

AUGUST 2004

EDITOR: Carolyn Williams

MINUTES FROM JULY 9, 2004 TENNESSEE T'S BUSINESS MEETING

After a backyard cookout at Larry and Carolyn Williams's the meeting was called to order by the President, Larry Williams. Members present were Lynn and Sue Cook, Mac and Ernestine Flowers, George and June Ross, Gary and Frances Curtis, Charles and Ann Corlew, Mike and Maria' Summerral, Charles and Jana Swann, Bob and Nell Harris and Larry and Carolyn Williams.

Everyone was welcomed and Gary Curtis and Charles Swann were recognized as new tour drivers. Mike and Maria' Summerral were on their second tour.

Minutes were read and Mac Flowers made a motion to accept. Second by Ann Corlew. Treasurer Sue Cook gave a mid-year financial report stating the club had a balance of \$1,693.69 with outstanding bills for the meat for the cookout.

No old business.

Mac Flowers asked what our club membership number was at this point. Williams reported a total membership of 45.

Lynn Cook gave a report on the Black Hills and Western tour that the Cooks, Williams, Eden's and Alexander's took during the month of June.

Larry Williams made club members aware of a lesson plan we can order from the MTFCA for use with school or civic groups for presentations. Williams encouraged members to make use of this material.

Carolyn Williams asked everyone to please send news for the newsletter. A general discussion followed with members relating stories of their parents and the Model T. Several agreed to write these up as an article for the Newsletter.

After a discussion and overview of Saturday's tour a motion was made by Ann Corlew to adjourn. Second by Bob Harris. Meeting adjourned.



Enjoying breakfast at Carol's before beginning the Saturday tour.

WAVERLY WEEKEND

by: Ann Corlew

On July 4th many citizens celebrated America's independence. On July 10th several Tennessee T members demonstrated their dependence on Henry Ford's Model T.

Our great weekend adventure started with a cookout at the home of Larry and Carolyn William's. Everyone enjoyed the food, fun and fellowship. The ladies were gently chided because none of us know how to drive a Model T. We ladies were nice and did not chide them because they could not make a cherry pie!!!

On Saturday morning after a good breakfast at Carol's we started our tour. We traveled the back roads between Waverly and Dickson. We saw many nice homes and enjoyed seeing nature at its finest. The Queen Ann's lace and Black-eyed Susans were in their glory. The flowers trees, pasture and rolling hills made us aware of how beautiful our state is.

We arrived at the farm of Earl Gray in Dickson county about 11:00 o'clock. We saw an antique tractor powered thrashing machine at work and other antique farm equipment.

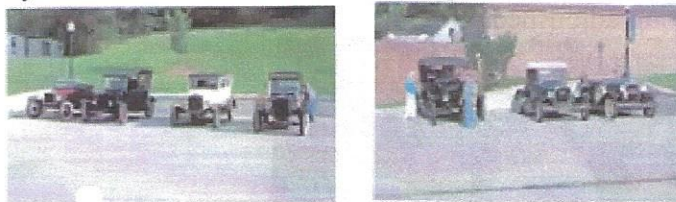


We journeyed on to Dickson and had a delightful lunch at Sister's restaurant where we were entertained by the "Red Hat Ladies".

After lunch we visited several of the antique shops on Main Street. Everyone agreed we were driving the best antiques in town - our Model T's.

We continued our drive back to Waverly by traveling some more picturesque roads in Dickson and Humphreys counties. We are happy to say none of the Model-T's had trouble. As usual Larry and Lynn were good navigators and trouble shooters.

On Saturday night after a group dinner at Marble Oaks we all gathered around the Humphreys County Court House and enjoyed music on the square. Most of the men stayed with their T's and answered questions from curious on lookers.



