

April 2004

Fender



INLAND EMPIRE MODEL T FORD CLUB



CALENDAR

Officers	2003 lame ducks	Phone Number
President:	Tom Carnegie	922-1805
Vice President:	Steve Rachuy	208-773-1491
Secretary:	Susie Carnegie	922-1805
Treasurer:	Allen Henzen	455-8997
Editor:	Marith McCoul	924-9514
Co-Editor:	Jim Patterson	509-299-7357
Paper Co-ordinators:	Whiteleys	624-0933
Roster Editor:	Jim Patterson	509-299-7357
Photographer:	Glen Whiteley	624-0933
Calendar editor:	Glen Whiteley	624-0933
Refreshments:	Nan Robison	924-8654
Legal:	Harvey Dunham	327-4751
Photo albums:	Joyce Brandvold	924-1886
Library:	Nicki Cook	(Warehouse Carpet)
Road Cleanup:	Mark Hutchison	448-2819
Programs:	Volunteer needed	
2002 Banquet:	Hazel Whiteley	624-0933
	Marith McCoul	924-9514
Graphics and design:	Jeff Hipp	hippgrafix@aol.com
Blood Bank:	Charlie Almeda	448-2506
Sunshine:	Susie Carnegie	922-1805
Car Club Council:	Charlie Almeda	448-2506
Welcoming:	Steve Heid	928-0215
Tours	Mike Robison	924-8654
Seminars/Safety	Gene Kicha	926-4872

Monthly meetings are held at the Millwood Town Hall the first Friday of every month except for the months

NEWS LETTER SUBMISSIONS

are due no later than the 20th of the month.

Send to:



McCoul
E. 8002
Nora
Spokane,
WA
99212

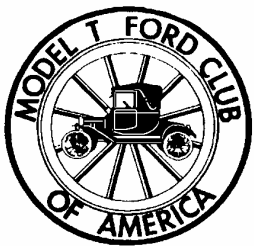
April 2	Regular Meeting
April 2-4	Portland Swap Meet
April 17	Penny Drive with the Cars Club -our spot is Cheney
April 24-25	Grand Old Car Rendezvous Eureka, Mt
May 7	Regular Meeting
May 15	Lilac Parade/CCC Show n Shine and Garfield Days
May 16	Safety Inspection-Skidmore Barn
May 29-30	Cut Loose in the Palouse Spokane Speedster Run
June 4	Regular Meeting
June 20 on	Montana 500
July 2-4	Fourth of July Tour-Worley Casino
July 9-11	Spokane Swap Meet
Aug. 6	Picnic Meeting
Sept. 12	Sunshine Garden Tour
Oct. 3	Model T Driving School

It's beginning to look like Spring. Harley Davidsons are zooming up and down Trent like giant hornets. Shades of green are appearing discretely in the lawn and early shrubs. We've survived another Spokane winter!

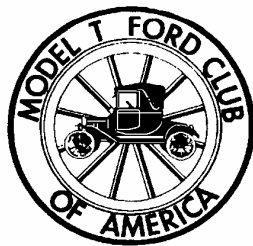
It's time to inspect those T's and keep the break-down rate down to a dull "crunch". The best of our members' T's have been known to actually break down AT this event, and get it "out of their systems" for the season. Now, that's a "well trained" T.

Read Lee's notice on Page Five and get ready. Find your parts at the Portland Swap Meet on the 2nd of April (of course, drive down to the swap after the regular meeting).

Ask Charlie Almeda how a Penny Drive works. It's for charity, so it's a good thing--



Your continued support of the National club is a big part of our clubs success as well as the key to cheap insurance. Please take the time to



PRESIDENTS MESSAGE

Presidents Message March, 2004

MEMBERSHIP APPLICATION FOR THE NATIONAL CLUB:

Name _____

Address _____

City _____ State _____ Zip _____

Phone Number: _____

ANNUAL DUES:

US: \$26.00 Visa, Mastercard, and Discover cards accepted

Send to: The Model T Ford Club of America

POB 126

Centerville, IN 47330

FOR SALE AND WANTED

For Sale: 15 touring \$5500 OBO Harold Musolf Jr. 425-488-6983 (the coast)

FOR SALE: 1925 Model T Pickup 509 229-3624 (Asotin ?)

