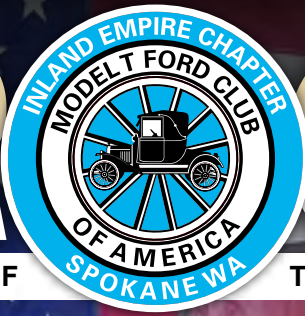


FENDER



CHATTER

A MONTHLY NEWSLETTER OF

THE SPOKANE MODEL T FORD CLUB



IN THIS ISSUE:

- Swap Meet Photos
- Story: *Because the Mag Died*
- Tour & Calendar Updates
- For Sale

STAY COOL

SWING THE WINDSHIELD OPEN



General Club Info



President
Matt Hansen
509-238-6132



Vice President
Russell Hanna
509-714-8254



Secretary
Janice Hutchinson
509-990-4309



Treasurer
Betty Patterson
509-214-9522

Correspondence

Please direct club correspondence to the club mailing address:

IEMTFCA
PO Box 11708
Spokane Valley, WA
99211-1708

Dues

The yearly dues are \$20 per year from an individual or family and due by January 31st of each year. Please renew your membership or join the club as a new member. We look forward to seeing you!

Submissions

All items to be published are **due before the 20th** of the month. Please send photos, articles and anything else for the newsletter to fenderchatter@gmail.com

National Clubs

We are a chapter of the MTFCA and the MTFCI



On the Cover:

Tom & Suzie Carnegie's 1917 4WD Runabout at the 2018 Spokane Swap Meet.

- photo by Jim Patterson

Committee	Lead Person(s)	Contact
Charity Committee	Betty Patterson	509-998-6631
Banquet for 2018	Betty Patterson	509-998-6631
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Entertainment / Programs		
Greeting Committee	Joe Swanson	509-924-6723
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Nametags & Patches	Bill Barr	509-489-5985
Photographer	Jillian Robison	509-701-0983
Refreshments	Nan Robison	509-701-4359
Safety / Seminars	Mike Robison	509-844-5900
Scrapbooks / Photo Album	Roy Moffit	509-979-1909
Sunshine Report	Susie Carnegie	509-922-1805
Swap Meet	Russel Hanna	509-714-8254
Tours	Mark Hutchinson	509-448-2819
Webmaster	Janice Hutchinson	spokanemodeltclub.com
Facebook	Janice Hutchinson Jeff Hipp	f Inland Empire Model T Club

A Message from our Club's President:

It really can't be August already, can it? I hope everyone has dusted off their T's and finding the time to get out and drive them. So much has happened in the last couple months with our club that it has been like a whirlwind! Driving school, vintage car run at raceway park, Montana 500 (congrats to Tom Carnegie), Medical Lake days, Early V-8 club swap meet and T club booth, and now the T club picnic. If you haven't been involved with any of these you have really missed out as they have all been exceptional! Special thanks to Nan, Travis, Bill M, Jim, Russel, and all that have pitched in to pull off these events.

Hope to see everyone at the picnic, drive your T's! Thanks — Matt



Minutes from the Last Club Meeting

July 6, 2018 There was no regular meeting in July and, therefore, no report due to the Spokane Swap Meet, July 13-15 (photos below).
There will be no regular August meeting - Club Picnic.



Monthly Meetings

The monthly meeting begins at 7:30 PM on the 1st Friday of each month at the Opportunity Presbyterian Church, 202 North Pines, Spokane Valley, WA.

No regular club meeting in August - see you at the Club Picnic.

We Hope to see you there!

Club & Model T Related Events

Events Calendar

- Aug 3** **Spokane T Club Picnic (no regular meeting)**
- Aug 4** 107th Hi-Jinx Parade - Hillyard
- Aug 23-25** Lewiston, ID Hot August Nights
- Sept 1-2** 36th NWVS Endurance Run - Wilsonville, WA
- Sept 7** **Spokane T Club Meeting**
- Sept 8** Oregon High Desert Swap Meet-Redmond, OR
- Sept 13-14** Spokane Fair - Spokane T Club Car Show
- Sept 15-16** Kennewick Swap Meet - Benton Co.Fairgrounds
- Sept 21-22** Harvest Swap Meet - Chehalis, WA
- Sept 21** Valleyfest Hearts of Gold Parade - Spokane Valley
- Sept 22** SE Spokane County Fair Grand Parade - Rockford
- Sept 29** MTFCI 2nd Annual International Day of Touring
- Oct 5** **Spokane T Club Meeting**
- Oct 6-7** Medford, OR Swap Meet - Jackson Co. Fairgrounds
- Oct 6-7** Monroe Fall Swap Meet - Monroe, WA
- Nov 2** **Spokane T Club meeting**

Candy's Cookie Corner

- August** None (Club Picnic)
- September** Betty Patterson
- October** Tina Skomer & Joe Swanson



Sunshine Report

- Thank You card to Matt and Maggie Hansen for inviting the T club members to help themselves to pick cherries.

