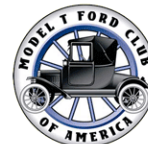




T Footnotes



A Publication of the Foothills Model T Ford Club
Calgary, Alberta, Canada

Volume 38 Edition 3

March 2013

President's Message

Things are rolling along quickly this year. I would like to thank Chris and all the others who worked on the WORLD OF WHEELS in February. Apparently the Ts and As made a clean up in the ribbon department. The swap meet in Lethbridge also made a clean up as a number of our club members were in attendance. Get your T ready as things are getting lined up for a busy season, Reynolds Museum, Okotoks Ford Parade, a wedding, safety inspection, Montana 500 and Vulcan 100th anniversary parade.

Ken



At Okotoks Ford in 2006, Al, Jonathan, Barb, Ken



From the Editor

We are getting ready to attend the MTFCA winter meeting in Dallas, TX this week. We leave on Thursday and it starts on Friday. We are taking a few extra days to tour around the Dallas- Ft. Worth area. I am working on two T projects, one is almost finished, the engine in the 15 Coupelet has been put back together, just working on the misc. bits now. The other engine project in the 26 Touring, which is receiving a Scat crank, is going slower but work is progressing, albeit slowly.

Chris



Boring the mains to prepare for the Scat crank
(more on this project in a future issue)

T Footnotes is published 9 times a year by the Foothills Model T Ford Club, Calgary Alberta - Chapter of the Model T Ford Club of America. This newsletter is dedicated to the preservation, restoration, and enjoyment of Model T Fords by all Flivver enthusiasts. Opinions expressed in "T Footnotes" are those of the authors and are not necessarily those of the Foothills Model T Ford Club. Articles may be reprinted provided credit is given. All information is provided for your enjoyment and education only. No one associated with the T Footnotes can be held responsible for errors, omissions, or misinterpreted information even though all efforts will be made to ensure correctness of the articles.

Minutes of the Foothills Model T Ford Club Meeting

February 27th, 2013, Aerospace Museum

President Ken Canning called meeting to order at 7.40pm. There were 46 members in attendance. Guest, Fred Nash, Mayor of Rocky Mountain House. Rocky Mountain House and area are one of proposed venues for the 2015 National Tour that the FMTFC is hosting. Mayor Nash did a great presentation on Rocky Mountain House and what it has to offer.

Minutes: Robb Wolff – Robb read the minutes of the October Meeting and requested they be adopted as presented. Keith Robinson seconded. Carried. Kristen thanked Robb for acting as secretary for the January Meeting.

Treasurers Report: Ross Benedict – Ross moved that the January treasurer report be adopted as presented. Seconded by Lawrence Gould. Carried.

Correspondence:

- SVAA – news release - No threat to right hand drive antique vehicles in Alberta. no correspondence.
- SVAA – Alberta Rides Newsletter / Magazine
- SVAA – Certificate of Insurance
- Letter from MTFCA – re National Tour in 2015
- Ford Piquette Avenue Plant News
- Ken reported on the SVAA Meeting Feb 9 – Safety inspections important to record pass, fails, most common problems. Report on ethanol in fuel – may affect fuel lines. Would like submissions for the newsletters. There was a presentation on Collector Automobile Motor Oil Ltd.

Membership: Eileen Jewell – Eileen reported that we have 79 paid memberships for 2013 and there are 25 left to renew. If all renew we will have 103 memberships for the year. 52 members belong to the MTFCA. Eileen requested that any new members to the MTFCA provide her with their membership number. Eileen has been busy phoning members that have not renewed. Two members have recently passed away – Robert Wocknitz & Don Fifield. Here is the membership information for the past five years.

- 2008 – 97 memberships
- 2009 – 101 memberships
- 2010 - 94 memberships
- 2011 - 93 memberships
- 2012 – 102 memberships

This is significant growth as in 1999 we only had 71 memberships. Eileen and Chris are working to update the roster.

Editor's Report: Chris Brancaccio – January newsletter is complete and working on February. Chris also reported on the World of Wheels. There were 4 T's and 3 A's. All cars received awards. Thanks to Chris and Keith for all the hard work. There were many that stopped at the booth even though WW is a muscle / street car show.

Motion by Keith Robinson that the club reimburse club members for parking and admission to the event for all the volunteers. Seconded by Peter Anderson. Carried. Al Riise reported that the Model A Club had brochures – takeaways with membership information. Model T club had back issues of newsletters available.

Dave Basaraba donated the stanchions to the club. Chris to provide information so that we can send a thank you.

