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<http://tennesseets.weebly.com/>



Tennessee T's



Model T Ford Club

Editor- Bill Robinson

Reminder Membership Dues

Please pay dues by January 1, 2021
 Still just \$15/yr



Image submitted by Jim Eubanks

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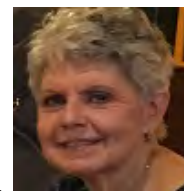
Chaplain's Report- 12.2.20
 by Dom D.- (Tennessee T's Chaplain)

There has been no activity during this most recent reporting period.

“For God so loved the world, that he gave his only begotten Son, that whosoever believeth in him should not perish, but have everlasting life.” John 3:16 KJV

As we enter the holiday season let us remember that God loved us so much he sent his son Jesus to pay the price for our salvation. All we have to do is believe. Let us find a way to show that kind of love to one another as we celebrate the birth of our Lord and Savior.

The Money Bucket



Submitted by Connie Plank, club treasurer.

Treasurer's Report – December 2020

Starting Balance (10/01/2020)	7079.10
Total Deposits (No Activity)	0.00
Total Expenses (No Activity)	0.00
Ending Balance (11/30/2020)	7079.10

A Message From Ricky Williams, Our President

Tennessee T's



Greetings Model Ter's

Model T *Ford* Club

I was recently asked: what can we do as good stewards of the Model T, in order to preserve them for future generations? I don't think we should take them home and lock them away in a barn where they won't rust down, but get them out, drive them, and enjoy them. The only way we can preserve the Model T is by telling its story. As you know, people will chase you down to ask questions. The Model T Ford is such big a part of American history and, as we have talked about before. These little cars did more to change the world and society than anything ever invented.

To preserve these cars means to take them to car shows, ride them around town, or on tour. Take the time to answer questions. I find that most people are very interested in our cars. When I take a car to a car show and someone is just looking or passing by, I say to them, "How are you?" That just seems to open the door to ask questions they have, because they realize you are interested in talking to them and they're not afraid to respond.

Of course, you will always get the usual questions like, can you still buy tires for that thing? Or, how fast does it go, and does it run on gas? Most people are really surprised when they find out just how affordable a Model T is. Many tell me they think my car would have cost \$100,000.00, and are very surprised to find out you can buy a good driver for less than \$10,000.00. They are also surprised to find out just how available they are, and don't realize how many of them are still around.

Do you still remember the first Model T you ever saw? I do. I was just a kid, and I now own it. I also remember the first time I rode in it. Do you remember how attracted you were to them? There are many people out there that have that same attraction, and it's our job to introduce them. That is the way Model T's will be preserved.

I'm sure every generation for the last 100 years thinks their generation will be the last to care anything about these cars. I just don't think that's true. In the world we live in today, there are a lot of things competing for our time. Take time to share your cars. Answer those questions and take people for a ride. That's the way the cars will be around for a long time to come.

I'm looking forward to a new year, as I'm sure you are, so we can get together for a ride. Please keep supporting our club. Without you, there is no club. I think we can ride and stay safe at the same time. I will be getting back to you, soon, with information for a spring tour.

I hope every one of you has a safe and Merry Christmas and a prosperous New year.

Happy T'ing

Ricky

HELPING OUT

by Linda Moorehead

We took our 1927 Roadster to be used as a prop for a fundraiser we have worked with for 20 years benefiting Kosair Children's hospital. With enough snow and Christmas lights the Roadster looks good. Linda and Tom



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

Memories.....by Chef Lowery



Mr. Lynn Cook at work



Bill, I'd just like to say had it not been for Mr. Lynn Cook spending many hours of his time and expertise building my 26T engine, Trans, and rearend I would have never had the pleasure and experience of driving it.. I removed the engine and took it to his shop and whenever he could he would let me help with the rebuild, trying to teach me the do's and don'ts of a model T.. I took many pictures and short videos as he proceeded but I don't think I could or did retain 1% of his knowledge.

