

President's Message

Recently we held a garage tour at the ROD SHOP in S.E. Calgary. They have a new process for painting anything, mostly smaller car parts. The item being "painted" must be very smooth like baby's lower quadrant area as a little pimple would show up. It is a water and paint process and ends up with a high gloss like a mirror. It was a fascinating day as were the coffee and donuts.

There are a few activities being planned for the summer, be sure to fill your calendar. Most importantly is our annual vehicle inspection at TED ZYLSTRA's garage. Ted has generously let us use his shop and is to be thanked.

Welcome back Chris and Keith and spouses from Texas annual meeting for MTFCA.

Ken



Rod Shop garage tour

From the Editor

Everybody should be busy getting ready for the touring season, although mother nature is not really cooperating with us. I still have the engine out of our 26 Touring, I have the engine put back together on the 15 Coupelet and am now working on a rear axle oil leak. The 09 Roadster has always been hard to start when it is cold. I couldn't start it after the world of wheels so I was determined to do something about it. There was a thread on the forum "1909 T Hard to start when cold". Perfect I thought so tried the tips, 2 or 3 ¼ cranks with the ignition off and turned on the power and it started on the 2nd crank! More testing to go to see if I can repeat.

Chris



On the Whitefish Tour

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

March 27th, 2013 Braeside Automotive

President Ken Canning called meeting to order at 7:35. There were 34 members in attendance. Guests were Litlit Sabandija friend of Bob Bowles and former member Randy Maidment.

Minutes: Kristen Anderson – Kristen read the minutes of the February Meeting and requested they be adopted as amended. Amended date of safety inspection should have read May 25th,. We did not view the DVD on CAM Oil as the player / computer was not working. Peter Anderson seconded. Carried.

Treasurers Report: Ross Benedict – Ross moved that the February treasurer report be adopted as presented Seconded by Jim Fraser. Carried.

Correspondence:

- Reynolds Alberta Museum and Heritage Park are hosting – Get acquainted with Museum quality restoration – registration form \$25.00 Saturday April 13 1 – 4pm.
- Jordan Cutbill – Smoke Signal Media filming 100th year celebration of EID looking for 6+ Model T's at least one a truck. Filming in Brooks area – they will pay for fuel.
- Tula Edwards looking for T's in August @ Spruce Meadows fundraiser – photographers with hearts
- SVAA Cruise Calendar
- Vulcan 100th Anniversary – August 1st
- List of cars / items that Bill Price has for sale. Bill reported that not many are left to sell.
- Letter from Inn from the Cold asking for donation
- Calgary Woodcreek Lions Club Car Rallye & BBQ – June 1st participation form.
- Robb Wolff spoke to the legal opinion from Tom Taylor regarding barnyard cruisers, and suggested a firewall between the club and the barnyard cruisers. While still in our club, the FHMTFC will not sanction or sponsor any barnyard cruiser events.

Ken once again asked members to step forward to be on the tour committee this year, there were still no volunteers.

Membership: Eileen Jewell – Eileen reported that we have 83 paid memberships for 2013 and there are 21 left to renew. Eileen has sent get well cards to Howard Majury and to Jerry Hoines. The 2013 roster has be completed. Eileen has assisted Chris with two newsletter mail-outs; November & January, February & March which included the new rosters. Eileen reported that rosters were also emailed. Many reported that they had not yet received them.

Editor's Report: Chris Brancaccio – Eileen had copies of newsletter to hand out for Chris.

Tool Curators Report: Glen McDonald – No report

Director's Report: - No report

Librarian's Report: Jonathan Watson –Donation by Bob Hayes of back issues of Vintage Ford. Jonathan will review for any issues club is missing and then we will distribute any extras.



Motion to rescind January motion moving the May club meeting from the Aerospace Museum to Braeside Automotive. Seconded by Peter Anderson. Carried. April 24th Regular Club Meeting will be held at the Aerospace Museum.

The next 2015 Tour Committee Meeting will be held at Braeside Automotive on April 17th @ 7:30 pm and will be chaired by Ross Benedict. At that meeting members will report on tour locations for the 2015 tour. The venues will be reviewed. Once all venues have been presented the committee will bring the results and recommendations back to regular club meeting in May. At that meeting a vote will be held by all members to choose a tour location.

Tour Director's Report:

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

- ☐ Rod Shop Tour will be held on March 30th from 12:00 – 3:00 pm. Address is #6, 2421 Centre Ave SE.
- ☐ President's tour – usually first weekend in June. That is Jonathan and Veronica's Wedding weekend, so safety inspection on Sunday May 26th 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.
- ☐ April 13th coil rebuilding workshop at Robb's – starting at 9:30 am bring new points and capcitors.

