

Newsletter June 2015

Tennessee T's



Model T Ford Club

Our Club's President



A message from **Gary Tillstrom**

Greetings T's

Our deepest sympathy is extended to Mac Flowers and family in the passing of Ernestine. Mac and Ernestine were some of the first people Annette and I met when we joined up with the T's years ago. I remember very clearly one of the first things Ernestine said to Annette. At the first tour we attended, we drug a 26 "barn find" that I had just got to run the day before. Annette tells Ernestine, "I hope our car does ok today". Ernestine with her positive outlook on things said, "Honey, I don't worry about things like that. I'm just happy to wake up in the morning". What a lesson on outlook and the encouragement that our attitude towards life offers others. In that, Ernestine was a great teacher. I always cracked up when Larry Williams would kid her a bit about being the official chapter welcoming person, then proclaiming it didn't work cause she wouldn't talk to anyone. As you all know, she always went out of her way to speak to everyone and made you feel welcome. She was truly a sweet and dear person. In that, we are all better people for having known her.

The chapter had its first weekend tour in May in Columbus MS hosted by Darrel and Ann Carter. We weren't able to attend as Annette had some nerves in her back frozen the day before. I understand that there were 5 T's and 5 more modern A's on some good back roads. A good time was had by all who attended.

On Memorial day weekend, Ricky and Vandy Williams did a last minute drive along the river. There were 6 T's on that excursion (which would be a good future tour). We started in Parson TN and followed the TN river south to Savannah, then north following the river on the other side back to Parsons. The weather was perfect and the back roads were lightly traveled. The Honeysuckle smelled wonderful all along the route. I would be remiss if I didn't mention that of course we stopped to eat and also had and ice cream stop later in the day!

There are currently no weekend tours planned so whatever you're thinking of doing is open! See you all down the road. G

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Planning a Tour?

As of the publishing of this newsletter there are no club sponsored tours planned for year of 2015.

If you are planning a tour and have not announced it yet, please notify the president of your plans so that our members can make appropriate plans and you can have a good turnout.

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Tours & Events

June 24-27 (Wed-Sat), 2015-

2015 International Speedsters Trials & Reunion.

You absolutely do not have to currently own or bring an early 4-cyl-engined speedster, rod or stock-bodied car to join in the fun, but you'll wish you did when you get here.

Click on the links for more info:

Detailed Info

<http://www.museumofamericanspeed.com/Events.dlp>

Event Flyer

<https://static.speedwaymotors.com/pdf/2015EventFlyer.pdf>

Rules & Classes

<https://static.speedwaymotors.com/pdf/2015ClassesandRules.pdf>

July 12-17, 2015

MTFCI National Tour--59th Annual International Tri-Lakes Tour
Branson, MO, [Click here for details.](#)

September 19th –

The Broomcorn Festival and Tour, in Selmer- Ken Swan will advise accommodation details.

Members on the Mend

Alphabetically:

- Sue Cook has been in the hospital. Surgery, but is home now and doing well.
- Chester (Chet) and Pat Lowery have recovered to the point where they are headed for the Appalachians for a week.
- Judy Markey's gallbladder surgery went very well and she is doing fine.
- Big John and Bonnie Ohlrogge are both doing better. They are headed for Florida for their daughter's college graduation and will stay for a week or so.
- Gary Wheat is so much better that he and Penny are attending the Poor Boy Tour in Virginia.

The editor has not been notified of any other medical problems.



For those who visited Bell Buckle, TN on the Tennessee T's tour a few years back—
[CLICK HERE](#)

In Memorial

On May 14, 2015, the Tennessee T's lost a valuable and well-loved member, Mrs. Ernestine Flowers.



Read the [Obituary](#)

NEWSLETTER SUBMISSIONS

Announce future tours, tour and event pictures, tech articles, cars for sale, cars to buy, forgotten or incorrect birthday or anniversary listing. 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.

Ask Me About My Dad's Model T

By Susan Harrington



In 1998, my father, Harry Harrington, gave his 1921 Ford Model "T" Touring Car to my husband, Glenn Storck and me. This is the story.