I admired him so much.. We became good friends to the point that I thought about selling my T due to not driving it like I once did but when the guy came to look at it all I could think about was Mr. Cook...

So I still have it and although it seems I never get with the club members much, Pat and I still cruise around town in it.

Thanks for all the time you put into the articles you put together and the friendships we have made along the way...

A great bunch of Model Ter's...

Sincerely

Chester W. Lowery



-continued next page-

More of Chet's photos that he took in Lynn's shop



**Note from the
editor:
Special thanks to
Chester "Chet"
Lowery
for this submission**



A Dog's Life in a T

by Ruxstell the dog
(that's how us girls spell
Ruxtell, the Model T part)



My name is Ruxstell and I live with Doug Hauge. That's me in the picture. More on that picture later. Like a Ruckstell axle, I am a popular accessory in Doug's Model T's. I just LOVE to ride in a T! We have been everywhere together, all over the Northeast, upstate New York, and on numerous local club and MTFCI tours. We go grocery shopping, to lunch, (to bars...sh-h-h) to car shows, to Hershey, and everywhere in between. My favorite place to ride is in the folds of the top. When Doug puts the top down, it's like I'm riding in my own little hammock. And that's where the picture above comes in. We were on a tour with Mark and Paula Gember, and in the process of crossing an earthen dam. A news photographer was nearby and snapped this picture, which appeared in the next day's news. He got the picture, but I got to ride all day in the T. What a life!

Thanks to Paula Gember for writing all this down for me. I would have done it myself, but I don't have thumbs! Later in this newsletter, you'll see what Paula did when she came across the picture in the newspaper.



... More from Ruxstell - Remember that newspaper photo I was in?
Paula recreated it as flag that we put out on display wherever we go T-ing.



Here I am in my "hammock"
What a bee-u-T-full life indeed!



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

MY CHRISTMAS CARD COLLECTION

by Jim Eubanks



**Note from the editor:
Special thanks to
Jim Eubanks
for this
submission**

What Happened to Moonshine Mike? by Phillip Lee

Mike Moonie was known in the Appalachian as Moonshine Mike. For about 25 years the revenuers had been trying to catch Moonshine Mike. They knew his still was somewhere deep in the Appalachian hills, but try as they might they could not get even close to his still. Moonshine Mike had the best shine in the mountains most folks would say. Sheriff Josia had spent most of his sheriffing looking for Moonshine Mike's stash and trying to catch him on one of his moonshine runs.

In 1927 Moonshine Mike bought himself a brand new Ford Model T roadster pickup to run his shine to the big city. Moonshine Mike always had his old coon dog Copper riding shotgun on the T seat beside him. Sheriff Josia was still riding his horse when Moonshine Mike got his Model T. For the next 3 or 4 years Moonshine Mike kept ahead of Sheriff Josia in his Model T going over hills, through valleys and splashing across creeks. That Model T could go almost anywhere and it ran better on Moonshine Mike's shine than it did on the lamp oil he sometimes used to fire up the T.

Then one cold misty morning Sheriff Josia spotted Moonshine Mike topping a hill in the T and the chase began again. This time Sheriff Josia had just got his Model T and the Ts had both ears back. You should have seen the water splashing when they crossed the creeks and mud flying as they rounded the curves on that steep muddy road. All of a sudden Sheriff Josia's T was sliding around a curve when the T slid right into a stump on the side of the road. The T flipped, rolled and landed upside down in the rushing cold water of the creek. Well, that was the end of Sheriff Josia. Moonshine Mike did not know what had happened to the Sheriff for about a week.

When he found out about Sheriff Josia, somehow the fun and thrill of running shine just about left him.

The new sheriff and federal revenuers kept looking for Moonshine Mike but could not find nor hair of him. There were rumors that Moonshine Mike and his coon dog could be seen on a moonlit night crossing Bear Creek or topping Rabbit Ridge in a rusty Model T hauling a load of moonshine.

