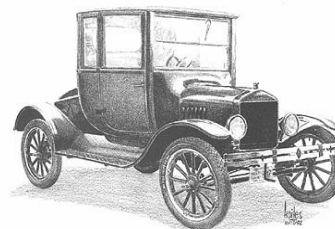
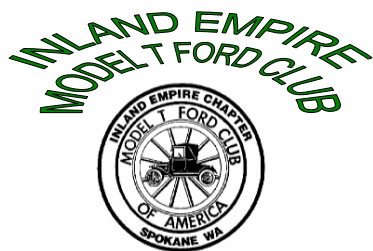


Marith McCoul, Editor  
East 8002 Nora  
Spokane, WA 99212  
509-924-9514  
mmcoul@peoplepc.com

# Fender Chatter

A Monthly Newsletter





# CALENDAR

Officers and Chairmen	Names	Phone Number
President:	Gene Kicha	926-4872
Vice President:	Mike Robison	924-8654
Secretary:	Susie Carnegie	922-1805
Treasurer:	Allen Henzen	455-8997
Editor:	Marith McCoul	924-9514
Co-Editor and e-mailer:	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:	Gene Kicha's shop	926-4872
Road Cleanup:	Volunteer needed	
Programs:	Tom Carnegie	922-1805
2002 Banquet:	Joanne Jepperson Betty Patterson Cheri Storey	924-2939 299-7357 926-4260
Graphics and design:	Jeff Hipp	hippggrafix@aol.com
Blood Bank:	Charlie Almeda	448-2506
Web Site & Design:	Allen Henzen	ahenzen@aol.com
Sunshine:	Jean Almeda	440-2900
Car Club Council:	Charlie Almeda	448-2506
Welcoming:	Steve Heid	928-0215
Tours	Erick Hutchinson	939-3572
Seminars/Safety	Lee Burgess	

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.

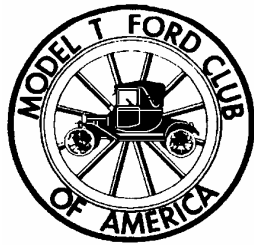
Send to:  
**M. McCoul**  
 E. 8002 Nora  
 Spokane, WA  
 99212  
 Call or email:  
 M M c o u l @  
 peoplepc.com

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

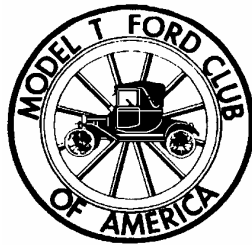
March 5	Regular Meeting—Millwood Town Hall
March 6	Cancer Fundraiser & show (talent and car) Page 10
March 12—14	National Meeting—Portland Oregon
March 13—14	Almost Spring Swap Meet - Puyallup WA
April 2	Regular Meeting
April 2-4	Portland Swap Meet
April 24—25	Grand Old Car Rendezvous Eureka, Mt
May 7	Regular Meeting
May 15	Lilac Parade and Garfield Days
May 29—30	Cut Loose in the Palouse Spokane Speedster Run
June 4	Regular Meeting
June 20 on	Montana 500

**March 6** is the month's tour. Weather permitting, bring your car to show. See complete **details on page 10.** The other big news **is the website: SPOKANEMODELTCLUB.COM** THE JANUARY AND FEBRUARY NEWS LETTERS PLUS OTHER ITEMS HAVE BEEN POSTED FOR YOUR REVIEW. AT THE NOVEMBER MEETING AN IDEA WAS PRESENTED TO GAUGE SUPPORT FOR A WEB SITE AND PERHAPS VOLUNTARILY ACCESSING THE NEWS LETTER FROM THE WEB INSTEAD OF A MAILED HARD COPY. SUPPORT SEEMS POSITIVE. AS YOU MAY KNOW THE PRINTING AND MAILING THE NEWS LETTER IS BY FAR OUR LARGEST EXPENSE. (\$2700 ANNUALLY, COMPARED TO DUES INCOME OF \$1400) IF YOU WOULD CHOOSE TO GET YOUR COPY OF THE NEWS LETTER FROM THE WEB WE COULD SAVE THE CLUB CONSIDERABLE EXPENSE. FUTURE NEWS LETTERS WILL BE POSTED IN A PRIVATE AREA OF THE WEB SITE (YOU WILL NEED SPECIFIC INSTRUCTIONS TO ACCESS THIS AREA). IF YOU WOULD LIKE TO VOLUNTARILY PARTICIPATE IN THIS, PLEASE LET ME KNOW AND YOUR NAME WILL BE REMOVED FROM THE MAILING LIST. FUTURE NEWS LETTERS WILL BE POSTED IN A PRIVATE AREA OF THE WEB SITE (YOU WILL NEED SPECIFIC INSTRUCTIONS TO ACCESS THIS AREA). IF YOU WOULD LIKE TO VOLUNTARILY PARTICIPATE IN THIS, PLEASE LET ME KNOW AND YOUR EMAIL ADDRESS. IF YOU WOULD SEND ME PHOTOS OF YOUR MODEL T I WILL POST THEM. EITHER EMAIL OR SNAIL MAIL WILL BE USEABLE. ALLEN HENZEN, TREASURER 455-8997 [HENZEN6@MSN.COM](mailto:HENZEN6@MSN.COM)