The car was purchased about 1970. A friend found it in a barn in Old Bridge NJ where it had been stored for about 30 years. The story is that my mother was asked to take cash to the friend to pay for it. When Pop brought the car home, Mom said "You sent me out in the pouring rain to pay \$1000 for that?" The body was covered in rust and the top was hanging in rags. However, with fresh gas it did run.

Pop restored the car mechanically and painted the body. Mom picked the color because she said it was his baby and the car was known as "Baby Blue". She installed the new upholstery and top. They lived in NJ and were active in the T Bones Model T Club. They toured locally with the club and went as far as Detroit MI and Newport RI. Over the years he added Rocky Mountain brakes, floating rear hubs, a period Warford transmission, distributor ignition, a heater that blew hot air from the manifold into the front seat, a turn signal, a windshield wiper, and other safety and convenience improvements.



Barn Fresh 1971



Mom & Pop
Newport RI 1976

After Mom passed in 1989, Pop continued to use Baby Blue and work on friends' cars. By 1998, there were too few areas in NJ left that were suitable for Model T riding and Blue didn't get much use. At that time, we were living in a semi-rural area in Collierville, TN. Pop asked us if we wanted the car and after some thought we said yes. He and Jim Dowgin, T Bones President, brought the baby to us in TN. I learned to drive in our back field and soon taught Glenn the basic operations. For a year we only drove locally, but in January 2000 we joined the Tennessee T's and the real fun began; we started touring.

We went to Land between the Lakes, Tour de Catfish at Pickwick Landing, the Natchez Trace, and many others. After the Trace tour in 2002, it became apparent that it was time to do some engine work. Baby Blue had become "Old Blue". Pop got a rebuilt engine from a friend and gave it to us as a Christmas present. He came to Tennessee to help and guide us with the engine swap. He also came on many tours with us.

Tour de Catfish 2002
Pickwick Landing, TN



In June 2003, we moved to Ridgeland, SC a rural area in the Lowcountry of SC near Hilton Head Island and Savannah. We joined the SC Model T Ford Club and have toured many areas of SC and nearby GA. We have also attended several regional and national tours and have done the Model T Florida Winter Tour for the last 11 years.

In March 2005, Redwina, our "little red riding dog" joined the family. She has become an avid rider and accompanies us whenever we T tour. She loves to sit and sleep in the T when we sightseeing on tour or are just working in the shop.

Susan, Old Blue & Redwina---2014



In 2006, we did a body off restoration. The body was completely refinished and a new top was installed. Over time we have replaced the original Warford with a new (easy to shift) model, replaced the distributor with a TruFire ignition, installed an alternator, and added a dash mounted power outlet for GPS and phone, additional lights and turn signals for safety.

In July 2014, while returning from the MTFCI tour in Boone NC, we had an accident which totaled Old Blue, our toy hauler travel trailer, and our Toyota pickup truck. Fortunately no one was injured and we walked away even though the vehicles had rolled over. Thank goodness for airbags



Blue landed upside down in the trailer and had to be dragged out. The fenders and radiator were bent, the windshield and steering wheel were gone, the top and upholstery were ripped, and the top of the body was dented in many places. We paid the insurance company \$1000 for Old Blue's salvage value and brought him home on a flatbed trailer.

July 2014

Since the car had been in our family for 44 years, we hoped that we could rebuild and restore it. We did not know if the engine would run since it had locked up while driving on the Blue Ridge Parkway. After pulling the engine, we discovered a wrist pin bolt had come loose, fallen into the crankcase, and damaged the magnets. Repairs were made, the engine reinstalled, and it ran and drove. While Glenn worked on the engine, I removed the top and upholstery to help assess the extent of the body damage. We paid our local body shop \$7000 to do the body work and completely repaint. We chose a medium metallic blue this time for our "New Blue"



As of May 2015, we still have upholstery, top, and windshield glass to complete. When completed we have decided that we will rechristen him "Harry" in honor of Pop, who at age 87 passed away in 2008. We plan to have Harry come with us on many future trips.

To be continued.....

