

Fender Chatter

February 2004

A monthly magazine



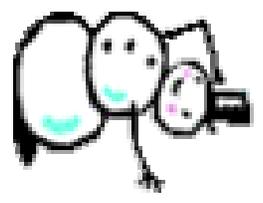
Fender
Chatter
A Monthly Newsletter

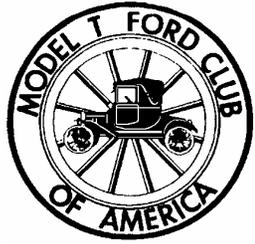


Marith McCoul, Editor

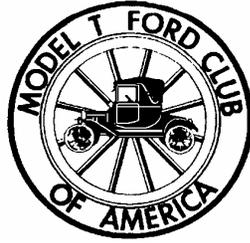
East 8002 Nora

Spokane, WA 99212





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 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 476

Centerville, IN 47330

FOR SALE AND WANTED

WANTED - Looking for some 21" wire rims that fit the early '28 Model A. I have for sale 7 each 19" wire rims; 5 are sand-blasted and in very good shape that fit the later Model A. Contact Howard Flake at mandosandy@msn.com or phone at 509-534-9218 in Spokane.

FOR SALE: restored T tudor, burgundy with black fenders, \$ unknown, Miles 250-656-9302 (that's the coast)

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)

PRESIDENTS MESSAGE

We have started out 2004 with a great Jan.1 tour and brunch. The turnout was wonderful! The weather held until all 10 T's and 45 people made their way home. Thank you all. For those of you that couldn't make it, I hope you can next Jan. 1. We always have a great time. Thank you Jim Patterson for leading us on the tour before we ate. The weather was poor after we ate so it worked out perfectly.

Our second event was, of course, the Jan. 10 Banquet that was well planned and well attended. The facility, food and entertainment was great. The period dress up was outstanding. Another wonderful part of the banquet was the opportunity for visiting and enjoying one another. Thank you, Marith and Hazel, for your efforts. [Next year's banquet committee is already plotting the '05 event.]

Thank you to all the members that are handling the officer and chairman duties for 2004. We have people that have volunteered and are excited about being involved. Eric Hutchinson is fired up about being tour chairman. Call him with your ideas early so we can fit all the tours on the calendar.

Time to start thinking about maintenance on your T's-----

The first swap meet of the year is Feb. 14 & 15 at the Puyallup, WA Fairgrounds. The meet is sponsored by the Tacoma Model T Club.

I am looking forward to our Feb. 6 meeting to get going on our 2004 plans. Please get involved with your suggestions. Call me any time.



Cookie Corner:

February '04: Pattersons; Secaurs; Hutchinsons



Spokane Model T Club Meeting Minutes from January 10, 2004



This is the month with no meeting which gives an opportunity to give the annual “pitch” for National Club membership and activities.

While it’s already too late to “land a berth” on a National Tour (other than putting in for a “standby” position), there are always regional tours and the National Meeting March 12 –14 which is close this year—just over in Portland.

Why join the National? Obviously, there’s the magazine. If you haven’t seen one, check out the Club copies located in Kicha’s shop. They’ve just followed our example and “gone color” with a “centerfold” and it’s definitely “*vive la difference*”. The magazine will acquaint you with the many and varied types of T’s and T activities that are “out there” - not just the ones in our club. (Although some of us are fairly “*out there*” alright.)

The National also publishes excellent “how to” books and videos (most of which the club has available to borrow in our library — but you might want to own a personal copy of certain materials for handy reference). Then there’s the aforementioned tours. I know, we have plenty of our own. But if you want to get out and see new country, meet new people, and get new restoration ideas ... the National will provide you with opportunities to go on tour anywhere in the USA— even the world— you should conceive a desire to see. Again, the National magazine gives you the calendar and all the information.

Furthermore, your membership gives the Club low liability insurance rates. So... cool magazine, save the club money, and interact

(Continued on page 3)

The Tacoma Model T Ford Club is having its 38th **Early Bird Auto Swap Meet** on Feb. 14th and 15 in Puyallup, WA. This meet is for all makes and models of cars and includes a section of antiques and collectibles. Location: Western Washington Fairgrounds, Puyallup, WA Time: Sat. 8 am to 5 pm Admission \$5 and Sun. 9 am to 3 pm Admission \$5.

