



T-Bucket Times

August
2015

THE NATIONAL T-BUCKET ALLIANCE NEWSLETTER

President's Corner

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When we start planning for upcoming events it seems like they are so far off... When it gets closer we get geared up, and for some, a little anxious about making a great event. People start to arrive and in a blink of an eye it is over and we are saying our good-byes..... I hate that part I truly hope our new members and some of the past members that came back after a few years missing understand what we mean by NTBA family and that it is a feeling and not just words.

I want to thank JERRY and LISA for all of their hard work in planning, preparing, and executing a fantastic week in Green Bay! Anyone that has worked on one of these events understands the undertaking of time that is involved. On top of that they opened their home to us for a Night of Dinner and Movies, a night to remember for sure. Thanks to the Tundra Lodge Staff, the Tourism team and the Village of Aushwabeshon for the welcome that we enjoyed.

Paul and Chad, you guys were awesome in helping with the cruises and making sure everyone got where they needed to be, usually on time. Thanks for the time commitment you guys made also as it was needed and GREATLY appreciated.



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The National T-Bucket Alliance wishes to thank our sponsors for their support. In return we ask that you consider them when making your next purchase.

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Event Calendar

2015 Western Regional	San Diego, CA	September 8-12	
Missouri Mini-Nats	Lake of the Ozarks, MO	September 10-13	
Indy Fall Regional	Indianapolis, IN	September 24-26	
Fred's Fun Run	Tucson, AZ	November 6 & 7	

If you have an event you would like in the event calendar, send the info to:
mrblanche@nationaltbucketalliance.com

The T-Bucket Times
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To ALL of you that helped in ANY capacity in the event, THANK YOU!!!!!! I will not mention names for fear of missing even one person but I will say that those selling raffle tickets, 50/50 tickets, checking paperwork and insurance cards, selling shirts, handling registration and name tags, working the parking lot etc.etc.etc., Thank you so much because this event would fail without you and your dedication to our club.

Congratulations to Charles and Lavelle Tunnell and Jim Diehl as our 2015 inductees into the

STOP THE PRESSES!!!

By Rolla Hessel

Folks, I apologize for the delay in giving the dates for the 2016 Nats. After returning home from the awesome event in Green Bay, I contacted the Choo Choo Hotel in Chattanooga to firm up the dates and arrangements, only to hear that some changes were taking place..... And this is why I hesitate to announce anything until ALL details are locked down :oops:

So, after numerous conversations with different folks in TN, we made the decision to move the Nats from Chattanooga. The large lot that we used previously for parking has been sold off, so we would have had major parking issues for trailers and motor homes. They are also involved in a major renovation which would have impacted our room availability. These two key factors led to the decision that 2016 would not work in TN. Chattanooga is still a viable option for a Regional event, just not NATS, at this time. They are great folks to work with and we enjoyed our time in TN.

SO, after considering our options and feed-

Person Ads Available in the Newsletter

Thanks again to Jerry and Lisa for a wonderful event in Green Bay. It is so special to see many old friends, and meet new ones, the NTBA group really is one great big family that I am proud to be a long time member of.

As mentioned during the annual meeting, and for those who could not attend, the NTBA is offering a way to support the club, by placing a "business card" size personal ad in the newsletter. This ad can be of your business, your passion, or in

NTBA Hall of Fame. They are more deserving than my words could ever express. Thank you Ron Pope, Yvonne " Mom " Parisho and Jim Diehl for their service as officers in the NTBA. Jim served 13 years as our Treasurer and is the longest serving officer in the NTBA!!! Again, Thank you all!!!

We still have San Diego, MO Mini Nats, Indy, and Freds Fun Run to get together this year so check your calendars, check our event schedule and try to make it to one of these shows!! ALL have planned for us to have a great time. I hope to see you at an upcoming event.

back from members, we made the decision to hold the 2016 NATS in Indianapolis, IN. Yes, there is a regional event there next month which Ben has worked tirelessly to put together. It is because of the work they have done that the decision to take Nationals to Indy was a fairly simple one. We will use the Regional as a shakedown event and plan our activities for 2016 accordingly. Indy had been wanting us there for a number of years so now is the time to make it happen!!

