

## Tennessee T's



## Model T Ford Club

Editor- [Bill Robinson](#)

Be sure to visit our club's

website <http://>

[tennesseets.weebly.com/](http://tennesseets.weebly.com/)

A Message From Ricky Williams,  
Our President



Greetings Model T'ers

The Model T and the Coronavirus. Who would have ever thought we would be saying those words together. With our tours and swap meets getting canceled left and right, because of social distancing, I know that you, like me, are not wanting to "shelter at home".

With spring here and the grass starting to get green I'm ready to go somewhere. I'm ready to see my friends and some country roads, but I guess that is postponed for the short term.

On a positive note, everyone is having extra time to do repairs and maintenance to their cars. When this is over, we will all have our cars in tip top shape. It's one of the only things we can still do to get out of the house.

Most of you know the story of the Dodge brothers. John and Horace Dodge made parts for the early Model T. Without the Dodge brothers, the Model T may have been a completely different car and without their backing Ford Motor Co. may have never gotten off the ground. As you know, they then split from Ford Motor Company in 1914 to start building their own cars and formed the Dodge Brothers Automobile Co.

The Dodge brothers had a 10% stake in Ford Motor Co., and wanted to be paid. Henry wanted to keep putting all the capital in Ford Motor Company back into the business. One thing led to another and they wound up in court.

Henry Ford vowed that he would never let stock holders tell him what he could do with his company, and threatened to resign from Ford Motor Co. in order to build better cars than the Model T at a new company. The stock holders knew that without Henry Ford there would be no Ford Motor Co. They all agreed to sell their stocks, at a reduced rate, back to Ford, including the Dodge brothers. This is what made Ford Motor Co. the family owned business it is today.

Back to the Dodge Brothers and what you might not know. In 1918 three waves of the Spanish flu spread through the world. In the last wave in 1919, John and Horace attended the New York Auto Show where they both got sick with the Spanish flu. John Died and Horace never recovered, he died a year later.

Check out the story at <https://jalopnik.com/bar-fights-lawsuits-and-the-flu-pandemic-the-war-betw-1830081587> , it's a really good read about the early Ford Motor Company in Model T Times.

So be safe out there. You have to stay away from your friends and family but not your Model T. Lizzie is hard to get along with sometimes and even makes me sick on occasion, but not anything I can't get over.

Happy T'ing

Ricky

# Club Officers 2020

**President-** Ricky Williams  
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**Chaplain-** Dom D.  
Ooltewah, TN



# Recipes <sup>4</sup> MANIFOLD COOKER

From our motor to yours

## 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.

Reprinted from the July 2006  
Newsletter—Teresa Williams / Editor

# STAY HOME— STAY SAFE— DURING COVID-19

## For Sale-

### Mac Flowers's Touring Car

1925 touring engine built by Lynn Cook, side curtains. leather good, have second (original) engine that is good. Ruckstell 2 speed axle. For more pictures and info contact Richard Flowers home phone 615-826-5512 cell 615-289-9579, or email [rkfloyfish@gmail.com](mailto:rkfloyfish@gmail.com). Asking \$13,000.





Isaiah 43:1 “Don't fear, for I have redeemed you; I have called you by name; you are Mine.”  
 God actually commands us not to fear, or worry. The phrase “fear not” is used at least 80 times in the Bible, most likely because He knows the enemy uses fear to decrease our hope and limit our victories. In these unprecedented times it is good to step back and get prospective to bring calm back into our lives.

By Dom- our club's Chaplain

**Tennessee T's Model T Ford Club Chaplain Activity Report**

DATE	ACTIVITY DESCRIPTION	ACTION	COST	COMPLETED
3/23/20	Get 5 Get Well & 5 Sympathy Cards	Purchase	\$8.74	3/23/20
3/23/20	Get US Postage Stamps	Purchase	\$11.00	3/23/20
3/24/20	Send Receipts to Club Treasurer	Mail	X	3/24/20
3/24/20	Send Sympathy Card to Paddy Lynch	Mail	X	3/24/20



*What's Darrel Carter been up to?*

I thought the wood engine cradle that Paul had was neat so I put 3 of them together. Really helps to organize everything.

