

President's Ramblings



"Before everything else, getting ready is the secret of success."

Henry Ford

As I type this, there is snow on the ground, BUT, there is promises of better temperatures ahead.

I trust everyone is getting ready for a successful 'T' season. A number of you have met and re assembled Rod Miller's engine for his Big Valley Tool Museum T. Thank you to Harry Lillo and Peter Anderson for organizing this. Bouquets to those who were able to assist with this project. I understand it has been a learning curve, for many, as well. Thanks to Chris and Chris for allowing us to view

your collections and memorabilia on April 22nd. As the weather improves our next gatherings will be:

- May 24th Annual Tailgate Swap Meet and Tool Collection for KMS Tools prior to our club meeting
- May 27th Lawrence Gould has invited us to the Innisfail Historical Village 150 Celebration
- May 28th Annual Spring "Check-up" at Braeside Automotive (Ted Zylstra's)

See you at WOODRIDGE FORD for this month's club meeting.

Drive safe and often!

From the Editor



It has been a fun Model T month. I am restoring a number of rear ends. A couple of Ruckstell axles: one small drum and one large drum. The 1913-14 axle housing in the photo will end up as part of a completely restored rear end that I intend to sell at the Red Deer Swap Meet (May 5-6). By the end of April I also plan to complete a large drum rear end and a narrowed small drum, high ratio, axle to be used on my 5 window pickup.

I missed out on the Rod Miller engine rebuild. It would have been a good opportunity to learn from some of the more accomplished builders in the club.

A group of club members also got together at Larry Kynoch's garage to try out the jig Les Schubert made to check to see if axle housings are bent. We checked 13 halves and found only one that was perceptibly out of line.

On April 20th, Art Bent, Tom van Dijk and I took a 13 ½ hr marathon drive to check out the tour routes for our "Late-summer Tour" which will hub out of Glenwood, AB either the last week in August or first week in September.

Check out the blog on the website for updates from the tour committee. There is a new link on the top menu bar of the site: <http://www.foothills-t.club/tours/>. Check this link often for updates on this year's tours.



Minutes of the Foothills Model T Ford Club Meeting March 22, 2017 Aerospace Museum / The Hangar

President Ross Benedict called the meeting to order at 7:38 pm. 28 members attended. Ross welcomed members Art Burgess and Darren Lloyd to the meeting.

Minutes –The minutes were posted on the website so Kristen moved the minutes of the February meeting be adopted, as circulated, seconded by Robb Wolff. Carried.

Treasurer's Report – Larry presented the finances for February and moved finance statements be adopted, seconded by Lawrence Gould. Carried.

Membership –Eileen reported that we now have 76 paid members for 2017, and we had total of 93 for last year. She has heard back from some members and expects to receive two more in the next week or so. Eileen report that she is working with Kristen to get the roster updates completed. Eileen and Art are taking orders for name tags. Members that have not renewed are Wayne Anderson, Mike and JoAnn Cuffe, Larry Dansereau, Colin and Rebecca Frostad, John Jorgensen, Trevor Landage, Rob Manderson, Rob Pedersen, Wallace and Deb Ryrie, Dennis Swift and Ted Zylstra. Troy Dillabough and Gerry and Sally Stotts have said they will renew. Kristen and Eileen have removed from the roster George Howton and Bob and Colleen Long.

Eileen has booked the Chapelhow Legion for the Christmas Party, on November 25th, 2017

Newsletter – Robb reported that the new Adobe Software cost more than the \$175.00. The cost was \$261.00. Robb moved that the club reimburse him for the difference of \$86.00. Lawrence Gould seconded. Carried.

Tools – Glen McDonald informed everyone all tools are accounted for.

Librarian's Report – no report. Eileen did return the books that Art had borrowed to read while convalescing

Correspondence – 2017 Northwest Cruise Calendar

MTFCA Report – Keith reported that the MTFCA Annual Meeting will be held March 31 – April 1st in Billings, Montana. Keith also said that Jay Leno will be in Calgary in May and members are working to see if he will attend our meeting. Robb has sent him a personal invite to attend our meeting, tour to Heritage Park and the Reynolds Museums.

