



Christmas Party, December 10th
Get tickets from Eileen by Nov 23rd



T Footnotes

Volume 41 Edition 8

Nov 2016

President's Ramblings



Each month it is getting harder and harder to find a topic that is worthy of your reading. I thought about "Change" and dismissed it due to 'political correctness'. Thought about growing old, and how it isn't for sissies!. Knew that wouldn't go over. . . . Looked online for a Henry Ford comment that was apropos. And, ended up back at "Here I sit Broken Hearted . . . " . . . November brings about our annual club elections. We are always looking for new blood, so give Robb Wolff a call if you'd like to be added to this year's election process. . . . December 10th will bring the brave and humble to gather and possibly receive verbal abuse, and of course, a gift from Santa. I hear one of the elves is 'laid' up, so bring your elf ears, if ya like. A timely reminder on the gifts: Please bring a new, but not regifted, or used item that is suitable for a man or women, depending on

your gender. Tickets are available from Eileen Jewell. NOTE: The last night to buy is November 23 at our Election meeting.

We'll be looking for new and exciting topics to present at the meetings in the new year. If you have something of interest, please let me know, so we can schedule your presentations

Have a Very Merry Christmas, and Happiest of New Years!

From the Editor



A few years ago I bought what looked like a pretty good set of running board splash aprons for \$40. It seemed like a good deal at the time. Now after plenty of hammer and dolly work, welding in some patches, sandblasting and spending hours filling and sanding I would love to have the money I would have saved by purchasing brand new aprons for \$205 USD plus shipping. Fortunately we have a grandson who inherited the "do it yourself" gene and he has been helping me with my projects.

On this build I am trying out some new epoxy primer. The primer systems I have used in the past now cost more than \$500 a gallon.

Harry suggested I try PPG HBE industrial direct to metal epoxy high build primer. It is not designed for the short turnaround times required by autobody shops. It is slow

to dry and not as easy to sand as some automotive primers but it fits my budget. I will keep you informed. My guess is that most of us won't live long enough to find out how well it holds up.

The NACC November newsletter will soon be uploaded to their website: <http://www.naacc.ca> In that newsletter there are three good articles on automotive body work. The primer system I used to use is the one recommended in the article. You can also find the NACC web link on our website. www.foothills-t.club

Minutes of the Foothills Model T Ford Club Meeting October 26th, Aerospace Museum

President Ross Benedict called the meeting to order at 7:33 pm. 23 members attended.

Minutes –Tom Cerkvanec moved the minutes be adopted, as circulated, seconded by Ron Rigby. Carried.

Correspondence – none

Treasurer's Report – Larry presented the finances and moved finance statements be adopted, seconded by Peter Anderson. Carried.

Membership –Eileen reported that we now have 26 paid members for 2017. Eileen passed around the current roster so members could update their information.

Eileen announced that the Christmas Party will be on December 10th at the Chapelhow Legion. Cocktails at 6 pm dinner at 7 pm. Tickets are \$35 per person. Bring a \$15 gift labeled man or Woman. Last day for headcount is November 23rd, the date of our next Club meeting.

Eileen is accepting dues for the 2017 calendar year.

Newsletter – Members who have difficulty opening the newsletter from the link on the website can contact Robb and he will email them a copy.

Tours – Art Bent spoke on Keith Robinson's behalf: Keith would like to remind our members of our national tour coming up on July 16-21 in Whitefish Montana. It is going to be well attended and members should be making there room reservations now. With both major clubs involved rooms will be real hard to get if we leave it too late.

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

Al Riise brought two wheel pullers previously in Oscar Simrose's collection, that were donated by Dan Hawken. One puller for T rear wood wheel hubs and the other is likely for a McLaughlin.

Librarian's Report – Jonathan brought an interesting T Footnotes newsletter from 1988.

Directors Report – no report

New Business

Tom Cerkvenac reported that he and Tim were invited to display their cars at S.A.I.Ts 100th Anniversary Celebration, October 14-16.

Emanuel Cohen brought a hardbound photo book his son made of the 2015 National Tour.

Robb reported on the shooting of a pilot for a TV series called Damnation. Roy Fulton, Bruce Brander, Keith Robinson and Len Dawson all had cars on set.

Al Riise noted that Maclin Ford is displaying vintage Ford vehicles leading up to their 100th Anniversary on August 4th 2017. Larry explained that cars will be displayed by decade. A 1960s mustang was recently displayed. The dealership is looking for Maclin Ford automobilia to display.