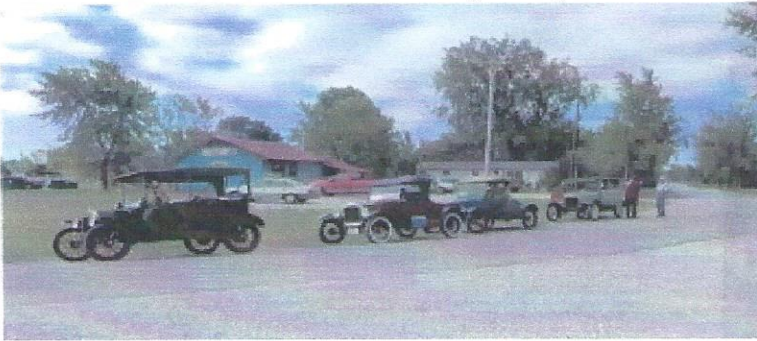
T's arriving at Music on the Square.

Sunday morning several of us met at McDonalds for breakfast. While there a five year old curious, energetic little boy came running up to our Model T touring car - climbed in and after a quick inspection asked a question we had never been asked before. "How do you roll the windows up?" Since we couldn't answer that question it seemed like a good time to head home. We all agreed we had a wonderful week-end tour. Ann Corlew (pictures by: Charles Swann)

THE GREAT WESTERN ADVENTURE

by: Lynn Cook

Four members of the Tennessee T's spent twenty-three days in June in their Model T's touring from Missouri to Idaho and back which included a week long tour of the Black Hills of SD. On the first day of June, Lynn and Sue Cook, Larry and Carolyn Williams and Bill and Linda Eden arrived at the home of our tour host, Martin and Anne Alexander. After a wonderful meal and much catching up on everyone's news Anne presented us with tour guides and "goodie bags" for our great adventure. We were up early the next morning and after a hearty breakfast at the Queen City Cafe we heard the cry "Westward Ho" and we were off on a 3600 mile journey across nine states.



QUEEN CITY CAFE 6-2-04

Our first visit was to see an old school house that had been turned into a private residence. After that it was straight across the state of Iowa to Shenandoah for our first night on the road.

Day two we crossed the Missouri River and into the state of Nebraska. Our destination for day two was Minden, Nebraska. During the day we realized we would be very close to our good friends, Dale and Hattie Finnigsmier. Larry had the International directory with him so we called them up and they said, "Come on over." We stopped for a great visit and tour of Dale's shop and toy collection. While there I found some Model T parts that Dale no longer needed and that son Tony was in bad need of. The deal was struck, the purchase was made and it was on to Minden for the night.

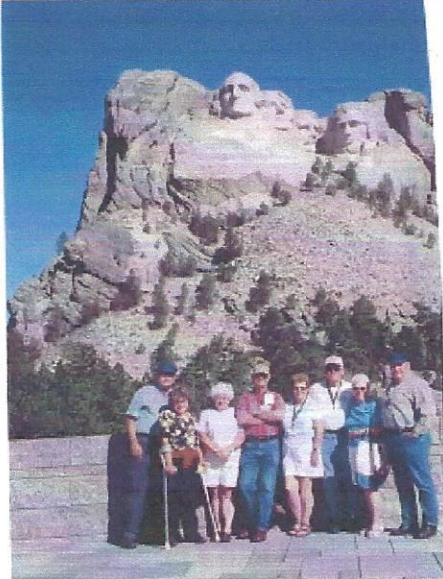
Before departing Minden on day three some of us visited the Minden Opera House while others toured the Harold Warp museum and pioneer village. Leaving Minden we toured the Gateway Arch that spans I -80 near Kearney, Nebraska. From there we drove to our overnight stop in Thedford where a rodeo was in progress. We didn't attend the rodeo but a bull rider staying at our motel gave Larry some good natured ribbing about how slow the Model T was. Larry replied " Yes, we all used to ride bulls but that got to tame for us and we went to a hobby that was more exciting - Model T'ing."

Day four we traveled from Thedford to Chadron. The big event of this day was a pizza buffet for lunch.

