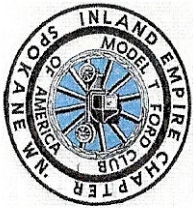


Fender Charter  
P.O. Box 11708  
Spokane Valley, WA 99211-1708



## FENDER CHARTER - February 2013

A monthly newsletter



Fender Charter is published monthly by the Inland Empire Chapter of the Model T Ford Club of America. Articles of Model T Club interest will be published, as space permits, in the next newsletter if received by the 20<sup>th</sup> of the month. Please submit your articles, tour reports, photo's, adventures, parts-for-sale, and want-ads, etc. to [Fendercharter@gmail.com](mailto:Fendercharter@gmail.com)

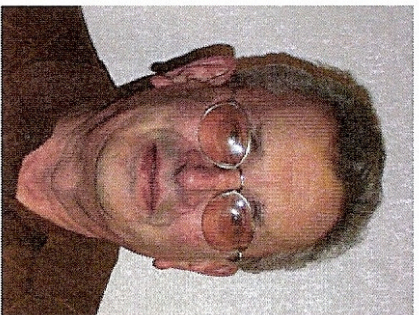
**Spring is coming - - - Get out to the garage and get your Model T ready for some fun touring !**

# GENERAL CLUB INFORMATION

**President**      **Vice President**      **Secretary**      **Treasurer**



**Jamie Allen**  
(208) 704-0137

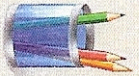


**Bill Barr**  
(509) 998-2476

**Ed Hope**  
(509) 570-8333

**Betty Patterson**  
(509) 214-9522

Please direct club correspondence to the club's mailing address:  
IEMTFCA  
P. O. Box 11708  
Spokane Valley,  
WA 99211-1708



Dues: The yearly dues are \$20 per year for individual or family and are due by January 31st. Please renew your membership or join the club. We look forward to seeing you.

All items to be published in the newsletter are due by the 18th of the month. Please send photos, articles, and anything else for the newsletter to fenderchatter@gmail.com.

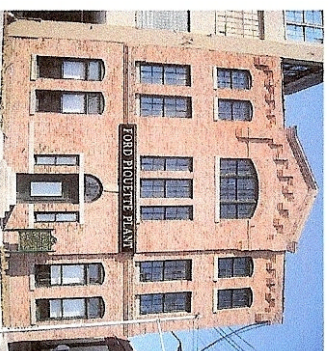
<b>Committee</b>	<b>Lead</b>	<b>Contact</b>
<b>Banquet</b>	Steve & Julie Heid	(509) 928-0215
<b>Email/Mailing/Roster/Membership/Printing</b>	Jim Patterson	(509) 214-9522
<b>Entertainment</b>	Tom Carnegie	(509) 922-1805
<b>Fender Chatter</b>	Diane Swanson	fenderchatter@gmail.com
<b>Greeting</b>		
<b>Legal</b>	Harvey Dunham	(509) 218-1437
<b>Library</b>	Gene Kicha	(509) 926-4872
<b>Nametags</b>	Steve & Julie Heid	(509) 928-0215
<b>Photographer</b>	Jillian Robison	(509) 701-0983
<b>Refreshments</b>		
<b>Road Clean-Up</b>	Travis Thosath	(509) 847-4393
<b>Safety &amp; Seminars</b>	Mike Robison	(509) 844-5900
<b>Photo Albums</b>	Roy Moffit	(509) 449-6305
<b>Sunshine</b>	Susie Carnegie	(509) 922-1805
<b>Swap Meet</b>	Bill Barr	(509) 998-2476
<b>Tours</b>	Mike Robison & Hol Moffit	(509) 844-5900 (509) 924-9161
<b>Webmaster/Facebook</b>	Mike Robison	(509) 844-5900



## Ford GT-40 at the Piquette Street Plant

*By Pete Reinthaler – Leavenworth, WA*

The Ford Motor Company built its first Plant on Piquette Street in Detroit in 1904, having previously used rented premises. In this building all the Ford cars were designed and built between 1904 and 1911, when Ford outgrew the premises and the structure was sold to Studebaker. Studebaker used it until they had to file for bankruptcy in 1933, and the structure was sold for other uses. It was never repainted since Ford constructed the premises, and it was scheduled for demolition in the 1990s until it was rescued by a number of Model T restorers who formed the T-Plex Non-Profit group to preserve it as a National Historic Site.