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.



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: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. LeBaron 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

FOR SALE: 26 Coupe: Ruckstell; new tires, glass & interior; reworked engine. (rebored with new pistons, adj. tappets, cam bearings, and water pump.) Ruckstell axle and good magneto. \$3,800. Lots of new parts. Health forces sale. Don Fifield 780-846-2545 Kitscoty, Alberta

FOR SALE: 26-7 Coupe. Some assembly required, partially restored. Many parts including Ruckstell. Offers to \$5,000. Rob Allen 250-489-1647. ( somewhere in Alberta)

FOR SALE: Fordor sedan featured in "Here to Obscurity" \$8,500 503-286-3357. (Portland) Excellent restoration of good orig. car. Don Letson

PRESIDENTS MESSAGE

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<sup>th</sup> in my shop and visited about a number of topics.

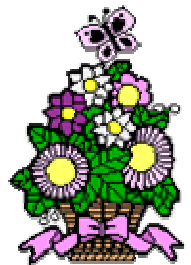
The first activity was the inspection of the Speedster [wasn't on the agenda] that my son- in-law, Scott, daughter, Sandy, and myself are building. It always fun to have Tom and Mike look over your work for suggestions!

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 P.S. Don't forget-Safety inspection is coming



**Spokane Model T Club Meeting Minutes from Feb.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.

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.

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<sup>st</sup> - 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<sup>th</sup>** – 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 n establishment at Lincoln Heights.

**February 28<sup>th</sup>** – Donald & Joanne LaBelle's 50<sup>th</sup> wedding anniversary.

**March 6<sup>th</sup>** – Hillyard Baptist Church benefit event to include an all you can eat meal at \$10.00 per person, variety show and live music from 5:30-7:00 p.m. A roped off area for T's will be provided. Marith McCoul has tickets. Proceeds will be going towards helping a gentleman in need of a costly stem cell procedure.

**March 12-14<sup>th</sup>** – National Tour, Portland, OR.

**May 15<sup>th</sup>** - Jim Patterson has received registration forms for the Lilac Parade. The Red Hat Society would love to join us again this year for this event. Car Show & Shine will be from 1:00-6:00, prior to the parade.

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

**May 29-30<sup>th</sup>** – 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.

(Continued on page 3)

**C u t l o o s e o n t h e P a l o u s e**

As you know, the Spring speedster run AND lowland tour is here in Spokane on May 29—30. You can run your "stocker" or speedster in either event. Just be sure to attend and have a good time! Besides the actual tour (there's food), there is also an "inside" tour of Felts Field and an historic airplane builder's workshop and hangers.



**"CUT LOOSE ON THE PALOUSE"**

**MAY 29 – 30, 2004**

**REGISTRATION FORM**

Driver's Name \_\_\_\_\_ Mechanic's Name \_\_\_\_\_  
(As you would like your name tags printed) (As you would like your name tags printed)

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Evening Phone # \_\_\_\_\_ E-mail Address \_\_\_\_\_

Car # \* \_\_\_\_\_ Year \_\_\_\_\_ Body Style \_\_\_\_\_

Make of Speedster \_\_\_\_\_ Registered Owner's Name \_\_\_\_\_

Color \_\_\_\_\_ Other features: \_\_\_\_\_

Auto Insurance Company \_\_\_\_\_ Policy # \_\_\_\_\_  
\* If you need a car number, contact Bob Rankin at 503-472-2837 or mail 305 NW 2<sup>nd</sup> St., McMinnville, OR 97128

**\*Speedster Run Fees:**

Car, Driver, & Mechanic .....\$150.00  
 Additional Sunday Lunch(s) ..... \$8.00  
 Additional Children's Awards Banquet(s) (12 and under) .. \$11.70

**\*\*Lowland Tour Fees:**

Car, Driver, & 1 Passenger .... \$40.00  
 Additional Adult Awards Banquet(s) ... \$25.00

**\*Registered Speedster Run participants** will receive Saturday hospitality room, Sunday lunch, Sunday evening awards banquet, T-shirts, embroidered patches, photos, trouble-truck aid, and one dash plaque per vehicle.