Day five was a short day that took us into Keystone, South Dakota where we would spend the next week on the Black Hills tour. As we were getting into the mountains near Keystone we stopped to fill with gas at Hermosa, SD. Martin Alexander filled with diesel fuel and as he pulled away from the pump the car was completely engulfed in smoke.

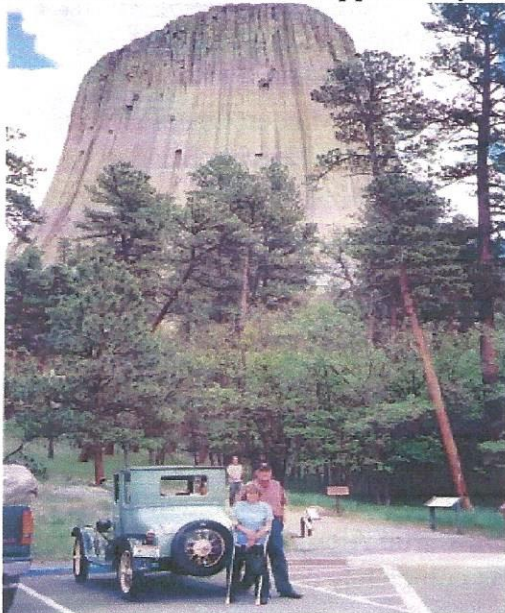
Martin continued on and now we knowModel T's will climb a 15% grade on diesel fuel although they complain SOMEWHAT.

The next five days were spent driving in the local area of Keystone, visiting Mount Rushmore, Crazy Horse, Custer, Hill City, Deadwood, Spearfish, Rapid City and the Mammoth Site near Hot Springs. There were 109 cars on the Black Hills Tour. At the Friday night banquet Martin Alexander accepted a trophy on behalf of our group for having driven the longest distance in a Model T to attend the tour.



THE SKUTUMPAH GANG AT RUSHMORE

On Saturday, June 12th we departed Keystone for Gillette, WY. We drove a scenic route passing MT Rushmore & Crazy Horse. We had beautiful skies until one lone black cloud appeared. The skies began to darken and we had lightening, rain and hail and not having my side curtains on my lap was soon filled with hail. Needless to say, I was happy to reach Sundance, WY where we stopped for a picnic lunch. The skies were clear again by this time and we all took the opportunity to dry out. In the afternoon we visited Devil's Tower.

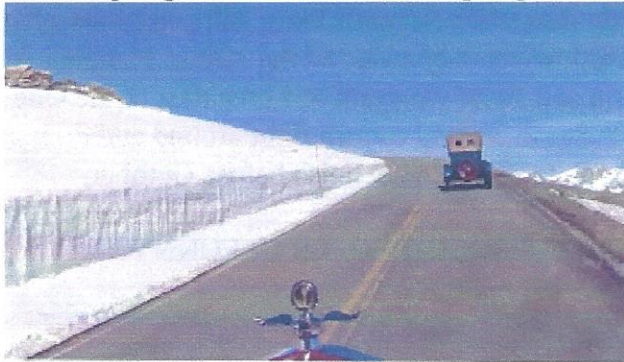


BILL AND LINDA AT DEVIL'S TOWER

On Sunday, June 13th we left Gillette had lunch in Sheridan, WY and crossed Black mountain. At Burgess Junction we took 14-A northwest to the small town of Lovell, WY for the night.

On Monday, June 14th we took a vote and changed our route to go through Cody, WY to visit the Bill Cody Museum. Leaving Cody we turned North back to our original route and spent the night in Red Lodge, Montana. Red Lodge had a band playing on the square and several of us took a "hayride" through the town.