Tool Curators Report: Glen McDonald – All tools are accounted for.

Tour Director's Report:

We have no formal tour committee at this time. Harry reported on the following

- ❖ History Road – June 8 – 9 at Reynolds Alberta Museum – take our T's and the Barnyard Cruisers, if we let them know we are coming they will group us together. We may have the option of providing a demonstration with the barnyard cruisers. Camping is available across the road from the museum.
- ❖ Summer camping tour will leave from Vegreville & travel to Cold Lake and back – seven day tour. Motel / hotel accommodations will be available every night. Activities will center around the campgrounds rather than the hotels. It will be a progressive tour so that you can join along the way if you wish to do so. Longest driving day will be 171 km. Stops may include Leduc West, Elkpoint, Oil & Gas facilities.
- ❖ President's tour – usually first weekend in June. That is Jonathan and Veronica's Wedding weekend, so looking to do safety inspection on May 24th and then tour on the Sunday after the wedding – June 2nd. More details to follow. Ted Zylstra agreed that he would be willing to host the annual inspection. He also offered his shop for one of our Club meetings
- ❖ Other summer events – Olds Auction, Montana 500, Vulcan 100th Anniversary, Circle Tour, Pioneer Acres
- ❖ Tour committee needs volunteers. Some would like this to be a rotating committee – so that volunteers are not brand new to the committee every season as it can seem like a daunting task.

Librarian's Report: Jonathan Watson –November / December issue of Vintage Ford has been received.

New Business:

- Howard Majury has recently been ill. Eileen will send a get well card.
- There was an email (Jay Leno) re: spray chroming process. The Rod Shop in Calgary also does the process. Ross can arrange a tour if members are interested. Process takes about 72 hours. Durability is the same as paint, though once sealer coat is broken chrome will begin to deteriorate.
- Lawrence reported that Barb Burgess's son has purchased all of Emile's estate and they will be holding an auction sale to sell the surplus parts and cars. They may require club members' assistance with this.
- Discussion was held regarding venues for the 2015 National Tour. At the committee meeting in January four locations were chosen. Committee members will research each of the areas. Motion Les Schubert moves that all club members be involved in choice of location for the 2015 national T tour. That we hold a secret ballot and have a preferential vote of choices 1 thru 4. The vote will be held at the April or May Meeting. Seconded by Glen. After lengthy discussion a vote was taken on this motion. 18 members voted for the motion, while 8 were against. The motion is carried / passed

Old Business:

- Art Jewell will order name tags for anyone if interested. They are \$4.00 each.

Show and Tell

- Jonathan has 2 gas tanks available if anyone interested
- Peter purchased a 6 volt floodlight from Princess Auto

Thanks to Ross and Robb for donuts.

The winners of the 50/50 draw were George Howton, Lorne Matthews, and Cliff Proctor. Thank-you to Mayor Nash for donating a shirt and bag for the draw.

Adjourned at 9:30 pm.



Circle Tour 2013 38TH annual

HOSTED BY HOWARD LENGERT AND FRIENDS

REGISTRAR: LAWRENCE GOULD

AT LEDUC WEST ANTIQUE SOCIETY GROUNDS

5 KM WEST OF LEDUC AB. ON HY WAY 39
TURN NORTH ONTO COHNE DALE ROAD 1
KM NORTH TO ENTRANCE

August 2, 3, 4 & 5. 2013

Join the tours, fun, and socializing for the whole weekend bring your car, lawn chairs & a smile and be prepared for a good time

Friday Aug. 2nd check in 3:00PM – 8:00PM at the Hooper Building, Stick around socialize and meet the other tour people

Saturday morning Aug 3rd Breakfast provided 7:30AM – 9:00AM Tour starts at 9:15AM bring your own bagged lunch . Pot Luck Supper at 5:30PM bring a dish for supper and bring your own cutlery and plates. There will be entertainment to follow. The Theme this year will be Crazy Hats & Big Band sound. Don't forget your Hat

Sunday morning Aug.4th Breakfast provided 7:30AM – 9:00AM tour will start at 9:15AM bring your own bagged lunch. Evening catered supper at 5:30PM bring your own cutlery and plates. Valve Cover Races & presentations to Follow Supper and a Social Gathering around the fire pit after the valve Cover Races Bring your Lawn Chairs.

Monday Morning Aug. 5th Breakfast provided 8:30AM - 10:00AM Farewells and Safe trip home until next year's Tour

On site Camping and parking will be available in a designated area. Gates will be locked at night for Security.

