



Marith McCoul, Editor
East 8002 Nora
Spokane, WA 99212

Fender Chatter

A Monthly Newsletter



October 2004

INLAND EMPIRE MODEL T FORD CLUB



CALENDAR

Officers and Chairmen	Names	Phone Number
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Secretary:	Susie Carnegie	922-1805
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Road Cleanup:	Joe Swanson	924-6723
Programs:	Tom Carnegie	922-1805
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	Betty Patterson	299-7357
	Cheri Storey	926-4260
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Sunshine:	Jean Almeda	448-2508
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Welcoming:	Steve Heid	928-0215
Tours	Erick Hutchinson	939-3572
Seminars/Safety	Lee Burgess	924-0898
Web Site & Design:	Allen Henzen	henzen9@aol.com

Monthly meetings are held at the Millwood Town Hall the first Friday of every month except for the months of January, July,



NEWS

LETTER

SUBMISSIONS

are due no later than the 20th of the month.



Send to:

M. McCoul
E. 8002 Nora
Spokane, WA
99212

Oct. 1	Regular Meeting
Oct. 3	Model T Driving School and Krispy Kreme Karavan
Oct. 10	Road Clean up 8:30 eat 10:00 Clean
Oct 16	Greenbluff (Economy Run) Tour
Oct. 24	Band Seminar

The monthly meeting is held at the Millwood town hall—next to the firehouse. It's back to the usual time—7:30. The “eating site” for the premeeting dinner will be at the China King Buffet (corner of Sprague and Farr Rd.) at 5:30 ish.

Please visit the Club website: <http://www.spokanemodeltclub.com>
Not only is the paper “on line” but also all the pictures that won't fit into the paper and last minute tours.

OUR COVER: The now famous green coupe belonging to Tom and Susie Carnegie. When I see it going down the road, with those red wire wheels a'flashing, it makes me sing a stanza or two of “It's Beginning to Look a bit Like Christmas”.

Annual dues will be \$20 per family per year for 2005. Please send them to the club mailing address: P.O. Box 11708 Spokane, WA



Spokane Model T Club Meeting Minutes from Sept. 3, 2004

Vice president Mike Robison called the meeting to order at 7:32 p.m. Steve Heid welcomed Alex Robinson.

A correction to the August minutes was made. It is Dave Thompson's niece, not his daughter, who is welcoming donations of car parts to build a T. Apologies from your club secretary for this oversight. It was motioned, seconded and passed that the August meeting minutes be approved as corrected.

Mike Robison said a non-profit club seminar is being looked into.

Allen Henzen gave the treasury report. He noted that he recently learned our current money market account will be charged a \$50.00 fee each year due to "industry standard." Given that there is no penalty to close the money market account, it was moved, seconded, and passed to close the money market account and transfer funds into a savings account to draw interest.

Jean Almeda reported that she sent out three sympathy cards, as well as three get well cards this past month.

Erik Hutchinson noted there were two August tours. Alan Stacey said four T's went on the Ice Cream Social tour and it proved to be a fun event. Rick Carnegie stated that the Mullins joined him on the tour to Leavenworth and he reviewed their weekend adventure. September tours will include the Memorial Tour on the 10 th & 11 th which John Redinger called the (no guts no glory) tour. The Sunshine Garden tour is on the 12 th from 1-4 p.m. The Just Park It tour is scheduled for the 19 th. Erik is planning a surprise tour on the 25 th. October 3 rd will be the Driving School. The "Krispy Kreme Karavan" tour to Greenbluff will start the day off. October 10 th is the club's last road cleanup gathering for the year. October 16 th will be the annual Economy Run.

July 17-22 nd will be the National T Tour to be held in Alberta, CA. Those interested need to register before January.

Marith McCoul reported the club's Minolta printer has broken down and she's awaiting a final estimate regarding repair.

Regarding the roster, Jim Patterson said there are several address changes. He also has noted email rejections as he's been emailing information to members. Please keep Jim updated on your mailing address as well as your email address changes.