The year that the T-Plex group opened the Plant to the public, in 2005, they sponsored a Swap Meet on site. I signed up for participation in it, as I am retained by the J. C. Taylor Antique Auto Insurers to represent them at Automobile Shows and Swap Meets all over the U. S. A. Yes, I actually get paid to attend swap meets, and yes, there are a number of people desiring my job. At the time, I was based in Houston, Texas in the extreme Southern part of the USA, and I drove to Springfield, Missouri to attend one meet, then on to Davenport, Iowa for another, and then on to Detroit for the Piquette Plant meet, a total distance of about 700 miles. While in Davenport, Hurricane Katrina hit New Orleans with catastrophic results. The night that the hurricane struck, gasoline prices jumped from \$2.40 per Gallon to \$3.00 per gallon in Davenport, and I never saw a single tank truck in evidence.

Detroit has come on hard times in recent years, and I stayed at what had been a luxury hotel, which had sealed off a major portion of its rooms for lack of customers, and these had been requisitioned by the Federal Government for refugee housing, and many newcomers were arriving with all of their worldly possessions in plastic garbage sacks.

The First Annual (to my knowledge, there was never a Second Annual) Swap Meet was very ill attended, and while this was going on, the Ford Motor Company's contribution of the GT-40 race car was delivered to the museum. As I had little to do, for lack of attendees, I went down to the parking lot to see the car, which was very long and low and impressive looking. I had never heard of the GT-40, but it turned out that one of my younger grandsons, then 13 years old, knew all about it. The Ford employee, Mark McGowen, who had driven the car in excess of 200 mph at Nardo, Italy, delivered the car in person, and had the most extensive knowledge of it. He told me that the car was going into the Museum, which is located on the top floors of the Piquette building.

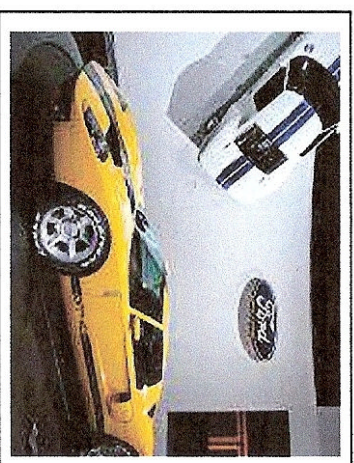
*How are you going to get it up there ?" I asked.*

"Oh, we'll use the elevator." he replied.

*"Has anyone checked to see if this thing is any longer than a 1911 Studebaker?"*

"No, why should we?"

*"Because that's what the elevator was built for." I said*



To make a very long story much shorter, it was indeed longer than the Studebaker, which was, itself, much larger than a Model T, so we went for the tool kit in my Ford Expedition, to remove the trim on the GT-40. We discovered that the exhaust pipes which extended through the rear of the body and which were of extended length, due to engine heat, were integral with the manifolds, and couldn't be removed. Also, most all the bolts on the GT-40 were in Metric sizes, and the tool kit in my Ford Expedition had wrenches in inch sizes only, so there was a slight pause, while someone went off to purchase a new set of wrenches. I carry a set of foundation blocks in my car for outdoor meets, these being cast concrete blocks that I use to keep tents from taking wing in wind storms, so we determined to build a ramp for the car in the elevator, and carry it aloft at an angle. Several of the locals went off in a Model T Touring Car to scrounge lumber for the ramps, and others to find additional concrete blocks, and we started with the contents of my car to build the ramps in the elevator. Among other things, the Insurance Company gives away 7" rulers at the shows and swap



meets, so for lack of other measurement devices available, these were distributed to everyone, and used to measure to utilize the Pythagorean Theorem on the GT-40 and the ramps

