

The President of The Tennessee T's



President- Gary Tillstrom

Greetings T's

I hope this summer isn't so hot that you can't enjoy yourself and get the dust off the old car once in a while making an ice cream run. We'll all be wishing for the hot weather next January when so much of the south has been subjected to "Yankee Climate". Enjoy while you can and remember, any excuse to drive the T deserves our full attention.

It is with sadness to report what most of you already know, we lost Bill Eden most recently. I first met Bill and Linda either in Ohio in 2001 or Wisconsin in 2004 on one of the International tours. Bill was always the most gracious person to be around and he enjoyed a good laugh. We extend our sympathy to Linda and the family in the passing of a true gentleman that will be greatly missed.

A few of us are working on a tour at Pickwick and have already scouted some roads (have more to do), eating places, etc.. This is a great area for the Model T as the roads are super over there and the weather should be good for mid-September plus there is something to see. Please make plans to come. I have blocked out 20 rooms for **Sept., 18, 19, and 20** at the **Pickwick Landing State Park Inn**. When you call for reservations please let them know you are with the Tennessee T's. **We will drive Friday the 19th and Saturday the 20th**. They are holding these until August 5th. The number is 1-800-250-8615. The rates are 18th = \$81 19th and 20th = \$88

I saw a recent posting on the T forum of a T that rolled over at very slow speed as the steering went over center. Please look the suspension over on your T as many have been neglected over the years. Stay safe for the rest of the summer, dust off that old buggy and we'll see you at the lake in September. Gary

How to correct steering problems:



The Tennessee T's Model T club held a working seminar on the Model T front end and alignment procedures on Saturday May 17th at Steve and Jane Summers Corinth, Mississippi. Gary Tillstrom pictured.

Photo from the past



L to R: Bill Eden, Martin Alexander, Larry Williams, Lynn Cook

Secretary/Treasurer's Report



Anita Owen

MINUTES – 4-26-14

On May 26, 2014, during lunch at Carl's Perfect Pig BBQ restaurant in White Bluff, TN, Gary Tillstrom, President, conducted a business meeting of the Tennessee T's.

President Tillstrom called the meeting to order and thanked everyone for participating in Larry and Carolyn Williams' tour featuring the beautiful backroads near Waverly, TN. He commented on the wonderful weather we were experiencing and the good turn out of members who were there. Larry Williams gave credit for helping organize the tour to Lynn & Sue Cook, George & June Ross, Mac & Ernestine Flowers and Tom & Joni Allison.

Tillstrom commented on the sad and untimely passing of two of our members, Lynn Cook (a charter member) and Butch Mercer. The Club will greatly miss both gentlemen.

Larry Williams reminded members that, at a previous meeting, a motion was adopted that the charity of choice to memorialize Members would be St. Jude Children's Hospital. A motion was made and seconded to amend this policy to allow donations to be made to another charity if the family so requests. Anita Owen, Secretary/Treasurer, advised that a donation to St. Jude had already been made in memory of Lynn Cook. Butch Mercer's family has requested a donation be made to the Cemetery Fund in his name and this will be sent shortly.

Gary explained the balance of this meeting would be held during dinner and that the Treasurer would give her report then. The minutes of the last meeting were published in the February newsletter. Motions to accept the minutes and financial report as reported in the last newsletter were made and seconded.

Tillstrom advised that the Board had reviewed our membership application form and added a clarification that the safety rules applied only to Members' cars that were used in Club tours.

Gary mentioned that there are several tours being planned for the summer and fall –two in Kentucky in June; the national tour in Boone, NC in July; a possible Club tour in September near Brownsville & Jackson; and an October tour along the Natchez Trace. If you are looking for an unstructured Model T adventure to Nova Scotia with Ken & Joyce Swan, please let them know. More detailed information about touring opportunities will be published in upcoming Newsletters.

Carolyn Williams asked everyone to mark their calendars for the Club Christmas Party on December 13th in Waverly, TN.

At dinner, the meeting was reconvened by VP Ralph Williams. Anita Owen distributed a new membership list to all present as well as a copy of the new membership application. She read the Treasurer's Report indicating a Balance of \$3610.22. A detailed report is published in this Newsletter. Anita also mentioned there are now 71 members of which 18 are Lifetime Members (members over 80).

Meeting adjourned.