SEMINAR

'EVERYTHING YOU EVER WANTED KNOW ABOUT TRANSMISSION BANDS'

(and didn't know who to ask)

OCTOBER 24, 10:00 AM

Burgess' shop 1109 N. Felts

Tom Carnegie will lead the seminar and will include discussions and demonstrations that cover transmission band materials, relining, installation and adjustment. This will be another good one – don't miss it!

Here's some information on the upcoming Spokane Model T Club's Driving School from Charlie Almeda:

1. This year the driving school will be at Greenbluff on October 3rd. It is being put on by ourselves, the Misfires, and the Cruzin Corvettes.
2. The Misfires and the Cruzin Corvettes will take care of providing the field, porta potties, etc. We just have to show up with our cars.
3. Meet at Krispy Kreme at the Valley Mall.
4. Be ready to leave at 11 a.m. (Those of us who are instructing, may need to leave earlier.)
5. Features: A caravan to Greenbluff, led by the Cruzin Corvettes, a static display of fire engines for the kids to climb on. There will be live music, pumpkin patches, corn maze, lots of fresh produce and tons of edible goodies, arts and crafts, etc.
6. I need to get a list of folks willing to be instructors at our meeting Friday night. For those unable to make the meeting, they can send me an email(modtman@yahoo.com) or call me at 448-2506.

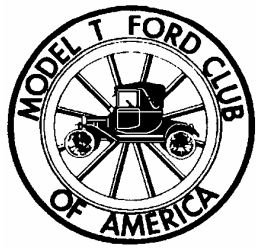
For other information: 483-3633 or 532-1595

Or page nine

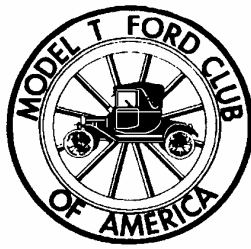
Dusty: "Did you ever time yourself in your '15?"

Glen: "Yes, it took me an hour to start the blamed thing"





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


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:

WANTED: Rear axle for 26-7 T that is ready to install. Preferably cheap. Contact Jim Teyema 509-998-4123 or email www.Saddlewood@gpa.cable.com

FALL PORTLAND SWAP MEET: OCTOBER 16-17

FOR SALE: 22 speedster Z head, ruckstell, distributor, '26 wire wheels \$4,600. (Portland) Steve 503-245-9478

FOR SALE: Whole lot of '15 sheet metal. Fenders, doors, steering col. Gas tank, firewall, hood former, seat metal, etc. Also 6 21" T wire wheels \$150. Ben McConnell (Portland) 503-656-8648

FOR SALE: T's and parts: 26-7 coupe \$2,500; 26-7 roadster \$2500. pre-26 fenders and deck lid. Randy Forlines 1-971-237-4692 somewhere in Oregon

PRESIDENT'S ADDRESS, SEPTEMBER, 2004:

A short note to let you know that Frank & Barbara Baker's middle son, Don, passed away at age 39 a few days ago from a massive heart attack. His memorial service will be at 1:00 PM on Saturday, Aug. 14th at St. Joseph's Church in Kennewick.

Also, Mike Crabb's father, Ross, passed away this past week. His service will be in Tekoa, WA at the Indian Mission at 1:00 PM on Tuesday, Aug. 17th.

Our prayers and condolences go out to both families.

Gene



Cars have come a long ways since then. Now you've got cruise control, skid control SBS anti-lock braking, power-driven gismos all over inside and seats that warm your butt in several ways, and some that even massage your lumbar while you drive to the next meeting. But driving this '26 Ford Coupe was as much fun as the Honda S2000 Sports Car--just all together different. I would do it again in a heart beat, and probably better the next time around.

The experience awakened a new vision for this website: to take you through the whole gamut of the automotive experience, from the very old to the futuristic. Pretty ambitious, I know. But if I drive one or two a week, we'll get there eventually.

Meanwhile, have a safe drive. Come back again. This old car stood the test of time. I hope I do likewise. There's so much happening in automotive technology that I've just got to live to see it all. I think we're going to be flying these things one day. It's certainly fun to look back, to ponder the marvelous changes, the innovations and the push for invention. How is it that the human race has attached to itself such a lore and love for getting about? We've got vehicles for going just about everywhere; though I don't think I'm going to test drive a deep cell submarine and I'm not to sure I can ride a rover for you on Mars. Oooh! Now that's an idea!

