

# GENERAL CLUB INFORMATION

President	Vice President	Secretary	Treasurer
			
<b>Jamie Allen</b> (208) 704-0137	<b>Bill Barr</b> (509) 998-2476	<b>Ed Hope</b> (509) 570-8333	<b>Betty Patterson</b> (509) 214-9522

Please direct club correspondence to the club's mailing address:  
IEMTFCA  
P.O. Box 11708  
Spokane Valley, WA  
99211-1708

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

All items to be published in the newsletter are due by the 18th of the month. Please send photos, articles, and anything else for the newsletter to fenderchatter@gmail.com.

Committee	Lead	Contact
<b>Banquet</b>	Steve & Julie Heid	(509) 928-0215
<b>Email/Mailing/Roster</b>	Jim Patterson	(509) 214-9522
<b>Entertainment</b>	Tom Carnegie	(509) 922-1805
<b>Fender Chatter</b>	Diane Swanson	<a href="mailto:fenderchatter@gmail.com">fenderchatter@gmail.com</a>
<b>Greeting</b>	Mike Stormo	(509) 725-4531
<b>Legal</b>	Harvey Dunham	(509) 218-1437
<b>Library</b>	Gene Kicha	(509) 926-4872
<b>Nametags</b>	Steve & Julie Heid	(509) 928-0215
<b>Photographer</b>	Jillian Robison	(509) 701-0983
<b>Refreshments</b>	Candy Burgess	(509) 924-0898
<b>Road Clean-Up</b>	Travis Thosath	(509) 847-4393
<b>Safety &amp; Seminars</b>	Mike Robison	(509) 844-5900
<b>Photo Albums</b>	Roy Moffit	(509) 449-6305
<b>Sunshine</b>	Susie Carnegie	(509) 922-1805
<b>Swap Meet</b>	Bill Barr	(509) 998-2476
<b>Tours</b>	Mike Robison & Hal Moffit	(509) 844-5900 (509) 924-9161
<b>Webmaster/Facebook</b>	Mike Robison	(509) 844-5900

# FenderChatter

Spokane Model T Club  
Spokane, WA 99211-1708

## March 2013

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## MODEL T FAMILY MEMORIES - by Joanne Jepperson

There are times when I like to reflect on our membership in the Model T Club. These times bring back wonderful memories of tours, event planning, extended family, and friends. I have been thinking how becoming a member of the Spokane Model T Club happened to us.

Ed came home from work one day and announced he was going to buy a Model T C Cab truck. I just looked at him and said, "You are going to do WHAT?" He explained a guy at work had an old truck and he would sell it to Ed. The next thing I knew he rented a trailer and off we went to bring home this rusty piece of non-running junk. He parked it by the garage, next to the road so everyone could see it. And there it sat.

While Ed was getting information on his prize, time went by. We were driving through a local neighborhood one day and there sat a 1917 Model T Roadster and it was for sale. I suggested he stop and get information from the owner,

who was Smokey Powers, a well known Model T enthusiast. It was a running T, needed some body work, and mechanical help. A deal was made and the '17 came to live with us. To my delight, the truck went to live with someone else.

Ed had a favorite barber and upon getting a haircut one day he informed 'Bob, The Barber' he had purchased a Model T Roadster. A gentleman getting a haircut, whose name Bob Cromer, told Ed he was a member of the Model T Club and would sponsor him for membership. And our lives changed forever.

Somehow Ed had met Gary Roseman, from the Davenport area. Gary gave us instructions on bodywork plus other information. While Ed did mechanical work, I learned to do bodywork. Our kids remember helping take the body off the frame, my attempt to improve the body, then putting the body back on the frame to attend a local tour. This was an ongoing ritual so we could participate on the tours.

When I think of those early days of touring, they are the best memories, but not necessarily the best safety. We loaded Jenel and Byran in the wooden box on the back of the T and off we went touring. At that time, if I remember correctly, Mike and Dixie Crabb had a touring that was not restored, Jim and Betty Patterson had a roadster, which they all rode in, and we had that wonderful setup for two of our three kids to ride in. I get a chill when I think of making such a bad choice.

