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*Excerpt used with permission*

At age seven, we almost lived in that truck when we weren’t in school.... (then) Pa, along with his neighbor ... found a job using Pa’s truck to deliver bulls for the county dairy and livestock association trading program. ... (Left) at home were two 7-year-old boys, waiting to hear the stories of the many days of exciting adventures that Pa would have to tell. ... These towns and places he told of were a new world to us. We had never heard of Worley, Harrison, Rockford, Rode Lake, or Hoodoo Gulch, let alone Fourth of July Canyon! But Ma, she had to stay home and milk the cows.

(In) the fall of 1927 Pa ... won the bid for a hundred cords of wood for the Rathdrum School. Dry, split, and delivered. The previous winter had been spent cutting wood, and now he had the truck to haul it. For us 8-year-



## Ford’s Model TT Truck of Many Uses

*By Grant Lundin & published by Nostalgia Magazine*

olds, there was a place to fill, especially on the loaded trips into town. We took turns on these many days of hauling. One of the special “kid jobs” was to be ready with a chock block for a rear wheel when Pa parked the truck to unload. I remember watching the woodpile grow with each new trip ... till the pile became a total eighty feet long. All of it brought there by that little Ford TT truck. The smell of those dry pitchy fir cordwood sticks linger to this day.

Those were summer days not easily forgotten. We’d occasionally meet one of the tremendous steam locomotives on the tracks at Rathdrum where the trains stopped at the water tank. Our little truck would shiver and shake when the engineer blew off steam, as we sat waiting to cross....

One evening when the sun was setting very low, Pa and we kids were heading home across the prairie on a dirt road and approaching the Milwaukee tracks. Suddenly, the engine of the Milwaukee train appeared on the tracks before us! No room to spare here, and before we knew it, Pa had yanked the steering wheel a full right turn and we were crashing down a bank and through a barbwire fence set up for two corner fence lines. What a tangle! ...We were actually wrapped up in barbwire.

As we watched the train go by, Pa said, “Wonder what that train crew thought, watching our truck driving into all that barbwire!”

Of course, there was the truck to untangle from the fence posts and the wire before it could be backed out on the road again—that is, after we’d gotten through shaking!

Here’s another adventure. This time Pa rolled the truck over on a steep hill, and the three of us had to climb out a side window. On a steep pitch, Pa had to catch in the shift linkage . It fell out and left the Ruxtell in neutral.

*( Go on to Page 4 for more adventures)*



# WHO YA GONNA CALL? OFFICERS AND CHAIRMEN

OFFICERS ETC.	NAMES	PHONE #'S	OFFICERS ETC.	PHONE #'S
President:	Mike Robison	924-8654	Photo albums:	Bob Brandvold 924-1886
Vice President:	Lee Burgess	924-0898	Library:	Gene Kicha's shop 926-4872
Secretary:	Jillian Caples	893-8965	Road Cleanup:	
Treasurer:	Allen Henzen	455-8997	Programs:	Tom Carnegie 922-1805
Editor:	Marith McCoul	924-9514	2005 Banquet:	Jillian Caples 893-8965
	E 8002 Nora	993-8663	Assistants needed	
	Spokane 99212	mmcoul@peoplepc.com		
Co-Editor and e-mailer:	Jim Patterson	509-299-7357	Graphics and design:	Jeff Hipp hippgrafix@aol.com
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Roster Editor:	Jim Patterson	509-299-7357	Sunshine:	Jean Almeda 448-2508
Photographer:	Glen Whiteley	624-0933	Car Club Council:	Charlie Almeda 448-2506
Co-Photographer:	Jillian Caples	893-8965	Seminars/Safety	Lee Burgess 924-0898
Calendar editor:	Glen Whiteley	624-0933	Welcoming:	Mark Hutchinson 448-2819
Refreshments:	Nan Robison	924-8654	Tours	Erick Hutchinson 939-3572
Legal:	Harvey Dunham	327-4751	Webmaster	Allen Henzen henzen9@aol.com

Club mailing address is:  
 IEMTFCA: POB 11708  
 Spokane, WA 99211-1708  
[spokanemodelclub.com](http://spokanemodelclub.com)

Dues are \$20 per year.

*All correspondence should be directed to the mailing address.*



## Presidents Message do the cars in this old photo look familiar?

Well, another month gone by. It looks like winter has come back again. Hope you guys/gals had a chance to get all your Ts out. I already have 750 miles on mine this year. I am thinking a Friday night would be a good night for a Bylaw Committee meeting. Let's get together at the meeting to discuss a day. Mike Stormo came up with the idea of having a section for parts exchange information at the meeting. If you have anything you need or want to get rid of, have your lists ready at the next meeting. Happy Ting.

