

THE TENNESSEE T'S NEWS



OCTOBER/NOVEMBER

EDITOR: CAROLYN WILLIAMS



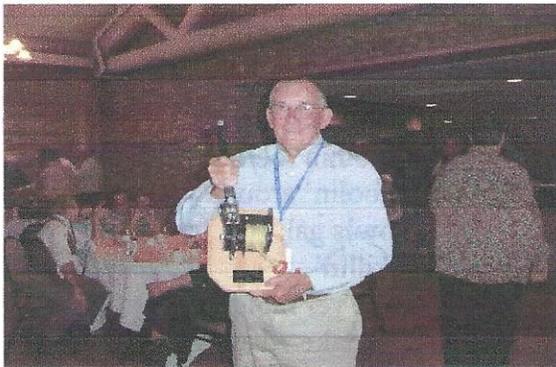
2005 has been a good year, BUT not the best Model T year for Carolyn and me. It all started with a wreck on the Trace in October 2004. After we were back together (us and the car) we enjoyed a great day tour in MS with Ralph and Teresa, a wonderful Waverly weekend, and several Sunday afternoons driving with Lynn and Sue. In July we loaded the T and traveled to Canada for the Prairie and Peaks tour in Cochrane, Alberta. We went early and met Bill and Linda Eden to attend the Calgary Stampede. What fun! On Sunday, tour registration day, we went to have our official tour picture made with a Royal Mountie. On the way back to the hotel a TERRIBLE noise arose from under the hood - our little car stopped dead in the water. Upon examination our worst fears proved to be true - the crank shaft was broken. Never fear - we unhooked from our trailer and "drove modern" each day. Certainly not as much fun, but at least we saw all the beautiful scenery and were even able to stop and offer assistance a few times. At the Friday night banquet we won the "Hard Luck" award, a nice trailer winch for loading the car the next time our crank breaks. Hopefully October 2005 will begin a new and better Model T year. (See Connie's newsletter article and this month's Vintage Ford for more on the tour) *Larry*



About 30 minutes before fatal break.



Nick and Connie Nicholas at the banquet



Hard luck award



Bill and Linda Eden at the Stampede

NEWS FROM CHAPTER MEMBERS

Bryan Nelson is in the process of making some wooden (white oak) side rails for the bed of his '25 pickup. Will have photos when completed.

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Nick and Elke Longworth have just finished extraction of honey from their beehives. Nick says his 1927 2 door has sat untouched all summer... so his report is...the world of good intentions and no follow thru. (lets see if we can encourage Nick and Elke to "follow thru" and have the '27 on the road by Spring of 2006)

.....
Bill and Linda Eden towed their T to Kewanee, IL and took the 3 grandchildren along for the annual Kewanee Hogfest. Their daughter Andrea and her husband drove the Model A. They went on a poker run that totaled about 60 miles for the 3 laps, but the rain began about half way through. Linda said they finished the laps in the Model A with the two oldest grandchildren in the rumble seat singing in the rain. Bill won the big prize in the drawing and is now the proud owner of a new centennial blue Ford shop coat in his size.

.....
Marge and Don Krull and the Eden's say they are doing their part to uphold the Northern part of the Tennessee T's. They both attended the Michigan tour where they visited many winery establishments and the Kewanee Hogfest. Don and Marge also attended a Colorado tour and this week they are in Hershey. They also have the Great River Road tour to go.

.....
Darrel and Ann Carter have rented a storage unit to put one of the T's in and now they can actually use their garage. (better watch him Ann..sounds to me like he is just making room for another T)

PARTS WANTED

Darrel Carter is looking for a '26-27 rear end to put a Ruxtel axle on.

CAR FOR SALE

1926 Ford Model T "Doctors Coupe"
\$10,000.00 or best offer.

Call: Scottie Leverette (731) 431-6256

All original except paint job.

Included: original owners manuel, tire pump and jack.