**\*\* Registered Lowland Tour participants** will receive Saturday hospitality room, Sunday lunch, and trouble-truck aid. Sunday evening awards banquet, patches, dash plaque, T-shirts, photos, and other misc. items are optional and are available at additional cost only while supplies last.

T-shirt sizes (S, M, L, XL, or 2XL) (S, M, L, XL, or 2XL) (2 included for Speedster Run participants)  
(Driver) (mechanic) (circle appropriate sizes)

Extra T-shirts (S, M, L, XL, or 2XL) @ \$11.00 ea. .... = \$ \_\_\_\_\_  
(note quantity and sizes)

Total Fees \_\_\_\_\_ Amount Pre-paid \_\_\_\_\_ Check # \_\_\_\_\_

I have read the self-inspection details and all the rules governing this event and I hereby agree to abide by them. I understand that there will be a courtesy vehicle inspection prior to the start of the event and that this event is NOT to be construed as a speed contest. I hold the Northwest Vintage Speedster Club, its officers, and members harmless for any negligence, act, error, omission, injury, accident, or action that may arise from my or any other person's participation in this event. I am covered by the minimum insurance requirements of my vehicle's state of registration.

Car Owner's Signature \_\_\_\_\_ Date: \_\_\_\_\_  
 Car Driver's Signature \_\_\_\_\_ Date: \_\_\_\_\_  
(If different than car owner)

Questions? - Contact Mark Eckerich (Speedster Run Chairman) at 509-747-4609 or email at [smranch@att.net](mailto:smranch@att.net) or Jim Patterson (registration) at 509-299-7357 or email [jimbet@centurytel.net](mailto:jimbet@centurytel.net).

Send Registration form and Speedster Run fees by April 15<sup>th</sup> to:

Jim Patterson  
 11709 S. Greenfield Lane  
 Medical Lake, WA 99022

**(Please make checks payable to: "Cut Loose on the Palouse")**

# march 6 show

**Red Green** isn't coming, but his stand-in Randy is... **March 6, 5:30 pm one block north of Wellesley on Crestline.** (Hillyard Baptist Church)

Bring your car to show, \$10 (to me at the meeting if at all possible) for tickets to dine fine for a worthy cause (all proceeds go towards a stem cell transplant not covered by insurance), and prepare to be entertained while you munch.



The South Hill Ramblers, a semiprofessional bluegrass group will be among the musical talent who will entertain in the main auditorium. A relatively insane person in our church will do his best Red Green imitation (he's not bad—too much practice.) and you may stay and bid, old fashioned style, in the lobby, on items donated from the community, if you wish. If you have a business or an idea for a good donation to the auction, bring it to Friday's meeting. (Or contact me sooner so we can add your business to the publicity.)

The goal is to raise \$25,000. We all know how insurance works—you pay and pay and then when you need it, they say they won't cover what you need. This is exactly that situation. Insurance is covering all the lead-in and out costs but not the procedure itself.

100 % of the money will go to the cause due to clever pre-event fund raising. I need to pre-sell the tickets if at all possible. See me at Friday's meeting or get to me sooner. Marith. 924-9514

This event is expected to get media coverage and run all evening, so put on your best bib and tucker and pray for good weather.

and remember—we're that special denomination—the "eating Baptists" -so you'll get much good food for small dinero. (\$)



**June 20<sup>th</sup>** – 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<sup>th</sup>. Tom will look into a possible tour to Eureka for this April event.

**July 2-4<sup>th</sup>** – 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: SPOKANEMODELTCUB.COM Ice Cream Wagon: Chairman Mike Robison announced the next meeting will be at Antique Auto Ranch at 6:00 p.m. February 10<sup>th</sup>.

Crossword Challenge: Marith McCoul received no responses. 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 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 re-



(Continued from page 5)

ceived 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<sup>nd</sup>.

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.

Drawing: This month's winner is Cheri Storey.

Program: Tom Carnegie is our program director this year. Tonight he introduced the one and only "F Natural Intake Manifone" by serenading the amused crowd with the tune "Love Me Tender." On that "note," the meeting was adjourned at 8:36 p.m.

