

Fender Chatter

A Monthly Newsletter



Great News from the National T Club!!

On Wed, 3/2/11

From: Dan Conder <dconder@hughes.net>

Subject: Golden Mouse Award



Mike Robison,

I am happy to inform you that the Spokane Model T Club is receiving the MTFCA Golden Mouse Award for an outstanding website.

As webmaster, you have done a really great job in coming up with a simple but clean look that is easy to navigate. More clubs need to follow this example.

Congratulations to you Mike!

Please send me the street address you would like the award sent to. I will send it out after we get back from the cruise. Thanks.

Dan Conder
MTFCA Chapter Coordinator
Newsletter and Website Award Judge

Where did I put that?

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Presidents Message

Jillian Robison

Hello Model T Club Members:

Only a few days away from the first day of spring. Tour season is almost here. We have a few tours coming up in April. Watch the newsletter, email, and website for updates. The safety inspection is set May 15th this year, so start getting your cars ready. Congrats to Mikey for the winning the Golden Mouse Award for the club website - you should check it out if you have time. It has been updated with new photos and information.

Looking forward to seeing you at the next meeting!!

Jillian :)

THANKS -Mike Robison

All of the following pages are included on the Spokane Model T Club web page that has been updated again. Please enjoy all the work Mike has completed for us and don't forget to forward any pictures/information you would like to share to www.spokanemodeltclub.com

- * Home
- * Pictures
- * Video clips
- * Club Information
- * Calendar of events
- * Newsletters
- * Membership form
- * Candy's Cookie Corner
- * For Sale
- * Links
- * Tech Info



General
Club
Information

Please direct club correspondence to the clubs mailing address:
IEMTFCA
PO Box 11708
Spokane Valley, WA
99211-1708







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



Newsletter Editor
Diane Swanson

Thanks for your emails, keep them coming!

If you find those oops items, send in the fixes to the newsletter at fenderchatter@gmail.com by the 18th so that it can be made right or at least made believable.

President	Vice President	Secretary	Treasurer
			
Jillian Robison 701-0983	Alan Stacey 487-2936	Ed Hope 570-8333	Betty Patterson 299-7357

Committee	Lead	Contact
Banquet for 2012	Cheri Moore	466-8593
Email /Mailing/Roster/ Membership/Printing/	Jim Patterson	299-7357
Entertainment/Programs	Mike Robison	844-5900
Fenderchatter	Diane Swanson	Fenderchatter@gmail.com
Greeting Committee	Dave Robison	924-8654
Legal	Harvey Dunham	993-2417
Library	Gene Kicha	926-4872
Nametags and Patches	Glen Whiteley	624-0933
Photographer	Alan Stacey	stacey27@comcast.net
Refreshments	Candy Burgess	924-0898
Road Clean-Up	Travis Thosath	892-5960
Safety/Seminars	Mike Robison	844-5900
Scrapbooks/Photo Album	Roy Moffit	449-6305
Sunshine Report	Susie Carnegie -	922-1805
Swap Meet	Alan Stacey	487-2936
Tours	Joe Swanson Jim Patterson	951-7958 299-7357
Webmaster	Mike Robison	www.spokane modeltclub.com

The monthly meeting begins at 7:30 PM on the 1st Friday of each month at the Opportunity Presbyterian Church, 202 North Pines, Spokane Valley, WA. Next regular meeting April 1st, 2011 at the church. A reminder for anyone wishing to join other T Club members for the regular pre-meeting dinner that it will be at 5:30 - 6:00 PM at Conley's Place Restaurant next to the White Elephant just east of Pines at 12622 E. Sprague in Spokane Valley. We hope to see you there!

Model T Club Meeting Minutes

March 4, 2011

Meeting called to order 7:31 p.m. by President Jillian Robison.

WELCOME COMMITTEE - Dave Robison
Welcomes guests Heather Robison and Steve and Julie Heid brought their grandson Tayjaunn.

APPROVAL OF THE MINUTES

Motion to approve minutes from January meeting. Motion seconded, and passed.

TREASURER REPORT - Betty Patterson

Betty gave the Treasurer's report.

Motion to accept Treasurer's report. Seconded and passed.

A bill from Alaska Printing was presented for payment.

Motion to pay, seconded and passed.

TOURS - Joe Swanson

May 21st, a Saturday, will be "Harvey's Boat Tour."

WEBMASTER - Mike Robison

Mike was awarded the MTFCA's "Golden Mouse Award" for his outstanding website.

Mike announced that he will be setting up "Twitter" capabilities on the website and will then be able to tweet when there are updates to the site, or perhaps a tweet about a get together, or instant tour.

