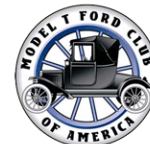




# T Footnotes



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

Volume 38 Edition 5

May 2013

## President's Message

Just a reminder, gather up your extra parts for our TAIL GATE FLEA MARKET on May 22<sup>nd</sup> in the air Museum parking lot just before our last club meeting for the summer. Also May 26th is our annual inspection at BRAESIDE AUTO starting at 9.30 am. All roadworthy Ts should be there, May 29th is the 2015 tour committee meeting at Cam Clark Ford and June is also very busy so keep your calendar up to date. The President's Tour is June 2nd. Congratulations to Veronica and Jonathan on their upcoming June 1st marriage. Have a good and busy summer and keep checking the website for any summer activities.

*Ken*



Tailgate swap meet prior to the May meeting





## From the Editor

Things have been slow in the editor's world, not enough time to do everything, not enough stories of interest to put in the newsletter. Several projects of my own are making progress, albeit, slow progress. We (Tim & I) finally have the Scat crank fitted to the block out of my 26 Touring, only assembly required now! It sure looks pretty sitting in the bottom of the block. I have also almost completed replacing the seals on the rear axle of the 15 Coupelet and hope to take it for a test drive in the next couple of weeks.

*Chris*



Model T coupelet on the right

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**

April 24th, 2013, Aerospace Museum

President Ken Canning called the meeting to order at 7:33 pm. 35 members were in attendance.

Minutes: Kristen Anderson – Kristen read the minutes of the March meeting and asked that they be adopted as read. Seconded by Peter Anderson. Carried.

Treasurers Report: Ross Benedict – Ross presented the financial report for March, and asked the report be accepted, as presented. Bill Price seconded. Carried.

### Correspondence:

- Aerospace Museum Show & Shine Father's Day – June 16th, 2013
- Innisfail & District Historical Village – Auto Show & Pancake Breakfast – May
- Circle Tour will be August long weekend
- Vulcan celebrating 100th Anniversary / Birthday celebration
- Calgary Woodcreek Lions Club
- Wearever Kevlar Transmission Band Linings – advertisement / with group participation.
- Children's Hospital – Tula Edwards looking for cars for photo ops at Spruce Meadows.

The Barnyard Cruiser issue was briefly mentioned, with President Canning suggesting that through the MTFCA and SVAA association, along with the individual owners insurances, we are sufficiently covered.

Membership: Eileen Jewell – No report

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

Librarian's Report: Jonathan Watson – No report

Editor's Report: Chris Brancaccio – No report

### 2015 Tour

Presentations were made by club members – outlining the possible locations to host the National Tour. The locations were the Stettler, Rocky Mountain House, High River and Cochrane. Each group discussed presented the pros and cons of each area. Club members were then given ballots to complete – ranking each area from 1 – 4, with 1 being the area they most favored. The ballots were collected and Barb Canning, Kristen Anderson, & Ross Benedict left to compile the results. The area selected was Cochrane, with Stettler & High River tying for second and Rocky Mountain House in third. Ross moved that the ballots be destroyed. Seconded by Sam Squire.



The next 2015 tour committee meeting will be held May 29th – 7:30 pm at Cam Clark Ford in Airdrie.

Tour Director's Report: No committee as yet

- Fall tour will be to Elbow Falls via Bragg Creek and will be a potluck again. This will possible be held the fourth weekend in September.
- May 22 Meeting we are going to have a tailgate swap meet before the regular meeting. Dennis has a few extra coil parts for sale.
- Harry reported on the camping tour – campgrounds have been booked. Need to book hotels in Vegreville and Elk Point. Tour will be July 20 – 25th.

New Business:

SVAA Meeting – Will be May 4th in Red Deer. Meeting will be at 12:30 in the Saddle Room.

The Spring Thaw is April 28th on the west side of mall as there is too much snow on the east side.

Harry requested that the information gathered for the 2015 tour be kept on file for use in planning future club tours.