Secretary/Treasurer's Report – Anita Owen

Please remember it is time to pay dues for 2014. Annual dues run from January 1 until December 31, regardless of join date. They will continue at \$15 per couple. Please mail to:

Anita Owen
1809 Oriole Drive
Elizabethtown, KY, 42701

If you have questions, email alowen@kymodelt.com or call 270-763-6577.

If you know someone who would like to join the TN T's, please let me know their address and I will send a membership form.

Your help will be appreciated in keeping me informed of any changes in your address, phone numbers, email addresses, etc.

Anita Owen

In Memorium



Bill and wife, Linda

William "Bill" Eden

December 28, 1938 - June 06, 2014 William "Bill" Eden, age 75, a 48 year resident of Plainfield, IL at rest Friday, June 6, 2014 at the Joliet Area Community Hospice Home in Joliet, IL. Born December 28, 1938 in Clinton, IA, the son of the late William and Winifred Eden. Beloved husband of Linda, loving father of William Eden and Andrea (Allan) Miller. Proud grandfather of Danielle, Jack and Nicole Miller and dear brother of Mary (the late Norman) Schwartz fond uncle of numerous nieces and nephews. Bill retired from Meyer Material after 37 years and in his spare time he was a Model T enthusiast. He was a member of the Model T Club of America, Model T International Club, M.A.R.C., the Joliet Model A Club, the Tennessee T's and the Illiamo Club.



PHOTO FROM THE PAST



Tennessee T's ganging up on Glen Storck's "Ol Blue". It looks like Lynn Cook got there first. L Williams

A babbitter in our midst.....



Darrel Carter, a Tennessee T's member from Steens, MS, recently found some babbitting equipment. If there are any experienced babbitters nearby, give him a hand and get him off to a good start.

Overheard at the Poor Boy Tour:

"Every time I think about how old I look, I run across Max's old rust-bucket and by the time I leave, I look just fine."
Anonymous

Items for Sale



click + to enlarge image

- **For sale:** "Wife has put foot down – no more putting off, no more excuses": 1923 TT truck has got to go. Ruxstall rear end, all original, runs on mag, water pump, electric start, stake body (signs removable), one owner since 1985. Ralph Williams has stated: "Good Engine – has been rebuilt, aluminum pistons, good steel valves, transmission rebuilt". Needs a good home with wife who understands why the TT gets to stay under the car port while her car stays in the rain. No reasonable offer refused. Ken Jack Cell phone: (901) / 488 – 1228.

Events

- The Lauderdale County 2014 Tomato Festival in Ripley, Tennessee will be July 12, 2014. Would love for you folks to come to Ripley with your Model-T's and park around Court Square around 10:00. We can then go to the carnival at Ripley Park where there is arts, crafts, food vendors, entertainment or we can go to Charlene's at Halls for lunch and tour all the antique shops. Bill Butner
- MTFCI High Country Tour 2014, Boone NC
July 13 2014 - July 18 2014
For more information contact
The Model T Ford Club International, Inc
- MTFCA Western National tour for 2014. July 13 to 18, 2014... Go to MTFCA.com for details.
- TENNESSEE T's Tour
Where? Pickwick Landing State Park Inn (this is where the state lines of TN, MS, and AL intersect)
When? Arrive September 18- tour Friday the 19th and Saturday the 20th
The number is 1-800-250-8615 for reservations
For questions contact Gary Tillstrom
gtillstrom@aol.com - RSVP will be appreciated.
- Natchez Trace Tour- Oct 4-12, 2014 ...
contact Mike Vaughn for details. 402.540.0573
mikebeth@hughes.net

Walter's First Automobile

by Walter Longworth

I got my Indiana driver's license in 1946 at age 15 1/2, and 2 weeks later bought a 1927 Model T 2 door sedan, identical to the model T I now have. I drove it to school, to work, to college, on dates every day for 4 1/2 years, and if I wanted to have wheels, it was up to me to keep it running. My high school had a 1925 Dyke's auto encyclopedia which I borrowed and which became my repair bible. My 2 best friends one had a 1926 coupe and the other a 1925 touring car without a top, which we called the bathtub. I became their repair and maintenance genie. In 1925 crankshaft and connecting rod babbitt bearings did not come precision cut, but each required fitting with lapping compound, blueing, and .002 shims under the cap. Engine valves were two piece, not one piece, and needed to be fitted to the block with Clover Leaf compound. Sooner or later an exhaust valve would get a burn spot, but we did not buy a new one but took the valve to the local mechanic who had a bench device to reface valves, and then reseal with compound and Dyke's directed technique. That process works fine today on Briggs & Stratton lawn mower engines. The Club recently had a training session on T front end adjustment. Dykes said castor and camber was fixed, while toe in was adjustable, not in the modern way but with a measuring tape. Measure tire tread center width between front tires at the front and at the rear. The front measurement was to be something like 1 inch closer together than the rear. That was the toe in, not a degree measurement. Dykes pointed out the importance of using your oil can to oil the oil fittings on king pins, front spring shackles, tie rod ends once a week because oil does not stay put like grease. If ignored, and the car is driven every day, you will develop loose bearings which will impact car handling.