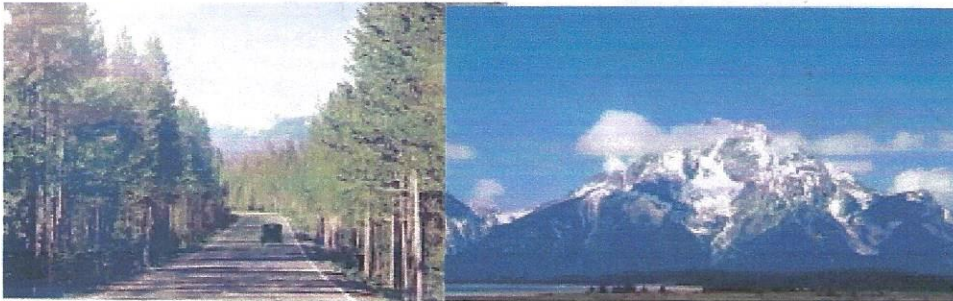
Tuesday, June 15th we left Red Lodge crossing Beartooth Pass that took us to an elevation of 10,947 feet. While crossing Beartooth we encountered falling snow as well snow on the roadsides that was as high and higher than our Model T's. After crossing Beartooth we had lunch in the small town of Cooke City, MO. After lunch we went through the Silver Gate entrance to Yellowstone National Park and spent the night at Mammoth Hot Springs. We visited the hot springs in the afternoon.



I SURVIVED BEARTOOTH!

Wednesday, June 16th we drove into Idaho for a short way, back into Yellowstone, spent the rest of the day touring the park and overnighed in Grant Village.

Thursday, June 17th we left Grant Village, exited the South Gate of Yellowstone and entered the Grand Teton National Park



Leaving the Teton's we turned East on Highway 26 and crossed the continental divide and the Wind River Range and spent the night in Lander Wyoming.

Friday, June 18 we traveled from Lander, WY to Saratoga, Springs WY where we visited some hot springs.

Saturday, June 19 we headed for Estes Park, CO but had to change our route in Walden, CO because the roads were closed due to snow over the mountain passes we intended to take, but an alternate route was found and we made it to Estes Park before nightfall.

Sunday, June 20th we left Estes Park after having to wait for all the runners in a marathon to cross the road. We all decided we had much rather be riding in our T's than running in a marathon. The day was beautiful and our tops were down as we left Estes

Park through Thompson Canyon. In the afternoon a huge black cloud appeared directly behind us. We managed to outrun it to Wray, CO where it caught us while we were checking into the last motel for fifty miles. Not the fanciest motel we had on the trip but as an old sailor I say "any port in a storm." On Monday the 21st we had an good day driving from Wray to Smith Center, KS.

On Tuesday the 22nd, shortly after leaving Smith Center, we stopped in Mankato, KS for gas and a little antique shopping. A gentleman came up to Sue and told her he had parts for those old cars at his house about 4 block from there. We immediately headed that way and he did have parts. We all came away with something but Larry bought so much Carolyn's suitcase got put on the running board to make room for parts. We stayed the night in St Joseph and headed for Queen City on the 23rd. We intended to gas up at the first stop and there was not stop. After awhile we heard Linda's frantic voice on the radio, "We are running out of gas." At that same moment our leader, Martin, turned into a gas station, one slightly down hill. Seconds later Bill and Linda silently coasted up to the gas pump. Bill was immediately awarded the "Good Planning Award." After spending the night with Martin and Anne we again had breakfast at the Queen City Cafe and it was time to head home. Some wanted to turn right around and do it all over again but I had a basement to get back to and a car to finish before October.

THE THIN MOUNTAIN AIR AFFECTS SOME PEOPLE IN FUNNY WAYS.



RUN SUE RUN!!!!!!!!!!!!!!!!!!!!!!

(pictures: Anne & Carolyn)

MTFCI FORTY EIGHTH ANNUAL TOUR
WISCONSIN BY WAYS TOUR

July 18 - 23, 2004

The Tennessee T's Chapter was well represented in Wisconsin with eleven of the 289 cars being driven by Tennessee T's members. Chapter members attending were Ralph and Teresa Williams, Gary Tillstrom, Bill and Judy Markey, Tony and Brenda Verschoore, Larry and Carolyn Williams, Bill and Linda Eden, Martin and Anne Alexander, John and Kathryn Strickland, Bud and Ginny Scudder, Max Larson and Don and Marge Krull. We were able to really sound off when they had the official roll call of chapters at the opening banquet on Sunday night.