GET WELL WISHES TO:

Ann Corlew

Pat Asher

Jack Van Bruggen

Larry Harris

Don Meadows

Mary Helen Meadows

Glenn Weakley

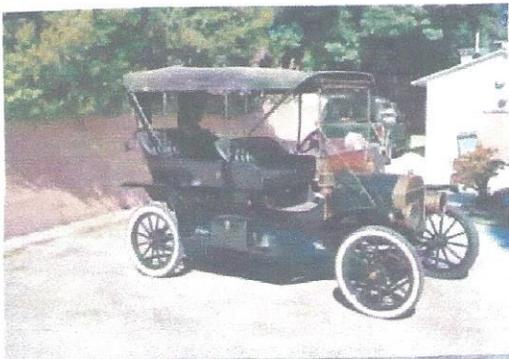
COWBOY TEN COMMANDMENTS

1. Just one God.
2. Honor yer Ma & Pa.
3. No telling tales or gossipin'.
4. Git yourself to Sunday meeting.
5. Put nothin' before God.
6. No foolin' around with another fellow's gal.
7. No killin'.
8. Watch yer mouth.
9. Don't take what ain't yers.
10. Don't be hankerin' for yer buddy's stuff.



I am passing along some photo's of a tragic Model T outing. My good friend Bryan Ostergren and his friend Mike were on a day trip. They parted ways at the end of the day to head home. Mike was driving a correct 1911 touring. After descending a mountain on his way home Mike smelled smoke and flames came up thru the front seat. After pulling to the side of the road Mike got out the fire extinguisher and it wouldn't work (the gauge was in the green). They tried throwing dirt on the fire but could not stop it. The gas tank exploded and the left end of the tank went toward Mike's wife (across the road) and she suffered 2nd and 3rd on her neck and back. Luckily she reacted fast enough to turn her back to the explosion. **LESSON HERE: DO NOT TRUST CHEAP FIRE EXTINGUISHERS OR THOSE THAT HAVE SOME AGE ON THEM.**

BEFORE



AFTER

SEPTEMBER BIRTHDAYS

Pat Rowe.....	5 th
Jane Sides.....	11 th
Mac Monteith.....	25 th
Marge Krull.....	27 th
Earl Lake.....	30 th
Don Hiner.....	21 st
Karen Decker.....	3 rd
Connie Nicholas.....	19 th

SEPTEMBER ANNIVERSARIES

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

OCTOBER BIRTHDAYS

Mary K. Monteith.....	9 th
Ralph Williams.....	11 th
Mike Sumerall.....	15 th
Keith Ellis.....	17 th
Don Krull.....	17 th
Nick Nicholas.....	24 th

OCTOBER ANNIVERSARIES

John & Bonnie Ohlrogge.....	14 th
George & June Ross.....	14 th
Bill & Judy Markey.....	21 st
Bob & Nell Harris.....	22 nd

NOVEMBER BIRTHDAYS

Walter (Nick) Longworth.....	15 th
Kenneth Jack.....	15 th
Ken Swan.....	23 rd

NOVEMBER ANNIVERSARIES

Jack & Betty Van Bruggen.....	28 th
Monty & Mary Monteith.....	29 th
Don & Jerrie Hiner.....	29 th

DECEMBER BIRTHDAYS

Tony Verschoore.....	1 st
Charles Swann.....	20 th
Diane Waller.....	21 st
Ewell Hall.....	26 th
Bill Eden.....	28 th
Brenda Verschoore.....	28 th
Susan Harrington.....	29 th
Harvey Decker.....	20 th

DECEMBER ANNIVERSARIES

Mike & Maria Sumerall.....	15 th
Tom & Pat Rowe.....	21 st
Darrel & Ann Carter.....	26 th

Made in Memphis

Saturday 1 October was coil-fixing day. Ralph, Tom Rowe, Mr. Hall, Nick Longworth, and myself just spent the morning tinkering and goofing off in general.

We managed to build a set of coils for Mr. Hall as he is building up a spare engine for the "Orange Streak" he drives. Ralph put a set together to list on ebay.

