



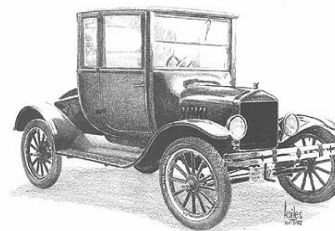
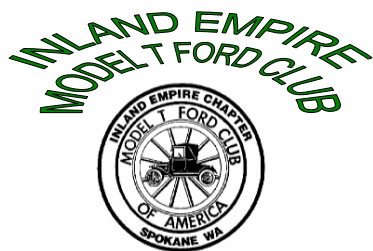
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Spokane, WA 99212
509-924-9514
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Fender Chatter

A Monthly Newsletter



August 2004



CALENDAR

| Officers and Chairmen | Names | Phone Number |
|-------------------------|---|----------------------------------|
| President: | Gene Kicha | 926-4872 |
| Vice President: | Mike Robison | 924-8654 |
| Secretary: | Susie Carnegie | 922-1805 |
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| Photo albums: | Joyce Brandvold | 924-1886 |
| Library: | Gene Kicha's shop | 926-4872 |
| Road Cleanup: | Joe Swanson | 924-6723 |
| Programs: | Tom Carnegie | 922-1805 |
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| Sunshine: | Jean Almeda | 448-2508 |
| Car Club Council: | Charlie Almeda | 448-2506 |
| Welcoming: | Steve Heid | 928-0215 |
| Tours | Erick Hutchinson | 939-3572 |
| Seminars/Safety | Lee Burgess | 924-0898 |
| Web Site & Design: | Allen Henzen | henzen9@aol.com |

Monthly meetings are held at the Millwood Town Hall the first Friday of every month except for the months of January, July, and August at 7:30 PM.



NEWS LETTER SUBMISSIONS are due no later than the 20th of the month.

Send to:
M. McCoul
E. 8002 Nora
Spokane, WA
99212
Call or email:
M M c o u l @
peoplepc.com



CLUB MAILING ADDRESS:
IEMTFC
POB 11708
Spokane, WA
99211-1708

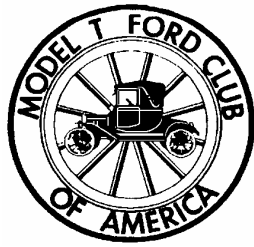
| | |
|-------------|---|
| Aug. 6 | Picnic Meeting |
| Aug. 14 | 21st Annual Ford Show Sunset Park Airway Hts. |
| Aug 14 | Leavenworth Tour maybe |
| Sept. 3 | Regular Meeting |
| Sept. 4—5 | Labor Day Speedster Run |
| Sept. 4-6 | Paul Bunyan Days—St. Maries |
| Sept. 10—12 | George Smith (and others) Memorial Tour |
| Sept. 12 | Sunshine Garden Tour |
| Sept. 19 | Just Park It Tour |
| Oct. 1 | Regular Meeting |
| Oct. 3 | Model T Driving School |
| Oct. 16 | Greenbluff Tour |

The picnic meeting is a potluck affair to be held at the Millwood town park—next to the firehouse. It's also ONE HOUR EARLIER—6:30 or even earlier if you want to help set things up.

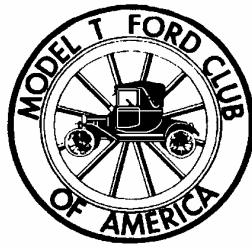
Please visit the Club website: <http://www.spokanemodeltclub.com>
Not only is the paper "on line" but also all the pictures that won't fit into the paper and last minute tours.

OUR COVER: Has to be the hit of the Swap Meet Car Show. If you ever wondered what a person can do with a TT truck Here's your answer. This man has obviously had a glorious time fixing up this truck and people just loved it all weekend.

Annual dues remain \$15 per family per year for 2004. Please send them to the club mailing address: P.O. Box 11708 Spokane, WA 99211-1708



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 join or renew your membership.



PRESIDENTS MESSAGE

August 04

Congratulations to Mike Robison for his winning time on the Montana 500! Nan Robison was second, Tom Carnegie was third and Rick Carnegie was fourth. Spokane drivers did well. A good time was had by both endurance and lowland run participants. Thank you, Mike Cuffe and Eureka, for all your hard work hosting the 2004 Montana 500.