This year the tour Co-chairs were International President Sheryl Stier and International Vice President Don Krull. This year's tour was a great one with beautiful country roads in the Wisconsin dairy lands. We heard many say it was one of the best MTFCI tours in many years. Sheryl and Don had a host of people that pitched in to help make it so.

Couples and sometimes Chapters took a different day of the week and planned the driving route, the days activities, lunch stops and even more important the ice cream stops.

Tennessee T's member, Linda Eden took on the awesome responsibility of being the register for the forty-eighth tour. If you have ever helped with even a small tour where you have to collect money, keep up with who and who did not order what, keep names and addresses, list for judging, list for fashion shows, who cancelled one person and added another, and all the while making sure everyone's name is spelled correctly no matter how poor their handwriting, you know what a job it would be to do this for 300 cars but she did it flawlessly and always with a smile on her face. Go Linda

Brenda Verschoore, another Tennessee T member did a superb job of putting together wonderful "goodie bags" for each car in attendance and also obtaining great door prizes. She also spent forty plus hours making center pieces for the banquets. Each driver received a blanket with the tour logo on it. What a great gift to remember the tour by. Thanks Brenda for all your hours of hard work.

Gary Tillstrom and Ralph Williams helped to fatten the coffers of the Youth Foundation by donating two sets of rebuilt coils for the Youth Auction on Thursday night. Monies raised from this auction go to provide college scholarships.

Gary and Ralph rebuild some good looking coil sets if you are in need of rebuilt coils.

Larry Williams helped with trailer parking along with a host of others including Bill Eden. At times they had their doubts but when Sunday afternoon came all tow vehicles and Model T's had a spot.

Marge Krill was the shirt lady for 2004 and a very good one. We all received beautiful bright yellow shirts. When we were out and about we could not be missed.

Carolyn Williams, Linda Eden, Anne Alexander, Marge Krill and Brenda Verschoore all helped Friday, Saturday and Sunday at the registration table making sure that everyone received just what they ordered. Thanks to Linda's good record keeping registration went without a hitch and we kept our smiles - most of the time.

Anne Alexander participated in the vintage clothing fashion show on Tuesday night. She plans to have Martin all decked out one year. This years fashion show coordinated and directed by John and Renee' Regan was one of the best we have seen.

As you can see Tennessee T's members were very involved in this years MTFCI. Many of our chapter members, especially the ones that live in other states, belong to one or more other chapters besides ours but as you can see they uphold the Tennessee "Volunteer" tradition wherever they go.

Sheryl and Don great job! The folks in Virginia have some big shoes to fill in 2005.



Tennessee T's members and friends at dinner in Wisconsin



Anne and Martin Alexander. Anne ready for the fashion show. Looking good!

The Memphis *Ford* Story

America's love affair with the car started long before any of us were even a glimmer in the eyes of our parents. Henry's beloved Model T gained fame and notoriety almost immediately and caused accountants everywhere to re-think their current supply and demand forecasting models. Detroit simply could not keep pace with the demand for the funny looking little cars we all like so much.

Ford Motor in an effort to meet demand for the famous Tin Lizzy built assembly plants all over America to keep up with orders for the new cars.

Enter Memphis TN. In 1913 Ford constructed an assembly plant in Memphis at 495 Union Ave. The site of this original plant is today occupied by the Commercial Appeal (a.k.a. daily fish wrapper). In addition to assembling complete cars, Memphis also built up wooden wheels and made the wood body framing to be shipped out to other branch assembly sites.

As time would go on it became obvious that the Memphis Ford plant was woefully too small to keep up with the current production demands for the Model T. I'm only guessing here but I would estimate the 1913 plant was not a moving assembly line since that was the same year Detroit was experimenting/retrofitting the main Ford plant for the line.