Tours –

- March 11 Big Valley tour to Rod Miller's and the museums. Al Riise reported that a great day was had by all. There is much to see at the two museums and at Rod's garage. They also enjoyed lunch. Peter mentioned that Rod has a '24 TT truck that he has been trying to get back together to run in the parade and to display at the museum. His health has been preventing him from working on it. There was discussion on whether to the rebuild would be for benefit of one or for the museum. Peter and Harry will discuss further and bring back to the next meeting. Is there interest in working on a project of this nature. Show of hands 6 – 8 are interested.
- April 22 2 Garage Tours and lunch near Bragg Creek
- April 26 Regular Meeting at Woodridge Ford
- May 24th Annual Tailgate swap meet and tool collection for KMS Tools
- May 27 Lawrence invited club to the Innisfail Historical Village 150 Celebration
Pancake breakfast, show shine, tour, stop at senior's centres
- Spring "Check up" - May 28th at Braeside Automotive (Ted Zylstra)
- President's Tour / Show and Shine Turner Valley June 3rd, 11 – 4 Tom is coordinating
- June 17 High River Museum Fair Days
- July 1 Heritage Park parade and Show & Shine
- July 1st Hussar 150 Celebration if anyone would like to attend
- July – poker rally in Chestermere a possibility.
- July 14 Collector Car Day
- August 26th joint event with Model A Club at Water Valley – rent Beaupre Hall
- September Fall Color and National Park Tour - Waterton Robb, Art B., Rod and Tom are working on this.

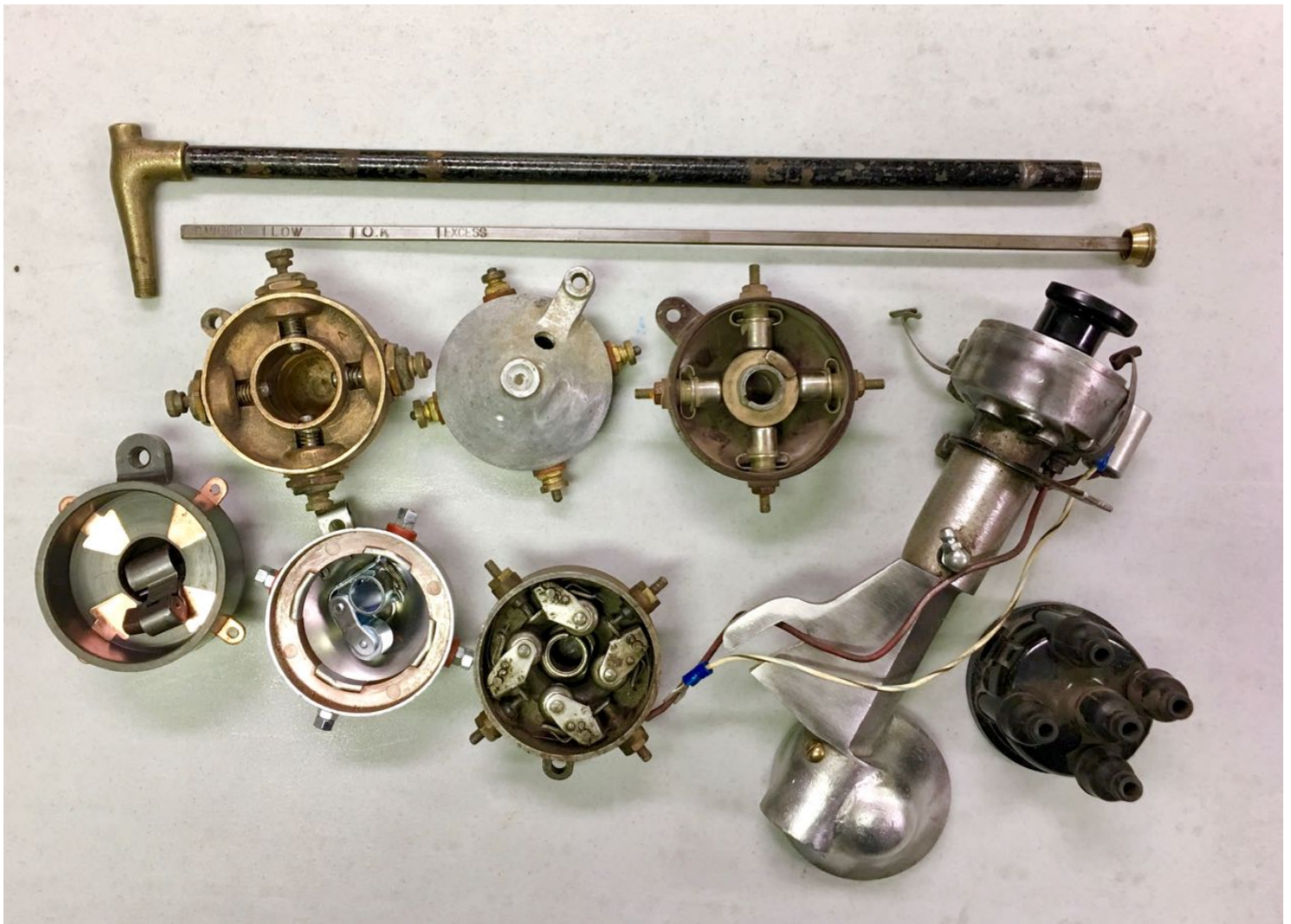
New Business – Les suggested that we gather all Restoration Videos and get them converted to DVD and place them in the library. Ross suggested that if anyone have any they let him know and we will try to get a complete collection for the club.