FOR SALE: 1931 Ford std tudor sedan. Repaint of a perfect original. Black. HCC license plate. '26 Ford roadster, restored with rumble seat, ruckstell, new radiator, distributor, bumpers, and Texas T alternator. Rebuilt engine, Kevlar bands, and wire wheels. HCC license plate. 1932 Ford Model 18 roadster. Le-Baron Upholstery and top. Perfectly presentable needing only minor engine work. (after all, it is a V8). Rare. Has HCC plate. Information: Contact Red Little (509) 453-2815 or email: clittle@bentonrea.com

THE COVER: We hope we seen the last of this! Spring is sprung, the grass is griz. I wonder where the flowers is? That darn Monet is at it again. Painting Model T's in the wrong century. Some smart artist, that guy, looking into the mind of Mr. Heiles like

Greetings At our last monthly meeting we discussed putting the bylaws into the roster. They will appear in the 2004 issue making them available for everyone. I also mentioned that the bylaws indicate that we have a Board of Directors consisting of the current elected officers and the outgoing President. We held a BOD meeting Feb 18 th in my shop and visited about a number of topics. The first activity was the inspection of the Speedster [wasn't on the agenda] that my son- in-law, Scott, daughter, Sandy, and myself are building. It always fun to have Tom and Mike look over your work for suggestions! Once the inspection was over we visited about the refreshment ban challenge at Millwood city hall. We came up with these thoughts. 1. No refreshments – 2. Have refreshments and do a clean up afterward including Vacuuming the carpet. 3. Look into a different location. I feel confident that the challenge can be handled easily.

The second topic was finances. We spend more that we take in. If the dues increase change to the bylaws passes that will help for 2005. In the meantime we can help ourselves by reducing the number of give away newsletters. The club web site is working and improving, which will allow the other clubs to access the newsletter without us sending a hard copy to them. Our swap meet volunteer worker program works well to raise money for our treasury. If we can get a few more members to help out [its fun to do!!] we can increase our income. We discussed the idea of parking some T's at an interested business in exchange for a donation to the club. Sending out some trial fliers may be the answer. Another thought is that we could continue to dip into the savings.

The last subject was membership. Our club total membership seems to be stable. We visited about people that we don't see too often and are going to do a call list distributing the calls among several members. We need some ideas about a special tour or function to encourage non-current or older members to come and share some of their experiences.

We had a good meeting and I think we became better acquainted. Give me a call with ideas, suggestions, concerns, or whatever. I'm a good listener.

Gene

Spokane Model T Club Meeting Minutes from February 6, 2004

President Gene Kicha called the meeting to order at 7:33 p.m.

Steve Heid welcomed Ray Powers who has a '15 T, Doug and Ruth Phillips who have a '23 Touring, and Candy Burgess.

It was motioned, seconded and passed that the December meeting minutes be approved as printed in the Fender Chatter.

Susie Carnegie sent December get well cards to Allen McSweeney, John Vogel and Bob Brandvold. Jean Almeda is our Sunshine chairperson this year. If you know of club members who are ill, have lost a loved one, or are in need of a special boost, please let Jean know.

Allen Henzen gave the treasury report. He handed out the 2003 financial statement noting a drop of approximately \$1,900.00.

Erik Hutchinson is our tour chairman this year and plans to work towards a highlighted tour each month and encourages everyone to be thinking about tours he can add to our calendar.

Discussion and review of upcoming events:

January 1 st- Jim Patterson reviewed the New Year Tour. A turnout of 10 T's, 6-8 modern

irons, plus a Packard. Approximately 60 gathered to enjoy food and friends.

February 14 th – Mark Hutchinson is heading a Valentines Day Tour. Meet at Trent &

Argonne at 1:00 p.m. with plans to tour up the south hill and enjoy a meal at a new establishment at Lincoln Heights.

February 28 th – Donald & Joanne LaBelle's 50 th wedding anniversary.



Centennial Gold! *April 23rd - 25th*

Rendezvous Days 2004

Mud Bay Jugglers • Kids Rodeo • Parade • Quilt Show
Car Shows • Arm Wrestling • Outdoor Craft Fair
Mud Bog & Sand Drag • Mustache Contest • Dinner
Black Powder Shoot • Mountain Man Events

KICKOFF BBQ & CONCERT

Friday April 23rd
Lake Kocanusa Arena
6:30 pm
Come Join The Fun!