New Business:

- Lorne Matthews reported that the Ford Museum in High River will be hosting a Grand Opening on June 15th. Al Millard will be the contact for this event. There will be tractor pulls, show & shine perhaps, garden tractor races. They do not have a complete list of events to date.
- Any items of a commercial nature to be discussed at club meetings should be added to the agenda prior to a meeting.
- Dennis ran into Glen and Ann at the Chickasha swap meet. Best swap meet in North America for Model T parts. Stan Howe also reported a that this was a good swap meet to attend..
- Ted Zylstra is looking for 50's style signs for the walls of his shop.

Old Business:

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

Thanks to Ross and Robb for donuts.

Winner of the 50/50 draw Harold Frischke.

Club thanked Ted Zylstra for hosting our meeting.

Adjourned at 9:30 pm.



Rod Shop Garage Tour

The reason for the tour is the faux chrome plating process that is like a cross between powder coating and painting to simulate actual chrome plating. He didn't show us how to do the process. It is quite complex. He did show some of the results. It looks great and would be ideal for the chrome covered plastic trim in 60s and 70s cars.

First, the item to be chromed is prepped by sanding and filling in any pits with a suitable material (solder, Bondo, etc.). Next, a base paint is applied via spray gun, as if the item were being painted instead of chromed. When the base paint sets up, a thin metal layer is sprayed on the item, with no regard for runs, orange peel or paint flaws. When this surface cures (shortly after application), a clearcoat is applied to protect the "chromed" surface. The cool part? The clearcoat, which is water based, can be tinted any shade you'd like to enhance the appearance.

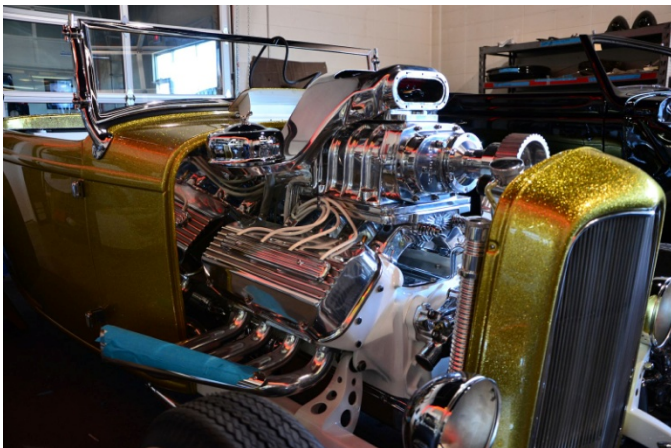
Thanks to Ross Benedict for setting up the tour.



Listening intently



Belly tank from a jet fighter made into a Bonnyville car that hit 161 mph last August running a 140 HP flathead four. This year they have increased the HP to 210 and hope to run 200 MPH.



This yellow metal flake roadster is called the Pineapple Express. They have put about 4,000 hour into it at \$99 an hour



Lots of projects on the go

Fire Extinguishers

I was prompted to put this in the newsletter by a thread I read on the forum. Only the key points are printed here.

<http://www.mtfca.com/discus/messages/331880/352249.html?1364842608>

We were on the winter tour in Daytona when my wife smelled a fire. Listen to the wife. A floorboard had fallen against the exhaust and flames literally came thru the floor mat. We pulled over and used the trusty extinguisher to put it out. Off we went!!! Bill Saitta

Here's the question -- what kind of fire extinguisher??

My suggestion, if you have room, is a 5 lb. metal head ABC dry chemical unit with a 3A:40B,C rating. These units have a hose which is important and lots of horsepower in a small container usually under \$50. You can buy a Amerex B402 - 5 lb. for \$35 with vehicle bracket.

In simple terms for US and Canada. Fire extinguishers are tested by UL and given a rating provided they pass a performance test by a skilled firefighter. Using this rating is a great way to decide which is the best unit to buy for your needs. The tests are very controlled and specific for each type of fire.

A Class A (Ordinary combustibles, anything that leaves an ASH) rating... the extinguisher must put out a fire in given size of wood cribbing. The bigger the pile the higher the rating.

Class B (Liquids, gases, grease, things that will Boil or have Black smoke) get a rating according their ability to extinguish a fire in a pan of a given square feet filled with heptane of a given depth.

