

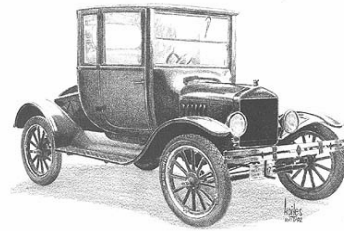
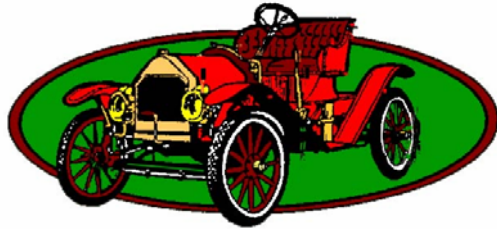
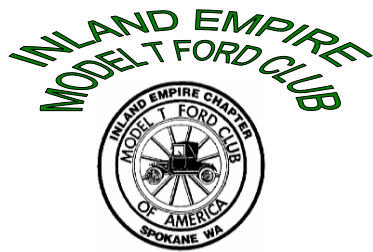
Marith McCoul, Editor
East 8002 Nora
Spokane, WA 99212
509-924-9514
mmcoul@peoplepc.com

Fender Chatter

A Monthly Newsletter



May 2004



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:	Joe Swanson	924-6723
Programs:	Tom Carnegie	922-1805
2002 Banquet:	Joanne Jepperson Betty Patterson Cheri Storey	924-2939 299-7357 926-4260
Graphics and design:	Jeff Hipp	hippgrafix@aol.com
Blood Bank:	Charlie Almeda	448-2506
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	
Web Site & Design:	Allen Henzen	aenzen@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.

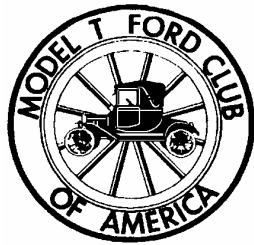
Send to:
M. McCoul
E. 8002 Nora
Spokane, WA
99212
Call or email:
M M c o u l @
peoplepc.com



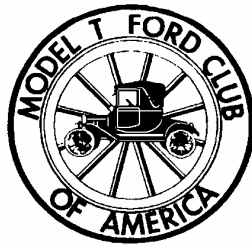
CLUB MAILING ADDRESS:
IEMTFC
POB 11708
Spokane, WA
99211-1708

May 7	Regular Meeting
May 9	Road Clean up
May 15	Lilac Parade/CCC Show n Shine and Garfield Days
May 15	Garfield May Day celebration and Parade
May 16	Safety Inspection—Skidmore Barn
May 27	Ron's Drive Inn Cruise Through Thursday
May 29—30	Cut Loose in the Palouse Spokane Speedster Run
June 4	Regular Meeting
June 5 or 12	Dave's Tour
June 19	Medical Lake Tour
June 20 on	Montana 500
July 2-4	Fourth of July Tour—Worley Casino
July 9-11	Spokane Swap Meet
July 24	Garage Sale Tour
Aug. 6	Picnic Meeting
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

If you can't find something here to suit you, hey, I can't help you—sorry. Picky, picky.



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: 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

FOR SALE: 1926 Ford roadster, restored with Ruckstell, new radiator, distributor, and bumpers. Has wire wheels, rebuilt engine and Kevlar bands. 12 Volt system with new Texas T alternator, HCC license. '31 A original std. tudor repainted black also. "Red" Little (509) 453-2815

PRESIDENTS MESSAGE

May 04

Several of our T club members were privileged to witness the start up of Suzie and Alan Stacey's fire engine red 1915 model T Roadster after having been stored for over 20 years. Alan and Suzie drove the car around several blocks and it ran fine! Jim Patterson and I took a ride as well and we all had huge smiles. The late Dan Eagle formally owned the car. The ignition coils in the car were new replacements in 1961 signed and dated by Dan Eagle.