Art Jewell slipped on the ice on Thanksgiving weekend and the fall landed him in the hospital to have his left quadricap tendon repaired. After surgery and a hospital stay he is recovering impatiently at home. Gail Benedict was in the hospital at the same recovering from back surgery so friends got to meet them both in one visit.

Les Schubert won the 50-50 draw, again.

Tech talk

Les is having 20 solid copper head gaskets made for different Model T applications. He and Harry suggested using Hylomar Glue to install the gaskets. Les also said that he had a 5 main Model T crankshaft made here in Calgary.

Murray Walkmeyer showed an unrestored hydrostatic Kirsten Fuel Gauge.

Ross brought two brass headlight rings. One that was a brass plated steel ring that was brass plated here in Calgary.

Robb Wolff showed a shop built compression tester, which he made from instructions in Jonathan Watson's 1941 Mechanix Illustrated magazine.

Thanks to Larry for picking up the donuts.



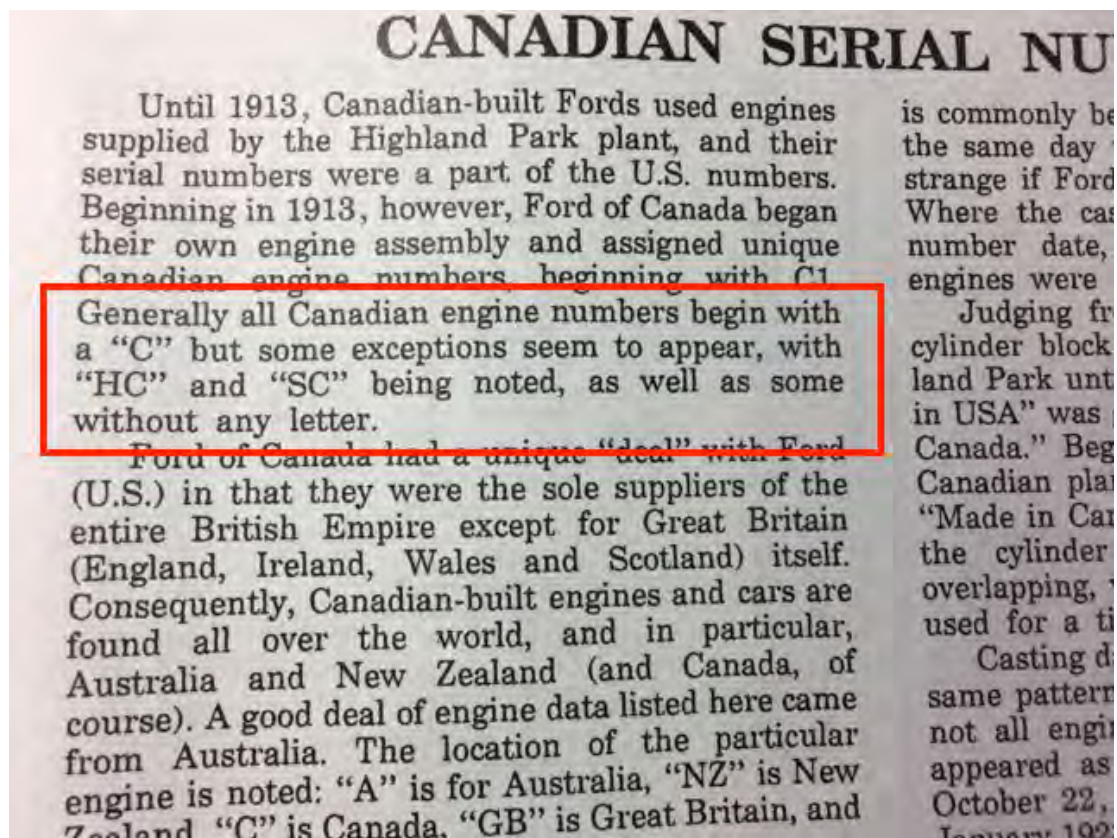
Canadian Serial Numbers

Fred Holt from Medicine Hat sent me this email asking about an unusual engine number (serial number).

Hello Rob, I hope all is well. I have a question for you and it is regarding a TT truck chassis I purchased with engine number of SC652037 stamped on the block. Any idea what is going on here, it has the two casted holes at the rear of the block for the new style hogs head. All the numbers and letters match in size and style and seem to have been stamped at the same time. I cannot find any info on serial numbers starting with SC. It is cast with the made in Canada on it.

That is indeed an unusual number. It is consistent with a 1926 Canadian engine. Here is what I found on page 539, of "Model T Ford" by Bruce McCauley. He mentions that normally the letter C was in front of the Canadian engine serial number. But he also mentions that "HC" and "SC" have been noted. Could the H or S refer to a block designated for a commercial application?