Over the next 30 years or so, Moonshine Mike had not been seen by any credible witnesses (they were usually a little moonshine happy) nor any of his moonshine found for sale in any of the usual speakeasys. What happened to Moonshine Mike? Finally one cold February morning the new sheriff and one of the new revenuers were out looking for stills when they found who they believed was Moonshine Mike with Copper, (his coon dog) and the T way back in the hills in a pine thicket. The revenuer took these pictures of the three.



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

GEORGE'S ETOWAH FALL TOUR

A couple of photos of some of the "tour navigators" on the tour.



Note from the editor:
Special thanks
to
Connie Plank
for this submission



MAKING THE MOST OF IT by Paula Gember

This year has certainly been challenging in so many ways. We've been trying to make the most of what has been a pretty traumatic period for all of us.

Mark and I typically do 10-12 structured tours every year, the largest being the MTFCI and MTFCFA tours, as well as a 10-day tour out west somewhere. COVID-19 has cancelled all of these, or rescheduled them to next year. We still love to get out in our T's any chance we get. We had a few opportunities for some short tours and day rides. I have created a few videos and the links are provide below-

1. Crooked Hill Ride – May 23, 2020

We drove our T up to Pulaski, TN for a day ride put together by Ricky Williams and Bill Robinson.

This was the first "distance" ride for Mark and me since had his leg surgery in April. About 85 miles on the day's route plus our roundtrip home of 90 miles.

Crooked Hill Ride - <https://www.youtube.com/watch?v=woMkLp930Fs>

2. Labor Day Weekend – Sept 4-6, 2020

For this 3-day ride, we were joined by a few T guests from Kentucky. They wanted to experience some of the routes the Tennessee T's enjoy. Dave Walker and his speedster joined us on day 2.

The first two days were relatively easy routes with lots of beautiful scenery. Day 3 we kicked it up a notch and drove the rough and rugged "Buzzards Roost" road. After lunch, David Walker took us to a road none of us had been on before. "Keith Road" was a very wild ride!

Day 1 & 2 - https://www.youtube.com/watch?v=kpd2FEyut_8&t=38s

Day 3 Part 1 - <https://www.youtube.com/watch?v=TecGYc9FLqY>

Day 3 Part 2 - https://www.youtube.com/watch?v=tQQHli_XPy8

3. Int'l Day of Touring – Sept 26, 2020

Mark and I drive into downtown Athens Alabama for lunch, visit some local hot spots and one of the historic districts. A 60-mile round trip showcasing tidbits about the area.

Int'l Day of Touring - <https://www.youtube.com/watch?v=BfD78vjTzJ4>

We hope you take the opportunity to get out in your T's and continue MAKING THE MOST OF IT.

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

How our 1923 Huckster Came to Be

by Tom Moorehead

A 1923 touring car, that had sat outside was brought inside to become a Huckster. Mr. Don Fowler and Mr. Ken Whitaker, of Louisville, KY, began the process of taking the severely rusted touring car body off of the frame, to begin the restoration of the running gear. Over the winter of 1995, the bare frame was sand blasted in Ken's back yard, using silica sand sourced from Jeffersonville, IN.

The long process of getting the car titled was begun. With many trips to Kentucky's capital city of Frankfort, a title was finally assigned to the bare chassis. Kentucky assigned a VIN number of KY11061. An aluminum plaque is attached to the fire wall indentifying the vehicle. The title for the car shows this VIN number. The motor number on the block in the car shows 7026706, which is a 1923 production date. That is the reason for the car being titled a 1923. That engine is in the car today, 2020.

The frame was hand brushed with POR black rust inhibitor. Most of the steering gear was cleaned, repaired and reused, along with the springs and front axle and front spindles and hubs.

Mr. Whitaker had taken the motor out of the chassis and stored it in his barn. The engine was gone through in a "shade tree restoration", with used parts from several swap meets, including Chickasha, OK and Hershey, PA. Once all of the fenders, rear axle, wood wheels and hood were sourced, the rebuild began.

The red oak body came from lumber stored in Whitaker's barn. The two men found the Huckster plans and drawings, planed all the lumber at Whitaker's house, with assembly being done at Fowlers garage.