Respectfully submitted,

*Susie Carnegie* 2004 Secretary



**KSPS Channel 7** is once again having their spring fund raising drive in mid-March to support their public television programming needs. During the past two years, our Model T Club provided 8 - 10 volunteers for about 4 hours one evening to man the telephones during their annual fund raiser. Our duties are very simple - basically just filling out a card with requested information that includes the contributor's name, address, phone number, and amount of pledge they are calling in. There are no sales pitches or selling involved, just recording the information that the contributor's willingly give.



got out of that chicken was a look at some bones. The rest of the evening was spent partly in kidding the fellow who treated us with "chicken," and also in talking over different routes, etc., both east and west. The main topic was about the experiences of the day in the mud. The effects of the mud roads could be seen all over the camp.

The next morning, July 13th, we found the roads somewhat better than the previous day, but the ruts and chuck-holes still gave us much trouble. In some places, we had to cross "small rivers" where there appeared to be no roads at all, and in other places it was necessary to leave the road entirely, and ride over fields that were much better going.

We saw car after car stuck fast in the mud. One of the most common instances where cooperation is noticed to a great extent among tourists, is the willingness to aid one another when there is trouble on the road. One can almost feel assured that he will get a lift from the next tourist that comes along.

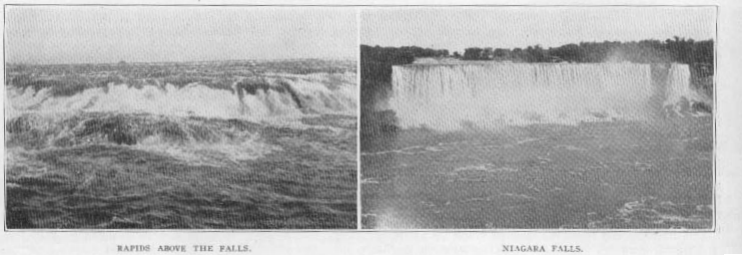
It proved to be much better for all when tourists travelled in gangs over these roads. In this way, when a tough place was hit, all worked together until every car was over the obstacle, and then proceeded again.

On the road could be seen a great many farmers on horseback, waiting for somebody to be pulled out, but business for them was not very good when travelling was done in gangs.

One bad thing was that there was only one set of tracks, and when somebody came in the opposite direction there was something to think about. Naturally, neither wanted to leave the deep ruts for fear that they would have quite a hard time getting into them again. It came to be something like an unwritten law, that the longest train of cars stay in the tracks. Of course this is only right and it is expected that they are to be helped on to the rut again. As may be expected, several times we see a "crab" who skips off without giving a lift, but as a rule everybody works together.

We crossed the river at Booneville, and when we left that place, we were minus the company of the two hobos, who had hopped a freight for Kansas City. On that side of the river, we found the roads slightly better, because, though muddy, they at least seemed to have a bottom to them. We finally pulled into Marshall as it was getting dark, and camped there at the tourist camp.

*More next month*



suitable place to look for a job. Luckily, we all got jobs at once, and worked as auto mechanics.

We stayed in Chicago until July 5th, and then set out for St. Louis. On this part of the trail, nothing but corn could be seen in all directions, as we were in the midst of the great corn belt.

We stayed in St. Louis until July 11th. The Missouri Botanical Gardens and the Municipal Bridge are attractions of St. Louis worth mentioning. The Botanical Garden has one of the largest collections of flower life in the world, being second only to that of England. The Municipal Bridge, just recently completed, is said to be the largest double deck steel span bridge in the world.

On the afternoon of July 11th, we set out again towards Colorado Springs and the Rocky Mountains. For a distance of about 20 miles, as far as St. Charles, we had good roads, but after leaving that town we hit poor roads. Late in the afternoon as it looked like rain, we stopped and camped near Wentzville, Mo. We heard so much about the Missouri mud that we dreaded rain, and did not care to get caught in it after dark.

It didn't rain that night, however, and the next morning when we started out, the day was clear with no signs of rain. We got an early start, as we wanted to take advantage of the dry roads and cover as much ground as possible. We were only riding a few minutes when we picked up two hobos bound for Kansas City, who asked us for a lift. Although we had quite a load, we gave them a lift, and they proved to be of some help later on when we hit the mud.

It was not long after that it suddenly started to rain, and then we had a taste of the well-known "Missouri Gumbo." It is surprising how quick the dry dirt roads will turn into the terrible slick mud when they get wet. We couldn't make very much progress, as it was very difficult to keep to the road. The car skidded from one side of the road to the other, and came too near the edge of the road, only

rising by inches sliding down the ten foot embankments into the ditches. It is said that there is no bottom to these roads, and we were inclined to believe it after seeing the way our flivver sunk up to the hubs.