Any new updates will be announced at the next meeting ~Susie

Spokane County Interstate Fair Car Show Sept 13 and 14, 2018

The T Club will participate on Thursday, Sept 13 and Friday, Sept 14.

Each participating car gets a family pack which includes:

- 2 adult admission tickets
- 4 youth/senior admission tickets
- 30 ride tickets
- \$3 food voucher



Begin setup at 7am - All cars in place by 9am - staying until at least 7:30pm.

Motion Auto will be the prize sponsor. Prizes will consist of vouchers for the top three and top three will be chosen by designated judges.

The club must provide a finalized list of all participants first and last name by August 1st.

Contact Russell Hanna ASAP if you're planning to attend!

Tuesday Nights at the Ranch

Come on out on Tuesday evenings around 4:30 pm with your T parts that need to be worked on. Also join us **after** for dinner at McDonalds. antiqueautoranch.com

More info on Spokane Model T Club website: spokanemodletclub.com


And available on

 [Facebook: Inland Empire Model T Club](#)

Beginning September 1, 2017

Antique Auto Ranch will only be open on Tues & Wed. Other times by appointment.

Tours and Activity Reports

Tours may be arranged at the last minute so check the club website Calendar of Events for the latest activities at spokanemodletclub.com or our Facebook page  [Inland Empire Model T Club](#)

Contact Mark Hutchinson for tours (see pg 2)



"Like Us" on Facebook [Inland Empire Model T Club](#)

Last-minute notices, fun stuff, lots of photos, links, etc.

Seen, Heard and Shared

Vintage Accessory Advertising

Thank you to Harvey Dunham for sharing an original 1920s **Lee-See Glare Shield** auto safety pamphlet from his collection - a neat piece of automobilia. Does anyone have one of these?

CRASH!

21,000 Killed in One Year

in Automobile Accidents and statistics show that most of them were caused by glaring headlights that blinded the drivers.

PROTECT YOURSELF
by using a

LEE-SEE

GLARE SHIELD
(U. S. Patent No. 1,493,609)

*You'll be safe with a Lee-See;
You'll be sorry without one!*

REAR VIEW MIRROR
BY DAY —

GLARE SHIELD
BY NIGHT

VIEW OF ROAD NOT OBSTRUCTED

POSITIVE PROTECTION
AGAINST BLINDING
GLARE

SEE how the Lee-See Glare Shield —
*Kills the glare of approaching headlights
Keeps your eyes in a restful shadow
Leaves the road ahead clearly visible.*

The ever-increasing danger of glaring headlights has robbed you of the pleasure of night driving. Car after car approaches with flaring, dazzling headlights. They leap at you in the dark. The nearer they come, the more fiendish they are. You know you're "taking a chance" because you're "blinded"—you can't see where you are.

There is only one *safe* thing to do—and that is to equip your car with a Lee-See Glare Shield. It does not hide the approaching car. You can see every detail of the road—but the glare is gone—the strain on your eyes is gone—all doubt and uncertainty is gone—all danger is gone. You drive in perfect *safety*. You relax. Night driving becomes a restful pleasure, and an endless source of enjoyment.

The LEE-SEE Glare Shield is beautifully finished in black enamel and can be quickly and easily installed on any car. It is made in two models—No. 1 for open cars and No. 3 for closed cars. The ball and socket joint permits instant adjustment to any desired position. When not in use, the Glare Shield can be swung flat against top of car.

Also Rear-View Mirror
When the Lee-See Glare Shield is swung up towards the right (as shown in illustration) it serves as a rear-view mirror and is especially valuable because of its large reflecting surface.

Driving Against the Blinding Sun
The Lee-See Glare Shield is also a necessity when driving against the low rising or setting sun. For this purpose it has a distinct advantage because it can be so quickly adjusted to any desired position.

EVERY NIGHT DRIVER IS HELPLESS WITHOUT A LEE-SEE GLARE SHIELD

Buy a *Ford*
and Spend the Difference
Henry Ford

HUNDREDS of thousands of users in practically every line of business are cutting haulage and delivery costs with Ford One-ton Trucks. Let us show you why and how. No obligation. Terms if desired.