Larry mentioned that we are virtually out of club crests and if there was interest. We would need to know how many to order and what costs would be. We could also approach Karen at Crossfield. Larry also reported that princess Auto had a good welder stand and that he had found a good bright flashlight at Dollarama. Robb said that Tim is looking for early transmission brake drums.

Rob Rigby won the 50-50 draw, which he donated back to the club.

Thanks to Larry for picking up the donuts and cookies.

Tech talk: Murray gave a lively and entertaining talk on timers and distributors.



Rod Miller Engine Restoration

At our March Foothills Model T Club meeting Peter Anderson asked if there would be interest in finishing a Model T engine for the Big Valley Tool Museum.

Rod Miller had started to rebuild an engine for a 1924 TT Museum truck over 20 years ago and other projects like the development of the Museum had gotten in the way and the uncompleted engine has sat there since the 1990's. Rod's health has been on the decline and he is confined to movement in a motorized wheel chair these days. The Club decided to take on the project after a number of people committed to work on it. When asked if he would like our Club to complete the engine work Rod quickly accepted. The parts were moved to Harry Lillo's shop in early April.

The machine work and initial assembly appeared to have been done by a shop in the Edmonton area. After checking tolerances it was found to be well done. The years caused the tappets to hang up but this was discovered and taken care of. The engine pan was badly twisted but straightened on the Club's jig. The rusty hogs head was sandblasted and rebuilt. There were four technical sessions to rebuild the transmission and complete the engine assembly.

There were up to 12 people working on the project on some days. Everything went as smoothly as a

Model T engine assembly normally goes. The many hands made things go fairly quickly. A number of newer members were able to come out and learn a few things from the old crowd; but everyone took away some new ideas and learned some new tricks. For instance, the height of the magnets on the



flywheel were very consistent so we didn't want to remove them for recharging. A coil ring was placed directly on the magnets and they were charged with 36 DC volt flashes from three batteries. When checked on the hand cranked coil tester prior charging there was inadequate power to fire a coil or spark plug. After charging the output was normal so the truck should be able to run on magneto now.

The completed engine/transmission assembly was dropped off at the Big Valley Tool Museum April 15th.

We now feel that we would like to remove the old truck engine and replace it with this rebuilt unit. It would be nice to do so before the Big Valley parade on Canada's 150 birthday this July 1st. We may do so one of these Saturday's at Cliff Proctor's shop. More to follow on that once arrangements are made. It would be nice to have 5 or 6 people work on the phase of the project.

Restoring Model T Rear End

Bearing Sleeves

Sleeves come in left/right pairs



LANG'S TECH TIP! To determine the right from the left sleeve - hold the sleeve so you are looking at the V-slot and the slot points down. If the hole is on the right it is the right sleeve - if the hole is on the left it is the left sleeve.

Note from the vertical sleeve that the hole is not always close to the V-slot.

The left sleeve goes in the left (wheel) side of the left axle housing and the left (differential) side of the right axle housing, and so forth.

The Hyatt bearings wear a groove in the outer, top edge, of the outer sleeves and the bottom differential edge of the inner sleeves. The groove can be obvious, what isn't obvious is that the outer sleeve becomes thin on the top and the inner sleeve become thin on the bottom.

When removing the sleeves turn the tool toward the shortest distance to the V-slot in the sleeve. This causes the sleeve to contract. Turning it toward the long distance to the V-slot causes the sleeve to expand.

When installing sleeves note that the bump on the outside of the sleeve fits into a hole in the axle tube. If it doesn't index with the hole the bearing won't drop into place. Forcing the bearing into an improperly installed sleeve will end poorly.

The V-slot in the sleeve points in the direction of axle rotation when the T is moving forward.

There are three point of wear.

- The axle wears under size
- The sleeve wears oversize
- The bearing rollers wear under size

Another cause of wear is a bent axle housing. Les Schubert created a system for determining if an axle housing is bent. Recently a group of club members met at Larry Kynoch's garage to test it out. Only one of the housings we tested showed a significant alignment problem. This was

straightened by repeatedly heating the tube on the convex or outer side of the bend until it is orange then quenching with water. Les is further refining the process.



Garage Tour (April 22)

A group of club members gathered at the home of Rose and Chris Brancaccio for coffee and donuts and a tour of their car collection.



Earnie Taube, Stan Evenson and Harry Lillo watch as Chris Brancaccio cranks Rose's 1911 Sears Motor Buggy.



Al Riise, Trevor Landage, Keith Robionson, Rod Wallace, Bob Hauswirth and Tom van Dijk enjoy coffee in Brancaccio's storage shop.



Les Schubert demonstrating his rear axle jig.