Class C (Charged Electrical or Current flowing)

No number rating is given because the power must be turned off to put out the fire. This rating simply means the agent is Non-Conductive and safe for use on an electrical equipment fire.

There are other Classes of fire and extinguishers for kitchens and metals and special applications.

So picking a fire extinguisher is sort of like going to the race track. You want to finish the race and be in first place without hurting yourself. To do this you must have the most horsepower and know to operate it. It helps to start quickly too.

I always recommend in general to get a 5lb.unit of the ABC type which works for all types of fires. This is the smallest size that comes with a hose that is very important when fighting a fire because it can be directed into the hard to reach areas of fire easily. Also get the biggest one that you can fit in the area available which is readily accessible in an emergency.

You cannot believe how quickly a 2 1/2lb. extinguisher runs out of agent or propellant especially in the excitement of the moment!!!

It's also important to know HOW the extinguisher works to be successful.

Class A fires must be cooled or smothered. The dry chemicals when heated in a fire form a sort of "glue or seal" and smother it keeping out the oxygen. Water is much more effective.

Class B - the dry chemicals form a seal over the surface of the liquid and are very effective.

The Halons and CO2 and other "clean" agents are not well suited to the class A and many B fires. One reason is they are a gas and easily blow away. The CO2 must push away the oxygen or displace it to put the fire out, very hard to do.

Many service companies will not refill units that have the cheaper plastic heads. I always recommend one with a metal valve and handle which can be tested or recharged.

Periodically turn the dry chemical ones upside down for Several minutes. This will allow the VERY Fine powder to loosen and drift back to the top of the cylinder. The stuff is much finer than baby or talcum powder and gets packed down over time.

Word to the wise.... Even if you Can See in the type of fog you "cut with knife" when that extinguisher that is bouncing around in the trunk of your car or under the back seat accidentally goes off you'll be Driving Blind till you get the car stopped!

Most of all.... Be Careful!! EVERY fire will go out by itself if you do nothing!

Remember what's most important Life / injury or that which is burning on fire.

Portable Fire Extinguishers are remarkable tools and will put out amazing amounts of fire IF YOU ARE LUCKY...

Hope this wasn't too long and is informative to others that have little experience with fire.

During my career as a fire chief I've learned how unpredictable even live training fires can be but also how well extinguishers can work.



This is a 5 lb. extinguisher that I have.
Notice there is no hose.

Gene - Thank you! Very well written, very informative and certainly not too long! I too had some experience with fire prevention and fire extinguishers during my 34 years as a railroad police officer.

Selecting a mounting location

Only thing I might add to what you said is that in selecting a mounting location for a portable fire extinguisher in a vehicle, I personally feel that it is important to mount the extinguisher as far as possible from where you feel the most likely place is for a fire. (engine/fuel tank/gas line) In my depot hack, mine is mounted just inside the tailgate at the rear. In the case of a shop or building, mount the extinguisher right inside the door most likely to be used to exit the shop or building in case of fire. You don't want to cause someone to have to run into, or even towards the fire to obtain the fire extinguisher.



Gene is recommending this type, with a hose, as big as practical to carry, with metal valves

Reynolds Scrap Yard is Scraped

We have been going to Stan Reynolds' junk yard in Wetaskiwin for several years after Stan decided it was time to sell off some of his massive inventory. Many times when local car club members were there, Stan would be in his office.

Stan donated much of his collection to the Reynolds Alberta museum, the founding of which was his idea. After Stan passed away in 2012 the disposal and cleanup of the old junk yard went into high gear.

Some pictures that Robb Wolff took on one of his many trips to Wetaskiwin



Oil pans, over 60 that I could count



Lights of all types



The yard being cleaned up and put into crushed metal cubes



This was taken at Reynolds by Mark, a good advertisement for a tube holding air!

Babbitt Viewing Session, April 2013

Submitted by Ron Rigby

Until approximately the mid-point of the last century molten lead or a more durable lead-tin mix (babbitt) was utilized by a variety of Craftsmen and Handymen for a multitude of purposes. Whether independently melted in small cast iron containers with blowtorches or in larger volumes for commercial purposes lead was used for a variety of purposes inclusive of print shops to cast lead type, by telephone companies to close splice connection points in lead sheathed cables, and by automobile manufacturers and engine repair facilities to serve as engine bearing materials, - babbitt. Former SALT instructor and garage owner Howard Moore even remembers melting lead into homemade molds when as a teenager he decided to build himself a lathe. Time passes however and as technology has evolved one of the few remaining uses for a lead/tin mix lies in the pouring of babbitt as members of the collector car hobby re-pour the bearing babbitt used in the engines of their vehicles.