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Seen, Heard and Shared

"Because the Mag Died!"

An essay and history of a modified Model T part - submitted by club member Steven Wegner



The title phrase which I chose for the name of the ensuing ramblings was my dad, Fred Wegner's, response to my question. "How come you put that Eiseman magneto on the old Model T engine?" From this point I don't know just how I'll tell the story but "here goes".

My father was born March 25, 1909 in Southwick, Idaho at home. As most of us nuts who own Model Ts realize, Henry's dream was just then a new born hand-built creation which in years to come would be argued as the '08 vs early '09 model. Dad's relationship throughout his life would touch, brush, admire, cuss, dabble with - you get the idea - even demolish Henry's beloved car.

He told me as a small boy that the "best thing about a Model T" was the good quality bolts and iron in the off cast "junk". Here I will say, though, that it was my father who told me, "nothing is junk except to a man who doesn't realize everything is always useable!" Over the years I've realized Dad taught me to use what is at hand to fill the need at the moment.

When my grandfather bought the new part of the farm in South

Idaho in Rockland Valley in 1929, dad came here June 30th just over two months after the purchase. There had been marginal rain and as he traveled up the road he said the crop of wheat was dead ripe and ready to harvest, but the machinery wasn't ready. It was real culture shock to come from North Idaho and 20+ inches of rain. The wheat there was fence post high. In Rockland it was below your knee and that crop in '29 made about 11 bushels per acre. I guess for this story I need to move on!

By 1929, Rockland Valley and the rest of the world had already seen the old flivver go from the common man's wonder to an out dated, terminated, overflowing relic of the past! Henry's lady Model A was now shaking the world and the newness of its debut was becoming short lived.

In the eighteen year span of FoMoCo churning out what it did best, the Good Lord knew what was coming and the needs of common industrial America turned to the mountains, (or maybe clusters is a better term) of iron cast to the side since 1865.

Anyway, dad had grown to young manhood and had developed

(continued next page)

the knack of a tinkering genius. He skipped two grades in school and was approached about skipping a third grade until the teacher realized he was already two grades ahead. It's amazing to me how young people were admonished and groomed to become mature in that era. He graduated at age 16 from Kendrick High School in 1925.

The family did well in 1916 and early in 1917 they bought one of the first Case cross-mount tractors in Latah County, the first double gang disc harrow, and a new seven passenger Mitchell touring car sporting a six cylinder engine. The family was already at nine children and two more followed in 1918 and 1921. The old flivvers were pretty small for a family of eleven but even two would have been less costly than the \$1800+ price of the Mitchell.

My father's older brother Albert in 1917 was already 20 years old and was looked up to by my grandfather to learn about these new machines. For this purpose he purchased a new Dyke's Automotive Encyclopedia. My young father at the time also started learning about engines and how they functioned. Already they had V-8s, V-12s, big 6 cylinders, two speed rear ends, automatic transmissions - some even with electric shift. His mind consumed the Old Dyke's book.

The family may have ridden in a class A ride, but dad saw the potential for the plentiful Fords dotting the country. This brings me back to the motor and subject I first mentioned in this writing.

In the spring of 1967 it had been rumored around Rockland that some people local to Power County were scavenging a lot for Model T parts. When a pair of them showed up snooping around our ranch one afternoon, they received a cool reception from dad, now 56 years old.

By this time the only complete T engine on the place was a 1926 - stuck of course. The "bright nickel shelled radiator" disgustingly had been stolen. However, there were axles, steering columns, engine pans, you name it - the buildings were brimming. (My boys say in 2008 nothing has changed!)

That particular spring day the old '62 Dodge heavy-half-ton Power wagon grunted into the yard that we called "the home place", (now Dick Hathaway calls it "dreamland" after my joking conversation from several years ago!). It was loaded with - you guessed it - T parts! I came home from school and helped my dad and a very grumbling older brother (Freddie as we called him) unload the stuff. My brother said the only thing worse had been a few years previous

(before I had a driver's license) he had to haul me around and pick up my previous finds just to shut me up!