Rob Quist
& The Great Northern Band

Reserve your seats from:
Century 21 • M&M's • Coldwell Banker
Glacier Bank • Whitefish Credit Union
Lincoln Electric & InterBel Co-Ops

www.eurekaevents.com



Dare we start with “it was a dark and stormy night”? Well, it was, darn it. Allen Stacy was the only man brave enough to

have a good excuse, though.) As you can see, from the photo, he clearly missed her, and went home early, missing all the fun. I auctioned off Dusty. Got good money for him too. At the end of the night, we raised over \$8,000. Thanks, everyone who came. We got an official “thank you” letter from the church and the family for which the benefit was held.



The “Dusty auction” storyboard

will be from 1:00-6:00, prior to the parade.

May 15 th– Norm Warren mentioned the Garfield Parade. It begins at 11:00 a.m. A small but very fun gathering.

May 29-30 th – Memorial Day Speedster Endurance Run, “Cut Loose On The Palouse.”

Jim Patterson reviewed this and noted that there’s been a change in hotels to the Ramada Inn. Jim has information and paperwork available for those interested.

June 20 th – Tom Carnegie welcomes everyone to join in on the Montana 500 fun. It will be based in Eureka, MT this year. He also noted that Mike Cuffe has invited us to the Grand Old Car Rendezvous in Eureka, MT April 24-25 th. Tom will look into a possible tour to Eureka for this April event.

July 2-4 th – Glen Whiteley reviewed the “Lucky Days Tour” to be headquartered at the CDA Casino hosted by Lewiston this year.

Lee Burgess is our Safety/Seminar chairman this year. Lee noted our annual safety inspection will be held at Skidmore’s with details to be announced at our next meeting. Suggestions for seminar topics are welcome.

Gene Kicha noted the Town Hall has set rules for no refreshments. Gene plans to look into this further.

Road Cleanup: A volunteer is needed for this position.

Joanne Jepperson, Betty Patterson and Cheri Storey are our Banquet chairpersons this year. The banquet will be held on January 8, 2005 at the Rendezvous with plans for the same meal menu we had this year and entertainment by The Strolling Strings. The motion was made, seconded and passed to pay the \$500.00 deposit for the Rendezvous.

Old Business:

Web Site: Allen Henzen continues working on the club web site. He currently has 8 car pictures posted and invites you to email or send him pictures to add. Our club email address is: spokanemodeltub.com

(Continued from page #)

This was printed in our February Fender Chatter. This challenge remains open. A pretty purple package will be going to the winner.

Dues: Dues need to be paid ASAP.

Bylaw Amendment: Allen Henzen reviewed amending our current bylaw to increase dues to \$20.00 to take effect in 2005.

New Business:

Fund Raising Idea: Tom Carnegie and John Wyman introduced the idea of partnering with businesses (restaurants, etc) on our tour routes. Park our T's on their lots along the tour routes requesting a donation to go towards our annual Christmas family fund. This could prove to be an asset to each business as well as to our club and Christmas family. John will continue to investigate this possibility and fill us in at our next meeting. Thank You

Card: Gene Kicha shared the thank you note received by our 2003 Christmas Family, Bonnie, James & Kara.

Scholarships Available: Gene Kicha has scholarship paperwork available for those interested in applying. Scholarships will be awarded on July 22 nd.

Bylaws: Gene Kicha requested that these be posted in our roster. Jim Patterson will add them before distributing the rosters.

Calendars: Glen Whiteley handed out his 2004 calendar featuring the Stacey's T.

Board of Directors: Gene Kicha stated he may call an occasional Board of Directors meeting to include the president, vice president, treasurer, secretary and last year's president to review current club activities.

VHS Tape Library: If you have the library video "T Bands" or "Electrical Overview" please be sure to return it at our next scheduled meeting.

Seibert, Colorado, and we decided to put up for the night at the tourist camp there.

We found the roads a little better the next morning, and set out for the Rocky Mountains. It is said that the Rockies could be seen from a great distance on a clear day, and we were on the lookout for them. When we were about 80 miles away from them, near Limon, Colorado, we saw the clouds that hung over them but didn't get a glimpse of the mountain outline until we were about 50 miles away.