We will post the Hotel information in the near future so mark your Calendars For July 6-9, 2016 to join us in INDY for Nats.



remembrance of someone. The ad will run for one year, at a cost of \$50.00. Special thanks to Bill and Wanda Darr, Simo and MaryAnne Simonsen, and the Cowtown "T" group for already signing up. If you are interested, send me a email at daleisinthekeys@gmail.com or Bruce Deanglis at deangelisrv@aol.com. —by Dale Weirsma



The 2015 National T Bucket Alliance Green Bay Nationals

The 2015 National T Bucket Nationals were held in Green Bay, Wisconsin, from July 9-11. At least, those were the official dates. As usual, some members arrived as early as Sunday, July 4, and the real exodus from this year's venue didn't take place until Sunday, July 11.

The host hotel was the Tundra Resort and Lodge, just about two blocks from the famous Lambeau Field. The hotel hosted a great event, thanks in no small part to all the effort and planning put in by our own Jerry "Lugnut" Chenot.

A few of the highlights of the event were tours of Lambeau Field, a group choose to Door County, a cruise to the Iola Car Show and Swap Meet, and a mass cruise-in at a weekly car meet at a local A&W, where we overwhelmed the locals, I think.

I am going to post some photos of the events here. If you have some item you would like to report further on, I would welcome your articles and photos.









Valve Cover Racing Winners, 2015 Nationals

Stock Class

1. Larry Green
2. Werner Schafer
3. Ilona Burton

Modified Class

1. Werner Schafer
2. Dale Wiersma
3. Larry Green

Officer Class

1. Bruce DeAngelis
2. Rolla Hessel
3. Angie Milton



Who Are We? Tom Hintz



Back in the 50's and 60's most all of our cars were built out of the local wrecking yards. In those days, if you didn't build your own car you didn't have one. Along with a variety of old cars, T's and A's were everywhere, so they were a popular choice. In that era most hot rods were very crude, to say the least. Paint, if any, was black primer. The only shiny was maybe a chrome pot on top of your carburetor. However, wide whitewalls were a status symbol.

Anyhow, in the 60's and 70's there was a racing movement that focused on what was called modified and later super modified series. Most of these cars were required to have some sort of an abbreviated body. Re-enter the Model T, buckets,

My love for cars emerged when I was about 3 years old. As soon as my baby bottle filled with Cool-Aid got broke, I had to look for a new outlet. I believe it was Santa that brought me 2 little cars that I used to destroy the fabric on the arms of my mother's favorite chair. My formative years were filled with kit bashing model car kits of all kinds. Fenderless roadsters were high on my list. Never did like fenders!

As my older brother raced jalopies for years, I became friends with the son of a family that had a service station/repair shop. Along with pumping gas and changing oil, we had the great opportunity to work on engines as well as other shop tools. There were 2 uncles that had jalopies as well so there was always work to be done. After high school, much to the dismay of my dear old daddy, I went to Oregon Tech studying auto mechanics and machine shop. After the first year I was convinced that I knew more than they could teach me so I quit and went to work at a local repair shop where I spent the next 12 years working for one of the smartest guys that I have ever met. So with that opportunity I had another chance to learn what I thought I already knew.

Once again through the help of my brother I found that the world of construction paid a great deal more money than being an auto mechanic, especially with buddies that always wanted work done on their cars even though they had no money to pay.

Throughout my life I have had the pleasure of building several successful show cars either for myself or others. I have also drag raced with moderate success through the years.

coupes and sedans as they were very plentiful. Then in 1963 while attending a local modified race, out of the pits rumbled this orange T bucket that had a full metal top on it. This was the first time that I had seen a race car with mag wheels, 6 carbs sticking out of the hood and, to top it all off it, it had complete roll and pleated upholstery. This bucket commenced to thump the boys 3 straight nights. I was hooked on this car. My first thought was that this thing should be on the street and not a race track. So I told myself that if I ever had the time and the money I was going to build a T just like the one that I had seen way back then. Which incidentally it has been resurrected and is alive and well. Enter my retirement project 44 years later.

