maybe when they do the roll call of Chapters we will be the largest group there. **WE DO SUGGEST YOU MAKE YOU RESERVATIONS NOW. NO DEPOSIT REQUIRED FOR ROOMS.**

*larry*

## Surviving a Burned Out Rod

One of the old Model T fables is True!

by

Ben Hardeman

When my daughter, Ginger, told me she wanted to attend the Tent Topped Touring T's camping tour in western Massachusetts on June 22-26, I was not surprised. She had wanted to go camping for a long while and she has come to love Model T touring. I was not looking forward to trailering for six days roundtrip from Texas to go to a tour that lasted four days. However, I did agree we could make the trip because I have a vintage camper that I have enjoyed in the past and I was intrigued by the prospect of meeting other Model T owners who also had an interest in vintage camping.

I set out to find a larger trailer to make the trip, one that could hold both my car and the vintage 1920's era Zagelmeyer trailer. Before I made much progress, my daughter made it clear that she had really intended to drive Model T's to the tour. Notice I said Model T's as in plural. She was planning on driving a Model T herself.

Ginger and her older sister, Jennifer, had driven a Model T on the 2001 Texas to Alaska Model T Adventure so Ginger knew pretty well what we would be facing. So we made our plans for the tour and started getting ready.

We left Texas on June 12 and promptly encountered heavy rain. I was driving a 1927 Fordor pulling the Zagelmeyer camper. Ginger was driving a 1926 Roadster Pickup. Our third night out, we stayed with Ken and Joyce Swan in Selmer, Tennessee. On the fourth day, we traversed east across Tennessee and enjoyed our first night of camping on the tour in Monteagle, TN. The next day, Monday, June 16th we were on our way to the Smoky Mountain National Park by taking back roads to avoid the city of Chattanooga.

While climbing the grade on Highway 111, east of Dunlap, TN, Ginger heard the clatter of her engine and accurately identified the noise as a lost bearing. We checked the oil and found the problem - no oil. Further investigation revealed that a screw had come out of the bendix cover and Ginger had lost most of the oil from the engine before she knew it. Okay, we now knew what caused the loss of the number one rod bearing. Now what could we do about it?

I had cellular phone service so my first call was to Ken Swan to see if he knew any fellow Model T people in Chattanooga. While waiting to hear back from Ken, I crawled under the T and dropped the sub pan. Sure enough, the number one rod had no Babbitt left whatsoever. We did not have a spare connecting rod. We were three miles up a six-mile grade going over the mountains between Dunlap and Soddy-Daisey, TN. We could not go back down the mountain because we were on a divided highway with a concrete barrier between the lanes. The only way we could get out of this predicament was to continue up the mountain.

About that time my phone rang and Ken Swan had good news. He had used a Model T club membership directory and had reached Laura Apyan in Chattanooga. Neither Laura or her husband, Paul, had ever heard of either Ken or myself, but she immediately volunteered the use of their lake house and the wonderful car garage on the property. We could, "pull our car in the garage for repairs and stay in their lake house for as long as we needed." Model T people are wonderful! I quickly called my office at Texas T Parts and made arrangements to have a rebabbitted connecting rod sent out overnight to the Apyan's lake house.

Now I had a place to go, but no way to get there. When I called Texas T Parts, I asked my wife to call Ross Lilleker in England and have him call me. (My cellular service wouldn't allow me to call Ross.) Ross had an idea. He asked if I had on a leather belt. I am from Texas; of course I did! He said that I should cut a piece out of my belt and wrap it around the crankshaft and bolt the cap back on the rod.

I said, "Yeah, sure!" I had heard the old wives tale about how people would use a leather belt or bacon rind as a substitute for burned out babbitt, but I told Ross I didn't believe it. Ross responded that he had never use leather in this fashion before, but it might work - "and, did I have a better idea?"