In 1923 Ford announced plans to build a new plant at the west end of

South Parkway just east of the Mississippi River. The new plant was probably a moving line plant as it was designed by Ford architect Albert Kahn. Construction was completed and the plant was opened in 1924. The location of the new plant was an excellent choice as it made shipping both parts and completed cars easy by rail or barge.

Workers at the new Ford plant were given the opportunity to buy into the new Memphis subdivision of "Fordhurst" (*you can't make this stuff up*) located across the street from the plant. New houses in Fordhurst sold for \$2750 - \$3000 and the new owner would have had a hefty \$21.18 mortgage payment. By 1924 Ford was paying \$7 a day wages. The Fordhurst subdivision was connected to midtown via the famous electric trolley line (which still run in midtown today). This new subdivision was not really a success and mostly sat dormant until 1939 at which time the building boom took off.

Unfortunately, production records were not kept against particular serial numbers so there is no way to determine where our cars were assembled. Having said that, cars with a known history within 150 miles of Memphis were in all likelihood built in Memphis. I would guess Ken and Joyce Swan probably own a Memphis Ford as Ken got that from the original owners family and it was very close to Memphis.



Ken and Joyce Swans 1922 Touring

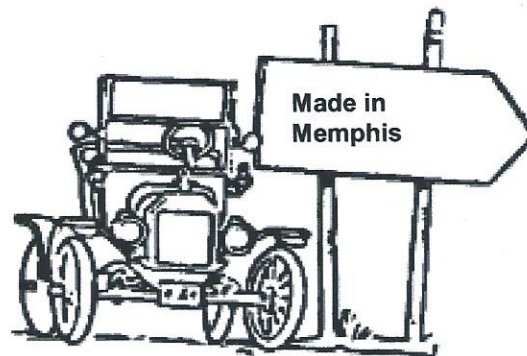
Ken rescued his touring car from a chicken coupe in Arkansas 50 years ago when he was just a youngster.

Although there is no way to prove it, this car was most likely assembled in Memphis.

The Memphis plant would be late in converting from Model T production to Model A. The first Model A to leave Memphis rolled off the line on April 5th 1928. This was a very big deal at the time and a parade was held downtown to give folks a look at the all-new Ford.

Productivity and profit were unsustainable during the depression. Other blows to the Memphis Ford plant would be WW II, labor strikes and loss of market share to GM.

With McNamara at the reins of Ford Motor Company in 1958 the economic decision was made to close the Memphis plant. The loss to the city was 1,642 jobs and an annual payroll of \$ 9,000,000. It has been reported that Memphis refused to give Ford tax breaks on a proposed plant expansion. Talk about hindsight being 20/20!



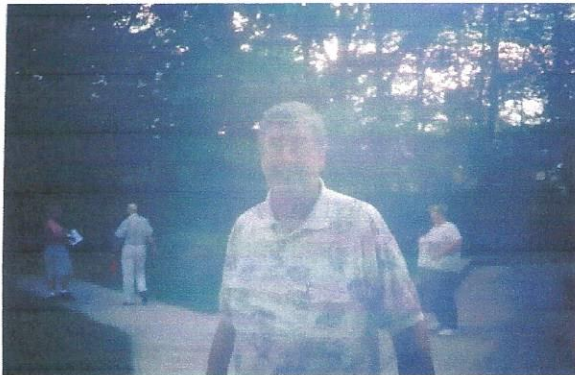
That friend is the story of Ford history in Memphis. And you thought Memphis was only responsible for Elvis, Carl Perkins, Jerry Lee Lewis, Johnny Cash, and BBQ! **Gary**

GET WELL THOUGHTS

Yvonne Cook had wrist surgery but is doing great. Daughter Emily is doing a good job of taking care of her.

Maria' Summerall will be having some very serious kidney surgery around the 12th of the month. Lets all remember Maria' in our thoughts, prayers and with cards.