*Ads for Ford parts and cars wanted and for sale and submissions only should be sent to the editor via email or snail mail. Deadline for submissions is always the 20th of the month.*

## Minutes from March 2005 Meeting

President Mike Robison called the meeting to order at 7:30 pm. Mark Hutchinson welcomed Gary Roseman, Mike Cuffe, and Eric & Lucenda Stendell.

There was a motion to approve the minutes as written in the Fender Chatter. Motion seconded and passed.

Lee Burgess gave the Vice President's Report. Allen Henzen gave the Treasurers Report. He also presented the Website Report. The Sunshine Report was given by Jean Almeda. Lee Burgess presented the Safety & Seminars Report. The Tour Report was given by Rick Carnegie. Marith McCoul spoke about the Fender Chatter. Jim Patterson gave his Roster Report. Glen Whitely and Jillian Caples gave the Photographers' Report. The Legal Report was presented by Harvey Dunham. Charlie Almeda spoke about the Blood Bank and Car Club Council Reports.

Old Business: Printer Committee had no news. The Audit Committee presented the information from the audit, and the club seconded, and passed the inspection. The Bylaw committee has not met yet.

New Business: Alan Stacey presented an idea to have the club sell shirts at the Second Harvest Food Bank Car Show. The idea was motioned, seconded, and passed. There was a T-Shirt Committee formed to help pick out T-shirts. Members of this committee are Linda Klesch, Marith McCoul, Jillian Caples, and Alan and Susie Stacey. Joe Swanson won the Raffle. *Jillian Caples, Secretary*

## HAPPENIN' DETAILS ...

Penny Drive for the Guild School **April 16...**

**And** Hillyard Baptist 100 Year anniversary breakfast. 9 AM Swing through here and see the Mayor give the Big Speech and the Council people shake hands all around while the media try to get a few sound bytes. Then His Honor is going to make a Big Proclamation about our Wonderful Church and then we can wolf down some pancakes 'n eggs ' bacon then go collect pennies. (See Page 7 Calendar Details)

**April 10** Front end alignment seminar date has been moved again. Check your email. It's still at the Patterson shop. All other details "online".



**April 22-24** The road trip to Eureka is as much fun as the activity when you get there. If you didn't go last year—try it this year. Mike sez it will be even better!

## MAY: The thing to remember here...

is the Safety Inspection on the 15th. Along with the auction/fund raiser and all you can eat pot luck, this event is the one that keeps our club out of the ditches and off the trailers for the coming touring season. Attend those seminars and start turning those wrenches. Dig deep in them bone piles and exercise that "ifn I havun't moved it in two yeers, I probubly never am gonna move it, I there for shud give sumbuddy else a chanst tew stare at it fer a spell." rule. Bring the booty to the auction and clear the "Back 40"

**TT Truck of Many Uses cont.**  
 Pa yanked the parking lever back but it wouldn't hold anything, so here we were flying down the hill backwards in neutral. Now a Model TT is not known for its ease of steering while backing up—especially not when racing downhill backward. Well, Pa was hugging the four-foot dirt bank, which was helping some, until a rear wheel found a track right up the bank, neatly flipping the truck over on it's side. So the three of us were happy to be able to crawl out the passenger side window. From there it was only a short distance home, where we harnessed the horses, and they had the job of pulling the truck upright. Then I drove the team home, while Pa headed the truck back to the woods for another load. That truck wasn't phased a bit! That truck wasn't phased a bit!

Though our young lives circled around that truck, there was nothing unusual about it. TT trucks were everywhere. The Blackmer City Dray was well-known and used in the city of Rathdrum. It consisted of two Ford open cab trucks owned and operated by the Blackmer family. Mr. Blackmer could be seen on the street most any time in his wheelchair ... But he had two sons who grew up in the hauling business. (but) I've missed the most important figure in the business—Mrs. Blackmer, owner, manager and truck driver. A short, hardworking woman, and left-handed, you could tell she meant business when she took hold of the crank. The whole front end would be jumping up and down when she started cranking that truck. I always remember her truck from the gas tank she'd mounted on the cowl, just below the windshield. This was to give full gravity feed to avoid backing up a hill when low on gas.

With the advent of the new model A cars and AA trucks in Oct. 1927, the Model T production era came to end for both cars and trucks. It was true the whole world had been waiting in anticipation for the new model A Fords. ... But the end has not come yet. There are still more Ford TTs running. Some better than ever, because some collectors have thought enough of them to gather up those parts thrown away so many years ago, and build them back like new again.