I am told that this is the car that Dan Eagle was driving when they were involved in an air to T refueling operation on a road trip. Marith may be able to share details about the story.

Alan shared the steps they took to prepare the car including: Oil change; Carburetors rebuild; Coil tune up; New plugs; New tires Fuel tank boil out to remove varnish; A new small battery for starting & A wash job to remove 20 plus years of storage grime.

Alan says he plans on having the car at the Club safety inspection.

The start up was witnessed by:

Alan and Suzie Stacey, Jim Patterson, Kerry and Will Thew, Lee Burgess, Gene Kicha and a friend of The Staceys. We tried to eat all of the cookies Suzie had prepared, but Suzie had heard about our appetites and was well prepared. Thank you for the opportunity and congratulations.

Gene



Spokane Model T Club Meeting Minutes from April 2, 2004

President Gene Kicha called the meeting to order at 7:32 p.m. It was motioned, seconded and passed that the March meeting minutes be approved as read.

Gene Kicha gave the treasury report for Allen Henzen. We currently have \$4,316.09 in our account. A bill for \$96.10 was paid towards black ink for the club printer, and the \$10.00 hall rental fee is due. It was motioned that these bills be covered. This motion was seconded and passed.

Susie Carnegie reported that Jean Almeda sent get well cards out to Bob & Joyce Brandvold, Janice Hutchinson, Carol Kicha, Suzie Stacey, Bob Sills, and Glen Whiteley.

You may have noted that this last Fender Chatter had repeats from the previous issue. "OOPS," said Marith. What more can one say. Given the exceptional issues she's put out all of these years she's due a goof now and then.

Janice Hutchinson headed the tour review. Marith McCoul, in regards to the Hillyard Baptist Church fund raiser, said "it was a dark and stormy night..." Allen Stacey braved the weather in his T, the entertainment was enjoyed, the auction was a success, and \$8,000.00 was raised for a great cause. Gene Kicha said we received a thank you from PBS for volunteering to answer phones and take pledges, and he noted that this turned out to be a great experience. Mike Robison reported his St. Maries tour went well. 7 T's toured from Spokane to Coeur d' Alene Lake and on to St. Maries, then to Plummer, Tekoa, and home. Karen & Wes Miller reviewed the April 17th Penny Drive and had a sign-up sheet and map. Mike Cuffe had pamphlets available for "Rendezvous Days" coming up April 24-25th in Eureka, MT. Jim Patterson reported there will be fireworks following the Lilac Parade this year on May 15th, and he'll be planning a dinner beforehand as he did last year. Janice mentioned further tours/events scheduled that we might want to keep in mind as we look ahead at our calendars to include:

May 15th – Garfield Parade.

May 22nd – Mike Robison's "Mystery Tour."

May 29-30th - Speedster Run. 20 cars are signed up at this point per Jim Patterson.

June 5th or 12th??? – Dave Robison's "Mystery Tour."

June 19-21st – Vintage Speedster Country Desert Tour.

June 20th – Montana 500.

July 2-4th – CDA Casino Tour.

July 11th – Spokane Swap Meet.

July 24th – Norma Skidmore's "Garage Sale Tour."

September 10-12th – Memorial Tour.

September 19th – Just Park It Tour.

October 3rd – Model T Driving School.

October 16th – Green Bluff Tour.

(Continued on page 3)



THANK YOU, CLUB MEMBERS...

Last Thursday, several members of the T-Club came over to our house and brought new life to an old -T. Thanks to Jim Patterson's knowledge of coils and Gene Kicha's carburetor help, our 1915-T roared to life for the first time in 20-years.

Suzie provided cookies and dinner for those who showed up early. We had a great time and without the T-Club's help, this project would still be in the planning stages. I would also like to Thank Rick, Mike, Tom and Hutch. They have been patient teachers on the Tuesday night repair sessions down at Antique Auto. They're expert help after we drug it home was invaluable.