My addiction you see had started early on and one of the few lickings I remember was about the age of 8. I was supposed to tend the grain "elevator" (a 1920s vintage machine driven by a Bohlens orchard tractor operating a drag chain), while dad and Fred shoveled a load of seed wheat off our truck that had no hoist. It was doing fine so I wandered off to "find the T parts" that dad knew full well where they were. Getting back ten minutes later to find wheat spilling over the edge onto rough ground where june grass, rocks and gopher holes lurked underneath, I stooped over to do "damage control." Engrossed in my effort I only realized a shadow moving on the ground as the steel scoop shovel hit my backside with a weird whange. Then rough words "clean it up" spurred me on as about two more solid swats met their mark! I remember the sting, the heat of the August day, the noise of the gas engine on the elevator so-ooo vividly. I still love a good T hunt though! After all, dad's the one who told me about those wonderful old cars - well I have to say he never used the term wonderful - but he said if he had all of 'em he had cut up they would have paid the debt at the bank! Back to the engine.



It was hauled home in '67; I never listened to dad and took the head off within a few days. I used wood blocks and a sledge like I had seen him do and got it broken loose. It sported a magneto on the side, but at that stage I thought it was supposed to be there. Within a few months I committed sacrilege and deserted to a Model A roadster camp! I had a friend who said his boss said I could

have a T engine - in the shed no less! I realized it was an A engine with radiator, headlights, and transmission to boot. "I guess it's trade goods" I told my two friends. Well, the one friend Mel told me his dad who said, "Go get Leland's old roadster, it's up behind ma's chicken coop." Within 24 hours, "we" had all but the axles for a 1930 sport A roadster, and those we rounded up in a few more days. The next two years we spent taking over the back of dad's old cow barn, of course with the '26 T engine in the next stall patiently waiting.

In '68 I side tracked looking for a buggy to trade for a real, running 26 T roadster pickup! By the time I found one, raised enough geese to sell at holiday time to pay \$100, at \$3.00-7.00/ each goose - the T pickup was gone. But I then owned a 1916 Racine Sattelle & Co two seat "White Top Mormon Hack" (surrey with top)! By the way I still have it!

My friend and I spent too much time in the back of the barn sanding

rust by hand and listening to the old wooden cased Crosley radio to tunes like Bobby Goldsboro's "Honey I miss you", country western from Oklahoma City like "North to Alaska" by Johnny Whorton and reports of the days death toll from Vietnam - my brother was over there by now. Anyway Mel and I had words, so the A went out the door and was covered up by an old carpet. We had the body in prime 1- and dad had ground the valve seats and let me buy rings, new valves and adjustable tappets.

So then I worked on the buggy for two winters by myself. The old 26 T engine was still able to be turned over by crank in the next stall. The year or so before, one cold winter we had been sitting around and I asked dad again about the T engine. He was in a pretty talkative mood that day.

Well he said back in the mid 30's or so they decided to build a buzz saw. The old fellow who had the blacksmith shop in Rockland had come by this T engine. He had a radiator for it, coils and some other miscellaneous parts. It was a "better engine: as the coils were in the engine mounted coil box." He said he thought he gave \$5 for the works. Frank Lowry was the blacksmith's name "Remember the old line grinder down by the shop - that was his." (I've still got the grinder too!)

Dad said he took the stuff home, cleaned it all up and put it together. He said he used the best rings he could sort out. Hand lapped the valves and mounted it on a piece of frame. Once together it "really ran nice, especially with that Climax water pump, you know the one I found last summer and brought home to you? It got hooked with the rod weeder outfit and broke off the engine... I never found the one piece but the hole can be brazed in and patched."

"Anyway," dad continued, "I built the rye clipper in '31. The first couple of years we pulled it with a horse - just a 4 X 6 and 2 X 4 frame with buggy wheels on each end of the 4 X 6. The 1 cylinder motor that's now on the fanning mill-that's what drove the rye clipper sickle. Anyway, (here I interrupted to which he replied) yes, I invented the rye clipper. After the place in North Idaho at Southwick was sold we moved the sawmill and Cougar Jones engine (another story) to Rockland. We cut slabs powered by a buzz saw on the edger and mill. I built the rye clipper into a self propelled machine. The triangle design was my idea. Albert let Art Lincheid copy down some notes and he used my idea to build his tractor mount units but he patented the triangle design and got what he later called a "swather" patent. Still used today."



"Anyway, with the sawmill around, I used the T engine as the rye clipper power plant, but it was underpowered and in the summer field conditions it boiled."

"What happened to the T coils?" I asked. "Well one time, I don't recall if it was the buzz saw but I think on the clipper, the motor made a racket and died. The mag evidently went hay-wire and I couldn't get it to go again. I thought about it the rest of the day and decided the best way to fix it would be to put that Eiseman mag that came off the old Cletrac. I had put that old F motor (IHC) on the Cletrac some time before.