**Instructions for Operating the Warford Heavy Duty Transmission**  
 Read These Instructions Carefully and Completely Before You Start to Drive the Truck

**Warford**  
 AUXILIARY TRANSMISSION

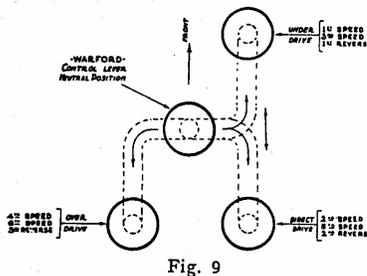
**Instructions**  
 for  
 Installing and Operating  
 the  
 Heavy Duty Six Speed  
 Warford Transmission

in the  
**Ford Model "TT" Truck**

THE WARFORD CORPORATION  
 41 WHITEHALL ST., N. Y.

Neither the Warford Corporation nor its manufacturers has any connection whatsoever with any company manufacturing motor cars

A careful study of Fig. 9 and the table of gear ratios should be made in advance of operation, in order that the most efficient use may be made of the advantages of the Warford transmission. Fig. 9 shows the available positions of the



Warford control lever and the manner in which the ball on the end of the lever should be moved to make the various shifts. The Warford control lever should be placed in the center or NEUTRAL POSITION ONLY WHEN STARTING THE FORD ENGINE. At all other times the control lever should be in one of the three other positions. When in any one of the three gear positions, the car is started by means of the regular Ford foot pedal—first in Ford "low" and then back into Ford "high." The Ford "low," "high" and "reverse" all operate when the Warford control lever is in any of its three gear positions, and the Ford foot brake operates with the Warford control lever in all of its positions EXCEPT THE NEUTRAL POSITION.

The table of gear ratios indicates the combination ratios of the Ford and Warford transmission. It will be noted that when in either the THIRD, FIFTH or SIXTH speeds, the Ford transmission is in "high" and the Ford transmission

brake bands are not working. When in the SECOND and FIFTH speeds (when the Warford transmission is in "direct drive,") the Warford transmission offers no reduction and the speeds are strictly Ford speeds.

TABLE OF WARFORD GEAR RATIOS ON FORD MODEL TT TRUCK

Speed	Ford	Warford	Low Speed Axle Ratio	High Speed Axle Ratio
First	Low	Underdrive	40.61	28.93
Second	Low	Direct	19.94	14.23
Third	High	Underdrive	14.77	10.53
Fourth	Low	Overdrive	14.62	10.42
Fifth	High	Direct	7.25	5.167
Sixth	High	Overdrive	5.31	3.79
1st Rev.	Rev.	Underdrive	59.17	42.10
2nd Rev.	Rev.	Direct	29.00	20.65
3rd Rev.	Rev.	Overdrive	21.24	15.13

**TO START THE TRUCK**

1. Assuming that the Warford Control Lever is in the Neutral position and the engine has been started, slightly depress the Ford high-low speed pedal and at the same time push on the Ford brake pedal. This will slow down the Ford transmission when the Control Lever can be moved to any desired speed position (See Fig. 9). Applying the Ford foot brake for shifting gear ONLY APPLIES WHEN THE TRUCK IS STANDING STILL.
2. Now when the Control Lever has been moved to the desired position, the truck is started in motion with the Ford "low" speed pedal. When moving sufficiently fast, the Ford pedal is let back into "high" as usual.
3. To shift the Warford Control into another position when the truck is in motion, slightly depress the Ford clutch pedal (checking the tendency of the engine to race by means of the throttle) and quickly move the Warford Control lever into the new desired position, and then let the Ford clutch pedal back into its "high" position. IT IS NOT NEC-

**CESSARY TO STOP THE TRUCK TO SHIFT THE WARFORD GEAR.**

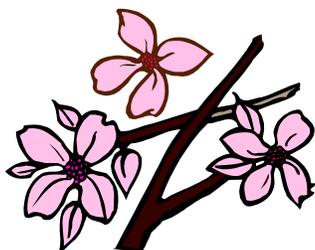
4. The truck can be operated a large majority of the time on Third, Fifth and Sixth speeds when the Ford transmission bands are not being used. The best procedure in order to take advantage of this condition, is to first place the Warford Control Lever in the Underdrive position (to the right and forward—See Fig. 9), then use the Ford "low-speed" pedal to get the truck moving sufficiently to let this pedal back into Ford "high". Then when well under way, slightly depress the "high-speed" clutch pedal and pull the Warford Control Lever straight back into Direct Drive position and then let the Ford "high-speed" pedal back as described in Paragraph 3. Then, if conditions permit more speed and the Ford engine will handle additional speed, the clutch pedal can be slightly depressed and the Warford Control Lever can be shifted into the Overdrive position—to the left and back—See Fig. 9) letting the clutch pedal back after the shift is made. This sequence of operations gives a very desirable and well graduated succession of speeds and the Ford low speed band is only used once.

5. In shifting down in speeds, say from Sixth to Fifth, or from Fifth to Third, the Ford engine will have to be accelerated a trifle just as the Warford Control Lever is shifted when the Ford clutch is out. This slight acceleration of the engine, speeds the gears up a little bit so that the shift can be made easily and without undue noise.