Here's some interesting data published by Ford Motor Company in 1916 telling how the business has grown in 1916 and what it took to build 533,921 Ford cars:

Two carloads of sparkplugs each month
 225 tons of Steel.
 12,267,450 pounds of hair in the cushions.
 2,135,684 each of wheels and tires.
 2,669,605 lamps.
 4,435,200 feet of Vanadium steel shafting and axles.
 2,875,000 square feet of plate glass.
 10,000,000 (yep, ten million) pounds of brass in the radiators.
 7,000,000 pounds of steel in Ford magnetos.
 56,218 freight cars were need to handle material and product. A loaded 50 car freight train left the yards every three hours.
 We think the internet has grown unbelievably; from 1912 when Ford made 78,440 cars to 1916, when they made 533,291 is growth of nearly 700% in 4 years. Wow!

By 1916, Ford was producing as many cars as all 200 other manufacturers together.

In 1916: Woodrow Wilson was President. It was an Election year, and Woodrow, nominated to run again, Won a second term in office for the Democrats. Does Anyone remember who ran against him? Probably not. A guy named Chas. Evans Hughs. We were not yet in WW1 and were more concerned with Prohibition and impending was with the Spanish in Mexico. The aforementioned Model t was selling for \$360, down From \$850 just eight years before.

The Roaring 20's Test driving the 1926 Model T Ford Coupe

By Dwayne K. Parsons

It was a great year. Ford Motor Company went to standard "demountable" tires on all models. These were 21" air-filled tires that looked more like an large, heavy bicycle tire with wire spokes, but then the year was 1926. Wire spokes were announced in August of '25, replacing the wood spoke prototypes. By January, 1926, they were standard for most models.



*Ford had seven new models coming off the lines including this Coupe, of which he produced a total of 288,342! Uncle Sam was halfway through his Roaring Twenties and no one new the Great Depression was on the way. Ford Motor Company was a manufacturing pace-setter in the industrial world. Total number of automobiles for all Ford models that year, including foreign, was 1,655,107. The guy really put them out, didn't he? Probably reflecting Henry's conservative status as a millionaire, all Fords were painted black, in the beginning, even their fenders. But the influences of high society in the mid-20's brought demand for colors like this green for the Coupe and maroon for another model called the Tudor. The effect was noticeable. By late 1926, the Ford boys were offering several color choices. It was a great year...Calvin Coolidge was President and a man named Goddard launched the first liquid-fuel rocket. We had masking tape in America (1925) and the nation was politically devoted to isolationism where foreign involvement meant using without obligation (kind of like masking tape). British miners were on strike and Admiral Bill Moffett okayed the continued development of Navy-built dirigibles, those great helium-filled airships of yesteryear, following the controversial 1925 crash of the *Shannendoah* when it was ripped apart in a thunderstorm. It was just one year after completion of Felts Field's new terminal in Spokane Valley. A 1926 Model T Ford Coupe just like this may very well have been parked in the spot I chose for this photograph. Ford went to all-steel construction that year on his new cars with one exception: his classic Fordor Sedan which was still in part made of wood--one you see in gangster movies because it had four doors instead of two as in our Coupe of the drive. Did I really drive this thing? You bet! But before I tell you about it, let's look at some of the features I found on board. Incidentally, it belongs to Tom Carnegie, owner of the [Antique Auto Ranch](#) (2225 N. Dollar Road, Spokane, WA 99212). You'll be reading more about him, 'cause I like his yard. He's given me access into the beginnings of the automotive world. Sooner or later, I'll take you through the whole gamut of the automotive industry. this machine from its current place in time. We bounce pleasantly along at about 40 miles an hours (though it will*

Tom plans to take this very car on a tour around the United States next spring and intends on completing the journey in 60 days! The car has a certain comfortable bounce on its non-tapered, U-shaped front and rear shackle springs. I feel like I'm riding in one of the fun cars at Nat Park (a theme park no longer there) down by the Spokane River, like we did in the '50's as kids. I look in the tiny 4" X 7" beveled glass rearview mirror through the small rear window right behind me. The view is not wide and though the country was then, there was much less traffic.