Anyway, I took the generator off-never used it anyway except to keep the dirt out of the motor! I took another model T crankshaft gear and bushed it on to the mag shaft and fastened it with a nut. Then I cut a chunk of the generator mount out and welded in a piece of pipe shaped to enlarge the housing. I had to weld onto the timing gear cover plate that the generator is supposed to mount to. I welded in the old hole, added a new one and welded a nut to the pipe piece I welded in.

All I had to do then was once the #1 piston was on top dead center was place the magneto rotor to #1 and bolt it in place. I made a mounting base and drilled it to bolt to the mag and that to the generator mounting holes. "How did

you line up the gear on the mag?" "If I remember right, I took the front timing cover plate off and clamped the mag base in place with a c clamp. Then I turned the motor to mesh the gears and adjusted it by eye, light punched the base through the generator base holes, took it off, drilled, tapped the holes and bolted everything back together." (I believe here dad said, "It took till pritnere mid afternoon the next day!")

"It did away with all that Ford contraption! That Eiseman ran just as smooth as the old magneto system, maybe better. It sure started a site lot better!"

In the spring of 1970, I switched off the lights in the back of the old barn. Later that August I removed the by - then 2 year old "new transistor radio" from the hoosier cupboard that I had used as a work bench for the past 4 years. I loaded the radio, clothes, my 30-40 Krag, Model 12 Winchester, 20 gauge shotgun, along with everything else I thought I needed, and leaving dad in the driveway looking on Mom and I headed for Moscow for my enrolling in college.

— Steven Wegner

For Sale • Wanted • Services

When available, photos with these ads will be posted to our Club website spokanemodeltclub.com/for-sale.php

For Sale: (from a conversation at the swap meet) Two Model T Speedsters, owned and originally restored and/or rebuilt by the late **Ed Jepperson and his wife Jo Anne**. Jo Anne and her kids decided it was time to put these legendary cars up for sale and to get the two good looking speedsters, a white '18 Morton-Bretts boattailed speedster, and a blue '24 boat tail Mercury speedster back on the road and into someone's loving hands who wants and understands speedstering. Ed was a fanatic about getting additional speed and horsepower out of his speedsters and the modifications were numerous: Both cars have not been driven in the past 10 – 12 years.



The blue Mercury Speedster is *tentatively already sold*. The '27 Mercury had these modifications:

Dusty McCoul designed, hand built and professionally painted the all steel boattailed body • Ruxtell rearend • Warford auxiliary transmission • Disk steel wheels • Rick Carnegie built and balanced strong engine • Rocky Mountain Brakes • Lowered.



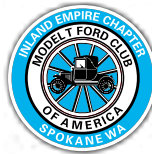
The white '18 Morton-Bretts, Ed added the following additional modifications. **Asking \$8,500**. Contact Gene Kicha 509-926-4872 or Jim Patterson 509-214-9522 for additional information.

Lowered front & rear axles • RA-JO overhead valve engine • V-8 era rearend • V-8 era carburetion • 12 volt alternator • VW distributor • 4-speed transmission • Widened body at girth area • All fiberglass body • Electric fan • Hydraulic drum brakes.

Membership Application

If you have already renewed for this year, please pass this form to someone who also shares our interest of the Model T Ford.

Due Jan 31 of each year, or join as a new member now, please complete this form and bring to the next meeting, or mail with your dues of \$20.00 to:



IEMTFCA - Dues
PO Box 11708
Spokane Valley, WA
99211-1708



Name _____

Your Spouse's Name _____

Address _____

City _____ State _____

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MTFCA member? Y / N • MTFCI member? Y / N

MTFCA Membership # _____

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Insurance Carrier _____

Policy # _____

Model T's Owned:

Year	Body Style	Condition
_____	_____	_____
_____	_____	_____
_____	_____	_____

R = Restored, U = Unrestored, O = Original
PR = Partially Restored, BC = Basket Case

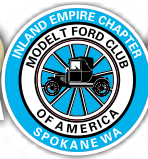
I agree to having my name printed in the Club Directory
Signed: _____

National MTFCA Membership: (check, credit card, Paypal)
mtfca.com/clubpages/joinamember.htm

National MTFCI Membership: modelt.org

You may also download and print this as a PDF from our club website:
spokanemodeltclub.com/membership-form.php

FENDER CHATTER



IEMTFCA

PO Box 11708

Spokane Valley, WA 99211-1708



Model T Booth at the 2018 Spokane Swap Meet

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