6. When leaving the driver's seat with the engine running, it is not necessary or desirable to put the Warford Control Lever in its neutral position. The emergency brake lever should be pulled up in the usual way which puts the Ford transmission in neutral and holds the truck stationary.

**IF THE MEASURE OF A  
PERSON IS THE SIZE OF  
THEIR MEMORIAL SERVICE**

Joyce could smile as she watched. I always wonder if Miss Manners would approve of printing these memorial service pictures, but we've always done it as a tribute to the individual's contribution to the club and deep meaning to us. Sometimes the weather doesn't permit, but this day had God's full co-operation, so it must be alright for us to do.



The Club attendees provided the food for the get together time afterward and generally took care of as much as they could, in all of our names. Special thanks to Betty P, Joanne J, and Carol K, I believe is in order. I think that they really did the work. *If I missed anyone, please lash me with a fan belt.*





## Requiem for a Great Lady

The club has lost one of its great treasures this month. Joyce Brandvold has been reclaimed by the angels. Those of us who knew her well always feared their jealousy, knowing she was more of their world than ours, and yet... Joyce was still a whole lot of fun, and I once printed a certain infamous cover photo to prove it.

However, she was seldom parted from her equally special buddy Bob, and what a team they made! She navigated those speedsters just fine. It wasn't her fault they wouldn't hold oil!

She engineered the correct costumes for every car occasion, using her considerable skills with needle and sewing machine. She and Bob were both excellent junk shop hunters—a skill that requires practice, patience, and dedication. Their finds augmented those costumes. (and the toothpick holder collection.)

No one ever caught Joyce thinking about herself, even though she was sick an awful lot of the time. It was always, "How are you? What can I do for you?"

Dusty and I had the pleasure of co-chairing a tour with Joyce and Bob and working with them on others. My choice of words is deliberate. No kinder, more capable people have ever crossed our path. In getting to know them, we learned of Joyce's early career as a Sunday School teacher—then we understood a little bit more about her beautiful spirit.

Teacher, Mother, Grandmother, Friend, and Wife, she was the best of all of these—she'll be irreplaceable and I'm missing her already.





*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: \$29.00 Visa, Mastercard, and Discover cards accepted  
 Send to: The Model T Ford Club of America  
 POB 126  
 Centerville, IN 47330

**Calendar Details**

:Dinner at China King at 5:30 ish regular meeting to follow at 7:30. Meeting at Millwood Town Hall on N. Argonne as usual.

April 16 is the busy Saturday with both the 100 year celebration and the Penny Drive. The details to the 100 year deal are on page 3.

**SALE & WANTED:**

**FOR SALE:** '19 boat tail speedster NWVS #38 \$4800 Mel Stone 509-639-2510 (Almira)

For Sale: 24-5 sedan body sheetmetal & etc.; 4 T rims, wheels, and tires \$ 85; pair rear fenders Kye Hillig 253-862-1664 (Tacoma)

Here's what I know about the Penny Drive: Meet at Bain Ins. (A Farmers Agency) anytime after 9 am and commence to troll for pennies. The address is **1717 W Francis**.

This activity will continue until 3 pm with three runs to the Guild School (2118 W Gar-

land) during the day to deliver the pennies. It's our hope that those who go to the HBC 100 year celebration first can take a few media types with us from the church celebration on to the penny event, since we will not be able to stay that long due to parking issues and they'll grow bored quickly. See pg.3 and go to the meeting for more

<b>Calendar</b>	
April 1	Regular Meeting
April 16	Penny Drive for Guild School & 100 year celebration breakfast at Hillyard Baptist with Mayor & Councilpersons
April 30-May 1 April 30	Great Falls Swap meet Odessa Show N Shine
May 1	Street Tin Swap Meet and Car Show at Wandermere Mall
May 6	Regular Meeting
May 7	Tri-Cities Swap Meet ; Depot Days , Wallace; Car B Q—Opportunity Pres.
May 11 May ?????	S CC Spring Car Show Economy Run
May 14	Tractor Show at Chewelah Casino; Seattle Swap Meet begins
May 15	Safety Inspection and Silent auction;
May 21	Cruizn' the Falls
May 28	Nostalgia Days Chewelah
June 3	Regular Meeting
June 11	Second Harvest Food Drive and Car Show

information. The group below is the KSPS fund raisers.





# Fender Chatter

A Monthly Newsletter



**Inland Empire Model T Ford Club**

**Marith McCoul, Editor**

**E. 8002 Nora**

**Spokane, WA 99212**



*Cover photo: Grant's Father's brand new TT Truck purchased in Rathdrum from A O Skinner in 1926 for \$600*