Hotel rooms will be available in Leduc at the: Best Western 780 986 2241, Travelodge 780 986 2264 & Day's Inn 780 986 7570

Hotel rooms are in Leduc approximately 3 miles east from Leduc West Grounds. Please book your rooms early to ensure accommodation.

Registration: Car & Driver \$50.00, Passengers \$50.00, Children under 14 \$25.00

Registrations must be mailed no later than July 20, 2013

No Refunds after July 27, 2013, Consideration will be given for health and family emergencies.

For more information phone Howard Lengert, H: 780 985 3384, E-Mail hlengert@airsurfer.ca

Mail Registrations To: Lawrence Gould 4404 – 56 Avenue Innisfail, Alberta T4G 1K9



Train station at Leduc West Antique Society



This month I find myself in a familiar situation where not enough members have stepped forward and given me articles to publish in the March Running Board. I have too much material for the short eight page version and not enough for the usual 12 pager. Your punishment is another article by yours truly about another of my own restoration efforts.

As you probably all know, I am in the process of restoring a 1929 Willys Overland Whippet sedan. This car has some family history that is probably is one of the reasons I am tackling this project. I probably already told you but at risk of boring you, my dear readers, I'll tell you again.

One of my brothers-in-law (I am blessed by many of these) and his neighbor friend dragged this car out of the bush when they were teenagers in the late sixties or early seventies. The two boys cut down the trees growing around it, lifted it on a wagon with a front end loader, and hauled it home, several miles away. It ended up belonging to the neighbor friend and over the years he worked on it off and on, and had it in his family's own small museum on his farmyard. Eventually it was relegated to a shed that collapsed on it one winter. This neighbour was tragically killed in a car accident and the Whippet again ended up in the bush. The farm was eventually sold to another brother-in-law (did I mention I have a lot of these?). I bought the car off him for a loonie and dragged it home last fall. Bringing it home on a trailer during the first snowfall of the season last year was kind of exciting.

Today's story is about the restoration of the steering wheel of this car. The original had suffered the ravages of many seasons exposed to the elements and was far beyond redemption. I probably could have found one in reasonable shape but loving a challenge, I decided to make a new rim from scratch.

Early steering wheels were usually made with a wooden rim fastened to a metal spider. These were sometimes made from six or eight sections finger-jointed together or they were made out of one or two steam-bent sections. This one was made with two laminated sections finger-jointed together. This presented a number of interesting woodworking challenges.

The first challenge was to make the two curved pieces. First I thought I would try to make them as bent laminations by which thin strips of wood are bent and glued around a form. This worked quite well except to me it did not look right since by looking closely you could see the layers. I also messed up the finger joints which I tried to cut by hand. I decide that this result didn't pass quality control.

I then decided to try steam bending. I had previously steam bent the top bows on my 1926 Chevy so I had some experience. However I had used an old plumber's lead melter as my heat source which of course had to be used outside. I had no wish to try this outside in January and inside it would be too dangerous, what with the danger of carbon monoxide, explosions and fire. I needed another steam source.



The original steering wheel

I purchased a garment steamer for under \$30, connected its hose to a length of galvanized heating duct and I had my steam box. I experimented with different kinds of wood. I had some apple wood which I thought would look neat. However this was a total failure since it did not bend at all - just went snap, snap, snap all the way. Next I tried black walnut. This worked a little better but again it cracked. I decided to go back to what I knew would work - red oak.



Bending the steamed wood around the form

To make the rim I needed four pieces of oak each 5/8" x 1 1/4" by 60". I steamed each piece about 80 minutes and bent them around my forms which I securely bolted to my work bench. I needed two forms, the outside piece needed to be a bit bigger than the inside. When they were done I laminated the inside and outside pieces together with urethane glue. You have to be really careful when you use this stuff since it's impossible to get off your hands.



Glueing on the glue blocks

When that was cured I cleaned them up and thickened them by running them through my thickness planer.

The next challenge was to finger-joint the two halves together to form the rim. The original finger-joints would have been cut on a big commercial shaper in the factory. I of course don't own such a machine. It is possible to buy finger-joint router bits but these are only half the size they need to be. That left me the choice of either doing it by hand or on the table saw.



Cutting the finger-joints on the table saw

I decided on the table saw which I had used successfully on my Chevy steering wheel. I needed a way to run the half rims through the saw safely and accurately. To that end I glue a piece of scrap wood between the ends of the half-rims. This also stabilized these pieces. Measuring the originals I determined that the fingers were cut at 4 ° so that is what I set my saw blade at. I used some scrap pieces of the same thickness to test each cut. A mistake at this point would mean starting all over or some dubious patching. I ran the pieces through alternately each way to make the fingers.