After about a year of off and on work, (both men were still working at the time) the Huckster came to life, with a beautiful wood body and primed gray hood, fenders and all other metal parts. The engine did have aluminum pistons with much of the other mechanical parts remaining original. Cotton bands were used in the transmission. New tires were also mounted on 1926 wire wheels.

About the fall of 1998, the Huckster made its maiden voyage to the Red River Gorge in KY. Three other cars made that same trip, with Whitaker driving his 1927 Model T touring car and Bill and Ted Billings in their 1926 Model T touring car and Jeep Whitehouse in another model T. (maybe a 1926 Speedster)

In the fall of 1999, Tom Moorhead purchased the car from Fowler for \$4,000.

In 2001, all new Rootlieb sheet metal was purchased, to include the fenders, hood panels and running boards. The vehicle was painted with a 1970's Toyota red paint, selected by Moorehead's wife, Linda.

Once all of the metal paint work was done, the car made a first new look appearance at the Ohio Model T Jamboree in New Philadelphia, OH. Tom and his father Ralph were in the car.

One particular event, The Natchez Trace, was attended by the Moorehead's, Ken and Anne Whitaker, Ted and Bill Billings and Jeep Whitehouse. The Huckster was designated the luggage hauler and it served everyone well. This was in 2002.

-continued next page-

In 2003, the engine was taken out and a short block was rebuilt by Ron's Machine Shop in Shandon, Ohio. This is the same engine that is in the car today, 2020.

In 2004, a Texas T distributor was installed, along with a new radiator, Kevlar bands and a Z high compression head. The car was used on many local and national tours. This was the only Model T the Moorehead's owned at this time.

The car wasn't driven regularly and was pushed to the side after other Model T's were purchased.



The cab was totally enclosed with both doors hinged and latches installed, with access from the outside of the passenger door only. The rear quarter windows go up and down, being held in place with vinyl straps, held either all the way up or all the way down. The rear window was also hinged to lay down. This made this a good vehicle for all seasons. For several years, there was an old auto thermometer in the cab. If the sun was up, and the outdoor temperature in the mid 30's, the cab temp would be about 70. When others were very uncomfortable, we would be in our shirt sleeves.

In about 2006, I traded Mr. Whitaker the wire wheels from the huckster for his speedster. In exchange, we got a pristine set of natural hickory wheels that fit the huckster just right. Those wheels came off of his wife's 1926 Coupe, which he put a V-8 60 flat head motor in, a move his wife never forgave him for. I'd always giggle about having her beautiful wood spoke wheels!

Around 2005, while visiting the annual Indianapolis swap meet, an older gentleman made custom mufflers, out of stainless steel. For \$25, he would make a muffler to your specs, and for another \$5, mail it to you. That muffler remains on the car today.

In 2009, a Ruckstell rear axle was installed.

Several friends of the Moorehead's learned to drive a model T using this car. It was borrowed on several occasions to allow others to enjoy the Model T experience on one day and multiple day tours.

In 2013, a 1927 transmission was installed to help out with the wider band for better brakes.

In 2019, rear disc brakes were installed. This was probably the single best improvement the car received, next to the Ruckstell axle.

Also, in 2019, the car broke a rear axle. The Ruckstell differential was taken out and gone through including new axles and many new parts, bringing the differential in very good tour ready condition.

In November, 2020, the Moorehead's sold the Huckster to Len Doyle of Linford, Hamts, UK, for \$8,500. The car will be picked up before November 30, 2020, transported to NY, loaded in a container and shipped by boat to its new home.

The experiences in this Huckster were what started the Mooreheads in doing Model T tours. Some of the old friends are gone now, but new friends are made that have the common interest of maintaining the old Model T's for future generations. Many "miles of smiles" have been experienced in the Ole Huckster. And I bet many more will be also, across the pond!