Owning that Model T was a great auto learning experience, one that has paid dividends every years since in the operation and maintenance of a parade of internal combustion vehicles.

NEWSLETTER SUBMISSIONS

Announce future tours,
tour and event pictures, tech articles,
cars for sale, cars to buy, announcements,
and reports..

Without input, there will be no newsletter.
email BillRobinson06@bellsouth.net (zero6)

Note: Please.... photos should include at least one Model T and/or one Tennessee T's member.

The Extraction of My Rear End

Gary Tillstrom

Ok, Ok, so it isn't a great title! It does make for a good story though, with no medical implications. This whole story starts back over a year ago. Ralph had been snooping through the antique stores in his area looking for the kinds of things men look for in these kinds of places. After his finding a few T parts he spoke with the owner who is now in his 60's and found out these folks used to run a junkyard right behind the junk store (go figure). He then tells Ralph they had a bunch of A and T stuff years ago near the back of the property.

Previous attempts by Ralph and others to gain access to these gems were met with frustration as this place is overgrown and I also believe it to be the official breeding ground for all the mosquitoes and ticks south of the Mason Dixon line. It's sort of like a national park only for bugs, snakes, etc.

About the end of February I suggested that we need to go explore that site before things turn green again. Ralph agreed and off we were one Saturday like amateur treasure hunters looking for who knows what. I'm not sure either of us would actually know a "who knows what" even if it were staring at us but that didn't matter, we were on a mission!

Sadly, it turns out all that A and T model stuff along the back of the property turned out to be three or four TT's that lost a demolition derby with a bulldozer. No engines, just junk! We did manage to find the remains of a TT that had a very desirable accessory item installed on it. This unit was fitted with a three speed in line auxiliary transmission mounted directly to the differential. With this unit, the truck would have an under drive, a direct gear, and an overdrive. After dragging the owner back there I asked him what he wanted for it. He told me I could have the whole thing (truck) for \$100. This presented a slight problem as I only had about \$35 on me and secondly, that rear axle wasn't going to fit in the trunk of the Buick. I told him I would be back the following Saturday if it wasn't raining.

Saturday, March 9th, it's "go time". Unlike many model T'ers going after parts, we didn't take what one would call "common tools" to remove this item. I guess I forgot to mention that one end of this axle had a tree grown over the top of it making it impossible to move. There were other trees as well growing through the bent and twisted frame. This was a time for total seriousness (and a couple of shovels). Shovels we had but we were also having fun so there goes the seriousness part.

After digging for the better part of probably 15 minutes (seemed more like a week and a half) we had it loose (sort of). Now the time had come to take this truck apart to get the axle off. Ralph and I both agree that one of the handiest tools you can own is an Oxygen/Acetylene torch. Other than the shovels, that's pretty much all we took. After about 4 minutes, "Ole Smokey" had it off for us. Now the "fun" would begin.