Not long after, we arrived at Colorado Springs, which is at the base of Pikes Peak, and camped at Prospect Lake Park. From this park could be seen Pikes Peak very clearly. This region is said to have a greater variety of wonderful scenery, more easily accessible, than any other area in the country.

We started on the ride to Pikes Peak the next morning, and as we left Colorado Springs, we passed through Manitou. This is an Indian reservation and one of the most popular amusement parks in the mountains around there. From there, we immediately began to climb up the historic Ute Pass Canyon, following the famous old Ute Indian Trail.

The famous Pikes Peak Automobile Highway also starts from Ute Pass. This is the highest highway in the world winding itself to the summit of the famous mountain. It was quite a climb and at last we arrived at the top 14,108 feet high. From there we had a perfect view of the surrounding mountain peaks, and the plains as far as the eye could reach. Everything looked different on the way down, and we were treated with more wonderful scenery.

As it was not very late when we reached the bottom, we took a ride to the "Garden of the Gods" which is located between Colorado Springs and Manitou. The main attractions here are the red sandstone formations, made into fantastic shapes and sizes by the mysterious hand of nature.

As we had planned to be in Cheyenne, Wyoming on July 25th, so as to be in time for the opening day of the Frontier Day Show, we left Colorado Springs the next morning and changed our direction to north instead of west. A few hours later, we were in the pretty city of Denver.

We put up at Overland Park, which is said to have the largest tourist camp in the country. Denver is the capital of Colorado, and has many fine buildings such as the State Capitol, the Post Office

which is made of Colorado marble and supposed to be the most beautiful in the United States; also the U. S. Mint.

We set out the next day for Cheyenne. We were sorry to leave Denver so soon as there was much to be seen there, but we were anxious to get to the Rodeo on the opening day.



A Rodeo was new to us as we had never seen one, and as Cheyenne is reputed to have the best in the country, we looked forward to seeing something unusually good, and we were not disappointed. It was quite a novel sight to us to see real cowboys and Indians walking in the street and it interested us.

We took in the show the first day, and the program lasted about five hours. Every minute kept us spellbound. A rodeo is a big show where all the best cowboys and Indians get together in a contest to determine which is best in any particular stunt.

The participants risked their lives in almost every stunt they did, and they certainly were daring. Among the most interesting on the program were the calf roping and tie-down contest, the many races, and the riding of steers, bucking broncos, wild mules and wild horses.

The biggest thrill was the "Bulldogging Twistdown Contest." A wild steer is let loose out of a pen, and a cowboy on horseback rides after the steer until close enough to it, when he leaps from the horse onto the steer grabbing its horns.

Sunday, May 16

Next morning, the sun came out for the first time in three days and dried the roads fairly well, but they were still bad on account of the deep ruts and holes. We arrived in Kansas City early in the afternoon and immediately went to the tourist camp. We spent the rest of the day getting rid of some of the mud.

We left Kansas City, July 16, and for about 45 miles, as far as Tonganoxie, Kansas, we had a good newly paved road. At this point, we had to detour on account of repairing being done on the state highway. It was on this road that we almost had a calamity, which might have been the end of our trip. In the west, the detours are marked none too well, and as a matter of fact, whenever we travelled on a detour we were usually doubtful as to whether or not we were on the right road. In such cases we were relieved only when we hit the main road again. At cross-roads the best thing to do was to follow the road that had the most tracks.

On this particular detour, in many places where we did see signs, they were at inconspicuous places, and many times they could not be seen until we had already passed them. That was the trouble in our case. We had gone by a cross road, and a short distance beyond we noticed a sign pointing in the opposite direction. The road was too narrow to turn around, therefore we backed up, and on doing so, backed right into and down a ditch, and the "flivver" turned turtle and landed on its top with all four of us in the car. It was a very lucky thing for us that the top was up, for it prevented us from being crushed, and allowed enough room for us to crawl out without a single scratch. When we saw the position the car was in, laying in that hole, we felt that this was the end of our trip. However, we immediately began work to try and salvage what we thought was a mess.