With the finger-joints cut, the two halves were glued together. Glue blocks were glued to the half-rims so that they could be clamped securely.



Clamping the two halves together

When the glue was dry, it was time to turn them on the outboard of my lathe to get the rim perfectly round. The glue blocks again served to attach them without drilling any screw holes in the rim. On the lathe, I turned the inside, the two faces, and partway through the outside. I need these so that the outside glue block would still be attached so I could fasten on the template for routing the finger holds.



Turning the rim on the lathe.

The next challenge was to make the finger holds on the inside of the rim. To do this I made a template out of 1/4 masonite to cut one fourth of the finger holds with my router with a flush trim bit.

When the finger hold were cut it was a simple task to make the rim round with a router and a 1/2" round over bit. After some sanding I finished the rim with stain and urethane. I had hoped my fancy finger-joints would be more visible on the finished product when I was done. Still I was happy with the way it turned out.

The metal spider only needed some cleaning up with 0000 steel wool. I attached the rim to the spider with the original screws.



The finished steering wheel

See my You Tube video on this project

<http://www.youtube.com/watch?v=8mgM9wBKyu8>

Article courtesy of Arend Stolte of the Edmonton Antique Car Club and their March Running Board newsletter.

Birthdays

March 1	Reg Kober
March 8	Shirley Hutchinson
March 10	Allan Millard
March 11	Mernelda Todd
March 12	Wayne Anderson
March 13	Joe Gendre & Thomas Will
March 14	Victor Patterson

March 18	John Sylvester
March 18	Adin Kloetzel
March 19	Sally Stotts
March 19	Rick Bonebright
March 23	George Howton
March 28	Ray Degen
March 31	Jackie Price
March 31	Len Dawson
March 31	Robert Ellis

Lethbridge Swap Meet

The Alberta Old Car New Year kicks off in February with the province's second-largest swap, the Early Bird Meet put on by the Southern Alberta Antique and Classic Auto Club at the Lethbridge Exhibition Grounds.

This meet has been a fixture since the early '70s — the first two years were antique-cars-and-parts-only and the club lost money each year. Starting in year three they invited the collectables and hot rod communities to join the fun and have been profitable ever since. Attendance in 2012 was 3,000 plus at \$2 a head and this year 220 vendors filled 390 stalls.

Jerry de Jong and I hauled down some of my high-quality junk in the old Dodge and sold most of it by the end of the day. The only other Edmonton-area old car guys spotted were Clem Lamoureux, Lorne Schmidt and Al Litke.



Much of the brass on offer was at this one table along with a nice Auburn radiator.



Clever use for an old gas pump — the vendor installed a computer screen where the dials had been and used his laptop to display photos of cars and trucks for sale.



This view shows about one quarter of the vendors. Cars were for sale in two other halls.



EACC member Jim Boomer's brother Bill, at left, hails from Regina and showed two V8 flathead shortblocks and an assortment of chrome accessories in his stall. Ted Horton and Jim have both purchased Bill-Blocks for their current projects, and Jim is now manufacturing a similar but even more compact low-rise stand that bolts to the exhaust manifold area.



Long time club members will recognize Murray Walkemeyer, formerly of Edmonton and now living in Calgary, at right. Murray had two stalls featuring a variety of Model T and A treasures, and when I lamented to Murray in the late afternoon about the stuff we didn't sell and had to pack home, he confessed that sometimes when he has junk that hasn't sold after five or six years of trying, he will sometimes quietly deposit it on someone else's table and let it be their problem for a while.



Antiques and collectables (y'know, the boring, clean, non-rusty stuff) and ladies were found throughout the meet.



Believe it or not, his guy claimed to have made a number of sales by mid-afternoon.

Story & pictures courtesy of Chris Bamford of the Edmonton Antique Car Club and their March Running Board newsletter.

Chris Bamford is also a member of our club.

2012 CHRISTMAS PARTY

T'was several nights before Christmas, actually December 1, when 40 Foothills Model T's gathered on a frosty evening, at the Banff Trail Community Hall, for our annual Christmas Party.

After lots of socializing, Robb Wolff gave the blessing, and guests sat down to enjoy a delicious turkey and ham dinner, with all the pot luck trimmings, and a great selection of desserts.