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WELCOME TO NEW TENNESSEE T'S
MEMBER MAX LARSON



Max lives in Miami, Fl and drives a 1926 Touring and a 1926 Coupe. Max has been on every Natchez Trace Tour, including the first one, when there were only six cars and is already signed on for the 2005 run. Welcome Max.

Add to your Chapter Membership list:
Max Larson
752 NE 79th Street
Miami, FL 33138
(305) 751-9901

HOLD THIS DATE

DECEMBER 4, 2004
FOR THE CHAPTER CHRISTMAS
PARTY AT THE HOME OF
DARREL AND ANN CARTER IN
GERMANTOWN.
ANN CALLED TO SAY DETAILS
WILL BE IN NEXT NEWSLETTER

AUGUST BIRTHDAYS

Gary Curtis..... 1st
Julian Sides..... 7th
Joe Pinegar..... 23rd
Joyce Swan..... 24th
Norma Hampton..... 29th
Anne Alexander..... 30th

AUGUST ANNIVERSARIES

Jim & Donna Wade..... 1st
Jerry & Diane Waller..... 24th
Willis & Norma Hampton..... 30th

SEPTEMBER BIRTHDAYS

Pat Rowe..... 5th
Jane Sides..... 11th
Mac Monteith..... 25th
Marge Krull..... 27th
Earl Lake..... 30th
Leonard Brown..... 31st

SEPTEMBER ANNIVERSARIES

Lynn & Sue Cook..... 1st
Mac & Elizabeth Monteith..... 2nd
Gary & Frances Curtis..... 3rd
Martin & Anne Alexander..... 29th
Gary & Annette Tillstrom..... 14th

MEMBER RECIPE OF THE MONTH CORN LIGHT BREAD - Frances Curtis

1/2 C. sugar
1 t. salt
1 t. soda
1/4 t. baking powder
2 C. buttermilk
2 C. cornmeal
1/2 C. plain flour
4 T shortening
Put sugar, salt, soda, and baking powder in a bowl and add buttermilk. Stir well. Add flour and cornmeal alternately. Melt shortening in loaf pan and add to mixture. Sprinkle a little cornmeal in loaf pan. Heat pan, and pour mixture into hot pan. Bake in moderate oven (350 degrees) 45-60 minutes.

NOTE FROM LARRY

First of all guys, thanks so much for all the articles and pictures you sent Carolyn for the Newsletter. Other than folding the pages and stuffing envelopes I'm very little help on this project.

I attended the Chapter Presidents meeting in Wisconsin. It was one of the better meetings I have attended. The issues discussed were too numerous to cover here but some of them include a report from President Sheryl Stier outlining her goals for the year. She and the board of directors are working on ways to improve the judging process, the Model T Times magazine, increasing membership, especially in the younger generation. Total membership is 4200 currently. One President Stier's major goals is to work on improving Chapter relations between local chapters and the International. She plans to continue to work on an on going process of having each board member responsible for communicating with a given number of chapters on a regular basis. As usual the question of insurance was an issue. Several chapter presidents asked for written information on insurance.

Publishing a membership directory in house is a possibility in the future. They hope to produce one at a more economical cost. For them to do this all local chapter will have to provide them with accurate up to date membership information.

Another point discussed was to somehow recognize members longevity in the MTFCI.

An update was given on changes and planned changes to the web site. Keep an eye on this for a "What's New" section. Tony Cimorelli is doing a outstanding job in this area.

Also, I encourage you to follow up on the mailing you received for the Model T Ford Club, International 50th Anniversary Commemorative Pictorial Book. This gives you an opportunity to put a picture and an article about you and your Model T in this publication. We are working on an article for this publication for our chapter. If you need information give me a call.

The Natchez Trace Tour is filled and everything is on schedule for October. We hope each of you will think about planning a chapter day tour, overnighter or weekend tour in your area either this fall or in 2005. We have a great state for touring.

Remember December 4th for the annual Christmas party at Darrel and Ann Carters.

Thanks for everything you all do to make our chapter the great one that it is. Happy T'ing.

Larry