With the aid of a good team of horses belonging to a near-by farmer, we finally pulled the car out of the ditch onto the road again. We then gave it the once-over and were both surprised and glad that nothing very serious had happened, with the exception of the top which was all smashed and torn. Our tanks containing the extra water, oil, and gas were bent, but that was a minor matter. We felt quite fortunate that nothing had happened to the engine and especially the rear system, which got an awful bang when the rear axle hit the edge of a concrete culvert, when the car first started to slip down the embankment. (So we thought, at any rate. The later effect of this bang will be related in another part of this account.)

It was only a short while after being

hauled out that we were off again towards Topeka, the "fliv" running just as well as before, apparently none the worse for the shaking up.

We were only on this detour a few miles, and then entered the paved roads again straight to Topeka. We pitched our tent at the tourist camp in Gage Park and stayed there until the next day, making the necessary repairs after the spill.

On the morning of July 18th, we set out again towards Colorado Springs and Pikes Peak.

Though the roads were not paved, they were good, hard dirt roads, and it was much better riding than over the Missouri roads. There was nothing much to see in the state of Kansas except vast wheat fields and prairie lands. We camped at Ellsworth, Kansas, that night. Among the tourists that camped at Ellsworth were a great many who were traveling east, and they told us about the poor condition of the roads that they had just passed. They talked of wash-outs, mud-roads, etc., caused by the cloudbursts from this point west to rado. Other than listening to their stories of their experiences over these streets we took no serious stock in what said, until we hit them ourselves the following day. The heavy downpour o turned the dirt roads into mud simi that of Missouri, and as was the ca Missouri, it was necessary to stick t set of ruts, so as not to slip of road.

It was just as bad the next day we made very poor progress. On ac



ALL IN A DAY'S WORK.

of bridges being washed away and the bad condition of the roads in some places, it was necessary to ride over the prairie land away from the road. There are many "goat getting" signs on the road and one in particular got our "goat." Around Halford, Kansas, was a mud stretch and we were able to crawl along at about 2 miles an hour. Several times we had difficulty in getting out of a hole, but one time we got stuck and could neither go forwards or backward, and right beside us we saw a sign saying that the speed limit was 75 miles an hour for Fords. It was dark when we pulled into

FROM COAST TO

1927 advertisement.

The Skidmore's (2020 S. Sunrise Rd.) are again providing the venue for our Annual Safety Inspection. This is your opportunity for the clubs' crack team of knowledgeable inspectors to go over your car and find potential problems and keep you off the trouble trailer this summer. As usual, there will be lots of tire kicking and eating. And, as an added attraction, there will be a silent auction to benefit the clubs' coffers.

Schedule:

9:00 AM Inspections start and will continue though out the day.

Noon Lunch – Potluck with the club providing chili for everyone

1:00 PM Silent auction begins

For the silent auction, everyone try to bring something that they are willing to donate for the clubs benefit. It doesn't have to be car related, (ladies bring your stuff) but I'll bet Model T parts will sell well. All proceeds will go to the club.

For the Potluck, bring your favorite food.

Mark your calendar. See you there.

Your Safety Chairman, Lee Burgess

I'm supposed to suggest things to bring for the auction. This group might think of antiques, car parts, vintage clothes and jewelry, tools, home-made "goodies", offers of specific services that a person is known to do really well, or car books or magazines. If someone has a large item like this little jewel, he might want to put a reserve on it and "split the sale" with the club on some sort of percentage basis. At the recent auction, we just "priced" baked goods, and they sold briskly.

Root through those garages and attics and see what hasn't moved in the last three years but is or could be valuable to someone. That's an auction item

50th Anniversary

Congrats, LaBelles

Don claims that 50 years is quite a while to be married to the same lady. Yet, he doesn't seem to be minding it one little bit. The champagne was flowing and the punch was living up to its name and



packing

this is one happy and devoted couple. When I took a “master set” of photos that I had taken over to JoAnne, she was surprised how many T-clubbers were in them. I don't know why. Not only have this this couple has become a wonderful part of our club—this event featured a club favorite—food! I don't know about that dancing, though.

a bit of one, nevertheless,

The family motto for the event was “Let them eat cake”. It featured not only traditional wedding cake but every other type you can

Here's to another 25—I don't think anyone makes double 50's