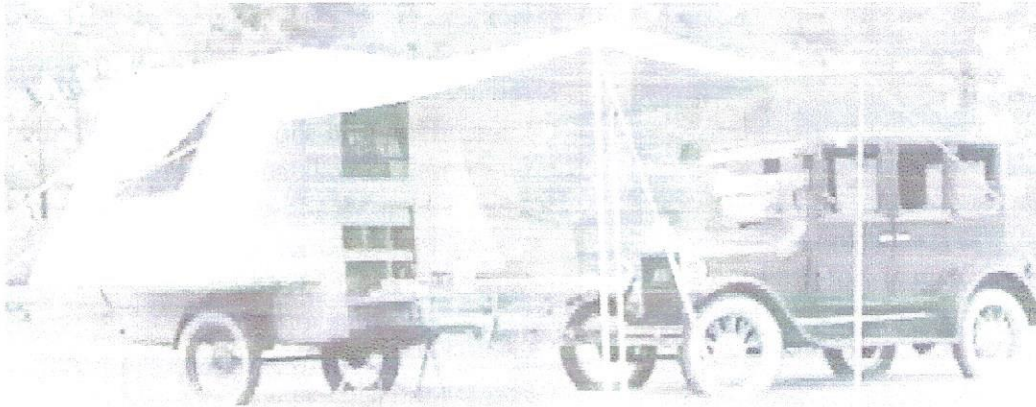
Ross had a point; I didn't have a better idea. I took off my belt and cut out a section just the right length to wrap around the crankshaft. I then bolted the cap on the rod, closed up the sub pan, and loaded our tools. While I held my breath, I pushed the starter button. To my surprise, the engine started and we heard no knocking whatsoever. I pressed on the low pedal and off I went up the mountain. Ginger followed driving the Fordor and camper. Laura, who had driven out from Chattanooga to escort us to their lake house just shook her head and got in her Land Rover to follow.

Ross and Bruce Lilleker are now extremely jealous because they both take such pride in how ingenious they are in getting their T's back on the road when they break down. I got to use the old fabled leather belt trick and they never have had the opportunity.  
YES!!!!!!

When we got to the Apyan's lake house, I had a hard decision to make. Would I go on or would I just rebuild the whole car there and then head home? Seriously, we worked that evening and all day the next day trying to fit an old rusty rod to the crankshaft while we waited for the newly rebabbitted rod to come in. I learned a lot about scraping bearings before the new bearing finally arrived around 5:00 PM. It bolted right up with a perfect fit.

The next morning, we were back on the road and on our way to Massachusetts.

**BEN HARDEMAN & DAUGHTER GINGER'S CAMPER**



**OLD BLUE IN HER NEW HOMETOWN OF RIDGELAND, SC.**



Glenn Storck & Susan Harrington are now officially residents of South Carolina and Old Blue has received the first parade invitation without ever leaving the driveway.

Their new address is:

1542 Malphrus Road

Ridgeland, SC 29936

843-726-8154

[susanglenn@hargray.com](mailto:susanglenn@hargray.com)



Charles & Ann at Loretta Lynns



Visit to Bullington farm



Brian & Kathy at Loretta Lynns



Bob and Nell in NC

### GOOD NEWS BREAK

Mac Flowers is doing great. Thanks everyone for the cards and get well wishes.

Mary Helen Meadows had knee replacement surgery yesterday. (both knees) Don said she was doing well and was going to walk some tomorrow.

Mary Helen Meadows  
2105 Claylick Road  
White Bluff, TN 37187

If you know of anyone else that needs Get Well wishes please pass the word.

By the time you receive this newsletter Larry and I, Lynn and Sue Cook, Linda and Bill Eden, Martin and Anne Alexander and Dewey and Pat Asher will be well winding our way to Nova Scotia. We will be towing to Vermont (by way of Niagara Falls), leaving our trailers in Vermont and driving our T's through New Hampshire, Maine, Nova Scotia, Prince Edward Island and New Brunswick and back to Vermont. We plan to return home sometime around the end of August.

Keep us in your thoughts as we travel.  
Carolyn



Tennessee Backroads April 2003