If you haven't gone down on Tuesdays to see what's up, you really should. It is a lot of fun and a great learning tool. Suzie and I are very grateful for all the help we got. Suzie even put on coveralls and came down one night. Of course she also brought cookies which didn't hurt.

Thanks again for all the help. We look forward to putting it on the road soon. We have taken a couple of short "test" trips with the car. They were successful.

Alan and Suzie Stacey,

Ed note: This car is notorious, thanks to it's infamous former owner, Dan Eagle. I have pictures in my files of this man (back in the 1970's) operating a machine that he had built that measured the power of the kick to a tire. He also drove this very car from Spokane to Yakima non-stop by re-fueling via helicopter. For many years, he sold an "alternate" Lilac Festival button at lilac time. Amazingly, he's still alive and well and lucid enough to skin Alan on the sale of his car ... wonders never cease

Cont. from page nine ...

hit California. We were quite optimistic about the California sunshine, and true enough, it seemed as though the sun came out as we neared California. We stopped for the day near Dunsmuir, CA, close to Mt. Shasta, which was covered with snow, and it certainly was cold.

From Dunsmuir to San Francisco, we had fine weather and passed the same beautiful mountain scenery that we saw all the way down from Seattle. On October 8th, we arrived in San Francisco.

Up to this time, we were deciding what we would do when we reached San Francisco. The result was that on October 17th, we saw one another for the last time on the trip. One of the boys, who was due home long before, went home by train. The second one decided to stay in California for a while, and the third one and myself decided to go back by "flivver" as originally planned.

Therefore, both of us immediately set out for Southern California, where we intended to look for work, and then start for home before snow made the roads impassable.

We stopped at Watsonville, CA, to pick apples for two days, and then set out again, arriving at Los Angeles the next day.

In spite of the fact that everybody told us that we were foolish to attempt it at this time of the year, and that we'd get stuck in the snow and mud, we decided to go through with it, as we were expected home before Christmas.

(That's the end of the story, so I guess they did it. - Ed.)



Yes, that tractor's a Ford and a very old one too!

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eureka

We had quite a trip! Though few in number, our merry band had a good time, and no trouble. We'd do it again. I took too many pictures. You'll have to see the bulk of them on our website. There's one on the cover, one proving that I really DO weigh nothing and one from a private museum we visited. We're all glad that Mike made us come to the Rendezvous (even if I still can't spell it without Spell-check). Let's make it an annual event!

Do go to the website and check out the museum photos. If didn't go, you really missed out.

I have photos of both the car show, the museum, and the scenery on the way to and through Idaho and Montana.

It's really pretty country.

The event itself is amazing. There's more to do than you can imagine.



A reminder from Lee Burgess that our annual safety inspection is coming up on May 16th starting at 9:00 a.m., the potluck meal at noon, then a silent auction at 1:00 p.m. The next seminar is to be announced at our May meeting.

Joyce Brandvold has received a picture from Tom & Susie Carnegie of Tweety Bird for the club album.

Karen Miller made note that the scholarship forms previously handed out had an incorrect return address. Karen has the updated information available for those who have received their applications back in the mail. Given this error applications will be accepted late. On May 22nd Ron's Drive-In will welcome cars from 9 to 4 for a fund raiser for Cerebral Palsy. Karen also had registration information for the Lilac Parade.

Joe Swanson announced we are officially signed up for two more years of road cleanup. Our next road cleanup will be on May 9th with plans to meet at Frankie Doodles for breakfast beforehand.

Susie Carnegie reported for Charlie Almeda that our club currently has 9 units of blood to its credit.

Jim Patterson noted the tickets for our 2005 banquet are not ready. However, Betty Patterson is accepting checks (\$20.00 a ticket) and will keep track of each check received and distribute the tickets at a later date. Please make checks out to the club and give them to Betty.

Old Business:

Ice Cream Wagon: Chairman Mike Robison reported that following the Montana 500 this project will be more actively focused on.