Years later Ed came home one day with two brass lights and a stoplight. He announced these would be on a 1914 Model T. Hence, the 1914 Model T Express. Later he purchased an unassembled speedster, the owner had been killed in a plane accident.

Model T's have given me many, many years of wonderful memories, friendships that became extended family, and the opportunity to have new friends in so many areas. Just look what that rusty old C Cab did!

## President's Message

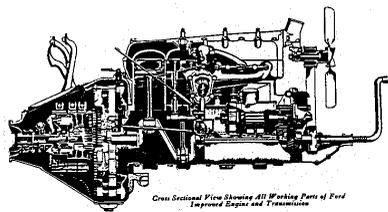
Happy belated Valentines day to all. Thanks to all of you for the support on my first, of many meetings. It wasn't as nerve racking as I thought it would be. Hope to have the new and improved T Club briefcase and official gavel ready for the next meeting. I didn't

plan on losing them or having to build a new setup, but life's a garden so let's dig it. Thanks again for the support and we will see you at the March 1st meeting.

Jamie

*The FenderChatter is a monthly publication for the membership of the Spokane and Inland Empire Chapter of the Model T Ford Club of America. Meetings are held the first Friday of each month at 7:00 PM at the Opportunity Presbyterian Church, N. 202 Pines, in Spokane Valley, WA. Model T oriented articles and ads should be emailed to [fenderchatter@gmail.com](mailto:fenderchatter@gmail.com) by the 20th of each month for publication in the next FenderChatter.*

**Club web-site:**  
[www.spokanemodtclub.com](http://www.spokanemodtclub.com)



Overhead View Showing All Working Parts of Ford Improved Engine and Transmission

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## Meeting Refreshments Sign-Up

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### **Candy's Cookies List:**

March - Heids & Hutchinsons

April - C. Storey & N. Robison

May - M. Robisons & Burgess'

June - Skidmores & Barrs

July - No Meeting

August - Annual potluck picnic

September - Skomers & Burgess'

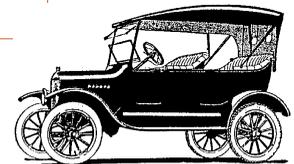
October - Jepperson & Swansons

November - R. Gibson & T. Carnegie's

December - Everyone brings favorites

January - Annual Banquet

February - Pattersons & N. Robison



### **A note from the MTFCA**

Chapters of the MTFCA must re-qualify each year for chapter status and free Liability Insurance. To qualify for Chapter status, all officers and directors of the chapter must be current members of the MTFCA and 50% of the Chapter's members must be current members of the MTFCA.

To meet this requirement, we must have our 2013 Membership Roster completed and submitted to the Model T Ford Club of America by Feb. 25th, 2013. If you have not yet paid your 2013 dues, please do so today. The new roster will be distributed at the March 1st. Meeting.

# Model T Club Game Night



Sunday, Feb. 17th was a cool winter evening, and even though there wasn't an organized Model T tour scheduled, 3 Model T's showed up in front of the Skidmores for an evening of fun games and socializing. 17 members participated, including Rick, Carla, Tom, Suzie, and Don Carnegie, Cheri Storey, Nan Robison, Heather Hall, Steve & Julie Heid, Larry & Norma Skidmore, Mike & Dixie Crabb, Mike Fissler, and Jim & Betty Patterson.

Larry proudly showed his collection of over 800 model cars, trucks, and construction equipment and also his many outstanding works of automotive pencil art that has kept him busy ever since his retirement several years ago. Many thanks to Norma & Larry for hosting the Model T Club's Game Night! What a great way to spend a winter evening!



## Washington State Car Restorers: Urgent Legislative Alert on Senate Bill 5121

Don't let cities and counties take your cars away!