We assembled our ramp against the back door of the elevator, which would enter into the museum, and Mark McGowen determined to back the GT-40 up the ramp, which was built at approximately a 30 degree angle, which was very a very steep incline indeed for a low car, and it was he who determined to reverse the car onto the ramp. All of us assumed that he had only one chance to make the grade. The GT-40 is a mid-engined vehicle, and very low slung so that the door frames extend into the roof. While there is sufficient interior room for persons over six feet tall, entering the car is very tricky indeed, and once inside there is an almost total lack of rear vision, which is usually unimportant on a race car which is not built to reverse at all. McGowen revved the engine to a high degree and took off in reverse, slamming on the brakes at just the right time to avoid hitting the back door of the elevator, but only missing it by inches ! It was one of the finest exhibits of driving that I've ever seen ! Like a Greek Chorus, all of us shouted, "Don't let it go forward !" as the elevator sagged dangerously on it's ancient cables, and the outer edge of the building was now five or six inches above the floor of the elevator, so that the front of the car would be badly mangled if it went forward at all. The elevator had been equipped with an overhead safety fence, and we had to immobilize the electric safety switch to operate the elevator at all. We loaded in some planks to make another ramp out of the elevator if needed, as I assumed that we would have to lift the back of the ramps, and remove the blocks to unload the car, but when we arrived on our floor, we forced the front doors open and discovered a floor on the adjoining building which was used by the Ford Motor Company as a storage library for their outdated employee health claims, so we rearranged the furniture in that office (without permission), and McGowen drove the car into the library, so that we could remove the blocks, and he could reverse the car over the planks and into the museum. We said at the time, that there would be no way that they could ever remove the car, and the museum has agreed to this day.

There were a number of pictures taken by amateur photographers during the course of this adventure, but I've never been back to Piquette Street to see if any are indeed on display.

Pete Reinthaler  
Leavenworth, WA

*From Our 1997 Fender Charter Archives*

### Inland Empire Model T Club Begins their 25<sup>th</sup> Anniversary Year!

(by Marith McCoul – February 1997 Fender Chatter)  
25 years ago, in February 1972, the very first Inland Empire Model T Ford Club meeting was held. At that meeting were Don Reichert, Wayne Doyle, Stan Rhodes, Art Tondini, Red Erickson, and Roly Weinhandl. The official Charter members who signed the club's charter with the MTFCA included Carmen & Denise Breen, Wayne & Dorothy Doyle, Bob & Sadie Emerich, Red & Phyllis Erickson, Warren & Alice Quade (now Rhodes), Don & Florence Reichert, and Stan & Geneva Rhodes. I doubt that they had any idea what the next 25-years had in store for them and their new club. Many of these people have since passed away and some aren't in the area anymore, but the club lives on to honor their work and dedication.

At the 2nd meeting held on March 3<sup>rd</sup>, 1972, Vice-President Stan Rhoads presented President Carman Breen with a unique gavel made out of a Model T connecting rod that remains with the club to this day. Tour chairman Red Erickson announced the club's very first tour would be on Sunday, March 13<sup>th</sup>. The 4<sup>th</sup> of July tour in Lewiston was already an established tradition, and club members made plans to attend.

A new member made his appearance – Bob Cromer! Always ready to speak up, he suggested that each meeting have a 15-minute question & answer period on mechanical problems at the end of each meeting. (Good idea, - Bob!). 19 people attended that meeting held in the Washington Trust bank basement on Trent. The 4<sup>th</sup> meeting saw an increase to 32 people in attendance. Newcomers at the 3<sup>rd</sup> meeting included Roger Hein and Gene Stuckle. By the December 1972 meeting, new members included Roger Repp, Mike Crabb, Jim Patterson, Don Rohrer, Steve Poffenroth, Don Hart, Maurice Nelson, Gary Jurgenson, and Vern Storey.

Br 1974, Mike Crabb was a "fixturer". The minutes are peppered with accounts of "immense groans" from the crowd during the meetings. The cause of these jokes soon became known as "groaners". Don Rohrer was the refreshment chairman and more new faces included Alan Hern, Larry Phelps, Skeeter Carlson, Howard Gotham, Bob Sills, Ralph Nelson, and Bob Brooks. 1975 saw work progress on the club's first scrapbook. Don did such a good job as



Refreshment chairman that they elected him President! To everyone's amazement, he initiated his term with the announcement that "This would be the year that the blacks would take over!" (black T's – of course!). Bob CROMER TOOK OVER THE JOB OF Tout Chairman and there was an interesting new job called "Woman's Lib Chairman" whose responsibility was to help tailor tours to entertain the entire family – not just the men!

In 1975, Rick Carnegie dragged his little brother, Tom, to his very first Model T Club meeting and announced that he intended to take him in the Montana 500 Race. Also, in that same year, our jacket patches were designed for use on a royal blue jacket – and another new name appeared for the first time in our newsletter – Ed & Joanne Jepperson!

---

## Notable Henry Ford Quotes

### America

"Our great pioneering has not been in covered wagons but in laboratories and workshops and in better ways of living together as a human society."

"The genius of the American people is self-reliance. The old principles that made us great - self-direction and self-help - are still contemporary and valid."