Bylaw Amendment: The motion was made to increase dues to \$20.00 to take effect in 2005. This motion was seconded and passed unanimously.

Board Meeting: Gene Kicha reviewed this month's March 24th board meeting which focused on finances.

New Business:

1915 T Roadster: Allen Stacey gave an invitation to anyone interested to work on his 1915 T Roadster to come on by his house April 8th at 6:00 p.m.

Scholarship Applications: These will be accepted late given the incorrect address originally given out.

VHS Library: All have been returned and are accounted for. Please feel free to check them out and put them to good use.

Drawing: This month's winner is Joanne LaBelle.

Program:

Tom Carnegie welcomed Norman Warren to share his hobby of collecting Maytag items. Norman brought with him an impressive selection of Maytag oil cans/jars, wrenches and even a spark plug that coincides with a Model T to display as he told of their history. Thanks Norman for sparking some memories and sharing treasures of yesteryear.

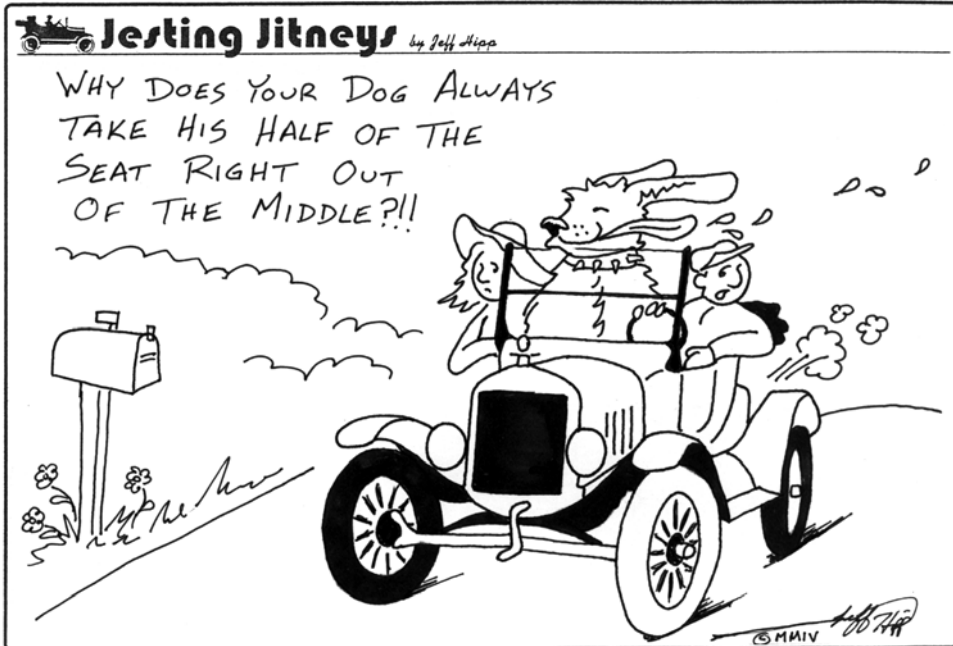
(Continued from page 5)

Joe Swanson played the road cleanup safety video in preparation for this year's road cleanup events.

The meeting was adjourned at 8:43 p.m.

Respectfully submitted,

Susie Carnegie - 2004 Secretary



It always brings a smile when we hear from our artist, Jeff Hipp, from far away in Georgia. He promises to come see us this summer and bring more than a couple of cartoons with him. I'll bet it will be around Swap Meet time, don't you? We're all hoping it'll be Tammy he brings—not that we don't want to see him too. Anyway, here's some laughs from the other side of the States.



Chris Rini finally made it to Graduation Day! Congratulations to another T Clubber. He becomes a Gonzaga alumnus on May ninth. *(His parents heave a huge sigh of relief.)* Our merry band continues to grow smarter...

interest in the Upper Geyser Basin, and headed toward West Thumb and Yellowstone Lake.