Making no headway, we finally gave it up for a while and left the car in the road, stopping at a blacksmith's shop where we were sheltered from the rain. As it was about noon, we had lunch; by the time we were through, it stopped raining.

We were hoping for the sun to come out, as we understood that when the sun shines, the roads dry up almost as quickly as they get soggy. At any rate, the sun remained behind the clouds when we started out again, and we had a tough time of it. The road was full of chuckholes, ruts, and young "rivers." It was very slow going, and many times all of us had to get out and push, and even lift the car bodily out of the sticky mud. The "Missouri Gumbo" is known for its weight and adhesive power, and every time we got out we brought back an extra load of mud with us, which stuck to our shoes and added greatly to the weight we already had. It was best to go barefoot, a thing which many did. It was not an uncommon sight to see a man standing up to his knees in mud when he was out pushing.

We finally pulled into Fulton, Mo., just as it was getting dark, and put up at the tourist camp there. We would have gone further that day but the reports were that it was almost impossible to travel, as there were many cars stranded on the road.

That night we had an unusual treat for supper. We had invited the two hobos to join us for supper, and one of them, wishing to repay us, showed his appreciation by wringing the neck of a young spring chicken, which a few minutes before had been running around camp full of life. Unfortunately, it was only about a week old, and therefore, all we

## By ALBERT D. DAVIDSON

IT was an ideal summer's day when we left Boston, June 2nd, for our camping trip around the country. The party, which consisted of Phil, Sam, Ted, and myself, was in fine spirits, as we had long looked forward to this trip and were anticipating a great many experiences.

At Greenfield, Mass., we hit the Mohawk Trail, which was one of the main lines to the Berkshire Hills and the west. This was a very scenic ride from the Connecticut river valley to the centre of the Berkshires.

We were a short distance out of Pittsfield when it suddenly started to pour, and we camped for the night in the vicinity of Balance Rock. The next morning we saw this gigantic rock, which is so evenly balanced on another rock, that it seems as if a man could push it over. From the top of it we could see Pittsfield and the surrounding country.

It was still raining when we set off again, continuing until we arrived at Niagara Falls two days later.

Niagara Falls is the most celebrated cataract in the world. They are divided by Goat Island, into the Canadian or Horseshoe Falls with a perpendicular descent of 158 feet, and the American Falls with a descent of 157 feet. Below the cataract, the river flows in a gorge between perpendicular walls of rock nearly 250 feet high, the width of the channel being from 400 to 1,200 feet.

We had the best view of the falls and gorge from Prospect Point, where, in panoramic view could be seen the American Falls, the Luna Falls, the Canadian Horseshoe Falls, the islands that divide the cataract, the cliffs of the Canadian escarpment, the gorge, the international bridges spanning the stream, and far away in the distance the beginning of that stretch of angry waters which is the beginning of the Whirlpool Rapids. At the Whirlpool Rapids, the stream narrows down to a width of about two hundred and fifty feet, and the convex waters are twenty feet higher in the center than

on the edges. We also got some fine views of the Canadian Horseshoe Falls and the American Falls from the Canadian side.

We stayed at Niagara for almost a week, and then set out for Chicago, arriving there a few days later. The thing that impressed us most in that city was the wonderful park and boulevard system, which offers an opportunity of seeing a great many of the city's sights. Each park is connected by a boulevard, which makes a pleasant drive.

Though there are many interesting points in that large city, one especially worth mentioning is the Union Stock Yards, which has an area of 400 acres which has facilities for taking care of many thousands of cattle, hogs, sheep, and horses.

We decided to work before going further west, and chose Chicago as the most

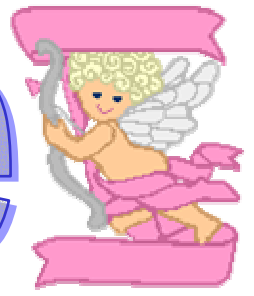


THE GRAND CANYON OF THE YELLOWSTONE.





# Be Mine Valentine



On Valentine's Day, T Club members spent their money on the things nearest and dearest to their hearts— food,



their sweeties, just plain sweets, and the most reasonable reason of all—model T bodywork.

Mike will soon be able to afford a girlfriend again. The roadster is about done. Mark did a good job scouting out a place with a little different fare. He and Larry together failed with the weather altogether. It was so miserable even the Carnegies didn't drive a T.

However, as the pix show, there was nothin' wrong with the chow, according to these hounds ....



Mike's Current Beloved. (It's Black Now)