The twitter account is ieinlandempiremodeltclub.

EMAIL/ROSTER/MEMBERSHIP - Jim Patterson

The new roster has been completed and printed but there have been new members since then.

CLUB PHOTO ALBUM - Roy Moffit

Has new photos of Model Ts being put together.

LIBRARY - Gene Kicha

Frank Baker, a long time member of the N.W. Vintage Speedsters, has offered his collection of "The Vintage Ford," the official publication of the MTFCA. The collection is complete with the exception of the very first one.

He is offering the collection for \$100. After some discussion a motion was made to purchase for the club. Motion seconded and passed.

FENDER CHATTER - Diane Swanson
Diane thanks Jim Patterson for his help.

ANTIQUA AUTO RANCH - Tom Carnegie
Mike Robison is building a speedster, Wheels, drums, and rear ends are being worked on.

NEW BUSINESS

Mike Robison, Chairman of the Northwest Vintage Speedster Labor Day speedster run, reports they will need help from the club for checkpoints and help in the hospitality room. There will also be a lowland tour.

MONTANA 500 - Mike Stormo

"Will be out of Conrad."

SAFE T INSPECTION

May 15th at Larry & Norma Skidmore's
A discussion of the merits of chili vs. hamburgers. A motion was made to have hamburgers, it was seconded and passed.

RAFFLE

Raffle was won by Virginia Warren

Meeting adjourned at 8:16 p.m.

Respectfully submitted,
Secretary Ed Hope

2011 T Club Roster Jim & Betty Patterson Mar 8

From fenderchatter email:

As requested at the last meeting, attached is the .pdf version of the 2011 Spokane Model T Club Roster. As a 2011 member, each of you will get a color copy of this roster. If you wish, you can also print extra copies of the roster, including the color cover from your email or contact Jim..

WE'RE THINKING OF YOU
 Sunshine report Susie Carnegie
 So far I have three Sunshine cards I've mailed to:
 Gator, following shoulder surgery
 Mike Robison, who was sick
 A "thinking of you" card to Hazel Whiteley.
 Thank you.
 Susie



Candy's Cookie Corner

April
 Janice Hutchinson
 Charles Hodges

Tours and Activity Reports

CHECK THE CLUB WEB SITE FOR SPUR-OF-THE-MOMENT EVENTS.
 Tours may be arranged at the last minute so check the club web site Calendar of Events at
<http://www.spokanemodeltclub.com> for the latest activities.

UPCOMING EVENTS

- March 29th, 2011 Model T night @ Antique Auto Ranch 5pm-Burger time
- April 1st, 2011 Regular meeting- 7:30
- April 10th, 2011 Road Cleanup- Travis Thosath
- April 10th, 2011 Donald Carnegie Tour
- May 15th, 2011 Model T Safe-T Inspection- Larry Skidmores house
- May 21st, 2011 Resort Boat Shop tour- Harvey Dunham
- May , 2011 Dyno tour- Mike Robison
- June 19-23, 2011 2011 Montana 500 Bud Peters Memorial - Conrad, Mt www.montana500.com
- September 3-4, 2011 Labor day speedster run- Spokane, Wa

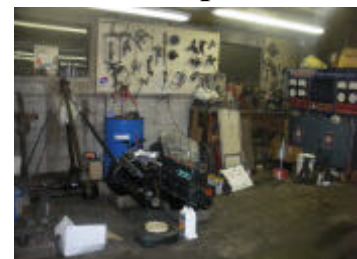


(For tour ideas contact Joe Swanson)

TUESDAY NITES

ANTIQUE AUTO RANCH - Tom Carnegie

Mike Robison is building a speedster, Wheels, drums, and rear ends are being worked on. If you need to work on your T, perform tuning, help out or need help, want to learn something new or just to hang out then come on over. Join us, then follow up with some lively discussion at "Burger Time". They're located at 2225 N Dollar Rd, Spokane Valley, WA.



‘What a great article on common road courtesy! Our drop-off system keeps all tour participants watching out for each other, also. Ask any long-term member:’) Editor

OH? YEAH..

TOUR DRIVING GUIDELINES from Glenn Storck

Having toured many miles in a Model T, Susan and I have developed a set of guidelines which we feel would be helpful to club members when participating in tours. Following these guidelines has made touring a more enjoyable and safer experience. They also help to reduce the frustration factor of modern cars which get caught behind slower moving Model T's.