The swap meet was well attended by T members and the renewal of old friendships and making new friends was great. The weather was perfect. I am already looking forward to next year. Cheri Storey donated a large collection of Vintage ford Magazines to the club and some were sold in the booth. Thank you, Cheri!

The second differential seminar and the garage sale tour will be finished by the time you read this. Thanks to all participants.

New club member John Mills is working hard on his center door. Hal Moffit is ready to start up his car after a restoration. Several members are organizing a start up session.

Tour weather is great. I hope that your calendar is penciled in for the August tours. Call Eric for dates available.

Keep Bill Mullins Sr and family in your thoughts. The fire damage to his auto repair business is quite serious and getting back in business will be a task.

See you all at the Aug 6th picnic meeting in the Millwood park.

Gene

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:

WANTED: One of our newest, young members, 14-year-old Destiny needs various parts, especially a '25 roadster body, to build her very own car to run in the Montana 500 when she reaches 16. Contact her or her uncle David at (509) 329-1831 or 744-8920 if you have spare parts.

San Diego: FOR SALE: '22 Touring Partially disassembled. Chassis restored 30 years ago. Less than 1000 miles since. Needs TLC., paint and upholstery. \$4,000. . Newell Booth 619-287-3840 nobooth@coxnet

Denver: Tudor sedan FOR SALE: Black with grey interior in good condition. Good tires and rebuilt engine. Looks and runs good. \$7,500 OBO Allen Hutchinson 303-696-0954

Aurora, CO: 21 Coupe FOR SALE: 90% finished with overhauled Ruckstell, engine & trans; new tires and tubes. \$5,000 OBO. Bert Conner 303-263-2691 or 696-1323.

21st Annual FORD SHOW

Saturday, August 14th at Sunset Park

Between Lawson and King Streets in Airway Hts.

Registration : 9 to noon Judging noon to 2:00

Model car contest, door prizes, and food all day.

Sponsored by NW Fords Unltd and the NW T Bird Club.

The fine print says that this event is open to all makes.

Information: Rick Murray 328-1227 or Larry 466-9790

Spokane Model T Club Meeting Minutes None in July—only the Swap Meet ... which is no small deal. It keeps the club on its financial feet, so to speak... We also have a real good time, make new friends, see old ones, and find great treasures (at least that's what we tell our spouses).

In the (very) early light of Friday's dawn, the swappers came rolling in. They were met at the South gates and the North gates by the early rising volunteers from the V-8 Club and our T club.

While the vendor turnout was a little light this year, no-one could possibly have predicted just how profitable it would be. For the first time in a long time,



things sold quickly and well for record sums—sometimes twice over the course of the weekend.

Most vendors seemed to be smiling at the end of each day.

Our stall was



set up and manned by it's faithful crew of regulars who artfully escaped the roving camera. But we all know that our VP Mike Robinson, Jim Patterson, and the Whiteleys do a great deal to make the Club's

(Continued on page 3)

NEW MEMBERS & ROSTER UP-

New e-mail addresses:

Chuck Oakland

E-mail oakceoljo@aol.com

Lee Burgess

E-mail lee.burgess@comcast.net

New members:

John & Karen Lynn

11881 E. Bunco

Athol, ID 83801

ph: 208-683-050

James Baker & Barbara Wood

Box 3282

Spokane, WA 99220

Address Change:

Jim and Lyn Teyema

16219 N. Saddlewood Rd.

Nine Mile Falls, WA

99026



MEMBER'S SHOP DESTROYED BY DRUNK DRIVER

(Excerpts from the Spokesman Review)

A 33-year-old Spokane woman ... crashed into an auto repair shop, setting it on fire. ... The 2:07 a.m. fire gutted two bays of Bill's Import Auto Repair and caused smoke damage to the rest of the business. Owner **Bill Mullins** Was waiting for the insurance adjuster to arrive. "It's pretty close to a total loss," said Mullins, who has operated the shop ... for the past 20 years. "It was kind of a shock, but it's a material thing. It can be replaced." Mullins' son works at the shop and his 22 year old grandson just started there four months ago.

...The fire either destroyed or damaged five cars inside the repair shop. When the Cutlass crashed through the bay door, it crushed a Model T Ford frame that was sitting near a hoist. ... (the owner of the car on the hoist) said he thought his car was bad luck. It had been stolen once before. Mullins said, "He took it pretty good."