50/50 Litlit

Meeting Adjourned at 9:00

Thanks to Robb for donuts.

Tech talk – Robb brought the coil tester to have a demo.





## 1924-1926 Ford Model T

Many changes were in store for the 1924-1926 Ford Model T, as the car evolved with the changing times and increased competition.



This 1925 Model T shows off the integral turtle-back deck and built-in trunk introduced in 1923

Mechanical changes were minor for 1924, although the use of lighter pistons tended to improve performance of the tried-and-true 176.7-cid four-cylinder engine somewhat.

Closed cars adopted more all-steel stampings for doors and body panels. Presumably the switch resulted in some manufacturing economy, though the difference -- if any -- was not reflected in the price of the car.

Modifications were negligible when the 1925 models were introduced, but during May, a roadster pickup was added to the line. Priced at \$281 in basic form or \$366 with electric starter and demountable rims, this double-duty vehicle was an immediate success.

Other late arrivals included 4.40 x 21 balloon tires and varnished natural wood spoke wheels.



The 1926 Ford Model T roadster had a longer deck and was available in paint colors other than black

The balloon tires, a \$25 option, replaced the standard 30 x 3.5 high-pressure skins. Because the softer tires made for heavier steering, the ratio on cars so equipped was advanced from 4:1 to 5:1. The varnished wheels were an alternative to the standard wooden-spoke wheels, which were painted black.

The 1926 line was billed, justifiably, as "The Improved Ford." Perhaps the title was inspired by Chevrolet's use of the term "Superior." In any event, fatter tires were only the first of many changes in store for buyers of that year's Model T.

With the exception of the Fordor, bodies were attractively redesigned. Fenders were new; running boards were lower and deeper. Chassis height was reduced by 1.5 inches. Nickel plated radiator shells were standard on all closed body types, optional at modest extra cost on open cars.

A hand-operated windshield wiper was standard equipment on all closed cars (and a 50-cent option on open models). But a hand-operated wiper is a nuisance at best and a menace at worst, so for a mere \$3.50, the 1926 Ford buyer could have his car equipped with a vacuum-powered wiper, on the driver's side only.

Seats in all models except the Fordor were lowered, and more deeply cushioned seats were fitted. The fuel tank -- again with the exception of the Fordor -- was moved from beneath the driver's seat to the cowl, greatly increasing the effectiveness of the gravity feed, and eliminating the need for the driver to disembark in order to have his tank filled.



A well-optioned 1926 Model T might include wire wheels, bumpers, and triangular side curtains.

The Tudor sedan and coupe were lower -- by as much as 4.5 inches -- and longer -- by 3.5 inches -- than before, and both were finished in deep Channel Green, instead of the previously ubiquitous black.

Fordor sedans were finished in rich Windsor Maroon. Closed cars were upholstered in gray fabric with respective fine green or red stripes to harmonize with the exterior colors.

Open models continued, for the time being, to be painted black. Bodies stood 4.5 inches lower than before. Front seats were three inches wider, while the rear seat of the touring was widened by a generous five inches. The rear deck of the runabout was stretched, increasing the length of that model by 7.75 inches.

The touring was elongated by 3.5 inches, a difference reflected in increased rear leg room. Most importantly, as far as the open cars were concerned, a driver's side front door was fitted, rendering it unnecessary for the driver to enter from the passenger's side, or swing his leg over what had previously been a "dummy" door.

Improvements to the 1926 Ford Model T, while welcome enough, added about a hundred pounds to the weight of the car, placing an additional burden on the already overworked, 20-bhp Ford engine. (A popular aftermarket item was the two speed Ruckstell axle, which provided the Model T with the flexibility of four forward speeds instead of two.)

Color choices were broadened at mid-year, with Gunmetal Blue and Phoenix Brown offered on the open models, and Royal Maroon, Fawn Gray, Highland Green, Moleskin, and Drake Green on the closed cars.