Now for the drive: We're sitting behind a 4 cylinder Ford engine that will run on almost anything inflammable. "Kerosene, if you could ignite it," Tom said. He didn't have to use the hand crank in front because he has a starter installed--and so did Henry Ford, in most of his cars from that year and beyond. So we're up and running in no time. We take an old dirt road in the valley. I want to isolate Want to drive it?" he asked.

"Are you kidding?" I answered without hesitation.



Behind the wheel I had to adapt to his explanations on the proper use of the three pedals. They didn't serve the same function as those of modern-day cars. The left pedal was a clutch of sorts, but used more for gear ratio by where you held it with your foot: half-in for low gear; all the way out for high gear cruising. The middle pedal was rear and the right pedal was the brake. The throttle was on the steering column, a lever controlled by your right hand. So you can imagine my crude show of driving skills. The car was very forgiving, however. I asked Tom if I was in danger of tearing things up by my rough handling and he assured me I was not

.We crossed a railroad track and headed into a time lapse. I found an old road that distanced us from houses and telephone poles. For a moment or two, we escaped back into 1926.

Dew tew da drippy natyre of owr lately lovely wether, I kin say thet weeve bin havin' a less than stunning tern owt fer th' las' few toors. Th' skys' bin drippin' wursin' th' T's, an' thas a lot! A sartin Skidmore haz utterly loss hiz grip upon ol' Mommy Nature's good side.

Konsekwently, I ain't heerd much. Sum whinin' about stuk bands and big rocks. But their havin' a semineer about the former (See Page 11) an' mos' T's hav' th' clearance to withstan' the latter iff'n they don' lose one o those pesky petcocks.

One of owr own is now a celebrutee. Tee hee. I jus kudn't pass thet up. Ifin' his head will still fit thru doors, congratulate Tom C. on the exsulunt artukul an the wunnerful pikshures herein reprinted four all two see an reed. (See the center page and cover)

Unbeelevublee, itz alrede Fall! Weev got jus a few chances leff tew git owt an toor. Therz garbage tew bee gathered, th' drivin' skool tew hold, th' ekonume run tewreen Bluff, an then we'll be talkin' about electin' officers, jus' like all th' rest the politishuns.

Weev had gooduns this yeer, but then we allas dew. I'm thinking' thet nominashuns will be comin' rite up, so be thinking' what yew kin dew.

Th' treasurer will be aholdin' owt hiz han' for nex' years' dew's too, ifn' yew' wantta dew that an' avoid th' rush. Remember those dew's is twenty dollars foor 2005.

I'm bettin' Jim P. will hav' hiz new membership form awtin' for yew at this acomin' meetin'. He likes it whin yew fill them owt early evun iff'n they's no changes 'cause he gits a jump on hiz work on nex' yeers' roster. An' wunc agin' pleeze fill 'em owt— it makes hiz job much eezeer if he kin work frum a nice new pile.

Thas all th' newz thas fit two print. *I'm still awaitin' fer thet picture, Erik.*



Joyce Brandvold has received several new pictures to add to the club photo album. She gave some to Allen Henzen to put on our web site.

Charlie Almeda noted our club currently has 6 units of blood to its credit.

Old Business:

Mike Robison reported the ice cream wagon production is on hold.

New Business:

The Inland Northwest Car Club Scholarship Fund Auction Reunion will be November 6 th at Mukogawa Fort Wright. It begins at 5:00 p.m. with dinner (tickets \$30.00 each) at 6:00 p.m. No tickets to be sold at the door. For information call Susan Freund at 226-9911.

Jim Patterson has sold donated Vintage Ford's on Ebay for \$300.00 (proceeds will be going to the Ed Jepperson Scholarship Fund). He has more Vintage Ford's which have been donated and are available to purchase if you're interested. If no interest is shown Jim will place these on Ebay.

Progress:

Tom Carnegie's '26 Coupe is up and running. It's featured by a gentleman who test drives T's on www.northwestdriving.com if you're interested in checking this site out.

John Lynn's center door is coming right along.