Now, granted, my version is somewhat different from the original; mainly it has a turtle back as opposed to a PU bed. It has a V6 instead of a V8, automatic trans instead of a manual and a Faux-Pas quick change rear end as opposed to the real thing. When looking at the photos of both, if you squint your eyes a little and use your imagination, you can see the resemblance.

Some of the features of my car are Chevrolet 4.3 V6 engine, 350 Turbo trans, Dana 44 differential w/ 3:90 gears and a Detroit locker and has been narrowed 10". It has a Crower cam with a gear drive (which they said would never work). It has a Mustang rack and pinion which has been mounted as a rear steer through the use of a reverser that corrects the backwards steering. It has coil over shocks at all 4 corners. Disc brakes on the front and drums on the rear. The frame is what I call a perimeter frame as

opposed to typical straight rails. The rails are shaped to match the shape of the bottom of the body which provides a mounting for the full aprons that hide the frame rails and more room for items underneath.

My labor of love took 5 years of my retirement to complete. It was never intended to be a show car but just a nice piece that was different. However, the good Lord has seen fit to bless me with considerable success. I have shown it 17 times and have won 17 1st place, Best of Show or class winner awards including 2 Good Guys "Terrific T" awards. It also has been shown at different public display venues.

Now with all due respect to the traditional T buckets, I believe that my success has been due to the fact that mine is entirely different from most. It appeals to both bucketheads and the nostalgia modified circle track fans. So my advice to anybody wanting to build a T bucket is: To each his own, build it for yourself as there will never be 2 the same, never decline advice but don't let yourself be led astray, build what you can afford but just do nice work. Traditional T's done well are just as nice looking as tons of chrome. Save your money so you can attend NTBA events. Enjoy it while you are building it and you will enjoy it when it is finished and it will reward you with a sense of pride and pleasure. (I would highly recommend at least 1 door).

In closing this drawn-out rant, I would like to thank all of the people who make the NTBA work. My acceptance into the club and the great times I have had at the events. All those fellow bucket heads whose paths that I have crossed and all of the

great cars that I have had the chance to see. Thank you all very much.

For any bucketheads traveling to the great Northwest, it is a great place to visit. I live about 20 miles west of Portland, Ore in a little town of Scappoose. We are about an hour from the Pacific Ocean, about an hour from the mountains and very close to many great landmarks in Oregon and Washington. There is a multitude of hot rods in this part of the world. Many local car shows each and every weekend during the Summer months. There is several Alliance members throughout the area in case anybody would need any assistance from "bucket buddies". "Come on up" and say hello. Contact info: Tom Hintz, 503-543-3015, hoedigr@comcast.net .

The enclosed pictures are one of my car, one of me in my car (T grill) and a picture of the modified that I emulated. Hopefully you can use the black and white picture. if none of this works please let me know. Thanks again. Tom Hintz (TAZMO)



“Young Guns”

The “Young Guns” program is an effort to recognize the young members of the NTBA, some of whom have been to many (and a few to ALL) NTBA Nationals. The program, established by Lollie Krogmayer, recognizes these young, important, future “bucketheads.”

Her statement: Sam started his driving career with Grandpa (President Rolla Hessel), and it was quite the experience! Sam's roots are deep in the T

buckets, with several relatives having buckets and also working on them. He also served as an ambassador to the sport for young girls by taking one of the life guards at the pool on a date.

Jodi DeAngelis, daughter of our new Vice-president, usually is on her toes as she is a talented ballerina. She drove her dad's bucket for the first time in Green Bay. Her smile told the entire story. She flew into Green Bay just so she could attend the Nat's.



In Memory Of
Gordon "Gordo" Hoy

**By The
Cowtown T's**

NATIONAL T-BUCKET ALLIANCE
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SEPTEMBER 24-26 2015
INDIANAPOLIS, INDIANA



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