Was able to save a couple of 26-27 engine blocks, 3 hogs heads and a transmission from a scrap metal dealer in Alabama last week for a cheap price.



**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.



**READY TO JOIN OUR CLUB ?**

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



Our condolences go out to one of our long-time members, **Waldo Emerson**, from Decatur, GA. He lost his wife **Sharon** on January 1, 2019.

**Sandy Lynch**, from Fairview, NC, passed away this past March 2020. Sandy and his wife, Paddy, were driving one of six Model T's on the very first Natchez Trace Tours, which was the very beginning of the Tennessee T's. We will miss you, Sandy.

<https://m.legacy.com/obituaries/Citizen-Times/obituary.aspx?n=Ridgeway-Trimble-Lynch&pid=195767593&referrer=2874&preview=True>

Welcome to...

**Tennessee T's**



**Model T Ford Club**  
**New Members**

Sorry, no new members to report since the February Newsletter

**The Roads in Salty Bottom  
This past Winter**



Photo re-printed from the Winter 2011 Newsletter  
Gary Tillstrom / Editor



## Sandy Lynch

May 9, 1948 - March 12, 2020

by George Akin, Ramona, & Emily

Sandy Lynch seemed to always have a certain look. A long-sleeved t-shirt with its sleeves pushed to his elbows. Perhaps he liked it that way or maybe the sleeves were too short for his lanky arms. A grease-stained white cap with a blue Ford logo sat cocked at an amusing angle on his head. The tip of Sandy's tongue always peeking out of a corner of his mouth. However, it was more than his laid-back, fun-loving appearance that solidified one of those rare lasting impressions someone might only experience a few times in their life. No, Sandy was much more than that. And perhaps, through this small dedicated article, I can provide a small glimpse of the big presence and spirit of my longtime friend and Model T brother, Sandy Lynch.

As I sat down for lunch in a small town in Florida during the Winter Model T Tour, I checked my phone to find a missed call and voicemail from an unknown number. *Probably a telemarketer or a robo-call*, I thought, until I recognized the 828 prefix: western North Carolina, the home of my longtime friend Sandy and his wife Paddy. I knew Sandy had been battling a rare disease in his brain, which slowly caused him to lose control of his ability to walk, eat, and more recently, talk. The voicemail was from Paddy, asking me to call. Sandy had passed away peacefully during the night. After speaking with a few different tables at the restaurant, I was unsurprised to find that many folks knew Sandy well and were saddened by his passing. Just how many lives had he touched?

I first met Sandy in 1996 at the International Tour in Lexington, Kentucky. He was driving Bill Baker's white Speedster with Bill Guiney. At the time, Sandy and Bill were the organizers of the Kanuga tour in Hendersonville, North Carolina. I had wanted to do the tour that spring, but Bill had a heart attack and the tour was

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cancelled. The following year, I went to Kanuga and after that, I never missed another tour there. It was on the Kanuga tour that I came to know Sandy. In the opening drivers' meeting on the front steps of the lodge, he informed us about the planned tour and entertained us with his local color and humor. On occasion, he would provide a demonstration of the log splitter he had designed and built to supply the endless need for firewood at the conference center.

Sandy was the Vice President of Property at Kanuga, which meant he was in charge of maintenance and tending to "anything heavy, wet, or broken." Many of my evenings were spent with Sandy in the shop at Kanuga repairing broken down T's. On my first trip to Kanuga, I learned the hard way that one should check and replace the babbitted thrust washers in the Model T rear end. I was sure that I was not going to complete the tour until Sandy introduced me to Gary Smith who sold me two bronze thrust washers. A late night in the shop with the help of Sandy and Powell Sigmon had me on the road the following day. There's a certain camaraderie involved in the fixing of broken things, and the beginning of my friendship with Sandy is proof of that.