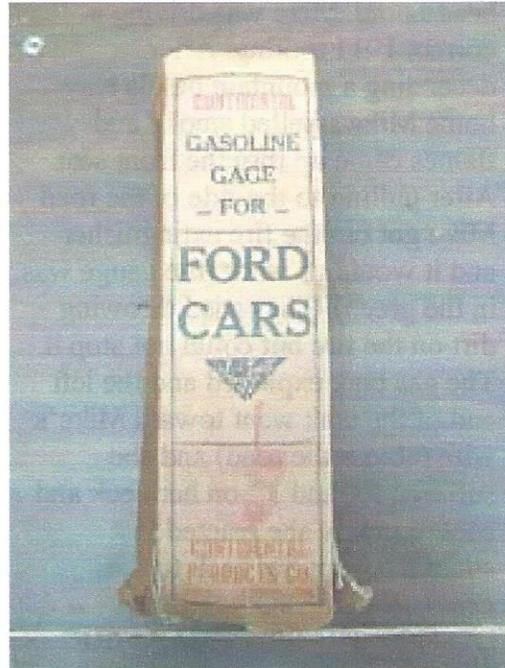


Come on Ebay! \$\$\$

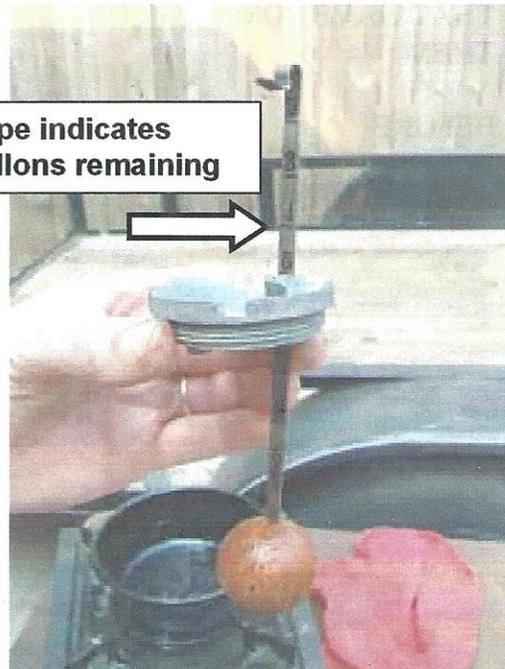
Of course all that hard work requires food (and lots of it) so we sat down to eat. That food was real good but we know that Ralph shouldn't get the credit for that. Teresa did all the hard work there.

During conversation somebody said something about a gas gauge for the model T. Mr. Hall said he found one the other day in his stash of parts and it was NOS, still in the box. He then tells us he has it with him in the trunk of his car.

As it turns out, this unit was made in Memphis as a replacement gas cap and is a float style indicator (like a Piper Cub has). This wouldn't be too hard to duplicate.



Tape indicates gallons remaining



The indicating tape has a clip arrangement on the end, which clips to the cap keeping it out of the seat springs. Neat item.

PRAIRIES & PEAKS CENTENNIAL T TOUR

July 17-22, 2005

By: Connie Nicholas

Canadian Rockies,"aye"! Since we Model T through the Colorado Rockies, Why not experience first hand what the Canadian Rockies are like.

The Foothills Model T Ford Club of Calgary, Alberta, Canada sponsored this tour in the ranch country of the Rockies. The tour was based at the Super 8 Motel in Cochrane, which is situated on the dividing line between the prairies and foothills.

The hospitality of this club was superb from the beginning to the end. We were greeted by friendly hosts and sent to the Cochrane RancheHouse to have our photos taken with our cars and two Royal Canadian Mounties. (Brought back memories of the television show about the Mounties and Sargent Preston in our younger days.) As we enjoyed a barbeque at the RancheHouse we were able to renew acquaintance from previous tours.

Monday's tour took us into the Rocky Mountains to the town of Banff. It was interesting to compare their mountains to ours and the similarities and differences of the prairies. A helicopter flew overhead at our coffee stop at the Rafter 6 Ranch to take pictures of the 128 Model Ts that had assembled for this tour. After lunch at the Muk/a/Muk Restaurant at Juniper, we shopped in Banff and headed back to Cochrane on the Trans Canada Highway.