A few miles out, we noticed a bear in the middle of the road walking towards us. Up to this time, we heard a great deal about the tame bears that went around loose in the Park, and for this reason, we didn't get startled although it was the first time that any of us had ever met a bear in the open.

The bear wouldn't move off the road, and we had to stop so as not to strike him. By this time, quite a few cars were behind us and several tourists brought out some food for the bear, while others took their cameras.

Some of the bears in the Park fear men so little that they feed from his hand. There is a Park rule against this, because these bears are powerful and timid wild animals, and very nervous, and any unusual movement alarms them and they may strike or bite. They resent any form of teasing such as withholding food.

At this particular time, one of our party came very near getting injured. The bear was busily engaged eating some jam, when this fellow slapped it gently on the back expecting him to prick his head up so that we could get a good snapshot. The bear, quick as a flash, swung his paw around, missing him only by a fraction of an inch. It was a lucky thing for him that the bear missed, and also that the bear was so interested in the jam so that it did not attack him.

Bears were quite numerous around the Park, and many times they came snooping around the camps, but they never caused any trouble as the dogs always chased them away.

That night we camped at Grand Canyon Campground, a short distance from the Canyon, and stayed in this section until the 23rd of August.

For beauty, there is no single spectacle in the park that compares with the Grand Canyon of the Yellowstone, with the Great Falls at its head. Most everyone that saw it, say that it has no parallel among the natural wonders of the world.

This great gorge, full of color, is 1200 feet deep, 2000 feet wide at the top, and 200 feet wide at the bottom. Its walls are fissured and carved into thousands of forms, and over these slopes are every pattern of color. Way down below, the river flows and seems like a narrow, winding ribbon of green.

The "Great Falls of the Yellowstone" is also a wonderful sight. It seems as though the river becomes perpendicular

there and leaps 308 feet to the floor of the colorful canyon. Less than half a mile upstream is the Upper Fall, 109 feet high, and the beauty of these two falls is made better by their matchless surroundings. Wonderful views could be had from Grandview, Inspiration Point, and Artists Point, which are the best places to see and appreciate the greatness of the canyon.

After leaving the Yellowstone National Park, we set out for Glacier National Park, as we heard that there were many interesting things to see at that park.

Glacier National Park contains more glaciers than any other area of equal size. There are more than 60 great masses of ice and it is from this that the Park derives its name. It also encloses some of the grandest mountain country in America. There are ideal camping sites, also any number of places to fish or hike. One of the best hikes that we took while there was the one to Sperry Glacier. This was eighteen miles of hard climbing, but it was worth while. When we reached the top of the mountain, after climbing the iron ladder which was bolted to the rock, we suddenly saw before us a great sheet of snow and ice. It was the first glacier that we had seen and it was certainly pleasing to the eye to gaze over the great expanse of white in front of us.

We stayed in Glacier National Park two weeks and September 24th, we set out again towards Seattle and the Pacific coast.

At Spokane we hit the Sunset Highway which took us all the way to Seattle. On this route we passed the great wheat fields of Eastern Washington, the Grand Coulee, Columbia River. The Wenatchee Valley with its great orchards of apples, and Blewett Pass, the most scenic route over the Cascade Mountains.

We reached Seattle on September 29th and stayed there until October 3rd. Seattle, which is situated on Puget Sound, affords a magnificent view of the Cascade Range, the Olympic mountains, and Mt. Rainier.

On October 3rd, we set out again, bound for California. We were only out a few moments when it started to rain, and this continued while we rode over the whole state of Oregon until we

Continued on page Ten

The participant who throws the steer on its back in the shortest length of time wins the contest. It certainly was thrilling to watch the men wrestle with the big steers. The first day, two were killed, one the result of a horn being dug into his chest, and the other by being stamped upon. The cowboys, however, seemed to take this as a matter of course.

The program finished with an Indian war dance which certainly was worth seeing. We stayed in Cheyenne all four days of the show, and on the 28th of July we set out again toward Salt Lake City and Yellowstone National Park.

