

President's May Message



After the loss of our friend and fellow Model T'r I thought it may be appropriate to tell one more "Roy Fulton" story.

About 1985 Roy, brother Bryant, Blair and I went to the Great Falls swap meet in Montana. We found a vendor that had some nice, but quite rusty, T iron.

Roy promptly bought the C cab and each of us a few parts from his trailer. After we all realized we had bought a good part of his treasures we asked how much for the whole trailer load and we soon unloaded the entire contents of his trailer into the back of "Ole White". It was an old Ford AMOCO crew cab with two four foot chrome stacks over the pickup bed. The load was piled higher than these stacks and tied together with some old

rope we had bought at the swap meet.

When we got to Coutts we had to clear Canadian Customs before returning to Canada. Roy had one bottle of rum which he showed the agent when asked. Normally there would have been a guy on shift that we sort of knew, but Canada had just hired a young female university summer student to help out at the crossing. Being early May, this may have been one of her first shifts. At that time there were no nice glass windows buildings at Coutts and the officer's hut was about the size of an outhouse and looked much the same. She had come out of it to check the load and all of us stood around our prize possessions. She asked the value of six or eight pieces and each time Roy was quoting about 10% of what we had paid for the item. She took a final look at us, then the load, looks Roy square in the eye and asks, "What ever are you going to do with all this stuff"? Roy quickly responded, " I am going to build a car!". At this point she spun on her heel, said "GOOD LUCK" and went back into her little hut. We stood there beside Ole White for a little while until we realized she wasn't coming back out. Roy fired up the truck and headed for home realizing we had avoided paying the normal duty owing on our items.

We are going to miss you Roy.....

From the Editor



Final newsletter of the year! It's been an honor serving the club. Getting to learn from club elders including Harry has been awesome and very valuable to me. I believe we have had some great articles including this month's addition by Robb Wolff.

I mentioned at the October meeting about not reposting Kijiji or other advertisements without the owners request unless it is a large sale. I hope members understand that each blog post or classified ad takes time and it's

impossible to recreate every interesting ad all members find. As many of you are aware of the new email laws, I had to move our email distribution list to Mailchimp and this made the webmasters position more time consuming. As I prepare to hand over this role in the new year, I hope to make this position as easy and fun as possible because I really enjoyed it, and it was given to me in perfect order.

Things of Note to see on the blog page:

- GLOBAL WARNING
- Ford Model T incredibly survives Northern California wildfire

Minutes of the Foothills Model T Ford Club Meeting October 24, 2018, The Hangar

Vice President Rod Wallace called the meeting to order at 7:28pm. 31 members attended. Rod reported that Harry was on the mend after his recent surgery. Lanny Gold and Bridey were the guests. They have a 1926 Coupe. Rod also mentioned that Canning's property is possibly sold and that they had a '25 Tudor for sale.

Minutes – Kristen moved the minutes from September be approved as circulated. Seconded by Robb Wolff. Carried.

Treasurer's Report – Larry presented the finances for September and moved his report be approved as presented, seconded by Ross Benedict. Carried.

Membership - Eileen reported that we have 31 paid memberships for 2019 and that Jake and Patty Visser have joined the club. Please see Eileen during coffee to pay your dues. Rosters will also be available for pickup at coffee time. Eileen reminded members that 50% of our club membership needs to belong to the Model T Ford Club of America for us to maintain Chapter Status. The cost of membership is \$50.00 US. You will be assigned a membership number when joining. Can you please let Eileen know that number, it will be a 5-digit number, in the 50,000's. Please advise both Eileen and Darren of any address changes and updates.

Art and Eileen can also have magnetic name tags made for members. The cost is \$5.00 payable when ordering. They will try to have them back, by the next meeting.

Christmas Party – Art and Eileen have reserved the Chapelhow Legion for the party. The party will be December 1st. The cost will be \$35.00 per person. Perhaps if we are all very good, Santa or the elves will make an appearance at the party to hand out gifts. The value of the gifts to be around \$15.00 and marked for a man or a lady as this helps Santa and the elves.

Newsletter/Website – Darren asked that members use Kijiji if they have items for ads as it is hard to post everything to the website. He also suggested that seller's contact him directly so he has the correct information.

Tools – Glen reported that most of the portable tools are at the meeting tonight and will be displayed during the tech talk.