Norma's toors dew seam tew bring owt people's trew kulers.

Won of our yunger studs had hizzelf a yung lady ridin' by hizzide and they made uh mitey fine lookin' pare. The gurlfrend wuz obviously an ol' han' at this yard sail biznis an set rite owt to mak a few shrewd purchases.

Furst, she found a reel ol' corset, an "of corst" she bot it. Then she fount what loked real suspishish like a weddin' gown. Now, at that point, mos yung fellers wuld gone a runnin' and a hollerin' for th' hills an' deep timber. Not our brave subjek. Theze T men—tjhey's made of tuff stuff.

Thin, another member found a reely bad hat. This hat had the hare a growin' rite offen the edges all the way around', frum brim tew brim. When he put it on he looked like a street person frum downtown under a bridge. He said he payed 50 sense for it. He wuz robbed.

At this point, our yung stud confided tew the edutor that he wuz prepared to do anything to get on the cover of the Fender Chatter. (It mustuve bin the heat talking'. He volunteered to put on the weddin' dress, then the corset over it, and top the whole thang off with the horribul hat and stand in front of hiz car for a photo. Yer editor is no fool. She sayed, "Yew bet. Yew do it, and the cover is yers. I already done a cover, but I'll tak it off."

Alas, as yew kin see, as the tewer wore on, and the day got hotter I think that our hero kudn't kwite face slipping acres of pale pink shiffon over sunburned skin then lacin' it all down in hundret degree heat—even for a shot at eternal fame. The "Chatter" ain't exactly the Rollin' Stone—but at lease it's about rockin' n' rollin'

stall a success. Thank you to everyone else who took a turn and volunteered time and sale items.

For the second year, the car show added a whole new dimension to the swap meet and the new food court was an entirely good thing.



Folks had a choice of showing for trophies and prizes or just showing for fun. It was a beautiful day, and the area set aside for both activities filled fairly completely. I'd call it a success.

As usual, the weather co-operated, but it really outdid itself this year. Not too hot and not too cold. It didn't even rain on Thursday!

I talked to vendors and buyers and learned of some astonishing sales and record

prices at this years Swap. For the first time in a long time, more than a few whole cars sold. While on gate duty, we watched a guy with a really big trailer slowly fill it with unrestored cars. A friend of ours sold a Corvair convertible (yes, someone bought it and our friend was asking a lot). We learned of several other large sales. Someone in our very own club bought a great big '46 Buick Roadmaster. That's a huge sale.

Which brings us to the last picture—no, Erick did not buy this gigantic auto—he just admired it— but it sure made a cute picture. There were about four enormous cars for sale, but he resisted temptation almost





(Continued from page 5)

to the end. I think it was a storage issue. I don't know the story of the little red wagon, but I think that's about all the parking space Erick has left. Nevertheless, another one did follow him home.

LABOR DAY ENDURANCE RUN DETAILS:

September 5, 2004

Will be held in the beautiful northern Puget Sound area.

Headquarters: The Coast Bellevue Hotel

625 116th Ave. NE Bellevue WA 98004

Reservations call: 1-800-663-1144 or 425-455-2154

Be sure to mention NWVS for special rate of 59 plus tax

For more information contact your hosts:

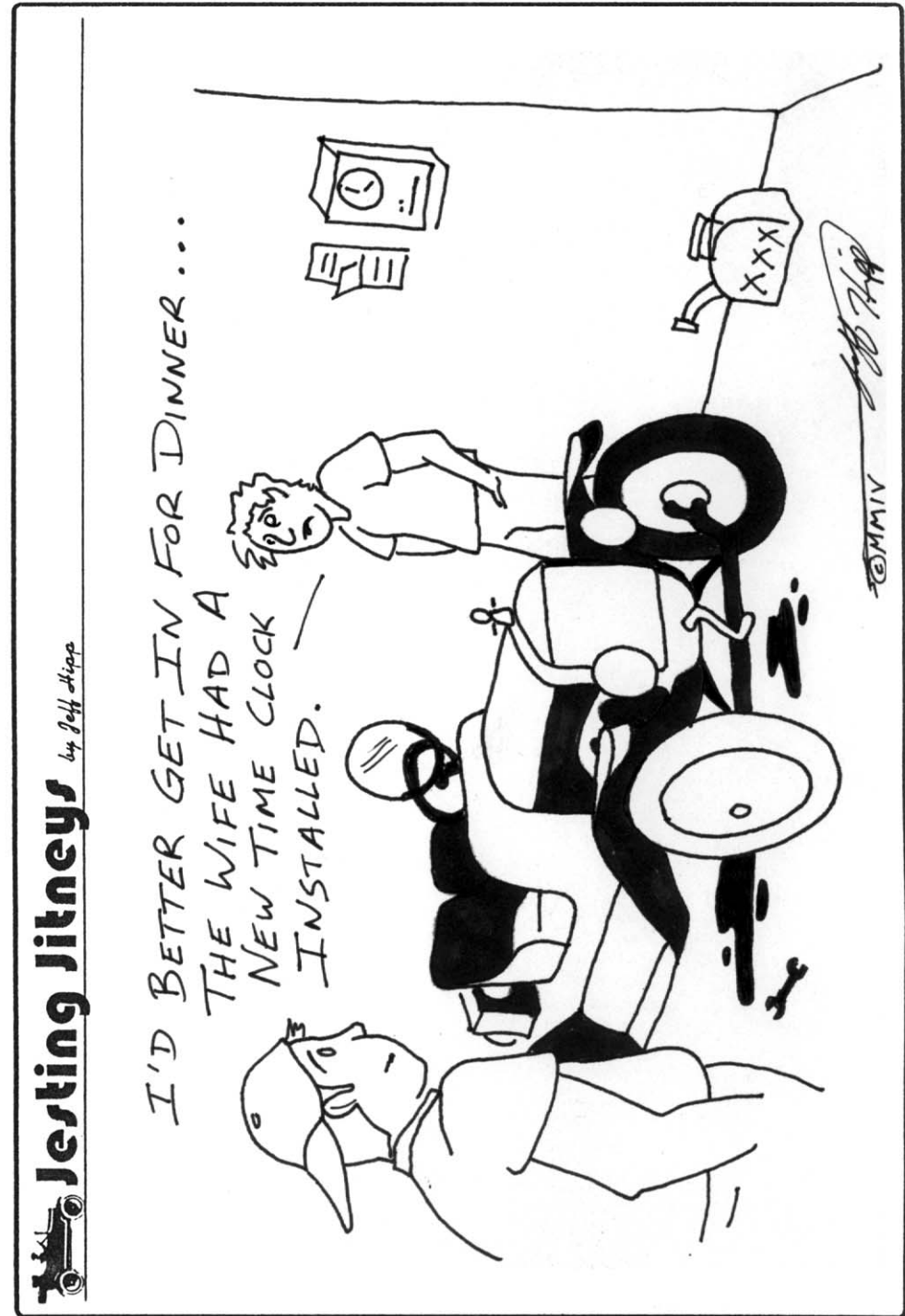
Dave and Jill Howie

13420 Redmond Way

Redmond, WA 09052

425-885-2194

jmustang@nwlinc.com



Here is another tip. Pull up the carburetor air-throttle control. Set the starting motor going, and if she fires at once, well and good; if not, free the foot-switch, and so stop the starting motor. Wait a few minutes, and then depress the foot-switch once more. By that time, the petrol vapor from the flooded spirit will have had a chance to get into the induction pipe, and that should mean ready firing.

If you hear and feel the starting motor turning the starting motor turning the flywheel, never persist in its use for more than say, 30 seconds. She ought to fire, when things are right within that time, even within 10 seconds. If she will not, suspect that things are not right, and make them right. Failure is generally a question of carburetion or ignition. Quite possibly you forgot to switch on. There! What did I say?

Prolonged use of the battery current for power-starting is very exhausting to it, far more exhausting than any other drain on the stored energy. Here is a table which has been compiled to show the extent of the drain - in technical terms:

Running without load - that is, without any engine to turn - the starting motor takes 70-80 amperes.

In turning over an engine that is warm, or well run in, it takes 140-200 amperes.

In turning over a new, cold, or stiff engine, it takes 225-300 amperes.

When absolutely prevented from turning, it takes 300 amperes.

Under actual test, it took 1.8 h.p. to start a new cold engine

Under actual test, it took 0.93 h.p. to start an engine that had been well run in.