DECEMBER 2020

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

VIDEO

Tennessee T's member & newsletter contributor **Craig "Vech" Vechorik**, sent me this video. it is "non T" but had the event not happened, we may be all still riding bicycles. What do you think of the video?

<https://youtu.be/vsGrFYD5Nfs>



**Note from the
editor:
Special thanks to
Ryan Snellen
for submitting this
article**

Ryan added this when he sent me the photo of his son above:
"I'm searching for an auto painter to paint my '72 Road Runner in the central KY/TN
(preferred) if you want to add the request to the newsletter as well."
Reply to tennesseets@hotmail.com and I'll reply with Ryan's contact info. Bill

Christmas Parade Photos



Larry and Carolyn- "Our Heros" (from the editor)

A little Christmas parade advice: It's your choice— either install a modern radiator or carry along plenty of water— regardless of the winter temperatures. The pictured anonymous driver knows this from experience.

DECEMBER 2020



Christmas Parade Photos



Submitted by Steve and Holly Shelton



Submitted by
Chester (Chet)
and Pat Lowery DECEMBER 2020



Christmas Parade Photos



submitted by
Jim Eubanks



submitted by
Phillip Lee



Christmas Parade Photos



Red Hat Ladies here in Ridgeland, SC in 2009

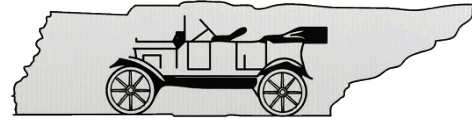
submitted by
Susan Harrington

Gary Tillstrom's TT in Millington, TN 2002.



Christmas Parade Photos

Tennessee T's



Model T Ford Club



Dom delivering Santa to the Coats 4 Kids event in Chattanooga last year.

My husband
told me that
he
couldn't repair
our T's brakes,
so he made
his horn
louder.

Club Officers 2020

President- Ricky Williams
Humboldt, TN
731.618.0207
rwilliams@click1.net



Vice President- Dennis Plank
Humboldt, TN
731.616.6609
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Secretary- Vandy Williams
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731.414.9085
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Treasurer- Connie Plank
Humboldt, TN
731.313.1496
csplank@bellsouth.net



Chaplain- Dom D.
Ooltewah, Tennessee
571-353-0837
ggunrunr@att.net



DECEMBER 2020

Fun Our Family Had in Christmas Parades

by Suzi Robinson

Back before we ever started touring and with our 1st Model T (actually it was a TT one ton truck), we drove in parades from about 1998. The whole family participated starting with decorating the vehicle to outfitting ourselves!

Everyone dressed as Beverly Hillbillies. My Dad (Pappaw) dressed as our KinFolk on my Mom's side (Crockett) and he would walk the whole route carrying his rifle (couldn't do that nowadays) and handing out candy! Below are a few pics.





Note from the editor:
Special thanks to **Suzi Robinson** for submitting this article



Dad loved the Model T's and was always ready for a ride and a picnic! **Ya'll come back now.....'ya hear!!!**

A Mid-Autumn Quickie by David Walker

A few weeks ago, on what was promising to be one of the last great fall Sundays for a 2020 T drive, I sent Paul a text asking if he wanted to ride. I wasn't sure he got the message, so I just went; north into Lincoln and Giles Counties following the old traces.



While on the road, Paul called saying Bill was coming up tomorrow (Monday), and the Phillip was likely also coming, and to meet at Tennessee Rose Farm if I wanted to go on a T ride. Unlike "Los Tres Amigos" -- who are more or less retired -- I was scheduled to work; but who could resist another run with the flivvers?

Naturally, after a great previous day the Rajo racer didn't want to start, so I was unfashionably late making it to Monkey Hill, about the middle of Paul's Tennessee Rose Farm.



continued

Paul led us toward the back of the farm into Bledsoe Hollow and along Reed Branch, on an old wagon road that's likely the progression of the McCutcheon Trace, once the main settlers road between Nashville and what would become Mississippi Territory (North Alabama). The old roadbed is plainly visible as ruts, and passes the Bledsoe Family Cemetery which is tucked into the hollow's southern cove. The Bledsoe's were descendants of pioneer families who settled in the Nashville area during the mid-late 18th Century. Among them was Isaac Bledsoe, who accompanied Daniel Smith on his 1783 expedition to Latitude Hill, just a couple miles away; Smith's goals included marking a large tract of land to be awarded to General Nathaniel Greene for his service during the Revolutionary War; and establishing the southern boundary of North Carolina territory that would eventually become Tennessee.