You can find a list of Canadian Serial numbers here: <http://www.mtfca.com/discus/messages/118802/140611.html>





Speaking of Unusual Serial Numbers

Recently I retrieved a 1926-27 block from my stash that has no serial number and that appears to be unused or very lightly used. I believe it is a replacement block. Apparently replacement blocks came unstamped and the dealer stamped the original engine number on the waterjacket, sometimes appending the letter "R" to the number.

What I find interesting is the bore size. The standard Model T cylinder bore is 3.750". The cylinders in this block have surface rust but no pitting. After passing a hone through one of the cylinders and measured the bore. This is the measurement I came up with. (.004" undersized)



Shirley and Gord Watt, Joan Schubert, Art and Eileen Jewell – CL Ranch 2003?

Shop Built Compression Tester

Here is an interesting article from a 1941 *Mechanix Illustrated* Magazine that Jonathan Watson brought to the September 2016 meeting.

I have several "shotgun shell" tire gauges in my collection so I followed the instructions using JB Weld rather than solder. Here is what I came up with. If you want to build one of these be sure to use a high pressure gauge.

Robb Wolff



Advertisement from September, 1913 *Motor Magazine*

1913

75% of all tire trouble is due to under inflation

THERE is no method yet discovered of ascertaining the pressure in the inside of a tire, except by the use of a pressure gauge. A casing containing 40 pounds of air, looks exactly like, and feels exactly like, a casing containing 80 pounds' pressure. When you stop to consider that almost all tire trouble is either directly or indirectly due to riding on tires insufficiently inflated, the important part which a pressure gauge plays in keeping down tire expense, will be apparent.

Use a

SCHRADER TIRE GAUGE

And Save Your Tires

The Schrader Universal Tire Pressure Gauge

will tell exactly what pressure you carry in your tires

PRICE ONE DOLLAR

For Sale by Tire Manufacturers, Jobbers
Dealers, Garages, or

A. SCHRADER'S SON, Inc.
28-32 Rose St. New York




Driving at Night

Most T owners don't drive at night. Safe night driving requires signal lights, tail lights and brake lights. Original head light reflectors are often dull and the new chrome plated reflectors only provide 65% - 70% reflectability; the modern industry standard is 80%. I noticed recently that Snyders is reproducing 1915-1927 reflectors that use Vacuum Metalized Aluminum rather than chrome resulting in 92% - 98% reflectability. I haven't tried this product and am not endorsing it but if you are looking for new reflectors you might want to check these out. Robb Wolff

Battery Oil?

That's right, battery oil.

At the Red Deer Swap Meet a few years ago a fellow handed me a miniature pop bottle and told me that it contained battery oil. I was about to tell him that I had a muffler bearing to sell him and then I read the label.

During the early days of the automobile Edison patented, iron-nickle-alkaline batteries were popular because they could be completely discharged and then recharged without limiting their effectiveness. As many of us have found, deep cycling a standard lead acid car battery is not a good idea.

Nickle-iron batteries were used in early electric cars and were the battery of choice for powering railway signals. When properly maintained these batteries will last for decades.

That's where the oil comes in. Edison Battery Oil was layered on top of the electrolyte forming a membrane to keep the fluid from evaporating when bubbles were formed while charging and discharging.

You can sometimes find empty Edison Battery Oil bottles in the bushes near old railroad signal boxes. Empty Battery Oil bottles sell for \$5.00 - \$10.00. Full ones go for up to \$50 or maybe even more.

Les Schubert is restoring a Detroit Electric car that will receive a new set of iron-nickle-alkaline batteries. Les tells me that these batteries work

well in deep cycle applications but they don't have the "cold cranking" power of lead acid batteries.

Even though they are not used in today's automobiles or even the new electric cars these lifetime batteries still have a roll to play. They are used in off grid applications where they are charged by solar cells.



Check out <http://www.beutilityfree.com> for more information about this old/new technology. The site makes no mention of battery oil.

Wheels and Tires

During the early days of the Model T, tires were very expensive in relation to the rest of the car. Latex rubber was harvested in South America and shipped to the United States. It took armies of workers and vast forests to produce the needed raw material.

Tire manufacturers would add sulfur and other vulcanizing agents to make the rubber pliable over a wide temperature range. Fillers like chalk, talc and zinc oxide added elasticity and durability and made the expensive latex go further, reducing the cost of each tire. Zinc oxide was the filler of preference because it produced bright white tires.