The long ride from Cheyenne to Salt Lake City was very dull and monotonous. The roads were not very good on that part of the Lincoln Highway, and though there were about a dozen different roads going in the same direction, one was as bad as another. The first part of the stretch was over the famous Laramie Plains, which in the olden days, was the scene of many desperate engagements with the Indians. With the exception of a shack here and there, and skeletons of animals lying near the road, nothing much could be seen. We stopped at Laramie for the day near the location of Old Fort Saunders.

The next morning we passed a sparsely settled sage-brush country as dull and uninteresting as the previous day. At this time, the water that we carried in our extra cans came in mighty handy, as there was no good drinking water in that part of the country. The water that we saw was filled with alkali and unfit for drinking.

It was not until we were about 20 miles from Salt Lake City that we got a change in scenery, and from there on it was fine. We were in the Wasatch Mountain Range and from there could be seen the pretty city of Salt Lake in the distance.

Salt Lake City is beautifully situated at the foot of the Wasatch mountains, and we agreed that this was the prettiest city that we had visited. Everything there is neat and clean, and all the streets are the same length and width.

We visited the famous Mormon Tabernacle and heard the much talked about organ. After the recital, which lasted about 40 minutes, we were shown around by a guide who explained many interesting things about the history and religion of the Mormons. We later found that our

particular guide was the grandson of the founder of the Mormons, which made the talk all the more interesting.

Out of the 11 days that we stayed in Salt Lake City, we worked three. We wanted to try our luck at a little farming, therefore went to the outskirts of the city and found a place where we were hired to pull weeds on a sugar-beet patch. It took us three days to finish the lot, and when that was done, we decided that we didn't want any more farming work. It certainly was back-breaking work, and our hands were covered with blisters on account of pulling the weeds. Some of the so-called weeds were over our heads in height, and were more like trees than weeds, and in many cases, it took two of us to pull a single clump from the dry, hard earth.

Before leaving Salt Lake City, we took a swim in the waters of Great Salt Lake which contains 23 percent salt, and is so buoyant that a person can float on it like a cork.

We left Salt Lake City late in the afternoon of August 12th, and a few days later arrived at the west entrance of Yellowstone National Park.

A short ride brought us into the Lower Geyser Basin, which is said to contain 693 hot springs. We saw the chief attractions there and then went on to the Upper Geyser Basin which contains 26 geysers and about 400 hot springs. In this section, grouped within a space of about a square mile, are the greatest geysers known to man.

The Giant Geyser is the highest in the world. When it erupts, every six to fourteen days, it plays two hundred and fifty feet, for a period of one and one-half hours. We were fortunate in being present the day it played, as we were told that it had not erupted for about two weeks. It certainly was a grand sight.

Old Faithful Geyser is one of the most popular geysers in the Park because of the remarkable regularity with which its eruptions occur. This wonderful work of nature gives its exhibition every seventy minutes, with rarely a variation of five minutes, day and night, summer and winter.

We pitched our tent at Old Faithful Camp which is situated just beyond Old Faithful Geyser. From here could be seen the eruptions of Old Faithful, and the illustration of this geyser in action at night, by a powerful searchlight, offered a sight never to be forgotten.

We left Old Faithful Camp, August 18, after seeing all the geysers and places of

FROM COAST TO COAST CONTINUED FROM LAST MONTH

safety inspection

Sunday, May 16

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.

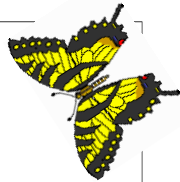
Your Safety Chairman, Lee Burgess

Don't forget to bring things for the auction. 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 he may work out a split of some sort. At the recent auction, we just "priced" baked goods, and they sold briskly. Root through those garages

Just for the Season ...

Why is the Ford like a cold in the head?

It's easy to get one but it's hard to get rid



The Center Page



the St. Maries Tour