Dave Thompson's T is driving wonderfully, though has no top on it yet.

Charlie Almeda has been working on the brakes on his touring. Things are on hold to build a garage so he can put the car in it.

Bob Brandvold's Layne Warford shifts like a million bucks.

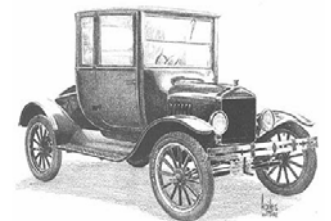
George Smith's pie wagon needed a new motor. Ben and Laura Miller worked on it at Antique Auto Ranch Tuesday nights and plan to have it at the Memorial Tour.

Jim Patterson announced he has a frame and rear end available to anyone interested.

The meeting was adjourned at 8:15 p.m.

Respectfully submitted,

Susie Carnegie – 2004 Secretary



SPEEDSTER ENDURANCE RUN LABOR DAY 2004

Great run! Perfect weather! Six Spokane T Club families [Joanne Jepperson, Candy and Lee Burgess, Sandy and Scott Glennie, Gale and Sue and Family Kicha, Arlene and Ray Beale, and Carol and Gene Kicha] and three Spokane A Club families [Tom and Brenda Clark, Mark and Kathi Ekerich, and Ted and Jackie Alkiers] were represented on the run. A total of 36 cars were signed up for the run. It was great to have Wayne Murray navigating for his brother Paul. The Hotel was next to 405 in Bellevue and was very nice with plenty of parking for T's and trailers.

The Saturday inspection was well done with a tour to the Air museum in the afternoon. We had a tour guide that was a retired fighter pilot with tons of information he shared with us. We had a route to the museum that kept us off the freeways with our own private parking at the museum. If you haven't been to the Museum, it is a must do activity.

Dinner on our own was followed by a NWVS club meeting led by our fearless leader, Bill Hills. The club changed the name of the Memorial Day Run to the Racine Murray Memorial Run in honor of Rae Anne.

Sunday morning we lined up in 11 th position and left on a great endurance run route that was really spectacular for its scenery and map reading challenges. Gale was my navigator and we decided to run as close to the speed limit as we could. We kept track of the time it took to correct route errors. We managed to come in to coffee break first, and to lunch first. I can't remember passing anyone so maybe the 10 first positions were lost more than we were. At the finish line we were a few minutes early and had missed a couple of questions on the checkpoint sheet.

We had a lovely banquet that evening followed by the announcement of the top ten Speedster Run winners.

- | | |
|---------------------------------------|--------------------------------------|
| 1st Rob Gilmore and Brian Hoover. | The rest of the East side finishers: |
| 2 nd Jake Koester and Genni Santiago. | 15 th Lee and Candy Burgess |
| 3 rd Steve and Peggy Weber | 16 th Sandy and Scott Glennie. |
| 4 th Gene and Gale Kicha | 18 th Mark and Kathi Eckerich |
| 5 th Mary McConnell and RJ Steed. | 32 nd Bob Heitstuman and Ray Beale |
| 6 th Scott and Anni Hills. | |
| 7 th Tom and Brenda Clark. | |
| 8 th Paul and Wayne Murray. | |
| 9 th Ted and Jackie Alkier. | |
| 10 th James and Hollis Ransom. | |

The coveted Vern Storey Memorial Trophy was awarded to Bill Hills in recognition of his contributions to the sport.

The 2005 Labor Day Run will be on the in the Spokane area.

Gene

Krispy Kreme Karavan to Greenbluff Sunday, Oct. 3



Brought to you by the Misfires, Cruzin' Corvettes, and the Inland Empire Model T Ford Club.



Meet at Krispy Kreme at Valley Mall

Be ready to leave at 11 A.M. sharp

Features: A Karavan to Greenbluff, led by the Cruzin' Corvettes, a static display of fire engines for the kids to climb on, and the ever-popular Model T driving school, where you can actually drive a Model T Ford.



Greenbluff features live music, pumpkin patches, corn maze, lots of fresh produce and tons of edible goodies, arts and crafts, etc.

All cars welcome!

Info: 483-3633 or 532-1595