Shortly after dinner, Santa Claus crashed the party to hand out the gifts each person had thoughtfully placed under the tree. Santa added a few of his own special gifts to those members who apparently had ended up on his BAD LIST for their actions during the past year.

Our thanks to Barb and Ken Canning who cooked the turkey, Carole and Orest Kitzul who cooked the ham, and all the attendees who brought an incredible variety of vegetable and dessert dishes. Special thanks also to Ross Benedict who set up and provisioned the bar, Horace Bauer and Ron Rigby who came early and helped set up the hall, and to all the people who stayed after and helped clean up.

A fun time was had by all.

Art & Eileen

Ed. Note: If you're wondering why this is in the March issue, somehow in my system of editing the newsletters for publication I missed to put it in the January issue. Some of you may have noticed that the Down Memory Lane article was in both January and February.

For Sale – For Trade

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: phone 403-271-1238, or email Brancaccio@platinum.ca



For Sale: Tourabout body. It was made as an exact copy of the car the club restored for the Reynold's museum, a 1911 if I recall right. I had planned to build a T with this but then bought Oscar Simrose's 1910 McLaughlin tourabout so never did do the T as they were very similar. This is well made and pretty much ready to paint and upholster. I have about \$3500 invested in it and would be happy to sell it for that but will consider reasonable offers. Contact Leigh Schubert leighschu@shaw.ca phone 403-239-0351

For Sale: 1912 Model T Ford Engine block, head, trans, magneto coil field, rear springs, dash for a 26 coupe, rear axle, box of 18-20 T coils, 35/36 Ford rear axles, front & rear drums, trans, re-buildable v8 engine block. Kinda interested in genuine Ford porcelain parts sign. Ray Conradson 403-226-6327 Airdrie.

For Sale: 1926 TT Truck for sale on Kijiji \$27,000, looks nice but seems rather expensive, link below
<http://alberta.kijiji.ca/c-cars-vehicles-classic-cars-1926-Ford-Model-T-Pickup-Truck-W0QQAdIdZ463665766>

Spokane club link to for sale items

<http://www.spokanemodeltclub.com/for-sale.php>



The Foothills Model T Ford Club

MEMBERSHIP APPLICATION

If you have already renewed for this year, would you please pass this renewal form on to someone who also shares in our interest of the Model T Ford.



If you have not renewed please take time now to complete this renewal form and send it along with your dues of \$25.00 to our Membership Secretary:

**Eileen Jewell,
2728 - 18th Street N.W.,
Calgary, Alberta T2M 3T8**

Name

Spouse

Address

City.....Prov.....

Postal CodePhone #.....

MTFCA Memb. #.....Fax

E-mail.....

Your Birth Month & Day.....

Your Spouse's Name, Birth Month & Day.....

Year & Style of T's Owned

I do not object to having my name printed in the Club Directory: Signed:_____

Meetings, Tours and Workshops

March 27 – Regular meeting 7:30 pm, NOT at the regular place, at Ted Zylstra's shop

Braeside Automotive

11440 Braeside Drive, SW

Calgary

403-251-7300

T2W 3N4 (for those with GPS)

March 30 – Garage Tour organized by Ross Benedict, The Rod Shop

April 24 – Regular meeting 7:30 pm, Aerospace Museum

April 26, 27, 28 – Eureka, Montana, Rendezvous Days

The Model T Ford Club of America MEMBERSHIP APPLICATION

Yes! I want to become a member of the MTFCA and receive **THE VINTAGE FORD!**

Name

Address

City, Prov

Postal Code

ANNUAL DUES

Includes six issues of THE VINTAGE FORD regardless of the date of initial enrollment: \$45.00 (in U.S. funds) for outside the U.S.

Mail To: THE MODEL T FORD CLUB OF AMERICA
P.O. Box 126
Centerville, IN 47330-0126 USA
website: www.mtfca.com

Please forward MTFCA membership numbers to Eileen when received.

2013 Club Executive

President	Ken Canning	932-5522
Past President	Jonathan Watson	948-9438
Vice President	Robb Wolff	239-9764
Secretary	Kristen Anderson	787-3932
Membership Sec	Eileen Jewell	282-3753
Treasurer	Ross Benedict	286-4699
Club Tool Curator	Glen MacDonald	242-7828
Tour Committee	Vacant	

Directors	Peter Anderson	787-3932
	Keith Robinson	242-9260
MTFCA Director	Keith Robinson	242-9260
Editor/Web Publisher	Chris Brancaccio	271-1238
Librarian / Historian	Jonathan Watson	948-9438

All numbers are 403 area code

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