**Note from the
Editor:
Special thanks to
Susan
Harrington
for this submission**

Columbus MS Tour

May 15 & 16, 2015

Hosted by Darrel and Ann Carter

Article and photos submitted by Darrel Carter

On 15 May the Carters hosted a two day drive to points around Columbus, MS. The tour had people from the Tennessee Ts, the Memphis Model As and couple of people from the Mississippi Model A Ford Restorers Club. Model T drivers were myself, Ken and Joyce Swan, Ricky and Vandy Williams, Dennis and Connie Plank and Bob and Beverly Benedict. It started with assembling at the Mall parking lot, then a short drive to the Columbus lock and dam on the Tennessee-Tombigbee waterway. After making sure nobody had any problems we headed over to an antebellum home, Waverley Mansion. Construction of Waverley was completed in 1852 and used by the Young family until the last child died in 1913. The house was basically abandoned until the early 1960s when Mr Snow acquired it and started restoring it. One of his daughters, Melanie, gave us a tour through the house. Originally, the house was lighted from gas manufactured on site.

Following the tour of the mansion we drove over to lunch at a Mennonite cafe near West Point. Following that we hit an antique store then drove through Aberdeen over to Vernon, Alabama. During that leg, one of the Model As had a manifold leak and had to abandon the tour. Guess it was just too much for him to try and keep up with the Model Ts. After Vernon, we took a back road to the Carter's farm and shop. We were able to have a quick tour of the shop and old cars there before the weather started to get too bad.

We headed into town on an old road called Military Road, surveyed by Andrew Jackson around 1819. Great steak dinners at a steak house across the street from the hotel.

Saturday morning started with a tour of the house that American playwright Tennessee Williams was born in. It was a parsonage and was moved about a block when the church expanded. We then headed down to Carrollton, Alabama to see a face in the courthouse attic window that was supposedly burned into the glass in the 1870s when the sheriff hid an inmate up there to prevent an impromptu hanging. Lightning struck nearby and supposedly burned an image of his face into the glass. We then drove to Brookville, MS for lunch at another Mennonite cafe. After that we drove back to Columbus.