All inside spaces have been sold but there will be outside spaces available. For information please call 253-863-6211 or write to Early Bird Swap Meet; P.O. Box 1068; Sumner, WA 98390.

38th Annual
Sponsored by The Model T Ford Club of America

EARLY BIRD SWAP MEET

ALL AUTOS & PARTS COLLECTIBLES & ANTIQUES

FEBRUARY 14 & 15, 2004

Western Washington Fairgrounds • Puyallup, WA
Exit No. 127 from I-5, follow SR 512 10 Miles to Fairgrounds

BUY • SELL • TRADE
Cars & Parts • New • Used • Rods
Muscle Cars • Antique Cars
Collectibles • Covered Car Corral

No Firearms • No Pets, Please
FREE PARKING!

DAILY ADMISSION \$5.00 CHILDREN UNDER 12 FREE

For Information, Call (253) 863-6211

Or Write: Early Bird Swap Meet
P.O. Box 1068, Sumner, WA 98390

Saturday: 8 a.m. to 5 p.m.
Sunday: 9 a.m. to 3 p.m.



BIG DOIN'S NEXT DOOR !!!!!!!!!!!!!

You all come to the **Grand Old Car Rendezvous** at Eureka, Montana, April 24 and 25. We will have an International T Party!!! Vintage rigs are rolling in from Calgary, Alberta, to Spokane and points between. All makes and models are welcomed, but we are especially fit for a T.Parade begins at 12 noon, Mountain Time, on Saturday. Car show immediately follows parade. Lots of prizes. Lots of food. Lots of fun:

Kimberley, B.C. Bagpipe band

Calgary world class Irish step dancers

Huge quilt show

Mountain man contests

Black powder shoot

Mud bog 4 wheeler contest

Craft fair at historical village

Sunday morning old car workshop

A chance to drive Montana 500 routes

more information from Mike and JoAn Cuffe at (406)889-5777; e-mail: mcuffe@interbel.net or write PO Box 1685, Eureka, Montana 59917

Here's "the teaser" for the Fourth of July Tour this year, hosted by the Lewiston Crankers Club. To obtain a registration, if you haven't received one in the mail, call Ken Partridge: (208) 743- 0077 or Arlene Ambach (208) - 743- 3197. You can also photo-copy one of mine (I got two). They are a little large for the paper. The cost is: Car and driver \$95. Additional adult passenger: \$\$85; Additional kid under 12 w/ banquet \$45 w/o \$30 (babies under 6 are free)

THE NORTH IDAHO "LUCKY DAYS" TOUR

TOUR AT A GLANCE: July 2, 3, & 4, 2004

Headquarters will be at the Coeur d'Alene Casino located near Worley, ID on Hwy 95, 30 miles south of Coeur D'Alene, ID. This is a beautiful Indian casino-resort with an 18- hole golf course among its many amenities. There is ample parking for motor homes and trailers. Some electricity is available, but not full hook-ups. If you plan to trailer your old car, trailers are to be parked elsewhere.

Friday, July 2: Registration will be from 1:00 to 5:00 p.m. Cocktail hour and barbecue to follow.

Saturday, July 3: Tour route is 137 miles, through the rolling hills, small towns and wheat field of the Washington Palouse country, returning through the scenic byway of the Whitepine drive of northern Idaho. Enjoy the towns of Princeton, Harvard, Emida, and St. Maries. Our destiny will be along the St. Joe River, the highest navigable river in the U.S.A. then around the south end of Coeur d'Alene Lake, through Chatcolet and return to the casino.

Sunday, July 4: Our tour route is 91 miles. We will enjoy more small towns along the way. Lunch will be at a nice park with plenty of scenery to enjoy. There will be two stops along the route with lots of interesting history to see. We will return to the casino with plenty of time to get ready for the banquet and watch the fireworks.

MEALS INCLUDED:

Friday, July 2: Happy Hour and Barbecue

Saturday, July 3: Breakfast, Lunch, and Dinner

Sunday, July 4: Breakfast, Lunch, Banquet, and Fireworks

Monday, July 5: Breakfast is on your own. Goodbye, see you in 2006.