National Club – Chris reported that he attended the MTFCA Meeting and then the Hershey Swap Meet. The MTFCA had a booth at the swap meet and that they had lots of foot traffic. He reported the swap meet was very large as always with 9,000+ booths or vendors with probably about ¼ having T parts.

Librarian – Jonathan reported that all borrowed issues of the Vintage Ford as well as the current issue were in the collection. Ken Canning gave him a binder of materials to review and Jonathan was loaning a book to Greg.

Tours – Tom reported that Les and Karin Schubert will host a garage tour on Friday November 9th from 10:00 am until noon, and that members can go to the Millarville Market if they wish for lunch. Les asked that members carpool if possible as there is not much extra room for parking and he does have to allow access for his neighbors.

The committee is still working on a tour for our group to Ya Ha Tinda. There is a 200km loop that is 1/3 paved, 2/3 gravel. We could do in one day or do a camping tour depending on interest. There are many options for camping or cabins to investigate. There would also be a tour of Ranch Headquarters. Tom, Rod and Paddy will continue to work on this tour.

Paddy still thinking about the Forestry Trunk road tour as well, Coleman to Grande Prairie, about 700km, give or take. Maybe something we could do in stages over time.

New Business-

Ross expressed his thanks to the members that were able to assist at Barb and Ken Canning's garage sale on October 20th. They called him to ask for help and within 6 hours he had 15 members including himself available. Thank you to Greg Stapleton, Jonathan and Veronica Watson, Paddy and Irene Munro, Rod Wallace, Al Riise, Tom van Dijk, Ron Rigby, Bob Hauswirth, Chris and Rose Brancaccio, Glen McDonald, Robb Wolff and of course the ring leader Ross Benedict.

Ross reported that Barb was in the Acute Care Facility by the Rockyview, probably just overwhelmed from the sale and all the activity. Eileen will send her a card on behalf of the club. Keith reported that Roy Fulton is still in the PLC and not feeling well.

Correspondence –

Copies of SVAA Magazine are available if anyone would like them

Ross won the 50/50. Thanks to Keith for selling the tickets and Larry for donuts

Tech Talk – Glen, Robb, Les and Murray displayed the club tools and what task they were used for.



Robb's Garage

Here are a few thoughts on E-timers.

A healthy, properly installed E-timer, should give years of maintenance free service. One thing to remember when testing coil firing is that shorting the spark plug to ground (screwdriver test) is stressful on the coil and E-Timer because it causes a rapid increase of current in the coils primary winding. A better method of testing if a coil is firing or to find a dead cylinder or to search out a knock in the engine is to lift it up so it breaks contact with the power terminal. Temporarily letting the spark jump from the tip of the screwdriver to the block probably won't wreck anything.

Here are some other thoughts on the E-Timer. The E-timer bypasses the coil points and condenser and supplies one carefully timed spark to the plugs. The little resistor like shunt or jumper that bridges and disables the coil points is really a small fuse. It shorts out the points so the E-Timer can control the timing of the spark. These little fuses, along with a 4 amp fuse on the electrical feed to the coil box, are designed to blow if a timer wire shorts to "ground". If the 4 amp fuse blows it cuts power to the coil box and the engine stalls. Failing that, the little fuse clears (blows) causing the coil to fire (buzz) continuously.



Why is this important? If a timer wire shorts to ground and the points are hard wired together (no fuse) the uninterrupted power going into the coil primary would cause the coil to overheat and fail in a pool of melted tar. A coil left buzzing on 12V will also eventually overheat and fail. At least when the coil is constantly buzzing you are alerted to the problem.

An E-Timer equipped T will run on coils that are not equipped with the shunts, however, it might not run as well because the points may be attempting to regulate the spark instead of the E-Timer. Said another way, if your E-Timer equipped car is running poorly, it could be that the little fuses are blown. One way to tell is to hold open the points and if the cylinder stops firing, the fuse jumper is blown. If that happens, order some new fuses from with website: www.modeltetimer.com. The fuses are there for a reason so it is a bad idea to run an E-timer without them.

The E-Timer will not run on positive ground or magneto but connecting the battery cables backwards or accidentally switching your ignition to mag will **not** damage the E-Timer. The engine will simply stall.