Many years later, we were on a tour in the dry county of Renfro Valley, Kentucky when after a particularly long day, Sandy and Dan Zumstein agreed to make a drive to Richmond to buy beer for all of us. While pulling out of the store, Dan's Model T made a loud explosive noise, resulting in oil flowing out onto the running boards. While the engine was still running, Sandy opened the hood when another explosion occurred, sending the oil filler cap into the air and across the street. It did not take long for them to determine that there was a hold in the #4 piston. "Not a problem," Sandy had yelled over the grumbling motor. He stuck his tongue out the side of his mouth, yanked the #4 spark plug wire off, and drove 20 miles back to the hotel on 3 cylinders. The beer was delivered! Later that night after a 250-mile trip to Knoxville, another piston was found and installed while the

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T was parked in the stairwell of the motel. Dan and Sandy managed to drive that T, a 1926 two-door sedan back across the Smoky Mountains while carrying 100 pounds of feed they had purchased along the way to Hendersonville, North Carolina. Hey, they found a great price on it!

If you wanted to find Sandy, all you had to do was find the gathered crowd, and Sandy and his 1914 Model T Touring car would be in the middle, capturing the attention and imagination of friends and strangers alike, both young and old. He might be showing how a Model T could be hand-cranked or retelling one of his infamous stories, complete with sound effects, gestures, and contagious laughter. And of course, he would often encourage those in attendance to climb aboard for a thrilling ride.

Sandy continued the Kanuga Tours until 2014. He retired to a family farm in Fairview where he continued to be active in the Model T hobby until he was no longer able to drive. My last outing with Sandy was scouting roads for the Greeneville, Tennessee Poor Boy Tour.

I'll never forget Sandy, as he was the closest thing to a brother I had ever had. It's impossible to know how many lives he touched, how many conversations he sparked, how many stories he told, and just how much he was loved by all. I do know one thing for certain though. There are lots of drops of black oil on heaven's streets of gold from Sandy and his Model T.

PS.

My wife, Ramona, writes, "It is often said, 'Close friends are family you choose for yourself.' Therefore, Sandy was truly family to George and me, as well as an uncle to our children. His virtuous character gave him a heart of gold. He never hesitated for a moment to help, many times before you could ask. God blessed us through his friendship."

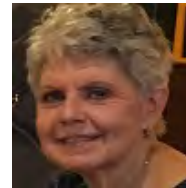
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PPS.

Emily (often referred to as “Emzilla” by Sandy), my youngest daughter who is now 28 years old, edited, polished, and “perfected” this article in honor of one of her favorite Model-T couples, Sandy and Paddy.

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**THE TENNESSEE T'S  
TREASURER'S REPORT BY CONNIE PLANK**



April 1, 2020

<b>Starting Balance (02/01/2020)</b>	<b>\$7,168.80</b>
Total Deposits - 2020 Dues	\$125.00
Total Expenses *	<b>-\$194.24</b>
<b>Ending Balance (03/31/2020)</b>	<b>\$7,009.56</b>
Expenses	
Donation to Model T Museum in Memory of Mac Flowe	\$50.00
Donation to Model T Museum in Memory of Steve Sun	\$50.00
Barbara McCalley – Prize for Lynn Cook Day Contest	\$58.50
Refund – Overpayment of 2020 Dues	\$5.00
Get Well and Sympathy Cards	\$8.74
Postage	\$22.00
<b>Total Expenses *</b>	<b>\$194.24</b>



ZOOM if you wish



The Tennessee T's Model T Club had good attendance at our annual safety/workshop session in honor of one of our founding members, Mr. Lynn Cook. Besides having a great breakfast and lunch we also picked up on some mechanical knowledge from a few of our members.

After breakfast, the ladies went on a shopping spree in Athens, AL. Then, Ricky, our club president held a short club meeting and George ( MTFCA Director) gave us an update regarding the national club.