Tuesday was spent at the Pioneer Acres Museum which houses the largest live exhibition of Antique Farm Machinery in western Canada. Nick, Rance Dunmire, and Bob Hocking were impressed with the old trucks in the collection of Cleary, who was the inventor of the diamond rotary drill. This collection had many oil field trucks and Mac trucks. The museum also housed a superb collection of Rumley oil pull tractors, some with wheels taller than a man's head. We women visited the Long House that was built in 1914 and was the home of three generations of the Long family. We also enjoyed the tractor pulls. On the return trip a pig roast was provided by the Cam Clark Ford Dealership with entertainment by a band. We were impressed with this layout of food.

A Stampede Breakfast was held in the Super 8 parking lot on Wednesday morning with Stan Howe from Helena, Montana singing. A cowboy poet from a local nursing home entertained us with some of his T poetry. Buses arrived then to take us to Heritage Park in Calgary. This park is a living history museum with a steam locomotive to take us around the park. The men enjoyed the display of antique gas pumps donated by Cleary, the man who had all the antique trucks at the Pioneer Acres. The women enjoyed strolling around the 1910 town visiting the various homes of that era and the shops, especially the bake shop with the good cinnamon rolls. We spent the evening enjoying the huge deluge of spectators from the Cochrane area who came to enjoy the car show and ice cream social. There were rides in a rusty old '23 hillbilly T pickup that took all the kids for rides. One of the local club members had depot hack with the right rear wheel removed and an adapter used to turn an old-fashioned ice cream freezer. The local kids were amazed at this sight!

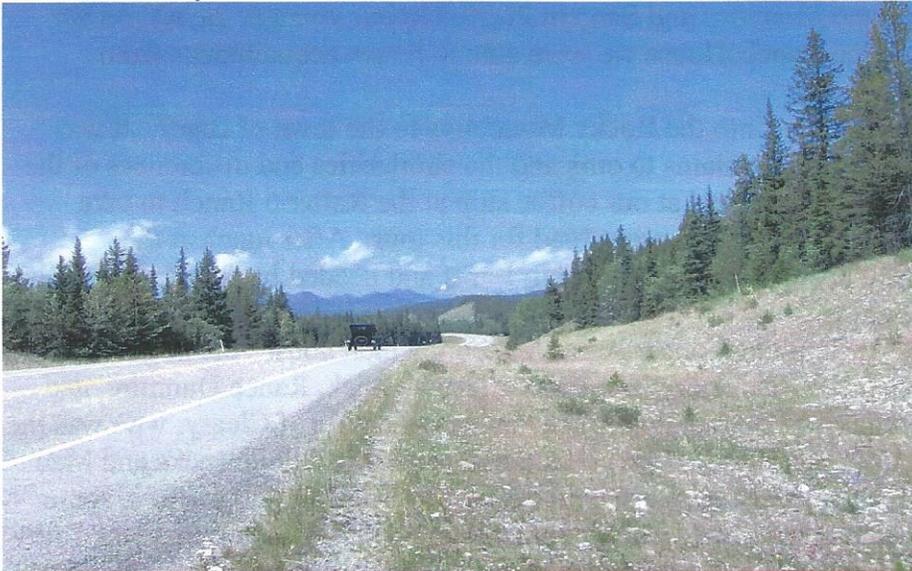
Kananaskis Country was Thursday's tour destination. This long and scenic drive is the highest paved mountain pass in Canada at 7239 ft. While driving this scenic road,

we saw a herd of mountain sheep. What a treat!!! They did not seem to care that we were there and watching, so we had ample opportunities for photos.

Our final day was a short tour through the ranch country northwest of Cochrane along the Alberta foothills with a breakfast stop at the Cochrane Ranche Historic Site sponsored by Cochrane Dodge. The grand finale was at the Cochrane RancheHouse for a banquet and a farewell to all our new and old acquaintances.

This tour was amazingly well-planned and our thanks goes to those whose hard work made it all possible, the members of the Foothills Model T Club and all the business sponsors who made this a memorable trip indeed. Cochrane is truly a beautiful and wonderful place to visit and this tour will long remain in my memory as one of the best!

A beautiful day in the Canadian Rockies



Richard and Connie at the closing banquet.