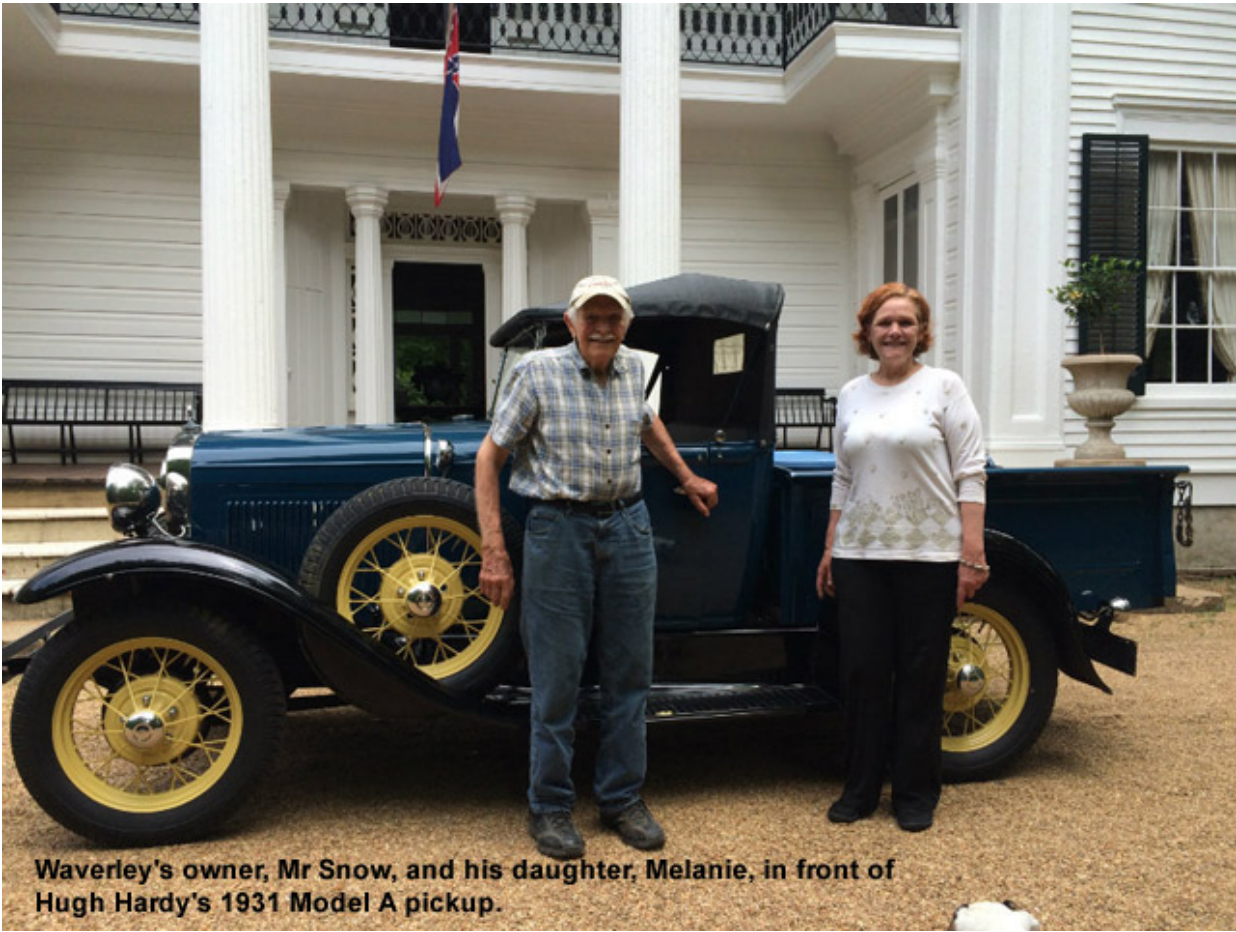
A lesson learned is that pre-tour surveys should be driven in an old car--new cars can mask the rough roads because they have shock absorbers and no rattles. Also, with good enough route maps, the Model Ts and Model As can drive at their own pace. Everyone seemed to have a good time and enjoy the historic sites.



Getting ready to go. We met at the South end of the Columbus Mall parking lot. We had 5 Model Ts and 5 Model As.



The first stop was the Columbus Lock and Dam on the Tennessee-Tombigbee waterway.



Waverley's owner, Mr Snow, and his daughter, Melanie, in front of Hugh Hardy's 1931 Model A pickup.



Ken Swan's Model T. He and Dr Joyce came down a couple of days early from another tour they had been on.