The men stayed for the workshop.

Paul told us a very interesting story about the history of his 1926 Touring car, which his Dad purchased, disassembled, and primed in the early 1960's. Then, life, work, and family affairs interrupted the restoration. Later, just a few years ago, Paul and his Dad were able to finish the project. It looks and runs good, too! Mr. Gierow and his grandson Armin were present to hear Paul's story.

-continued on the next page-

Some subjects covered were:

- Setting the caster & toe-in on a front axle
- Non-engine related harmonic vibrations
- Re-magnetizing magneto magnets
- Restoring an engine- which parts to keep- which parts to discard
- Bad timing gears- which ones do not buy
- Hand-made gas guages
- 3 different types of coil testers
- How to check to see if all cylinders fire at the same time
- How to Fine-Tune Anderson Timers
- Install disc brakes- most parts are bought from local sources
- Model T Trivia

David brought his Speedster and Phillip brought his cowboy style Pickup. During breaks David and Phillip answered curious questions about their individual Model T's. Some folks wanted to go for a ride around Paul's farm, so, off they went.

Oh yeah. Ricky's new "Biscuit Buggy" drew way too much attention. I got distracted by it. I think everyone else did, too. That thing is beautiful!





3 generations of Model T fans. The Gierow boys.



Breakfast biscuits were served out of the Biscuit Buggy



We "know'd" we were safe at Paul & Rhonda's





# Who was Lynn Cook?

1931 - 2014



**Lynn Cook** grew up in the area that is now known as “The Land Between The Lakes”. From early childhood he was mechanically inclined. After spending four years in the Navy as a mechanic he continued a mechanical career with TVA beginning as an operator and working up through the ranks to retire as a Shift Supervisor. Lynn owned a Model T in high school, so after retirement when he was on vacation in Alaska, and the opportunity came to purchase a Model T, without hesitation he shipped it home. From day one he was determined to learn all he could about Model T’s. He made many improvements to his car and was always willing to share his knowledge and help with any other Model T owner. As he worked to make a car more efficient, Lynn always had safety in mind. He was one of five Charter members of the Tennessee T’s. He would be very proud that the Chapter is growing and has elected to meet one weekend each year to share knowledge and experience with one another.

Thanks to Larry Williams



## Relining replacement Emergency brake linings

By Craig "Vech" Vechorik

The outer axle oil seal failed, and oil and grease got all over the linings of the replacement emergency brake shoes that I bought from Lang's. As far as I know, Lang's does not offer new linings, nor rivets, for these shoes. But having greasy brake shoes does not cut it. Once brake linings are oil soaked, you cannot get the oil out of them. Under use, heat will bring the oil to the surface, and you still have well oiled brakes! Being the kind of guy that fixes things himself, this is what I did. (A personal note, I own a BMW antique motorcycle parts and restoration business, and I relined these emergency brake shoes the same way I have successfully relined antique motorcycle drum brakes for the last 20+ years. And I keep this material and the rivets in stock at all times)

The existing brake rivets that I have, are 1/8 in (3 mm) diameter. The rivets they used were much larger, so I had to lay out and drill a new pattern of holes with a 1/8 inch drill. In the photo, you can see the larger original holes, versus the new pattern.



The shoe material that I use, is a modern, soft, semi flexible non asbestos lining, AF 232, that is 5/32 thick, that I buy in 20 foot rolls, from Industrial Brake and Supply. I order it in 1 1/2 inch width, but it is easily cut to any width or length desired.



The first step is to measure the width of the steel shoe, and then scribe a line down the shoe material using the caliper as a scribe.



The next step is to cut the material to width. One must try to do an accurate cut, and error on the side of being slightly too wide, because this soft material is easily cut with a box cutter with a fresh sharp blade.



After cutting the shoe material, not only to the correct width and length, I clamped it on the steel shoe like so:



Using a hand drill with a 1/8 inch bit, you drill through from the back side, each hole for the new rivet.