Style changes for the 1926 Model T included a new body

And by the beginning of calendar 1926, the familiar 30 x 3.5 high-pressure tires had been replaced by 4.40 x 21 balloons as standard issue, leading to the general use of the slower 5:1 steering ratio. For an extra \$25, the wood artillery wheels could be replaced at the factory with welded steel wires, adding a stylish touch to any Ford.

"Black wire wheels were apparently the standard color option, but after a time they could be ordered in green, straw, Casino red and English vermilion as well as dealer-installed options. Wire wheels were not standard equipment on any models until late 1926 and early 1927 when black wire wheels became standard on closed cars in some areas, at varying dates, and on various models, depending on the assembly plant."

But the most significant improvement to the 1926 Fords had to do with the brakes. Owners had complained for years about the Ford's service brake, a single drum located in the transmission and acting on the driveshaft. Not only was it inefficient, but the brake band tended to wear out long before it was necessary to open the planetary transmission and change either the low or reverse bands. (Many Model T drivers attempted to balance the wear among the three bands by occasionally using the reverse pedal to slow the car).

With the arrival of the 1926 models, in mid-1925, closed models came with demountable rims and electric starters as standard equipment, while the open cars continued to charge extra for that equipment. By January 1926, however, a special order was required of the handful of buyers who opted for the non-demountable skins and the hand crank. (Later in the year, this equipment was dropped all together.)

But for all of the advantages offered by Ford for 1926, and despite the fact that the Model T was still the industry's sales leader, Ford's share of the American automobile market was steadily shrinking. Even a substantial reduction in the prices of the closed models (as much as \$115 in the case of the Fordor sedan), which took effect June 6, 1926, failed to stimulate sales. Overall, between 1923 and 1926, U.S. annual production fell from 1,817,891 to 1,368,383, a drop of 24.7 percent.

Most of this article came from the September 2011 newsletter of Henry's Hoosiers Model T Club in Indiana.

Newsletter Editors: Ron and Rachel Hughes



## Rendezvous Days, April 25-26

The Eureka Rendezvous was blessed this year in that there was no snow, no freezing rain, some sunshine, a very few light showers, and relatively warm temperatures. Dean Hersey and his friend Susan and Dave Cooley who drove their T's from Boulder and Creston respectively both reported dry roads (a first??), along with strong headwinds all the way to Eureka.

Things have changed a bit in that the "Taste of Eureka" Friday supper with multiple food choices has been replaced with very good, but a bit expensive, pulled pork sandwiches, beer, and very loud music in a huge tent on the Fairgrounds. Since we Old Guys who want to visit have a hard time hearing over the racket, plans are underway for us Model T people to have a short Tour Friday evening perhaps to Kootenai Village for a quiet dinner at the Amish colony there – sounds great to your Secretary whose ears are still ringing!



Saturday saw us participating in the Parade at Noon with 1 Model N Ford (1907 – more information below), 19 Model T's (including 3 Barnyard Cruisers), 3 Model A's, a 1913 Studebaker 6 passenger 35 HP Touring Car and a Red 1930 Lincoln 7 Passenger Limousine. The 'Car Show' was moved this year from the Heritage Park to the Fairgrounds

– this caused some confusion getting everybody there as it was quite a bit more difficult getting out of the parade and into the Fairgrounds than into the Park, but it seemed to work out in the end.



At about 3:00 we T Folks drove out to the Trappers' Saloon for the Barnyard Cruiser "demonstrations". Those participating were President Rick Bonebright with the "Montana Special", Peter Anderson with the Massey Harris Special, and Keith Robinson with the John Deer Special. There were several heats, all ably announced by Vice President Mike Cuffe and flagged by Secretary Dave Cooley. Each contestant won a heat or two, and Peter Anderson won the Final Heat with all three contestants participating. As usual, it was a popular event. A number of attendees wandered off proclaiming plans to have a Cruiser for next year. After the demonstrations, Peter and Keith gave a number of rides to enthusiastic spectators.