You need to make your own room reservations and golf tee times if you wish to play. (Room rates increase after 5/1/04)

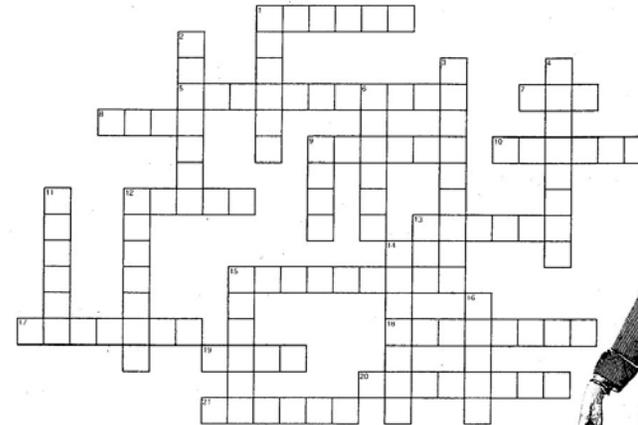
Call Coeur d'Alene Casino 1-800-523-2464 (#7702 for reservations or #7259 for tee time)



Wearing Our 'Best Bib and Tucker'

By Donna Crow, Depoe Bay, Oregon

YEARS AGO when folks got all dressed up, they said they were wearing their "best bib and tucker" This puzzle contains the names of some garments that would have been in high fashion many years back. Try these clues on for size and see if you find the answers that fit! (The answers are printed upside down below.)



ACROSS

1. Cloth hat, tied under the chin, worn by woman and small children
5. Support, like hoops, worn in the 16th century under a skirt to expand the hipline
7. The part of overalls that extends above the waist
8. Warm tubular covering for the hands
9. Woman's boned, close-fitting, supporting undergarment, often hooked and laced
10. Band or scarf formerly worn around the neck by men
12. Man's stiff felt hat with a dome-shaped crown and narrow brim
13. One-piece children's garment, with lower part shaped like bloomers
15. Ornamental garment worn under a doublet
17. Underwear for the lower body
18. Long loose trousers, gathered at the ankle, worn as underpants by young girls
19. Cloth or leather gaiter covering the instep and ankle
20. Short trousers, covering the hips and thighs, that fit snugly at the lower edges, at or just below the knee
21. Close-fitting, hip-length, usually sleeveless jacket

DOWN

1. Pad or framework expanding the fullness of the back of a woman's skirt
2. Winter scarf
3. Underskirt with ruffled, pleated or lace edge
4. Sleeveless garment, fastened in the back and worn as an apron or dress
6. Strap hanging from a girdle or corset to support a stocking
9. Sleeveless outer garment, fitting closely at neck, hanging loosely over back and shoulders, with a circular hem
11. Piece of lace or cloth in the neckline of a dress
12. Close-fitting jacket worn in Europe during the Renaissance
14. Man's felt hat with stiff curled brim and high crown creased lengthwise
15. Cloth covering worn over the head and around neck and chin, especially by woman in late medieval period and by some nuns
16. Small drawstring bag carried on the person

You didn't think I was just going to give you the answers, did you? Where's the fun of that? Email me or snail mail. First email or earliest post mark with all the right answers wins the prize at the meeting. Just write your answers next to the questions. The crossword will just help you make sure you're right.



Henry Ford is mostly remembered for the Model T, mass production and the five-dollar day, which doubled his worker's pay. But he should equally be remembered for his extensive soybean experimentation and research into plastics – his last great achievement and the work that delighted him most. Ford grew up on a farm near Detroit and developed a lifelong interest in improving the lot of the farmer. As early as 1907 he experimented with a motorized tractor that he called an "automobile plow."

In early 1928 Ford became interested in a new agricultural concept – farm chemurgy, which put chemistry and allied sciences to work for agriculture. The auto king was chiefly interested in finding new industrial uses for farm crops, although he also hoped to find new ways to use crops for food. In 1929 Ford established a laboratory in Dearborn and began experiments to determine which plants or legumes offered the most promise. After extensive research, he decided in 1931 to focus attention on the soybean, rich in versatile oil, high in protein and with a residual fiber amenable to many uses.