1. First of all it is important to allow a good distance between you and the car in front of you. As you all know a Model T does not stop as quickly as most modern cars thus requiring a greater distance. An added benefit to leaving space between you and the car in front is that a modern car can use this space when passing. As you can see it is important for safety reasons to leave adequate space between cars during touring. A method that I have found to be helpful in determining the proper spacing is the 5 second rule. This works by counting one thousand, two thousand, etc. beginning after the car in front of you has passed a stationary object at the road side and to stop counting when your car reaches that same point. The ideal distance is obtained when your count reaches 5 as your car passes the stationary point, thus allowing 5 seconds between cars and providing a safe distance. You can adjust your speed to reach the five seconds. This technique will work at any speed you are traveling.
2. We have found that a moderate speed of 35 miles per hour works best for traffic and does not put a strain on our car.
3. Hills are always a big challenge when driving a Model T. It is best to increase speed before encountering the climb up a hill. As you slow down going up the hill, keep to the right to allow modern cars to safely pass.
4. Be aware of the number of modern cars behind you and help them to pass by waving them around you when the way is clear. If a number of modern cars stack up behind you, pull off the road at a safe spot to allow passing before resuming your drive.
5. While touring with a group, always keep sight of the Model T behind you and if you loose sight of it pull off to the shoulder and wait or investigate why your tour mate is not where he/she should be.
6. Always try to start the day with a full tank of gasoline. Also check the oil and adequate water in the radiator. We always carry at least one quart of oil to use as needed and additional water. It is a good idea to attend to natures needs before starting.

We have found these guidelines to be very helpful in providing us with many miles of safe and enjoyable touring. Touring is a fun thing to do in a Model T as it is a great way to see countryside and meet interesting people. It can be safe and enjoyable if done with the thought that you are driving a Model T and not your modern car.



OH? YEAH..

The Anderson Style Timer Installation, Adjustment, etc.

To remove the timer, loosen the bolt holding the spring clip and swing the clip out of the way. Remove the cotter pin from the spark advance rod at the timer and remove the timer housing with wires attached. Remove the nut on the end of the camshaft to remove the pin retainer, pin and rotor. We recommend you discard the original tin shield and felt ring seal and then install a modern oil seal. The tin shield may cause ignition problems when it becomes worn or damaged. The modern seal is a CR #9876 or equivalent. Note that all housings may not provide a tight fit for this seal, but a bit of RTV sealant or tapping the seal with a hammer to expand it will assure a good tight fit. The seal can be more easily installed if a piece of shim stock (or tin can) is rolled up, placed inside the seal and used as a guide to get the seal over the camshaft nut. Note that some early models do not have the proper sized hole to fit the modern seal. Move the wires to the new timer by 'cupping' it inside the old timer with both lever arms aligned and then moving the wires one at a time. Install the new timer by reversing the procedure above. After installing the rotor, check for free movement of the rotary contact by 'snapping the rotor contact' ... pressing it down and allowing it's spring to snap it back. See the 'tips' sheet if it does not move freely.

The timing must be checked every time a timer is changed to make sure the cylinder does not fire before top dead center when the spark is retarded. Push the spark advance lever all the way up, remove #1 spark plug (better yet, remove all 4, clean and re-gap to .025-.035" while you're at it). Connect the plug wires and lay the plugs on the head so you can see them fire. Watch the top of the piston with a flashlight while hand cranking the engine. With the ignition switch on "battery", the coil should fire only after the piston is just started on the way back down after it has reached the top of its stroke, with the spark fully retarded. Bend the ¼" rod that moves the timer to achieve this adjustment. Note that the plug will fire every other revolution, so you may have to turn the crank several times.

Another good way to determine the piston position is to screw a plastic hose connector into the ½ inch NPT spark plug hole and use a piece of heavy plastic "wire" such as that used on weed trimmers to "feel" the piston position. Your dealer offers such a kit, as well as timer rod adjusting tools.

The proper setting for optimum high speed operation is a subject of much debate and is probably somewhere between 3/8 inch and ¾ inch before top dead center. The best advice is to listen carefully to the engine and run as far advanced as possible to achieve smooth operation, maximum power, and cooler running. Note that too little spark advance can cause loss of power and overheating. Too much spark advance can also cause loss of power, and can be hard on the rod bearings.

Do not loosen the nuts and screws securing the contacts in the housing, as the timing will be affected. Please use the extra nuts and lock washers provided for making your connections.

Please get into the habit of fully retarding the spark before turning your ignition off. This will reduce the chances of accidental damage to starters (electric and manual).