Even if you have not an exact idea of what the above figures mean, you will be able to understand from them that a considerable drain is in any case imposed on the battery in power-starting. It is obvious that the drain cannot continue to any length of time without impoverishing the battery.

On the other hand, there is no reason for anxiety as to the capacity of the battery for common-sense use. It is there to be used.

It is desirable not to use the power-starter repeatedly at short intervals, i.e., on a round with numerous stops and starts. After all, once the engine is warm, it is not much trouble for you to start her "in the old way". A little exercise will do you good!

The Book of the FORD Electrical Equipment

Second edition, by R.T. Nicholson, copyright in London, England - 1922

(A technical article from an antique British Model T car book picked up at the recent Spokane Swap Meet)

Practical Hints on the Uses of the Power-starter

A power-starter is a fitment expected to work miracles. It will not do it. It is merely a fitment that does its "job" when conditions are right. It is up to you to make them so.

Have everything ready for power-starting just as would take care to have them if you had to grind her to a start. Set the ignition switch, the throttle lever, the spark-advance lever, and the carburetor (sic) adjustments properly. Have the hand-brake lever hard back, and the gears thus in neutral. Then, unless the weather is bitterly cold, you have a right to expect her to fire readily when the power-starter gets to work.

Just as she begins to turn, it is well to pull up the disc on the dash which, when pulled up, closes the air-way into the carburetor. You will thus flood the carburetor. In warm weather, this is rarely necessary, if the car has been recently run; and in any event don't keep this disc up for more a few seconds, as you do not want to glut the engine with liquid spirit. That would not help her to fire.

When the engine begins to fire, release your foot-switch promptly and completely. Set back your carburetor adjustment to normal positions soon as may be.

In cold weather, particularly in bitter weather, or after the car has been standing idle for a long time, you may find it difficult to get her to fire, just as in the case of hand-starting. Most of the tips that serve in the latter case will also hold good in the former. The warming of the engine, the induction manifold, and the carburetor is the best tip. Hot water poured liberally over the carburetor and induction manifold will nearly always give an easy start. Protect the generator from the water.

In cold weather, it is best to start on battery ignition; therefore, set the ignition switch accordingly. In this case, retard your spark as much as possible, because back-fires are very apt to occur on battery current unless this done, and while a back-fire cannot now break your wrist, as it could do if you were turning the starting handle, it could



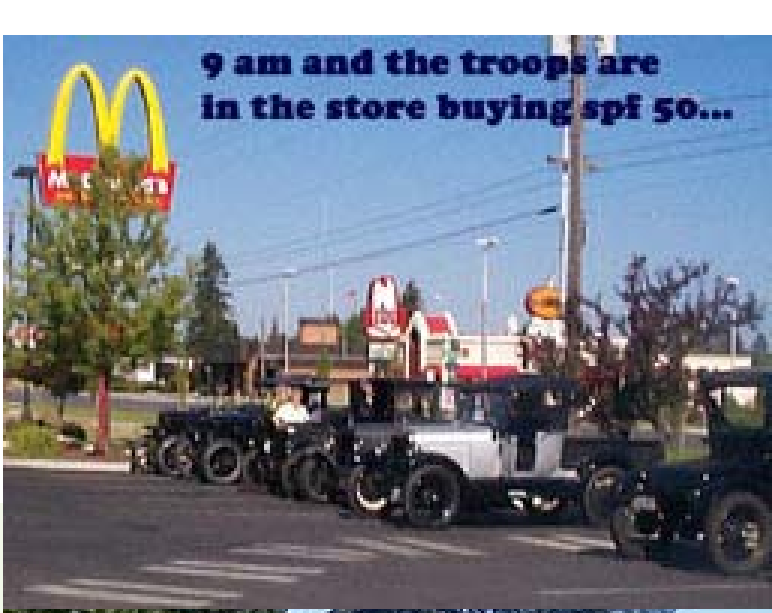
Good Morning !!!!!



There's Nothin' Like Norma's Tours—Never has been—never will be. Breakfast at McDonalds, wow the Valley natives with our ability to find and buy worthless junk and be happy about it (on the hottest day of the year so far.) Then on to lunch at Ron's Drive Inn. "You just might be a redneck if your idea of fun is finding a wool coat for 50 cents and cranking a T in 100 degree heat ..."



9 am and the troops are in the store buying spf 50...



AHH,
SOFT GRASS
COLLAPSE HERE