Each type of engine is of a different dimension as are their internal components inclusive of the various babbitted areas of the block, the connecting rods, and the rod and main bearing caps, which of course requires a facility that pours babbitt for a variety of engines to maintain a large variety of molds. In Calgary, APAC (the Alberta Pioneer Auto Club) had the foresight in 1971 to acquire a large number and variety of molds and as a fund raising venture its members have for years poured babbitt for a variety of car collectors, inclusive of course for members of our Foothills Model T Ford Club.

Every few years arrangements are made for members of the Club who have not been previously involved to observe a babbitt pouring session as was the case this April when Bruce Brander arranged to have Horace Bauer pour the babbitt Bruce required for his engine and Horace agreed to Ron Rigby arranging for a few Model T and A owners to view the process.



Removing the old babbitt, it has to be chiseled out of the block and it is melted out of the caps.



The ingots we use. I believe we get them from Vancouver, as it is the least expensive. They still use it quite a bit in marine engine applications. Remember economics 101 & supply and demand?



Inventory of different engine molds



Pouring a rod

Before pouring the the molds are heated so as not to cool too fast after the babbitt is poured. The babbitt is heated to somewhere in the 800-900 F range.

The rods, rod caps, and main caps are tinned before the babbitt is poured as they are smaller pieces and can be heated to the proper temperature.

The block cannot be heated high enough to tin so holes are drilled in the main saddles to mechanically retain the babbitt. It should also be peened after it cools.

This is from a posting on the MTFCA forum.

There is a great deal of Babbitt information to be found on the Internet. Here is a primer. Isaac Babbitt, inventor and manufacturer; invented a journal box (for enclosing train axles, ball bearings, and lubrication), U.S. Patent #1252, July 17, 1839. His suggestion of the bearing alloy was more important than the invention itself. Babbitt, in present-day usage is applied to a whole class of silver-white bearing metals, or white-metals. These alloys usually consist of relatively hard crystals embedded in a softer matrix, a structure important for machine bearings. They are composed primarily of tin, copper, and antimony, with traces of other metals added in some cases and lead substituted for tin in others.

Ford "Babbitt" wasn't Babbitt at all. It was what was called "heavy pressure metal" and the chemical composition differed from the originally Babbitt. The material used by Ford had a composition of 86% tin, 7% copper and 7% antimony. The alloy known as "genuine Babbitt" is composed of about 85% tin, 7% copper and 8% antimony.

A common "Government Genuine Babbitt" is composed of 89% tin, 7% antimony and 4% copper. This is the best Babbitt to nearly approximate the old "heavy pressure metal", and the stuff is NOT CHEAP. No doubt, there are many various in-between alloys loosely termed "Babbitt" metals. The element ratios used in "Babbitt" alloys impart different wearing characteristics with different ratios.

Temperature is more important to a good bearing than composition. Babbitt overheating, when melting and pouring will "burn" it and the result will be a brittle bearing.

Birthdays

April 2	Hanna Gorski
April 5	Jack Watt
April 6	John Steele
April 7	Valerie Dawson
April 9	Kenneth Todd
April 16	Judy Kober
April 17	Ann McDonald
April 17	Chris Bamford
April 17	Gwen Simrose
April 19	Lorne Matthews
April 21	Al Rogers
April 24	Mary Majury
April 24	Leigh Schubert
April 29	Janet Carroll
April 29	Avis Stafford
April 30	Rosalie Lillo

Meetings, Tours and Workshops

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

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

May 4 - Red Deer Swap Meet Saturday,.

May 22 – Regular meeting 7:30 pm, Aerospace Museum

May 25 – Innisfail, Vehicle Show and Pancake Breakfast

May 26 Sunday - annual inspection at Ted Zylstra's (Braeside Automotive) starting around 9 am

June 2 - President's Tour - Sunday, leaving from the Glenmore Inn

June 8 & 9 - History Road, Reynolds Museum

June 15 - High River Ag Museum opening celebration

June 15 - Olds College Car Auction – Saturday

June 16 – Aerospace Museum, 2nd annual Wings and Wheels event

June 17-19 - Montana 500, Ft Benton, MT

July 20 – 26 - Camping Tour

August 3 - Vulcan Parade - Saturday

Sep 4-8 - MTFCA's National Tour, the Hillbilly Tour 2013, Eureka Springs, Arkansas

Sep 21 - Fall Colours Tour - tentative date

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.

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:_____



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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