It is advisable to occasionally blow the fine dust out of the case with an air nozzle. BE SURE TO USE EYE PROTECTION! We recommend that a small amount of lubricant be placed on the contacts of the Anderson Style Timer. CMD Extreme Pressure Grease, Vaseline or White Lithium Grease should be sparingly applied to the rotor and case contacts.

User assumes all risks and liability. Please work and drive carefully.

Tip Top Timers, LLC
2225 North Dollar Road, Spokane Valley, WA 99212
Call Hutch at (509) 220-0892

www.tiptoptimers.com

email to hutchmc@comcast.net

OH? YEAH..

Tips and things to check if you have ignition problems:

Trouble shooting is simple if you remember that the job of the timer is to ground the coils at the proper time to fire the cylinders. The top terminals on the coil box are where the wires to the timer are connected, and each is grounded at the proper time by the timer.

Check the coils to make sure they buzz when grounded. Turn on the ignition to "battery" and touch a jumper wire from ground (engine block) to each top coil terminal on the firewall. If the coil does not fire, check the coil or connections. The bottom connections in the coil box supply power to the coils. Clean and make sure the connection "tabs" are bent up or out a bit to make connection with the coil. Sometimes the connections on the back are not in line with the coil connections and a coil may have to be shimmed to one side with cardboard to make proper connection.

If all coils are firing when grounded at the coil box, check the wiring to the timer by grounding each of the wires at the timer to assure that each coil buzzes. To be sure no wires are grounded at the timer or contacts in the timer are shorted, remove the timer case from the engine and with the wires attached, touch the case to the engine block. If a coil buzzes, one of the wires or contacts is grounded. Touch each terminal to ground and the proper coil should buzz.

Also, just because a coil buzzes is not proof that it is working properly. If a coil is drawing too much current, or if the coil produces a weak spark, the engine may not run properly. The Model T Ford Repair Manual gives excellent guidance on how to check and adjust the coils.

The old style seal with the tin or brass shield may also cause "false grounding" of the coils by touching some of the contacts in the timer. It is best to discard the old seal and shield and use the modern CR 9876 seal. Note that all housings may not provide a tight fit for this seal, but a bit of RTV sealant, or tapping the seal housing to expand it will assure a good tight fit. The seal can be more easily installed if a piece of shim stock (or tin can) is rolled up, placed inside the seal and used as a guide to get the seal over the cam gear nut.

Another common problem is that the hole in the camshaft that locates the rotor is drilled all the way through on some camshafts and so it is easy to get the timing off by 180 degrees. If the engine refuses to start and fires back through the carburetor, try re-positioning the rotor by 180 degrees.

Some older timing gears have a thicker web than the originals and the cam gear securing nut may protrude out past the camshaft boss on which the rotor seats. The rotor may then be forced into a recess under the cam gear nut and then bind the flapper. Try 'snapping' the spring-loaded rotary contact to check for binding. A simple shim made from 16 gage wire wound into a 9/16 inch diameter circle might work in an emergency. Proper spacer washers are available from the factory or your dealer.

Another possible problem is that the camshaft may protrude out too far from the engine. An easy check is to see if the rotor is rubbing on the inside of the timer case. If this is the case, or if the rotor contact is not centered properly with the contacts in the case, a special "short" rotor is available. Please contact the factory.

If you are re-assembling the front cover after changing a timing gear, be sure the cover casting is installed with the camshaft centered in the hole. A gauge is available from parts vendors to check it. If the camshaft is not concentric with the timer case mounting ring, the timing will be affected.

Our Goal is Complete Customer Satisfaction and smooth running, dependable Model T Fords, so please do not hesitate to call with any problems.

User assumes all risks and liability. Please work and drive carefully.

TipTop Timers, LLC
2225 North Dollar Road, Spokane Valley, WA 99212
Call Hutch at (509) 220-0892
www.tipoptimers.com email to hutchmc@comcast.net

Vinage Clothing from the Davenport Co. -Online from Massachusetts at www.davenportandco.com

Black bead & sequin flapper Dress



Yellow silk beaded dress



Black silk "V" neck with off white lace trim



White gauze flapper dress



Black lace & rayon dress



Black cotton velvet blouse



THIS IS WHAT JEFF FOXWORTHY HAS TO SAY ABOUT 'LIVING IN WASHINGTON!'

If someone in a Home Depot store offers you assistance and they don't work there, you live in Washington.

If you've worn shorts, sandals and a parka at the same time, you live in Washington.

If you've had a lengthy telephone conversation with someone who dialed the wrong number, you live in Washington.

If you measure distance in hours, you live in Washington.