The Rest Of The Story

As is often the case, we hear stories that just basically are accepted as fact because no one ever looks into them. You know the kind of story I'm referring to, "*Mr. Ford ordered parts in shipping crates to a specific size and then used them as floor boards*". While that particular story may not be true, I have validated the one that black pepper will temporarily hold back a leaky radiator. (*I have yet to experiment with horse manure and I hope to never get the chance to!*)

It seems Mr. Ford had a long-standing interest in old time dances dating prior to World War I. He and his wife had organized private parties featuring such dances. Ford's interest in fiddling and dancing stemmed from his strong feelings against jazz, which was sweeping the country at that time and which Ford felt had a demoralizing effect on Americans. He thought that by encouraging and promoting old time dancing, he could "help America take a step . . . toward a saner and sweeter idea of life that prevailed in pre-war days." He apparently never stopped to think about the considerable influence that he himself had played in changing the country's life style.

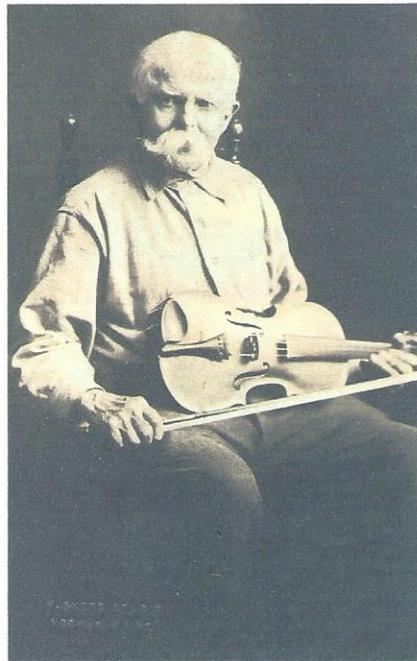
Mellie Dunham was a farmer who lived in Norway Maine, he was well known also as a snowshoe maker having made snowshoes for Commodore Perry and his expedition to the North Pole in 1909. Mellie won a statewide fiddle playing contest in Maine in 1925 and that is where the story between he and Mr. Ford starts.

History shows that Mr. Ford sent an invitation to Mellie Dunham and his wife in November of 1925 to come to Detroit and play for him. The couple traveled by train (on Fords nickel) to Detroit for a fiddle contest. Ford held these contest nationwide in the mid 20's and the winners were often invited to come to Detroit.

Mr. Ford had found his champion fiddle player in Mellie. Ford had great interest in promoting and recoding the music of his youth. Although few people knew it, Ford himself was an accomplished fiddle player.



Henry Ford playing his Stradivarius



Mellie Dunham – Champion fiddle player

A month or so ago, I lent a hand to our new member Mark Dote. We put bands in his car, installed an oil line and helped him get his starter working plus a few other small items that needed tending to.

Mark has this really neat period accessory radiator cap that was on the car. This particular cap has a short man playing a fiddle with a thick moustache and wearing a hat.

Rumor has it that these caps are in likeness of Mellie Dunham. One of these recently came up on ebay but didn't sell as it didn't meet the reserve. It was bid to \$177.50!

The seller of this cap claimed that Henry Ford commissioned a bunch of these in Mellie's honor. While that can't be verified, the likeness between the radiator cap and Henry's favorite fiddle player tends to lend some credibility as to who this is. This was referred to as a "Mellie Dunham cap". It is well documented that Mr. Dunham played with the Ford orchestra a time or two before moving on to perform vaudeville acts.



Now you know the rest of the story as Paul Harvey would say, you just don't know if its true or not but it certainly is plausible.

Keep your eyes peeled at swap meets etc., as you don't see these often. Stop and think of the mindset of folks 80 years ago the next time you see something that looks odd. It might have been readily recognizable back in the day, especially in this case where the country was seeing resurgence in this type of music.