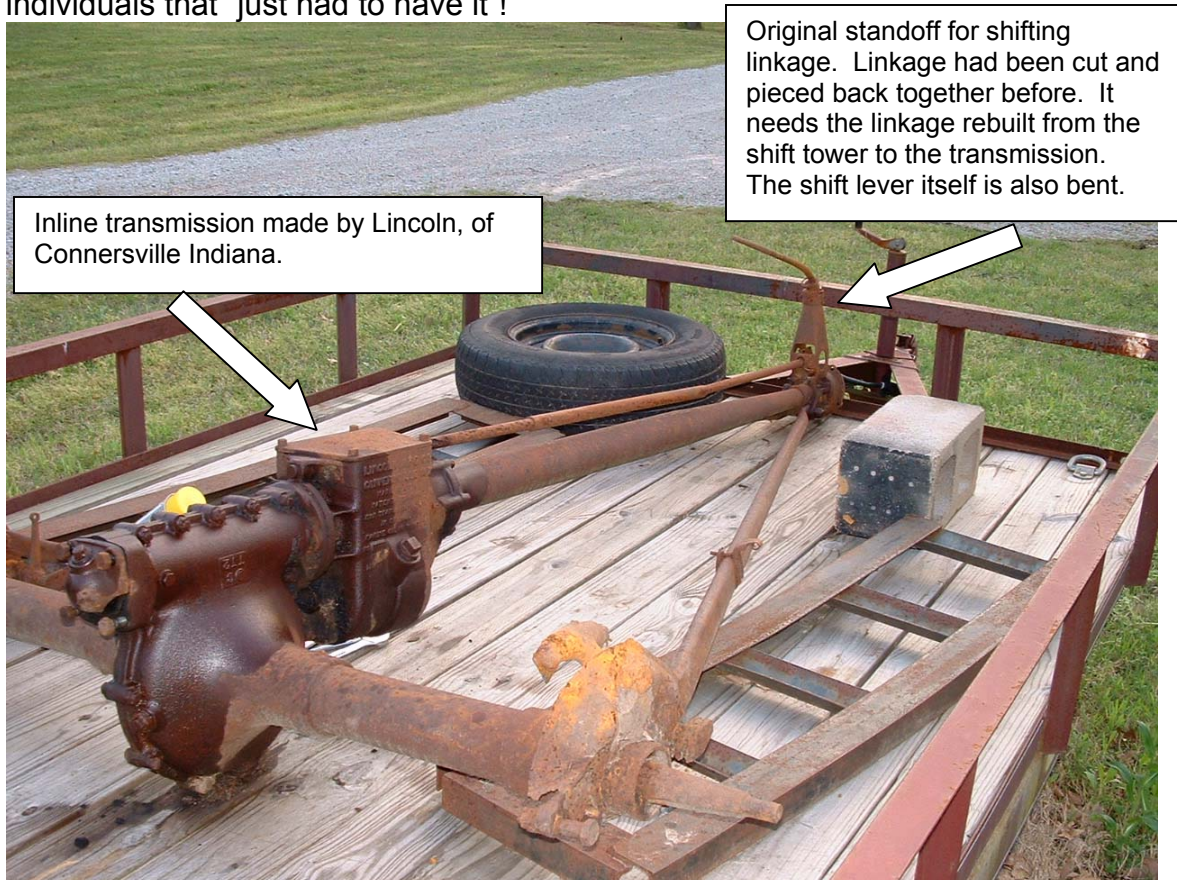
The two of us pick the rear end up and immediately I know we were both looking at the other like "when are you going to carry your half?". Eight seconds and four feet later, we drop it on command. This is just too heavy to carry the 200 feet to

the truck. Now we're serious, we torch off the rear spring and cross member in an effort to reduce weight. Before we cut the spring we figured this thing to weigh about 400 pounds. With it now at a mere 385 we begin towards the truck crossing a gully, barbed wire fence, and a pile of beer bottles.

After going about 150 feet, we agreed to drop it on three. "One, three!" By this time, Ralph and I both have two legs that feel like noodles. We take all the tie down straps I have, a piece of chain, Ralph's come-alongs and can just barely reach the corner of the trailer. We use the truck to drag this thing across the mud spot that prevented us from getting the truck closer in the first place. With our new found treasure now on dry ground, all that is left to do is pick it up and put it on the trailer. We won't swear to it but we each think it gained another 150 pounds when we drug it because it was much harder to pick it up now than it was when we first grabbed it attempting to show it who was boss (We concede, it was!).

After opening this unit up, it looks new inside. It needs the shift linkage remade, as the elements and a mechanic once upon a time were not kind to it. I think it will work fine in my truck, which already has the 5:1, high-speed gear in it. With the 5:1 it will go 35 MPH but it is pretty busy inside and I'm hoping with the overdrive to just reduce the RPM to where 30-35 MPH sustained is a possibility.

Ralph and I are in agreement that had we each reached our 50th birthday, that rear end would still be sitting right where we found it waiting on two other "Lucky" individuals that "just had to have it"!





Ripley Tomato Festival

**Saturday
July 12
10 a.m.**



**Bring your antique
and/or classic car!**



Carnival

Arts

Crafts

Food Vendors

Entertainment

FREE Entry

No Judging

Lauderdale County