If you know several people who have hit a deer more than once, you live in Washington.

If you have switched from 'heat' to 'A/C' and back again in the same day, you live in Washington.

If you can drive 75 mph through 2 feet of snow during a raging blizzard without flinching, you live in Central, Southern or Eastern Washington.

If you design your kid's Halloween costume to fit over 2 layers of clothes or under a raincoat, you live in Washington.

If driving is better in the winter because the potholes are filled with snow and ice, you live in Washington.

If you know all 4 seasons: almost winter, winter, still winter, and road construction, you live in Washington

If you feel guilty throwing aluminum cans or paper in the trash, you live in Washington.

If you know more than 10 ways to order coffee, you live in Washington.

If you know more people who own boats than air conditioners, you live in Washington.

If you stand on a deserted corner in the rain waiting for the "Walk" signal, you live in Washington.

If you consider that if it has no snow or has not recently erupted, it is not a real mountain, you live in Washington.

If you can taste the difference between Starbucks, Seattle's Best, and Tullys, you live in Washington.

If you know the difference between Chinook, Coho and Sockeye salmon, you live in Washington.

If you know how to pronounce Sequim, Puyallup, Abiqua, Issaquah, Snoqualamie, Wenatchee, Spokane, Umpqua, Yakima and Willamette, you live in Washington.

If you consider swimming an indoor sport, you live in Washington.

If you can tell the difference between Japanese, Chinese and Thai food, you live in Washington.

If you never go camping without waterproof matches and a poncho, you live in Washington.

If you have actually used your mountain bike on a mountain, you live in Washington.

If you think people who use umbrellas are either wimps or tourists, you live in Washington.

If you buy new sunglasses every year because you cannot find the old ones after such a long time, you live in Washington.

If you actually understand these jokes and forward them to all your Washington friends, you live or have lived in Washington.

FOR SALE / WANTED / SERVICES

1919 Model T center door: Model A crank, Distributor, Sherman super power head, external rear brakes, Warford Aux. transmission, 12 volt, Nice gray interior. \$13,500.00

Phone: 509-826-0922 Email: echo(nospam)bend@hughes.net

Updated: 3-16-11



2 used- 21" radial tires comes with valve stems approx 50 miles on tread \$250 for the pair. Rides great!

Contact: Mike 509-844-5900

Updated: 3-16-11



**For pictures of ads, if available, go to the Spokane Model T Club website:
www.spokanemodeltclub.com/for-sale.php**

The For Sale/Wanted section is one of the most under used resources that club members have. We will run your ads for up to two months, unless notified otherwise, on a space available basis. If you have an ad (it's FREE) to put in the newsletter for parts or cars (T's or not) to sell or to buy/trade, contact the Newsletter Editor at fenderchatter@gmail.com.

WANTED YOUR PHOTOS/STORIES

**All pictures and articles of just a short paragraph would be appreciated for this newsletter
Fenderchatter@gmail.com Your time is truly appreciated:)**

Couple of T's at auction Here are the results!

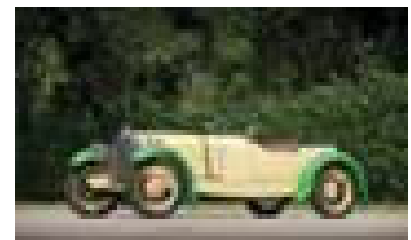
**These T's went through RM Auctions www.rmauctions.com
Here are the results! Unreal when you get right bidders at the auction
From: Chris Brancaccio IT Manager, Tourmaline Oil, Canada**



1913 C Cab delivery

http://www.rmauctions.com/FeatureCars.cfm?SaleCode=AM11&CarID=r131&fc=0

Lot: 159 SAT 1913 Ford Model T C-Cab Delivery Car \$60,500 Sold



1926 Frontenac

http://www.rmauctions.com/FeatureCars.cfm?SaleCode=AM11&CarID=r128&fc=0

Lot: 169 SAT 1926 Ford Frontenac Speedster \$38,500 Sold

IEMTFCA
PO Box 11708
Spokane, WA
99211-1708

Fender Chatter

A Monthly Newsletter



I love the facial expressions!
Hope you all have an Eggcellent Dayyay!
hehehe.....smile! Dave



Fender Chatter is published monthly by the Inland Empire Chapter Model T Club of America in Spokane, WA. To be included, as space permits, in the next newsletter, items must be received no later than the 20th of the month. Please submit your articles, photos, trip reports, adventures, Ford T parts for sale, want ads, ideas, etc. to fenderchatter@gmail.com

See you next month and safe-T in your driving