We continued on to Minnie Brown Road and made our way north through Dellrose, up Minatra Hill, through Young Hollow, and on to Gunter Ridge where we stopped at MacAfee Store. The store was established and run by T.M. MacAfee near Frankewing on US Highway 64. The store closed in 1967, but descendants still own the old place and are working to re-establish the store for folks to stop and see how things used to be.

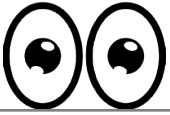


Note from the editor:
Special thanks to
David Walker
for submitting this article

Sadly, none of the MacAfee's were there, so we went on to Bunkum Hollow, Beech Hill, Blackburn Hollow, and Brick Church, where Phillip discovered his pickup was running a little hot. Determining it was losing coolant, he decided to let "Old Yeller" rest at a local gas station, and hitched rides with us on our trek on Charlie Thomas and Cedar Knob Roads, to the Smiling Tree on Carl Fox Road, where we stopped for lunch.

Seeing how it's a single-lane road, we were surprised by the volume of traffic on Carl Fox, where apparently someone is renovating or installing a very serious bathroom in their house, judging by the number of commercial light trucks that passed. And Bill was especially entertained by a redhead lady, named Lisa, who stopped to talk with us as we ate lunch. I'd previously posted photos of the local scenery on social media, and provided directions for those wanting to see it; and she was, apparently, one of the takers and was absolutely amazed by the scenery.

After lunch we headed back toward Monkey Hill by way of Blue Creek Road, Tunnel Hill, Diana, Creecy Hollow, Beech Hill, Harwell Hollow, Indian Creek, Bunker Hill, Elkton and Baugh. The day brought us beautiful weather, beautiful scenery and great company. Hope to see all of you soon on a Tennessee Ts ride!



KEEP AN EYE OUT, PLEASE

STOLEN Trailer with a Model T inside-

information that was sent to **Big John Ohlrogge** by a friend:

A couple days ago a 16', green covered car trailer with a 1915 Model T Roadster inside was stolen from the Golden area, from a former member (Paul Walter's) house.. his daughters are devastated!

It does not have an engine or radiator in it but does have a Ruxstall, overdrive rambler, and McClearn wire wheels/tires.

Please if you see it, catch wind of any information regarding it, or happen to know that parts might be being sold on the computer somewhere..... Keep your eyes & ears open.
Thanks.

PLEASE contact Gary Giarratano 720-215-8238 ASAP

TIP: If you have a covered car trailer the police suggest to paint either your phone number, contact information or the trailer plate information outside on TOP of your trailer, in cases like the above it helps in tracking your trailer from an aerial view!

Keep your babies safe!



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.

Membership Application click here

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



READY TO JOIN OUR CLUB ?

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

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.



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

*Planning a TOUR?
Contact Ricky to avoid
an event conflict*

Special thanks to the following for contributing info for this issue:

- Ricky Williams
- Chet Lowery
- Jim Eubanks
- Connie Plank
- Dom D.
- Linda Moorehead
- Larry Williams
- Carolyn Williams
- Paula Gember
- Phillip Lee
- Tom Moorehead
- Vech Vechorik
- Ryan Snellen
- Holly Shelton
- Steve Shelton
- Pat Lowery
- Susan Harrington
- Big John Ohlrogge
- Bob Easley
- Suzi Robinson
- David Walker

**Without you folks--
it might not have happened.
Bill**

Don't forget- Big John makes beautiful, hand-crafted wooden steering wheels.
bigjohn331958@gmail.com



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

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