



President's Message: Hello members. Happy New Year. I hope everyone enjoyed the holidays. It was a little more normal than last year. The club met for a meal in December. We had a good turn out and I had a lot of fun. The food came out a bit slowly, but people were still standing around talking long after the food was gone.

The executive team met the first week of the year to discuss the direction of the club for the year. Larry has several great tour ideas. We'll be looking for members to assist the tour committee in organizing them. We are also short a director and will be asking for someone to fill that role in the January meeting.

I will be calling the Museum a week before our January meeting on the 26th to confirm that we can still attend with new Covid procedures. If we can't meet in person, we'll get a zoom link posted online and emailed to members. See you all soon.

Darren Lloyd



From the Editor: This issue brings hope for 2022 to be eventful and full of Model T fellowship. I hope we can continue to see many planned events in 2022, bringing all together to share everyone's Model T. As previously mentioned, we need to add to the first 50 years history, sharing and caring for our Model Ts. **Happy New Year.** Thanks to Facebook articles by Bob Corio for one of this month's article on Brass Blasphemy and A Vintage Circus Van story by German Goetschy

Ross Benedict

The T Footnotes newsletter published by the Foothills Model T Ford Club, in Calgary, Alberta is published to keep the membership and similar organizations aware of club activities and articles of interest to the Model T family. Permission is given to copy the contents, with proper credit, unless otherwise restricted or specified.



STORE IS CLOSING

After 50 years of serving the hobby, George Moir Antique Auto Parts 1971 Ltd., will be closing February 28, 2022







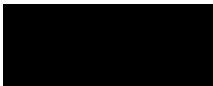
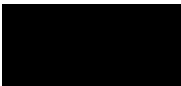
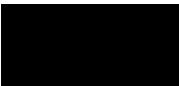
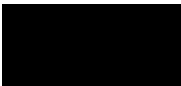
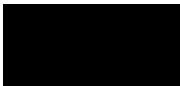
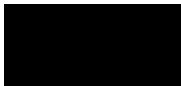
To place parts order call 780-963-7334

Picked up off the MTFCA Forum:

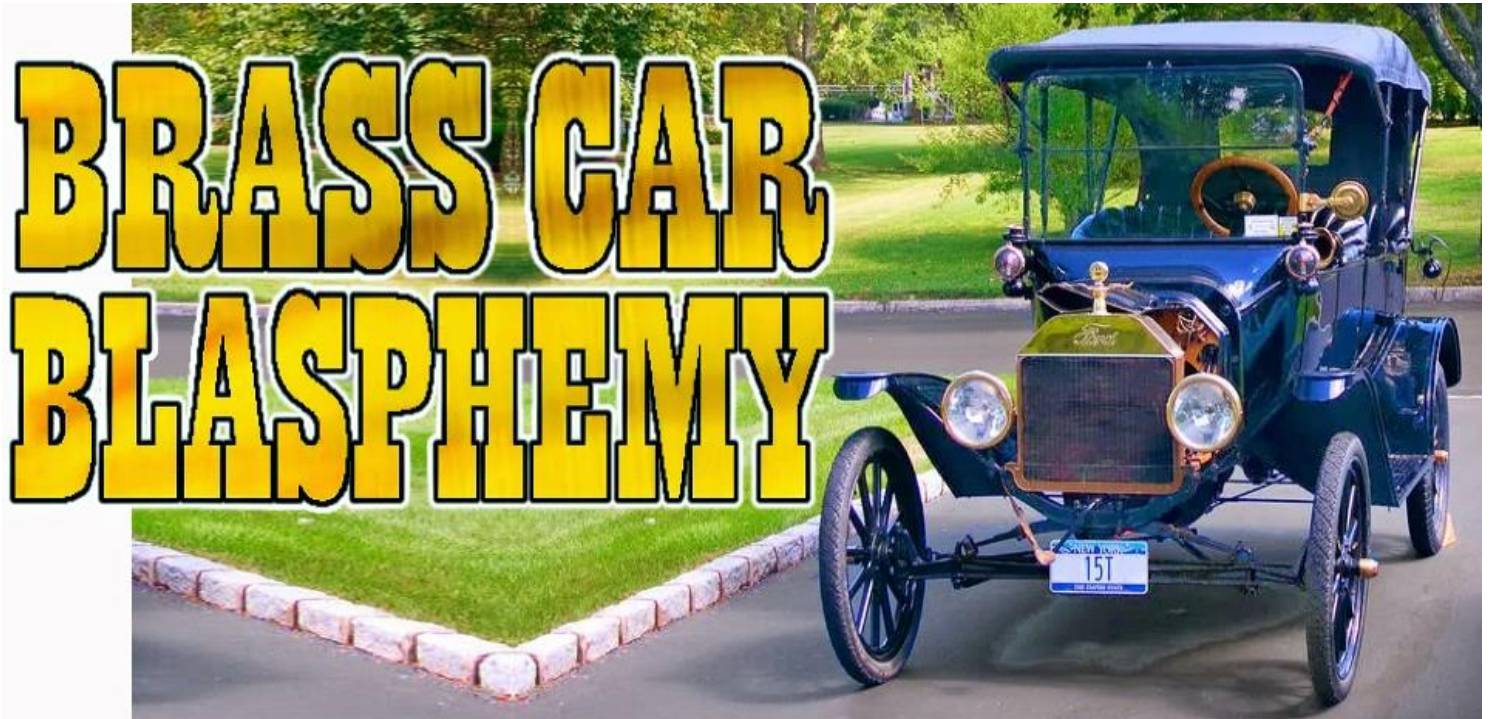
Bruce McCalley's Model T Encyclopedia now available on mini-USBs. The Encyclopedia is an expanded version of his book "Model T Ford, The Car that Changed the World" and includes data never before published anywhere else. Everything you need to know about a Model T is now available to quickly install on your computer, laptop or just carry with you to your job site. Available only from: Barbara McCalley, 308 Cottingham Court, Allison Park, PA. 15101 (412) 364 0561 gourmetbarbara2@gmail.com \$50.00 + \$10.00 shipping.(12/21/21)

Editors note: Unfortunately, when I contacted Barbara, she is unable to 'ship' to Canada. If anyone has a US address and is ordering one, please let me know. Ross

Model T Ford Color Selector *Official Paint Chip Guide 1914-1925*

1914  Midnight Black	1915  Charcoal Black	1916  Black Cave	1917  Coal Black	1918  Black Beauty	1919  Tar Black
1920  Pitch Black	1921  Black Hole	1922  Black	1923  Really, Really Black	1924  Henry's Favorite	1925  Ash Black

(Wink Wink)



Bob Coiro's Brass Car Blasphemy "Facebook Dec 20, 2021"

Today's old car enthusiast is most frequently a grandpa—and occasionally a grandma—with a gray head, an arthritic neck, and the heart of a water balloon-tossing juvenile delinquent. And they—meaning we—tend to think of times past as having been better than today because that's when we were young. And how we wish we were young again! When we wax nostalgic about the days prior to reading glasses and silver-label vitamins, we remember the cars with which we grew up because they put us back in touch with that wonderful time of our youth. Such, for most collector-car enthusiasts, is the realm of the Marvelous Mercs, Fabulous Fifties Fins and Monster-Motored Muscle Cars. But I remember a time when, if it didn't have a hand-cranked engine, wooden-spoke wheels, and lots of brass, it wasn't an antique car.