Carrying a spare timer and a set of properly tuned back up coils is the time tested way to avoid the trouble trailer while on tour.

Diode battery charger

Many years ago the generator on my T failed. I removed it and blocked off the generator port. Charging the battery was accomplished with a diode and light bulb that pull power from the magneto and direct it to the battery. If this system is set up improperly it will rob magneto power from the coils. When I switched to an e-timer I disconnected that mag connection to the ignition. Since the e-timer does not directly use magneto power the diode can now siphon off all the power it wants to keep the battery charged.

<http://robb-wolff-bevu.squarespace.com/news/2016/7/15/magneto-battery-charger>



Go-no-Go Gauge



A common way to measure valve lash is with a feeler gauge. While shopping with Peter Anderson at a used tool store I came across a couple of stepped gauges referred to as “go-no-go” gauges. The stepped gauge lets you know when you are approaching the target valve clearance, speeding up the job of adjusting the valves.

Floating Hubs

John Stoltz at the Model T Ranch has been producing Model T floating safety hubs for years. His design has been revised a number of times. Here are some photos of the two styles: wood wheels and wire wheels. John is 81 years old.



Happy Birthday

NOVEMBER	4	STAN EVENSON
	8	SYDNEY JORGENSEN
	17	FRED HOLT
	19	KARIN SCHUBERT
	24	CAROLE KITZUL
	25	JOE LUNDQUIST
	26	JODY COOLEY
	29	JoAn CUFFE
DECEMBER	2	TOM CERKVENAC
	4	IRENE RIGBY
	5	VERONICA WATSON
	7	PADDY MUNRO
	8	HARRY LILLO
	10	ELDON (STUB) STAFFORD
	12	BARRY MOYER
	13	JIM PATTERSON
	14	DAVID COOLEY
	19	ART BENT
	23	BARB BURGESS
	27	LINDA SKIBSTED
	28	BOB HAUSWIRTH
	30	HOWARD MAJURY
	31	BARBARA CANNING

Executive	
President:	Harry Lillo
Vice President:	Rod Wallace
Treasurer:	Larry Kynoch
Secretary:	Kristen Anderson
Membership Secretary:	Eileen Jewell
Editor/Website:	Darren Lloyd
Tool Curator:	Glen McDonald
Librarian / Historian:	Jonathan Watson
MTFCA Rep	Keith Robinson
Tour Committee:	Art Bent
	Rod Wallace
	Tom Van Dijk
Directors:	Tom Cerkvenac
	Bob Hauswirth
	Keith Robinson

Max , honorary Model-T member, left us for the "eternal hunting grounds" after diagnosed with a tumor effecting his swallowing and breathing.

Tom Margriet



Classifieds

Ads have been shortened to fit. See more at

<http://www.foothills-t.club/classifieds/>



1925 Tudor, Running, good tires and upholstery.
Please contact Ken and Barb Canning at 403-932-5522.

Wanted: Looking for 1918 Model T Touring car. Must be Canada built and in restored condition, no projects. Contact Bob Callfas 780-922-4034 or e-mail bcallfas01@hotmail.com



Restored 1918 alberta
license plate for sale
\$150.
Contact me if interested.
Camrose Alberta.
thanks Brad
stangsurf@gmail.com

1926 Ford Model T Touring For Sale
Original body, engine and frame
numbers match. - engine built by
the experts at Antique Auto
Ranch in Spokane WA, builder of
championship "Montana 500"
cars - A great runner, smooth,
strong and very reliable.
Appraised at \$20K, asking \$18K.
Car located in Edmonton.
Jay Mauer 780-297-1544 (voice & texts) or
flyin.mauer@gmail.com



Join the Club

The Model T Ford Club of America Membership Application

Name

Address

City, Province

Postal Code

Annual Dues Includes six issues of THE VINTAGE FORD
regardless of the date of initial enrollment: \$50.00 (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

You can register online at www.mtfca.com

or phone the MTFCA office 765-855-5248

Please phone Eileen Jewell 403 282-3753 and let her
know your MTFCA #

Foothills Model T Ford Club Membership Application

Please send this form along with your dues of \$35.00
to:

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

Name

Spouse

Address

City, Province

Postal Code Phone

E-mail

MTFCA #

Your Birth Month and Day

Your Spouse's Birth Month and Day

Year and Style of T's You Own