Thirty eight of us Model T Folks then adjourned to Mike and Jo An Cuffe's residence for an excellent Spaghetti dinner, dessert, and music provided by Director Tom Carnegie (guitar), members Don Eckelberry (guitar), his yodeling wife Beverly, and accordion playing friend Mike Young. We had a special treat when Bagpipe

playing couple, new members Dick Bratton and Sandy Farrell, played a few tunes on the Cuffe's porch. Director Tom Carnegie heard them playing and borrowed Dick's Bagpipe and played a couple of tunes with Sandy as well. All this great food, companionship, and music made up for a really fun evening. Many thanks to Jo An and her cohorts for dinner and a great time! Because Model T's turn into pumpkins after dark, just about everyone had left by 8:30.



At about 10:00 AM Sunday morning most of us gathered at our usual spot on the Fairgrounds for our Tech Session and Annual Meeting. The first subject of the Tech Session was Rick Carnegie's most interesting and knowledgeable description of his 1907 Model N Ford Runabout. He pointed out to us the differences and similarities between the N and the T, and the differences won hands down. For starters, although it has three pedals on the floor, they have different functions and positions than those on the T. The N has right hand drive, and there is a long lever on the right hand side which controls whether you are in low or high gear. The parking brake is engaged by depressing the brake pedal and locking it in place with a latch on the floor. The N also has an oil pump and a water pump, and the crank comes through not under the radiator – you get the idea. The Models N, R, and S are basically the same car except that the R and S came with more features and accessories than the N.

As the rapt audience asked him questions it became obvious that Rick knew a great deal about the early Fords, the plants in which they were built, etc., etc. Many thanks, Rick, for an excellent talk!

We had a brief session on Steering Stabilizers, the general gist of which was that they do indeed stabilize the steering, but.... the best way to fix the problem of a chattering or wandering steering, however, is to fix the problem by making sure your axle is straight, your front wheel bearings are properly adjusted, your king pins are straight and snug, the kingpin holes in the axle are round and true, your front end has the proper caster, camber, and toe in, etc., etc. If all these things are correctly adjusted, your T will steer like a dream! For a temporary fix, the Stabilizer (basically a shock absorber) is installed between the tie rod and the axle. It will do a pretty good job in most cases – the temptation is to leave it there!

The next subject was the installation of Shock absorbers into the suspension system of the Model T. There were a few on site to examine and drivers and installers to comment on them. The general conclusion was that they do indeed help, mostly by reducing the hopping around, especially of the rear end, when going over a bump (e.g. railroad crossings, etc.). The rear ones have more effect than the front ones, but they all improve the ability of the T to stay on and grip the road. Front ones are installed by fabricating brackets to hold one end to the axle and the other to the car frame, and the rear ones use a “bracket” which clamps over the rear axle housing – made from a connecting rod from a “big block” Ford – and a fabricated bracket on the frame. Those who have installed shocks like them very much indeed. The shock absorber itself must fit between the brackets in such a way that it won’t “bottom out” and the damping needs to be stronger or weaker depending on its angle from the vertical - the greater the angle the

stronger the shock needs to be. Apparently Volkswagon shocks work pretty well. If you would prefer to trust someone else to do these things for you, the Carnegies in Spokane (Antique Auto Ranch, 509-535-1789) have installed a number of shocks in T’s as well as fixed innumerable steering irregularities.

Other subjects covered included revelation of the fact that the maker of the excellent electronic “E Timer” has ceased production. No one seemed to know for sure exactly why this has happened, but all those with experience with these timers regretted it very much and hoped for a resumption of production. After returning home your Secretary found that there is a website for the E Timer and the maker seems to be probing to find out if anyone would be interested in buying one if he resumes production. If you have any interest, please let them know at [mictel@comcast.net](mailto:mictel@comcast.net). Yours truly would like very much to get one for his 1920 Runabout which was restored without magnets in the magneto!