The Washington State Senate is currently dealing with a bill that will impact the collector car hobby. This bill (S.B. 5121), If passed by the Legislature and signed by the Governor, would prohibit cities or towns from enforcing an ordinance, development regulation, zoning regulation, or administrative practice that prevents automobile collectors from pursuing their hobby. The Bill will next be heard by the Senate Rules Committee.

Under the bill, junked, wrecked or inoperable vehicles stored on private property would only require screening from public view. Six or fewer vehicles that are 30 years old or older, including one parts car, would be permitted for hobby vehicle restoration as long as restoration is an ancillary use of the property.

Strong support continues to be given by the national Specialty Equipment Manufacturers Association and local members on behalf of Washington car enthusiasts.

"We believe that clear legal distinctions must be drawn between an owner using private property as a dumping ground and a vehicle enthusiast working to maintain, restore or construct a vehicle. That's why we support S.B. 5121" Steve McDonald SEMA VP, Government Affairs.

"The bill provides safeguards for hobbyists to work on collector vehicles on private property," continued McDonald," and it establishes reasonable provisions that vehicles be located out of ordinary public view by means of inside storage, fencing, trees, shrubbery, etc. and demonstrates a real effort by legislators and hobbyists to enact reasonable and fair compromise legislation."

Hobby vehicle restoration is defined as restoration of six or fewer vehicles that are at least 30 years old. One may be used for parts salvage. The restorer must have title and be actively working towards restoration. Vehicles must be maintained and stored out of ordinary public view by fencing, trees, shrubbery, or otherwise. An activity qualifies as hobby vehicle restoration when it is ancillary use of property.

### **We Urge You to Contact All Members of the Senate Rules Committee Immediately to Request Their Support for S.B. 5121**

S.B. 5121 would permit the repair or modification of motor vehicles on private property that are undergoing restoration.

S.B. 5121 would permit the maintenance of a parts car as a source of parts for motor vehicles undergoing restoration.

S.B. 5121 permits the maintenance for restoration of vehicles 30 years old and older, which corresponds to the state's definition of "collector vehicles."

S.B. 5121 establishes reasonable provisions that vehicles be located out of public view by means of suitable fencing, trees, shrubbery or other means.

S.B. 5121 demonstrates a real effort by legislators and hobbyists to enact reasonable and fair compromise legislation.

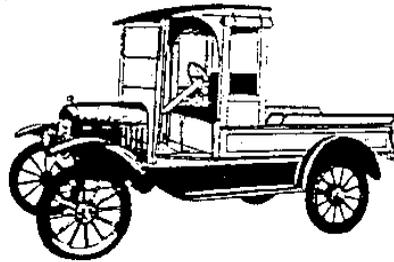
Legislative Staff Summary of Public Testimony:

**PRO:** This bill appropriately limits government authority to prohibit older vehicles on property if residents are working to restore the vehicles. Historically, some cities have confiscated older vehicles under abatement processes. Thousands of people in Washington enjoy restoring older vehicles in garages.

**CON:** City & County administrators have technical concerns, including uncertainty as to what constitutes active work toward restoration and whether vehicles in front yards must be accommodated.

## Upcoming T Club Events

March 1 - Club Meeting  
April 5 - Club Meeting  
May 3 - Club Meeting  
May 19 - Safety Inspection Tour  
June 7 - Club Meeting  
June 17 - 19 - Montana 500  
July 5 - 7 - The Long Dam Tour  
July 12 - 14 - Spokane Swap Meet  
August 2 - Club Picnic



## NATIONAL MODEL T FORD CLUBS

(both national clubs include 6 semi-monthly full-color magazines)

Model T Ford Club of America  
P.O. Box 126  
Centerville, IN 47330-0126  
765-855-5248  
(annual dues - \$35.00 U.S.)  
[www.mtfca.com](http://www.mtfca.com)

Model T Ford Club International  
P.O. Box 276236  
Boca Raton, FL 33427-6236  
561-750-7120  
(Annual Dues - \$35.00)  
[www.modelt.org](http://www.modelt.org)