The next step is to countersink the material for the rivet heads. Because I do this operation at least once a week or more on motorcycle brake shoes, I have set up a 1/4 inch fornster drill bit with a clamp on collar to set the depth of the drill to speed up the operation.





I use 3 mm copper pop rivets (almost the same as 1/8) to attach the lining to the shoes. NEVER use steel rivets, you can cut and destroy a drum, if the lining wears down to the point of contact! (You could get away with using aluminum 1/8 rivets, however) It is also critical to have a pop rivet gun, with a narrow nose, that will reach down into the recessed hole, and rest on the face of the pop rivet!



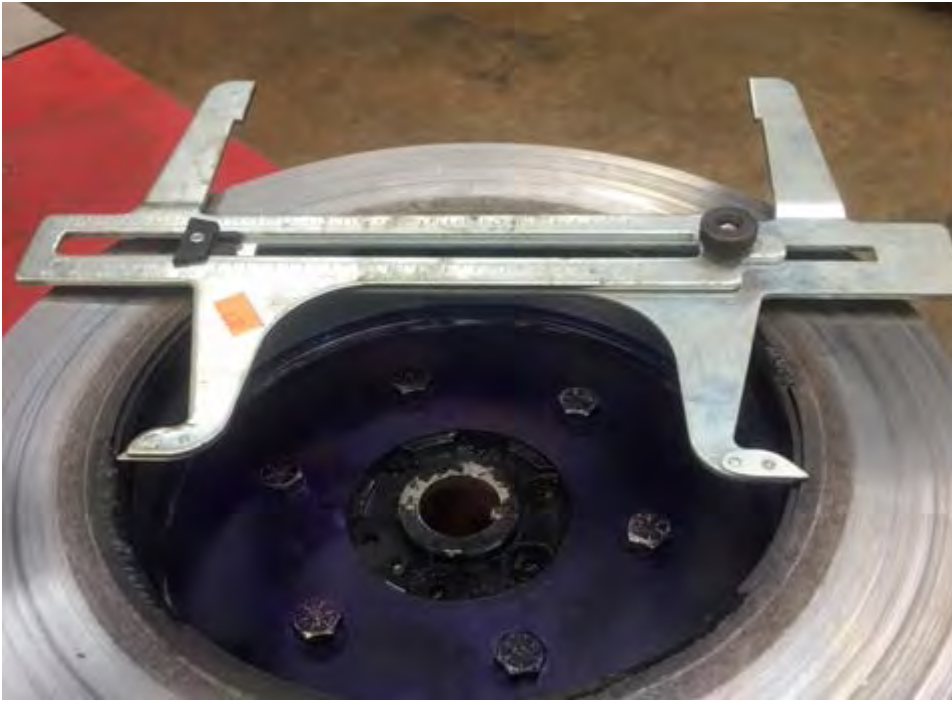
After riveting the material on the shoe, This photo shows how easily the material can be trimmed to fit the width of the shoe exactly, using a sharp box cutter.



The next step is to bevel the leading and trailing edge of the lining and edges using a vertical belt sander



And, they are hard to find these days, but this KD tool, #3377 is an inside/outside gauge for sizing brake drums, and gauging the outside diameter of mounted brake shoes on the backing plate. It makes life easier, when trying to fit a drum over the shoes on any old drum brake system. Would you believe I found this gauge at a local cheapo tool place NOS! I paid the guy \$6.00 for it! He asked me if I knew what it was for! :-D I told him after I paid for it! And yes, I have the Sure Stop disk brakes on both of my T's after having the crap scared out of me in the "hills" of Tennessee on the tour!