Cliff Proctor's 1909 Touring

About the time the Model T was introduced, Firestone added tread to the then smooth tires by embossing the words Firestone and Non Skid into the rubber. Most of the early Ts however would have been delivered with smooth white tires.

During the First World War, zinc oxide was in short supply and was replaced by carbon black which increased the price but improved tire wear significantly. Consumers were slow to adopt the new gray or black tires and after the war many cars were again delivered with white tires. However by the mid 20s black treaded tires were pretty much universal.

Early Ts used 30 x 3 (front) and 30 x 3 ½ (rear) non-demountable clincher wheels and tires. Starting in 1919 demountable rims made by Hayes, Kelsey and Ford were phased in and 30 x 3 ½ tires became the standard for all four wheels. Hayes, Kelsey and Ford demountable rims were not interchangeable. In 1923 Ford standardized on the Hayes style rim. Ford introduced low pressure 21 inch "balloon" tires in 1925 on split rim wood spoke wheels and later on welded spoke wire wheels. Many types of accessory wire and disk wheels were also available and today are a sought after though pricey addition to any T restoration

100 MOTOR June 1915 Motor Magazine



6760 MILES

— in Official Mileage Test by The Automobile Club of America

This officially tested and certified service-average gives a definite assurance of actual mileage—as against the empty claims of mere theoretical superiority.

And the fact that this remarkable figure had been established **before** the 50% increase in wearing quality effected in our 1915 product brings forth more clearly than ever the unequaled value in

VACUUM CUP TIRES

—especially at the prevailing price schedule, the lowest for any tires having a non-skid device **added** to regular thickness of tread.

The most satisfactory seller from the dealer's and consumer's viewpoint alike. Guaranteed oil proof. Guaranteed non-skid on wet or greasy pavements, else returnable at full purchase price after reasonable trial.

Interesting new prices on Pennsylvania gray and pure gum red inner tubes—each bearing an unqualified guarantee.

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

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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

December 10th – Christmas Party

The Christmas Party will be on December 10th at the Chapelhow Legion. Cocktails at 6 pm dinner at 7 pm. Tickets are \$35 per person. Bring a \$15 gift labeled man or Woman. Last day for headcount is November 23rd, the date of our next Club meeting.

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: phone 403-540-2093, or email rw@chb.ca

For Sale 1927 Model T Roadster

Unrestored body and drivetrain; new tires and restored rims. Located at Calgary. Price \$4000. Call 403 650 1588 See www.foothill-t.club classifieds for details.

Wanted Roadster or Touring from the black era.

Call or text: seven80-two71-3one6one Email: rfenrich at ualberta dot ca. See www.foothill-t.club classifieds for details.

Oscar Simrose Tools

Dan Hawken (403-652-1440) High River has for sale thru Nancy Simrose the following pieces of equipment.

Wood Thickness Planer 220 volts, HD unit, 12-14-16 inches from the 1980's.

Shopmate New in 1987 and he has Oscar's original bill of sale,

Planner-Jig Saw-Band Saw.

Routers & Bits and possible some dove tail stuff.

Wanted - Model T Tudor

I am a member of the Stampede City Ford Model A Club and was possibly looking to purchase a Model T to enjoy. Please give contact me if you know of a Tudor for sale, thanks, Bart Campbell
403 527 3800 blsec@telus.net

1909-11 Rear Axle For Sale

I have for sale a late '09- early '11 T rear axle. It has been suggested that I should ask \$5,000.00

Les Schubert 403 931-2628

26/27 Touring (for sale)

Ruckstell axle

Both carburetor (currently on car) and vaporizer

Appraised at \$16,400 in 2014 selling for \$11,900 to make room for a new project

Serious offers will be considered

Contact Glenn Burke @ (403) 835-1380 (please leave a message if not answered)

Birthdays

| | | |
|----------|----|-----------------|
| DECEMBER | 2 | TOM CERKVENAC |
| | 4 | IRENE RIGBY |
| | 5 | VERONICA WATSON |
| | 7 | PADDY MUNRO |
| | 8 | HARRY LILLO |
| | 10 | STUB STAFFORD |
| | 14 | DAVID COOLEY |
| | 16 | REBECCA FROSTAD |
| | 19 | ART BENT |
| | 23 | BARB BURGESS |
| | 27 | LINDA SKIBSTED |
| | 28 | BOB HAUSWIRTH |
| | 29 | KEN HUDGEON |
| | 30 | HOWARD MAJURY |
| | 31 | BARBARA CANNING |