Simultaneously, Ford directed Eugene Richards, a company representative in China, to investigate Chinese soybean processing methods. After visiting a Dalian bean factory, Richards reported on the factory's equipment and procedures, noting that its workers toiled in the nude. Ford's subsequent River Rouge Soybean Processing Plant borrowed ideas from the Chinese, although not their casual dress policy.

In 1932 and 1933 Ford planted three hundred varieties of soybeans on some eight thousand acres of his farms. He also urged Michigan farmers to follow suit, assuring them that the Ford Motor Company would provide a market for soybeans. By 1933 his experimentation-on which he spent \$1.2 million – was rewarded with the discovery of a soybean oil that made a superior enamel for painting automobiles and for oiling casting molds and a soybean meal that was molded into the horn button.

The discoveries excited Ford. "By now," *Fortune* magazine reported in late 1933, "he is as much interested in the soya bean as he is in the V-8." Two years later, a bushel of soybeans went into the paint, horn button, gearshift knob, door handles, window trim, accelerator pedal and timing gears of every Ford car. Numerous other small parts of the Ford car eventually were made of soybean-derived material. By late 1937 Ford's research laboratory, under the direction of youthful, self-trained Robert Boyer, had developed a curved plastic sheet Ford hoped would replace steel in automobile bodies. A few weeks later the magnate called in reporters, jumped up and down on the unbending sheet and triumphantly exclaimed, "If that was steel, it would have caved in." He added "Almost all new cars will soon be made of such things as soybeans" and that the most prosperous era in American history was "just around the corner" because industry was opening up a "whole new field for agricultural by-products."

By 1940 Boyer installed a plastic trunk lid on one of Ford's personal cars. The industrialist delighted in walloping the lid with an axe for the benefit of skeptics who questioned its dent resistance. He then invited onlookers to swing the axe against their own cars. Carrying his dream a step further, on 13 August 1941, at the climax of Dearborn's annual community festival, Ford dramatically unveiled a handmade car with a complete plastic body. This he did at a time when Americans were just becoming aware of plastics and simultaneously being alerted to a metal shortage. The new car generated tremendous publicity and stirred the imagination of editorial writers all over the country. Many newspapers regarded the experimental Ford vehicle as revolutionary. *The New York Times* thought it "may have a great influence on the automobile industry." *The Indianapolis Star* declared the car was an "outstanding industrial achievement...an artistic triumph, no matter what the future may bring." Observing that Ford's plastic was molded from soybeans, along with a mixture of other crops, including wheat, hemp, flax and ramie and that other commodities could also be used to make plastic, dozens of newspapers speculated on what large-scale plastic production could mean to the economy of their communities.

A humorous vein, most of it relating to the Ford car's

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vegetable content, appeared in many editorials. *The Cleveland Press* wondered why Ford did not strengthen his plastic by adding spinach. *The Cedar Rapids (Iowa) Gazette* recommended that the auto slogan of the future might be "Ask the man who grows one" and *The St. Louis Globe Democrat* stated that the new vehicle, "part salad and part automobile," marked the triumph of the vegetable over the steel industry.

Jokes about edible cars sprang up on all sides, including Farmer Cornassel: *What crops ye growing this year, Zeke – Fords or Chryslers?* The new car, it was said, would not need gas.

Just sprinkle a little salt, pepper, and vinegar on it, and it will go to beat hell.

A man could eat his car and have it too.

In 1943 several of these jokes were resurrected

when a goat ate an Illinois license plate made of a soybean-derived fiberboard.

Henry Ford was heavily praised for his vision and achievement in building a "plastic car" out of soybeans and other crops. (only) The United States' entry into World War II and the suspension of automobile production forced Ford to abandon his efforts to mass-produce plastic car bodies. Until 1943, however, he maintained that he would build them as soon as the war ended. Regardless, others carried forward Ford's work. In 1953, the Corvette, the first mass-produced car with a fiber-glass-reinforced plastic body, was introduced by Chevrolet. By the same year, the Ford Company was using an average of 29 pounds of plastic in its cars, by 1968, 50 pounds; by 1971, 120 pounds; and today 258 pounds. During the same period in which Ford's laboratory developed plastic panels for cars, it also developed a fiber from soybean protein that resembled a soft wool. Because of its high resilience and natural crimp, it was used for car upholsteries in seat filling and for clothing.