But since you will not be able to find this antique tool, and no one has a Sioux brake shoe radius grinding machine for fitting shoes, the way to do it by hand, is to use a black marking pen, and mark and cover the inside of the drum for an area 5 inches long, completely, with the black marker. You can then put one shoe in the drum with your hand, and using hand pressure, slide shoe round in the drum, so it will transfer ink to the lining, showing you the high spots that you can hand sand off with a sanding block and sand paper. No, it is not highly precise, but these are emergency brakes, used mostly to hold the car still, and used in an "Oh my God, I'm gonna crash" stop. Now you can see exactly where the lining is coming in contact with the drum. You may have to repeat this several times, until the radius of the shoe, comes close to matching the radius of the drum.



The f



**Special Thanks to:**

**Craig "Vech"  
Vechorik**

**For his Submission**

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**Keep your distance from  
Phillip Lee! COVID-19 protection!**



# WINTER TOUR 2020

## (March 8-12)

submitted by Paula Gember



There were ~113 Model T's at this year's Winter Tour. Twenty members of the Tennessee T's attended the 4 ½ day tour in and around Gainesville, Florida. Gathering after the opening banquet: Front (L to R): Mark Gember, Rosemary Roorda, Judy Markey, Kathy Easley, Ramona Aiken, Karen Simmering, Connie Anderson, and Jenny Whitehall. Back (L to R): Max Larson, Milt Roorda, Bill Markey, Waldo Emerson, George Aiken, Dom Denio, Sam Turner, Dennis Anderson, Dave Simmering, and Ken Nye.

Paula made some videos and posted them on YouTube. Be sure to give them the thumbs up.



Day 1: <https://www.youtube.com/watch?v=ZHFYubILfV4>

Day 2: <https://youtu.be/IKHrbkCeXYQ>

Day 3: <https://www.youtube.com/watch?v=0V5U5uN8Irc>

Day 4: <https://www.youtube.com/watch?v=jOTxTY8JINc>

Day 5: <https://www.youtube.com/watch?v=3IYm3DSWIDc>

## Transforming something old into something new

By Paula Gember



After the cold and rainy winter, Mark & I were looking forward to going to the Model T Winter Tour in Gainesville, Florida. For the closing banquet, everyone is encouraged to dress up in period clothing. Rather than wear the same reproduction dress again, I decided to try and make an outfit from 'found' pieces. Starting with a dress I got at a thrift store, I was inspired by a 1926 "afternoon frock" I saw in an old article. An excerpt from it read "Flowery prints... are unquestionably the most appropriate decorations for the Summer dress. Into the hot and sultry city they bring an illusion of the country and in the countryside they are in tune with their natural surroundings." I completed my ensemble with my mom's wedding pearl necklace, pearl drop earrings & navy gloves I found in an antique shop during the ladies' trip to Athens, AL on Lynn Cook Day, and a pair of modern day Mary Jane shoes. Mark looks stylish as well, sporting his grandpa's pocket watch, a vintage bowler hat, plaid vest, and other items we acquired on previous Model T adventures.

# BOOGER... IN THE PAN!

by Bill the editor



I bought this '26 pickup back in 1998. I have driven it many miles on country roads, backroads, tours, and in mudholes. My favorite T. Not until today, March 26, 2020 did I notice that every spoke has a nail driven into it, presumably to tighten up loose, clicking spokes. I've never heard a click, never had a wobble.

So, you be the judge- is it really a BOOGER?

# 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> )
March 7-11, 2021	<b>Model T Ford Winter Tour 2021</b> Howey-in-the-Hills, FL Tin Lizzie Club of North Central Florida, call Steve Ellis at 352-207-1498

I am sorry to report that due to the COVID-19 Virus outbreak, most, if not all, Tours and Events (T related) have been postponed. This applies to events that were already scheduled for the next few months.

If you or your group has scheduled or postponed an event for 2020, please send me an email and a group email can be sent to our members.

Hopefully, by our June Newsletter the outbreak will be cleared and we can get back to what we like best.