### In Memoriam - Connie Little

Longtime Spokane T Club member, Connie Little, died peacefully on February 4, 2013 in Seattle at Shoreline Health Care & Rehab, after a brief illness. She moved to Seattle from Yakima in 2011. She was born April 16, 1922 in Evanston, IL to Les and Elaine Fjellman. She grew up on a farm near Lynden, WA, graduating in 1940 from Meridian High School. During WW11 she worked for the US Army at Paine Field, and then enlisted as a WAAC and spent time in GA and MA before moving to Chicago to work at Eastman Kodak. In 1944 she returned to Bellingham and married Royal Little, her high school sweetheart, with whom she had two daughters. Soon after, their young family moved to Yakima where she worked as a civil servant and earned an Associate Degree from Yakima Valley College. Connie wore many hats, including: writer, volunteer, YCTV videographer, and civic activist for clean water, fire service and historic preservation. As the "Tunnel Lady," she promoted a Snoqualmie Pass 'all-weather highway.' She also researched the Yakima Parker-Larson family and was a founding board member for Parker Youth & Sports Foundation. Connie and husband Royal Little were ardent antique car hobbyists, well known at northwest antique car events. She was the oldest of seven Fjellman children, four of whom survive. She leaves daughters Roxanne (Dennis) Trees and Renae Roberson, two grandchildren and three great grandchildren. Memorial services will be held Wednesday, February 20 in Ferndale, WA and again on Monday, March 18' in Yakima."

# Diversity

by Tom Carnegie

In is not unusual for clubs to splinter into different factions. In our club, I think this is true to a degree. In our case I suppose “factions” is the wrong word, as it suggests cross-purposes. Maybe “sub-groups” would be a better word, but I like how “factions” sounds, so I will use it. Some of the factions within our group could be:

Those who like to show their cars

Those who like parades

Those who like to drive their cars

Those who like to go places in their cars (not exactly the same as above)

Those who like speedsters

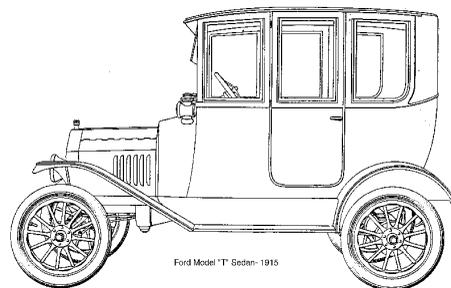
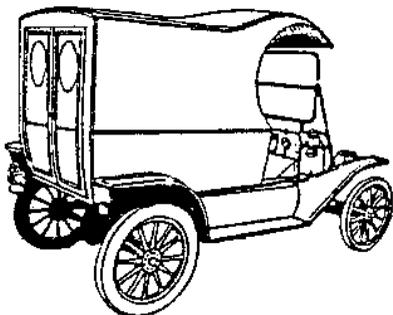
Montana 500 people

Those who don't have a car, but like hanging out with those who do.

There are undoubtedly more, but these come to mind quickly. Now, just because someone belongs to one group does not mean that they could not belong to two, or in fact several, or all! In fact the only time problems arise is when someone chooses to work against one group or another. The second worse thing would be to not actively support a group that you don't have an affinity for. I believe the latter is far more common in our club than the former.

I think that it is important to have a strong core of folks in as many different factions as possible. Diversity breeds strength. With diversity there is a better chance that something will appeal to any given person. What tends to make a faction strong is to have at least one enthusiastic person to impel people in that direction. At this time I think that we have several strong factions and some that are rather weak.

So, what is the purpose of this article? I suppose that it is an appeal for someone to step up and take up the slack in those areas where we are weak as a club. For instance, as a club, we rarely do parades. We rarely do shows. We don't drive out of town in our T's as a group, not much anyway. If you know someone or are someone that wants to lead, step up!



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A monthly newsletter of the Spokane Model T Ford Club

March—2013