"Through war and dictatorship whole nations have ceased to be free. That will not occur here, because the American people will not permit it."

"We know that the American system includes every social benefit that men have desired, and the American method has already won more for our people than any other system on earth has won for its people."

### Automobiles

"One thing is certain: There is great development ahead for the automobile."

"We are accustomed to say, out of long observation and experience, that it is not prosperity that makes the automobile, so much as it is the automobile that makes prosperity. It gives a momentum and diversity to the people's activity which tends constantly to increase and is most difficult to stop."

"The automobile industry never looked better than it does today."

"Beauty appeals to most people. Beauty begins in design. To me a good piece of machinery is beautiful. But when most people speak of beauty they do not think of quality and fitness of design, they think of color."

### Work

"Our greatest possession is the right to work. That is not a right, which someone can guarantee to us. It is a right which we must guarantee to ourselves."

"The unhappiest man on earth is the one who has nothing to do."

"Teaching boys how to work is training them to defeat poverty by providing plenty."

"A nation that knows how to work will never suffer for long, and especially such a nation will not be deceived for very long by promises of comforts and prosperity without work."

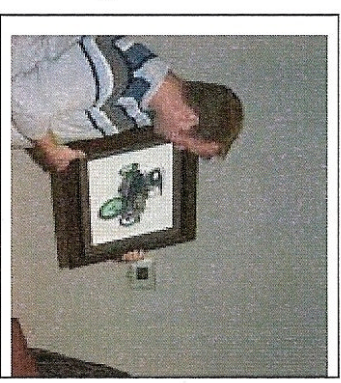


## 2013 Annual Installation Banquet

(by Joanne Jepperson)

The evening of January 5, 2013, 47 Model T Club members and guests made their way to the Spokane Airport Ramada Inn for our yearly banquet and installation of our new president. The Ramada Inn came through again with a fabulous buffet dinner, plenty of food and a wonderful dessert. We were pleased to have new members Daryl & Tina Skomer as well as members Eric & Cindy Stendell from Colville in attendance.

One of highlights of the evening was our retiring President, Mike Robison, telling us that he had asked a member in attendance to speak to the membership. This person could talk about anything he/she chose, evidently all subjects were open. Mike then called upon our own Allen McSweeney to come forward. Now, you know when Allen speaks, you are in for a treat. He told us about his teenage years and collecting Model T parts. Allen had filled all available space with the parts, etc. he had collected. Years later his dad told Allen it was time to get rid of the parts, and his dad then sold them for \$5.00. If you ever have stopped by to see Allen, who lives in Colfax, you were welcomed to see all of his collections. About fifteen years ago the club had a tour to his home and to a big building which contains all sort of memorabilia from the past. Thank you Allen for telling us of your teen years. I am a Colfax farm girl and remember the McSweeney families as a very important part of the community.



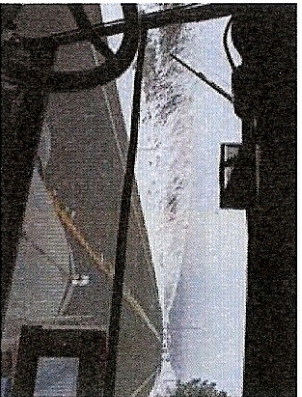
Mike then introduced Jannie Allen, our incoming president for the year 2013. Jannie presented Mike with the outgoing presidential gift. As Mike started to unwrap the gift, his mother, Nan, reminded him to save the paper. This drew much laughter, then Mike told us about family history, the depression years and why paper was saved. The gift under the wrapping paper was a beautiful picture of Mike's 1924 Model T Roadster. Larry Skidmore, a very skilled artist, had hand pencil drawn Mike's Model T, which appeared to be drawn to scale. Mike was the envy of everyone as we enjoyed looking at his beautiful gift. Oh, Mike did save the paper and presented it to his mother. Jannie then closed the meeting, telling us he is not a man of many words.

Thank you to Cheri Moore for arranging the banquet. We appreciate your time and effort in putting together this yearly event. As the banquet was drawing to a close everyone was greeted by a snowstorm as we departed to our cars for a safe return to our homes.