Bill Robinson, editor

[TennesseeTs@hotmail.com](mailto:TennesseeTs@hotmail.com)

FOR SALE



I'm going to sell my 1911 to purchase a piece of property. This is a super clean car that's runs perfect. It has acc brakes and a Ruxtell. It goes to Greenfield Village and wins people's choice awards almost everywhere it shows. Price is one time only at 30,000\$ firm. New rolled and tucked leather seat. Car sat in 2 collections for over 80 years. Located in Counce TN. Serious buyers only. Cars worth way more than asking price. This is an original car from California. Rick Moore 731-607-3172.

# IN HONOR OF

Hometown: Thaxton, Ms



He was 1 of a kind

# Butch Mercer

1939-2014

## Rust Removal

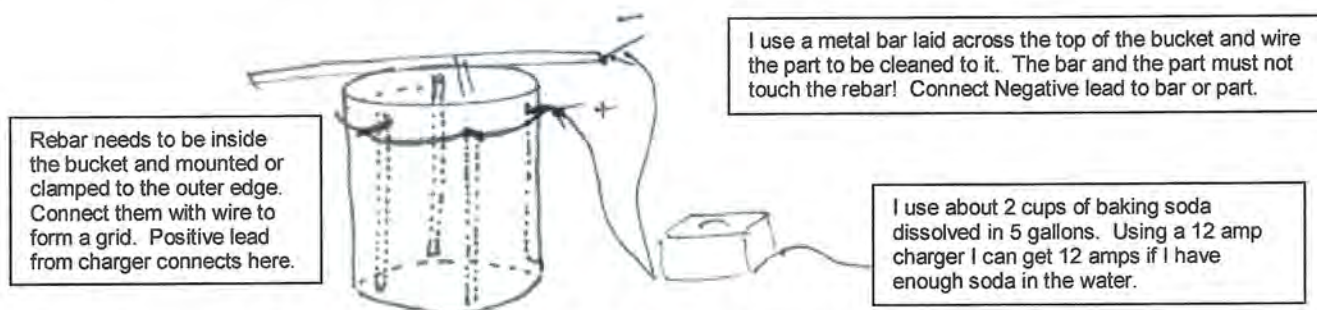
Gary Tillstrom

Note: this is a re-print from the April 2003 newsletter. Got some rusty parts? Well, Gary's system works. I know, because I have tried it. Try it during these Stay-At-Home Orders.

There are a few things in life that are certain. Death, taxes and the ever presence of our arch enemy 'rust' found on model T parts rescued out of barns, fields, wood lots and where ever else they happen to be found. While certain vehicles (my TT) should retain a certain 'Ford Brown' patina, for the most part we wish to see it removed.

I did not invent the following method. I found in on the Internet, have tried it and can attest to the fact that it is the easiest way to remove rust that I have seen (besides pulling a Tom Sawyer on your buddy).

You will need a 5 gallon plastic bucket, some rebar, #12 AWG wire, baking soda and a battery charger. I mounted the rebar in my bucket by drilling and attaching with screws but you can use clamps as well.



It is very important that the polarity be as shown (positive to the bucket and negative to the part). This is actually how they plate parts and what you are doing is plating the rebar with rust. Of course the rust is coming from your part. Eventually the rebar will load up and need to be replaced.

Do not be alarmed if after 3 hours the part still looks rusty or even black. It is all loose and will brush off with a laundry brush.

Be sure to do this outside as the little bubbles you see coming to the surface are hydrogen. You don't want that in the garage.

If you need to do larger parts just make a larger container. I have my eye on a 30 gallon blue plastic barrel and I have even seen one club member use a kid's plastic swimming pool. The larger the battery charger the better but even a 6 amp will work.

The thing I like about doing this is you can be working on something else while your battery charger is cleaning your parts. Try it, you'll like it. Gary



## Members on the Mend

- **John Zibell**- is close to being ready to make a test drive after his knee replacement.
- **Charlie Owen** is still making regular trips to the doctor for treatments.
- **Mark Gember**, had is leg operated on a few weeks back. Paula says he is feeling well enough to work on his T's now.



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

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

## 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)

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.

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*

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