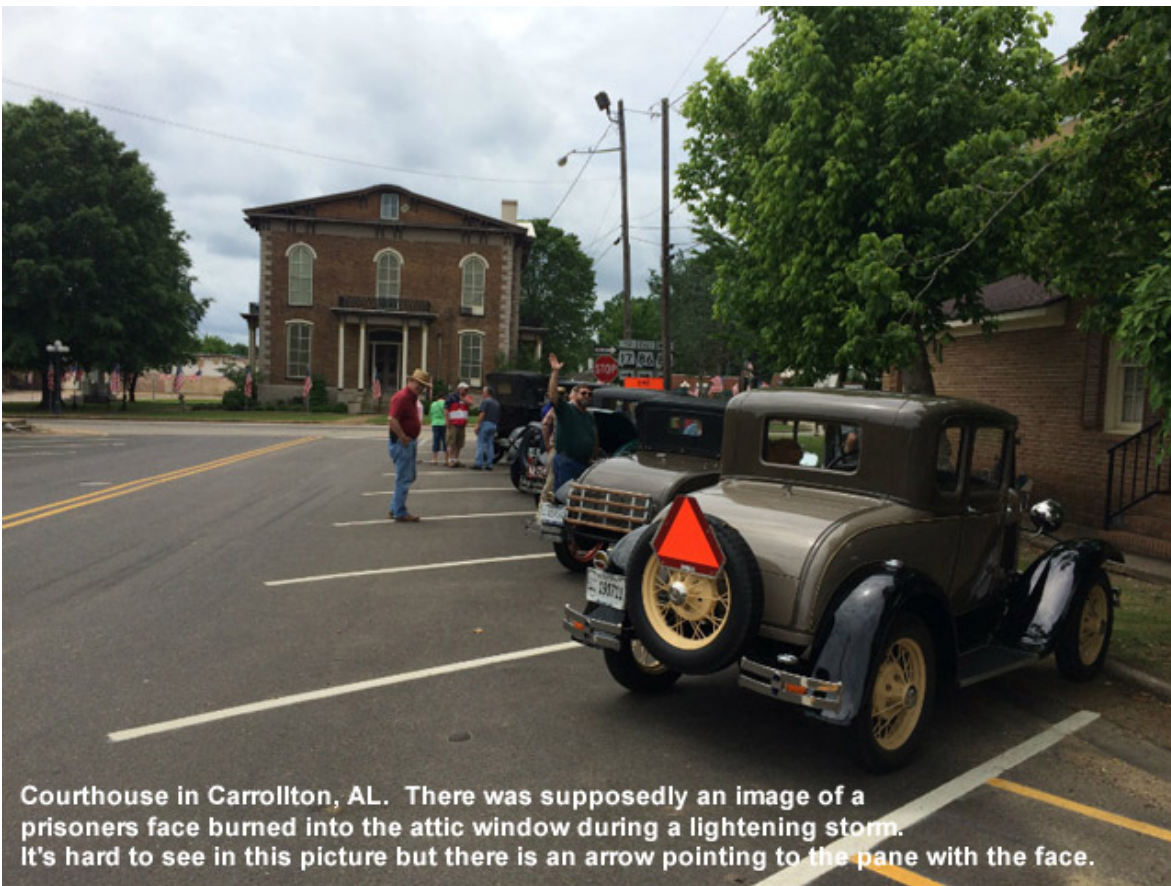
Our '26 touring car. We took a Model T so I wouldn't be tempted to drive too fast. The results of that strategy were mixed.



We had lunch at a Mennonite cafe just North of West Point, MS. They always have good food and it's always crowded..



One the second day we had only 8 cars. One of the Model As had a manifold leak and caught fire (was put out quickly) and Ken and Joyce Swan had to leave early to go home for Earnestine Flower's funeral the next day.



Courthouse in Carrollton, AL. There was supposedly an image of a prisoners face burned into the attic window during a lightening storm. It's hard to see in this picture but there is an arrow pointing to the pane with the face.



Darrel & Ann Carter. We made it back to the Columbus Mall a little earlier so people could head home.



Ricky and Vandy Williams by their 1915 Model T



Bob and Beverly Benedict by their 1926 Coupe



After lunch we drove to a couple of antique shops. This one was in Vernon, AL.



Dennis and Connie Plank with their 1925 Coupe



After the antique shops I gave a tour of my (very messy) shop.



I think my next projects will be a couple of Model Ts.
After the shop tour we called it a day and went back to the hotel.

**Note from the Editor:
Special thanks to Darrel Carter for this submission**

BOOGERS IN THE PAN!

Over the last couple of months members Steve Shelton (Mulberry, TN), Bill Robinson (Gurley, AL), and friend Stanley Evans (Kelso, TN) jointly rebuilt 3 Model T engines. The first step was to thoroughly clean to remove all grease and foreign debris. The engine that Bill was building was in a '27 Tudor that he had just purchased. The previous owner stated that the car had been running on magneto, but it suddenly quit. The three of us rebuilt the magneto system and never gave the previous owner's statement another thought.

Fast forward to the day that we straightened the pan on the '27 motor. The cleaned pan was not-too-gently placed on the new Pan Straightening Fixture that Stanley had just built so that we could check the pan and straighten if necessary, Well, straightning was necessary and required lots of pounding to get it right.

When Stanley removed the pan from the fixture, he discovered a Bendix washer laying on the table and we presumed that it had been trapped at the oil pan drain. Could the washer floating around in the pan be the cause of the magneto failure?