## NEW YEAR'S DAY TOUR

(by Gene Kicha)

The 14<sup>th</sup> Annual New Year's Day Tour began at 11:00 at the Opportunity Presbyterian Church. With 3 Model T's and several modern cars, we toured to the Timber Creek Grill at Argonne Village. Once there, we were joined by 2 more Model T's and a large number of modern cars. About 35 of us enjoyed a buffet meal in a designated banquet room. After much visiting and good food, it was decided to tour to Plante's Ferry Park for a photo shoot by Jillian. The Model T's and their drivers were Tom and Rick Carnegie, Gene Kicha, Mike Robison, and Joe Swanson. We enjoyed clear roads, cool weather and good fellowship. The 1913 T Club Calendar attests to a great photo. We are already looking forward to January 1, 2014. See you there!





## **Get Well Wishes**

This winter weather is a taking toll on our membership with colds and flu hitting several of them. Among those receiving get well cards this past month were our editor, Diane Swanson, and Ed & Barbara Hope. Here's hoping you all start feeling a lot more chipper real soon!

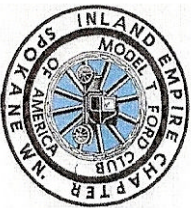
## **10 Reasons Why Model T Fords Are Better Than Women:**

1. Model T's last longer
2. You can share your Model T with friends
3. Model T's don't have parents
4. If your Model T smokes, you can do something about it
5. Model T's don't care how many other Fords you have
6. Model T's don't mind if you look at other Fords or if you buy Ford magazines
7. You can have multiple Model T's and show them off to your friends
8. Model T's never want a night out alone with the other Fords
9. If your Model T doesn't look good, you can paint it or get new parts
10. When your Model T shows signs of wear and tear, you can easily sell it or trade it in for a new model



# 2013 Club Dues are due!!

If you haven't already paid your 2013 Spokane Model T Club dues, please do so right away so the annual club roster can be prepared. If you get the Fender Chatter via U.S. Mail, please check the expiration date on your mailing label. A "2012" signifies that your 2013 dues are not yet paid and the Fender Chatter will be stopped with the March issue. Email recipients of Fender Chatter will be notified by email of their payment status.



## Model T Ford Club of America

Inland Empire Chapter  
 P.O. Box 11708  
 Spokane, WA 99211-1708

Date: \_\_\_\_\_

### 2013 Membership & Roster Update Form

Name \_\_\_\_\_ Spouse's Name \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone #'s: Home: \_\_\_\_\_ Work: \_\_\_\_\_ Cell: \_\_\_\_\_

Insurance Carrier & Policy # \_\_\_\_\_ Any changes since 2012? Yes / No

E-Mail Address \_\_\_\_\_ MTFCA member? Yes / No  
 MTFCI member? Yes / No

**Newsletters sent email unless otherwise requested in writing with this form.** National Member #'s \_\_\_\_\_

Model T's Owned:	Body Style	Condition	Condition
Year			
Codes:			
Restored			BC = Basket Case

Please update this form and send with your check payable to the Spokane Model T Ford Club, P.O. Box 11708, Spokane, WA 99211-1708. Annual dues are \$20.00 per household per year. If more than 5 Model T's are owned, please list them on the back of this form. You are encouraged to join the national clubs to get the full color "Vintage Ford" from the Model T Ford Club of America, or "Model T Times" from the Model T Ford Club International. Six full-color bi-monthly magazines with interesting articles, classified Model T cars and parts ads, and Model T oriented commercial ads included with each national membership. New memberships after July 1<sup>st</sup> cover dues through the next calendar year.

#### 2013 & Life Paid up Model T Club Members

If your name isn't listed below – we don't have your 2013 dues yet

Tom Baker	Chuck Dyer	Hazel Kinville	Nan Robison	Bob Temple
Ed Basler	Warren Fisher	Lucille Knutson	Judi Rohrer	Kerry Thew
Ada Bidle	Ted Ham	Loanne Labelle	Dave Sandberg	Norm Warren
Bob Brandvold	Don Hart	Connie Little	John Schultz	Glen Whiteley
Lee Burgess	Dick Hathaway	Mike Loeffler	Dennis Secaur	Joe Swanson
Donna Carnegie	Steve Heid	Bob MacNeil	Vester Sifton	Bill Barr
John Clarizio	Donna Hoyt	Allen McSweeney	Larry Skidmore	Montana Barnard
David Cooley	Mark Hutchinson	Bill Mullins	Daryl Skomer	
Mike Crabb	Erik Hutchinson	Jim Patterson	Suzie Stacey	
Karen Crawford	Jo Anne Jepperson	Helene Rachny	Eric Stendall	
Greg Crites	Gary Jurgensen	Mike Robison	Cheri Storey	
Gene Kicha	Pete Reinthaler			