Gary



Nathan's Wild Ride
by Ken Swan

I am quite certain that the Ford Motor Company (or any other remaining car manufacturer) would not have survived beyond their first half million cars in today's lawsuit happy society. The current litigious minded society wears lawyers slung to their hips like a Texas six-gun fighter ready for a barroom shootout, and the Model T leaks copious opportunities for legal action by its inherent design from hand crank to tail light. The fact is, it has no brakes and virtually no headlights, has broken countless arms and legs, crushed toes, mashed people against the end of garages, skinned knuckles, shocked unwitting and careless mechanics, and so forth and so on. These are the good points! With today's attitude, the Model T would have created a field day for the Daily, Cheatum, and Howe law firms and would have been detrimental to Ford Motor Company much to Henry Ford's chagrin and expense. Such is history versus today's automotive dependent and legal savvy world.

The late Nathan J. Harvey, the maternal grandfather of my two daughters, was born in 1901 near Bay Village, Arkansas, which is located in the Crowley Ridge area about 75 miles west of Memphis. He, just as my father, literally grew up astride "progress" of the Ford Motor Company. I have no knowledge of his first encounter with a Model T even though I feel certain that it was at a very early age, meaning somewhere in the teens of the last century. Just as many other struggling east Arkansas farm boys, he doubtfully ever purchased a new car for many years to come.

His experience of one particular event was related to me the first day I drove my 1922 touring car to his front door some 51 years ago, in the summer of 1954. He took one look at the contraption, shook his head, and commenced to recount a very memorable and lasting experience with the frailties and shortcomings of the Model T.

Nathan was in his late twenties when he managed to obtain the use of a touring car and was on his return trip home. As was commonplace, there was a fence with a gap (wire gate) across the road, and the gap was, in fact, blocking the road. This scenario was at the top of a hill with a creek meandering at the bottom. In order to pass through the gap, Nathan had to stop, exit the vehicle, unlatch the gap, and move it from the roadway. Apparently, the hand brake did not hold and the car started moving forward downhill. Seeing the potential disaster, Nathan instinctively jumped on the running board on the driver's side of the car, flung his leg over the side rail only to have the hand brake lever go up his right trouser leg. All the while, the car gained speed and momentum toward the creek bottom. Unable to free his leg, all he could do was attempt to guide the car, but to no avail. Unfortunately, the T was bound for the bottom of the creek at a high rate of speed. Nathan frantically tried to control it, with one leg placed on the running board and the other captured by the hand brake, as he held precariously to the steering wheel. The car lunged for the creek bank, came to a sudden stop, and ejected the frantic "driver" in a manner that was not conducive to safe exiting. In the process, the leg was captured and snapped with excruciating pain as Nathan was propelled from the vehicle.

Murphy's law has been around since the Garden of Eden. It has hovered consistently over Model T owners. Sadly, this catastrophe happened during the beginning days of Nathan and his wife Addie's young family. Inasmuch as there was no money, no insurance, no social security, and none of the underpinning government programs and support systems that are now taken for granted, a tough life was made more difficult. Being a farmer and schoolteacher, lying in a bed with a broken leg was not an ideal environment for providing livelihood for any family much less a very young family. As with many people of that era who had been tempered by a Spartan existence, survival became a necessity. Character, human will power and endurance prevailed. After all that was said and done, Nathan's wild ride left him with a slight limp for the rest of his 90 plus years of a good life on this earth. There was no lingering bitterness toward fate, just an acceptance of an experience with a Model T Ford. *Ken Swan*



CHRISTMAS MEETING/PARTY

DATE: Saturday, December 3, 2005

TIME: 4:00 PM until ?

WHERE: Waverly, TN Mariah Cumberland Presbyterian Church Fellowship Hall
For directions call Larry: 931-296-3172

“Add a dish meal” with the chapter furnishing the meat & drinks. Please let us know if you WILL or WILL NOT be attending so we can plan accordingly.
Call Carolyn; 931-296-3173 Sue: 931-535-2451 Ernestine: 931-535-2451
Email – barnbb@waverly.net

Each person to bring a \$10.00 man or woman's gift for exchange.

For anyone wishing to spend the night call the Imperial Lodge at 931-296-2521.
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MORE GET WELL WISHES

William Johnson

Natchez Trace Tour friends
Dale Finnigsmier
Janet Peterson