New Model T rods and shell bearing to go with the Scat crank Chris is installing in his new T engine project.

From Brancaccio's we drove to Chris and Janet Carroll's new shop where we toured their amazing collection hidden away in the forest.



Executive

President	Ross Benedict	286-4699
Past President	Robb Wolff	239-9764
Vice President	Art Bent	519-9329
Secretary	Kristen Anderson	787-3932
Membership	Eileen Jewell	282-3753
Treasurer	Larry Kynoch	701-8709
Club Tool Curator	Glen McDonald	242-7828
MTFCA Rep	Keith Robinson	242-9260
Editor/Web Publisher	Robb Wolff	540-2093
Librarian / Historian	Jonathan Watson	948-9438
Director	Jackie Bent	
Director	Tom Cerkenvenac	
Director	Bob Hauswirth	

All numbers are 403 area code

Please send all material for publishing in "T Footnotes" to Robb Wolff 347 Hawkwood Blvd NW, Calgary, AB T3G 3G8 or Email rw@chb.ca

Events

May 5-6	Red Deer Swap Meet
Apr 26	Club Meeting – Woodridge Ford
May 24	Club Meeting and Swap Meet
May 27	Innisfail Show and Shine
May 28	Safety Check at Braeside Auto
June 3	President's Tour
June 10-11	History Road, Wetaskiwin
July 16-21	National Tour, Whitefish MT
Aug or Sep	Summer Tour (near Waterton)

Birthdays

APRIL	1	EVELYN CAMPEAU
	2	HANNA GORSKI
	5	JACK WATT
	6	JOHN STEELE
	7	VALERIE DAWSON
	9	KEN TODD
	16	JUDY KOBER
	17	CHRIS BAMFORD
		ANN MCDONALD
		GWEN SIMROSE
	24	MARY MAJURY
		LEIGH SCHUBERT
	27	SHARON WALLACE
	28	SUJUNG KIM
	29	JANET CARROLL
	30	ROSALIE LILLO

Classifieds

Please note: All Advertisements from club members will be published in three consecutive issues, free of charge. Non-member advertisements relating to the Model T will also be published free of charge as space permits. Send info to the editor: 403-540-2093, or email rw@chb.ca

For Sale

New in the box complete BB Rajo overhead valve cylinder head.

Contact Les Schubert (403) 931-2628

Rear Axle Housings – large and small drum, with or without differential.

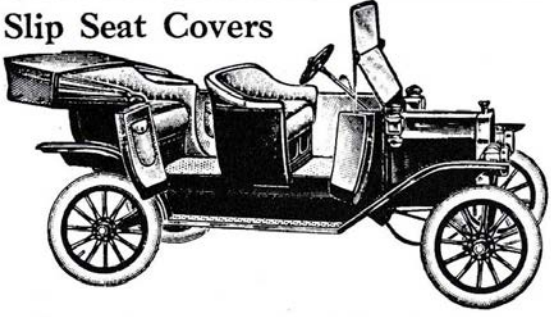
Contact Robb Wolff (403) 540-2093

Wanted

Model T wrist pin bushings.

Contact Peter Anderson (403) 934-7427

Slip Seat Covers



By fitting your Ford car with a set of Slip Covers, you preserve the cushions, and add to the appearance of your car. Are neatly made of a very high-grade double texture, olive color Mackintosh cloth. Water-proof, bound and stitched. All seams reinforced with heavy fabric leather. Arm rests are of patent leather, which greatly adds to their appearance and wear. Are cool in Summer and warm in Winter. When soiled can be washed with soap and water. Outfit consists of a set of covers for seats, backs, arm-rests, and doors. Dust Hoods are made of same material as seat covers.

Either set can be easily and quickly fitted, as we furnish complete instructions, together with all necessary snap buttons and screw heads. Furnished only for 1913-14-15 models. Samples of material sent on request. State model desired.

Number	Price	Model	Year	Weight
61R5178	\$8.20	Touring-Regular Dash	1915	12 pounds
61R5179	8.20	Touring-Cowl Dash	1915	12 pounds
61R5180	8.20	Touring	1914	12 pounds
61R5181	8.20	Touring	1913	12 pounds
61R5182	4.30	Roadster	1915	6 pounds
61R5183	4.30	Roadster	1914	6 pounds
61R5184	4.30	Roadster	1913	6 pounds
61R5185	2.15	Touring Top Dust Hood	1914-15	3 pounds
61R5186	2.15	Touring Top Dust Hood	1913	3 pounds
61R5187	2.15	Roadster Top Dust Hood	1914-15	3 pounds
61R5188	2.15	Roadster Top Dust Hood	1913	3 pounds

Note—For a lower priced Top Dust Hood, see 61R5464 or 61R5465 on this page.

Slip seat covers for comfort and durability on 1913-1915 Model Ts.