Abe Van Bommel brought his hand cranked Ford magneto powered coil tester and he had a small group of members testing coils. Lloyd Eckley brought the Club’s “Strobo-Spark tester, but I don’t know whether they got it out to use as well. A few members sang the praises of the new “KW” coils made by Bittner Engineering, saying they were much better than the new coils marked “Ford” available in the parts catalogs. I can agree completely with this as I have tried both and the Bittner “KW” coils are much better – and they fit in your coil box! The new “Ford” ones are too wide and jam against the contacts. The Bittner coils are made from all new parts, including the primary and secondary coil windings. Tom Carnegie at Antique Auto Ranch has the Bittner coils for sale if you want to give them a try.

Thanks to Dave Cooley for the article and Robb Wolff for the pictures.



## Birthdays

May 1	John Jorgensen
May 2	Donna Will
May 5	Al Riise
May 8	Gerry Stotts
May 10	Bob Callfas
May 14	Donna Cohen
May 15	Bob Long
May 16	May Bamber
May 17	Erhard Gorski
May 20	Ron Williams
May 21	Murray Walkemeyer
May 23	Roy Fulton
May 23	Barry Proctor
May 31	Rob Evenson

## Meetings, Tours and Workshops

**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 16** – Aerospace Museum, 2<sup>nd</sup> annual Wings and Wheels event

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

**June 23** - Olds College Car Auction – Sunday

**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](mailto:Brancaccio@platinum.ca)

**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>

**For Sale:** 1924 Model T Touring. New paint. Upholstery, 5 new tires (not mounted). \$12 000 obo Charie @ 778-355-6001 Vancouver

**For Sale:** 1925 Speedster. Originally built by Eric Wilburg of Red Deer. 1926-27 block, Model A crank and rods, full-pressure oiling, Model A manifolds and carb, wire wheels, Ruckstell axle, very nice all-steel body with rear storage, distributor, alternator, full instrumentation, fatman wheel, hydraulic brakes. Much recent work done, including new Egge pistons, rings, sleeves, babbitt, three new CNC transmission drums, transmission and cam bushings, crank and flywheel balancing, and truing up wheels. Runs smooth and strong, needs minor modification to oiling system, may want triple gear bushings replaced. Asking \$9,000, please contact Jay Mauer in Edmonton at 780-297-1544.

**For Sale:** Model T Ford Polo Car Replica: Built for the Model T 100th Anniversary celebration based in Richland, WA. Equipped with a good used engine and transmission, wood spoked wheels, knobby tires and more. Steel hoops front and rear are bolted to the frame as original, so would be easily removed. Great start for a Barnyard Cruiser. Price reduced from \$2,500.00 to \$1,700.00!

Antique 1920's Wayne Model 615 Visible Gas Pump. Complete with new visible cylinder, restoration and parts books. All there and pretty easy restoration. \$1,600.

Our member from Umatilla Oregon, Bill Scheller 541-561-2047

**Wanted:** I need to find switch & gauge, coil box top for '26 T. Larry King [LDKing@telus.net](mailto:LDKing@telus.net) or 403-443-5530

**For sale** 1917 Ford Model T touring, hand cranker, uses hidden battery for spark, top requires some patching, news tires, tubes, and flaps, One spare front wheel with tire. Side lamps & tail light operated on lamp oil, has been on display at the Reynolds-Alberta Museum(2009) & Pincher Creek Mall in 2011. 4 cylinders, 20 hp.black in colour, windshield folds down.

2 - 1917 to 1924 Ford t frames

2 - 1926/27 Ford t frames-one with running boards & brackets.

Several Ford T engine blocks, wood spoke wheels & rims, 21 inch or 30x31/2 for Ford.

Al 403-274-4474 Calgary

## 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 Code .....Phone #.....

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:\_\_\_\_\_



They went that-a-way !!

## 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](http://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

Please send all material for publishing in "T Footnotes" to 243219 Range Road 31A, Calgary, AB T3Z 3L5 or Email [Brancaccio@Platinum.ca](mailto:Brancaccio@Platinum.ca)