Ford also devoted great effort to develop palatable foods and popularize soybean-based recipes. On at least three occasions between 1934 and 1943, Ford, seeking to publicize his soybean experimentation, summoned wary reporters to a soybean luncheon. Every course was partially or wholly made from soybeans. The chief items were tomato juice with soybean sauce, celery stuffed with soybean cheese, soybean puree, soybean croquettes with green soybeans, soybean bread and butter, apple pie with soybean sauce, soybean coffee, soymilk, soybean ice cream and soybean cookies and candy. "Nothing we newsmen ate that day," a guest wrote years later, "led us to foresee that soybeans were destined to become an ingredient in many popular food products...We accepted as reasonable the possibility that the bean might become a leading cattle feed or industrial material." Yet soon after the war, soybean oil became a leading source for cooking fats, margarine and salad oil. It still is and for other food products as well.

Ford's frequent declaration, "Soybeans will make millions of dollars of added income for farmers... and provide industry with materials to make needed things nobody even knows about now" Proved correct over time. In addition to their use in cooking and as a livestock supplement feed, soybeans are used in ink, plastics, varnishes, enamels, adhesives, coatings, sizings, lubricants and industrial resins.

By 1959 North American soybean production-only 1 million bushels in 1920-had grown to 550 million bushels, making it fifth in importance in all North American crops. By 1973 U.S. farmers were devoting one acre in seven to soybean cultivation, growing 1.5 billion bushels of beans and converting them into the country's number one cash crop. By then soybeans were outpacing jet aircraft, computers and all other products and crops to become America's most valuable export.

U.S. Treasury Secretary George P. Shultz facetiously suggested at a business conference that soybeans might replace gold as a standard of international wealth if the price – 45 cents per bushel in the 1930's, \$2.60 in the mid-1960's and \$12.12 in the mid-1970's – continued to climb. "When the price of soybeans reaches the price of gold, we'll be set" said Shultz. "We could go over to the soybean standard." Actually, soybean prices reached their all-time high during Schultz's term; in March 1995 they were in the \$5.70 range. Until 1994 soybeans were grown on three hundred of the twenty-three hundred Ford-owned acres surrounding the Ford World Headquarters in Dearborn. At least one Ford enthusiast, George Anderson, manager of corporate real estate for Ford Land, decries the end of the company's soybean-growing era. "It created an economic value and saved us from weed control," he observed, adding, "You watch the wind gently flowing the fields, and it's like an ocean. When you see a soybean field, it's a thing of beauty." *Henry Ford would have agreed.*

Find the full text at: <http://www.thesoydailyclub.com/MOShenryford/henryfordDL1.asp>



Then it was on to installation of officers and to the announcement of prizes and awards. This amounted to the infamous “hard luck” trophy (that Mike R. seems to have “cornered”) and the President’s award that went to Allen Henzen. Then we all returned to socializing and feeding (the real reason for the activity?) A pretty good night—just about 60 people made it.



THE JANUARY BANQUET

Members were offered an incentive for the wearing of fancy finery –(two, in fact). The first was prizes. The second was decent weather and a fairly safe parking lot for walking in unsafe shoes.

Club members responded with marvelous outfits. They were rewarded with “diorama” centerpieces, applause, and then we all were serranaded by the excellent “Strolling Strings”. This group, made up of young musicians from East Valley, can really play, given a big room and an enthusiastic reception. We gave them both. Harvey set that up—Thank you, Harvey! Check out a pic on page eight.



CHOMP CHOMP - ITS THE NEW YEARS' DAY ROMP- THRILLS AND CHILLS



Date: Wed, 31 Dec. 03

From: Dave Ireland To: Allen and Ada

Tell your T club that Becky and I will be there for the breakfast at 10. Having received your email at 5:24 pm we are warming the T and leaving tonight and think that we can be in Spo-



The "Flintstones" Model

He threatened to slow us down ...



Not too many spills ... Norma just licked them up anyway. The weather closed in right after lunch ending the tour but



"We aren't afraid of no stinking snow ..."



"Should we make him turn off his heater?"



There's ear muffs and then there's full body muffs ...