Model T Pan Straightening Jig submitted by Stanley Evans

For those of you who have wanted to build a pan straightening fixture so that you can be certain that the pan that is to be installed on your freshly built Model T engine is true and straight, the plans are now available thanks to Stanley Evans from Kelso, TN. Stanley owns an industrial machine shop in Fayetteville, TN. See the link below for more information.

INSTI
drawin

To view the full set of plans click on this link (It is not necessary to sign-in to view - simply "X")
[PLANS](#)

A River Ride

Submitted by Ricky Williams

Last year Gary, Ralph and I took a trip around the Tennessee River on Memorial Day weekend. I told my dad about it and he has wanted to go ever since. Having grown up on the Tennessee River and spending many, many days with my dad as a kid riding and water skiing up and down the river for hours on end I wanted to plan a Model T trip for him that would visit the places that we hung out on the river for all those years.

First of all one of the restaurants we went to, as a very large river family, was River Heights Restaurant in Crump, TN which is right on the river. Growing up on the river we spent many nights eating there, so I knew he would like to eat lunch there. We had a house and stayed at Coffee Landing, which is just a few miles down the river from Savannah TN (which by the way is north). Not very many rivers flow north, but the Tennessee flows both north and south. We would often get several boats together and ride down the river to Perryville Marina, close to Parsons TN, so I thought that would be a good starting point.

On the Saturday of Memorial weekend, Vandy and I, along with Bob and Beverly Benedict, Dennis and Connie Plank, Ken and Joyce Swan, Ralph and Teresa Williams, Gary and Annette Tillstrom and Alma Kidwell, my dad, Bobby Williams and His wife Phyllis, left from Perryville Marina for our trip.

Our first stop, on the river, was at Tarzan's Island. Many river houses have been built along the banks there and, as a builder since 1959, my dad really enjoyed seeing the houses and the island where we would stop and play as kids on our river trips. My mom took movie pictures, silent of course, of us having a watermelon fight there on one of our trips, that I still have. Next stop was at Saltillo boat ramp where the ferry use to cross the river before they built the new bridge at Clifton. On one of these river trips, just up the river from Saltillo, when I was about eight I was riding with my Uncle in his boat when he decided to stop and add some gas out of a metal gas can he had in the boat with him. My dad decided it would be a good idea to circle his boat around my uncle's boat in the river while he waited. Well that made waves and my Uncle set his metal gas can on the open battery to steady himself, remember this was the 60's, and the battery burned a hole in the gas can and BOOM. The boat was on fire everyone was jumping out including me. After things had settled down for a minute they were looking for me and I had already swam the river and was sitting on the bank. Next stop was Coffee Landing where I spent many days growing up. My dad had to tell everyone the story of the time when as a kid I wanted to camp on the river with him. Not having any camping equipment I told him we could just go stay in the car. So we went to the river in our '65 Ford Galaxy 500 to sleep on the river bank. I didn't want to sleep by myself so my dad piled up boat cushions in the floor board of the car so he could sleep beside me and of course I got the back seat. This was in the middle of the summer time and the mosquitoes were so bad we had to rollup the windows and sleep in about a ninety degree car. Next stop River Heights Restaurant. After a good lunch we started up the east side of the river through Savannah and on to Cerro Gordo, TN where as a kid we would stop at a huge general store owned by Joe B. Pitts. The store was blown down in a tornado a few years back, but there is a beautiful river view from this sight. Next stop Clifton Marina for ice cream. Just down the river from Clifton there is an old rock quarry with huge caves in the river bank. We would stop and explore these caves as kids.

After about 125 miles on some great Model T roads, with lots of hills and curves and perfect weather, we arrived back at Perryville Marina. It was a really good day. I got to spend it on the road with my dad and friends and of course Vandy, which by the way I could never have found my way if not for her. She enjoys telling me where to go!

Ricky Williams



Getting Ready



Stop at Tarzans Island



River view from Tarzans Island



Our first stop parked under the trees on the river bank at Tarzans Island.



My Dad and Phyllis



River view at Coffee Landing



Parked on the bank of the river at Coffee Landing looking down river.



Everyone came to check out the cars along the river bank at Saltillo.