Now replaced by a computer-culture characterized by a blitzkrieg of rapidly advancing digital technology with no end in sight, the car-culture, once woven into the very fabric of our nation's heart and soul, is solidly a thing of the past. To those who grew up in it, this only enhances its nostalgia. Oh, back in the day, cars were rolling status symbols, the manifestation of an individual's success and a family's social station, and everybody drove the best car they could afford. From the very beginning, automobiles surpassed the utilitarian need for a machine that would simply get the job done and became works of rolling art reflecting the optimism of a nation in the midst of industrial revolution. And never were automobiles so stylish as during the post-Victorian, here-and-gone spark of inspiration to become known as The Brass-Era.



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In spite of the relative brevity of this first automotive epoch, development and significant change within its bounds came fast and furious, and that's a big part of what made it so interesting. Up to around 1906, most automobiles were little more than glorified golf carts, with one or two-cylinder engines hidden beneath rather nicely upholstered seats. Overnight, there were giant seven-passenger touring cars with four and six-cylinder powerplants of locomotive displacement—and those magnificent engines were up front where they belonged!

Some of the more ardent purists who see Packard's electric lamps and Cadillac's self-starter as technological disqualification from the fundamental category of "horseless carriage" would say that by 1912, the Brass-Era was in steep decline, if not already ended. I would disagree with that. In fact, 1911 and '12 were the years when hang-the-expense, diamond-tufted, robber baron luxury was still constrained—however close to the bursting point—by the archaic technology of primer-petcocks, hand-oiled valve trains and "Armstrong" starters. The most lavish of behemoths still had kerosene lanterns, hickory-spoke wheels, and throttles in the oddest of places. Purists of 1912 notwithstanding, the Horseless Carriage Club of America decided that 1915 was a good place to close the brass chapter.

And now, a momentary aside while I wonder out loud, whether it's possible that the HCCA's protraction may also have missed the mark, if only by a single digit. By deciding to retain the brass radiator on the most influential and important automobile in history through the 1916 model-year, Henry Ford, who seemed to pride himself on being the first to be last, single-handedly (though, as it turns out, unofficially) nudged the expiry of the Brass-Era back 365 days, bless his retrograde little heart. Had it been any other car, I wouldn't be making this observation, but it was the Tin Lizzie that was inexpensive enough to become "every man's car;" it was Ford's fabulous Flivver that was manufactured in greater numbers than any American automobile—ever. And it was the Model T Ford that put the world on wheels. The influence of this single automobile was just too great for it to be disqualified from recognition as the last of the Brass-Era. I'm thinking perhaps the cut-off point should have been the last day of 1916. Blasphemy, you say. Hey, I could be wrong—happens all the time—just ask my wife.

As hobbies go, the acquisition, care and feeding of one or more collector-cars will always be significantly more expensive than, say, calligraphy or arts & crafts. In the world of Brass-Era automobiles, a Pierce-Arrow or Locomobile can cost as much as a new house and the majority of the more utilitarian horseless carriages like Maxwell or Buick can still easily run forty grand—and more. Fortunately, there is a lowest-common-denominator admission ticket: the beloved and relatively inexpensive 1914-15 Ford Model T. Yup, there she is again. God bless Ford's diminutive Tin Lizzie, for without her, there'd have been no way for yours truly and many others to afford entrance to the Brasso-burnished world of wooden spokes, tire-irons and two-man tops.

Today, there exists a paradox among collector-car enthusiasts: Though unpopular in the sense that you won't see too many brass horseless-carriages at the neighborhood cruise-in or even at most car-shows, they are nevertheless a favorite among the general public. Heck, I can be parked next to an ultra-rare, multi-million-dollar Ferrari, but when spectators walk over, they're coming to see my humble Ford.

Now, we horseless-carriage types do suffer a unique problem within the old-car hobby; that of our vehicles simply not being able to physically keep up with their Swing-Era brethren. See, almost any automobile built from the mid-thirties on up can be driven on highways, but the majority of Brass blue-smoke makers just don't have the juice to do that. For us, it's either a trailer, with its accompanying inconveniences and storage space requirements, or we simply can't range very far from home. I find, though, that the incomparable uniqueness of the Brass Beasts is more than sufficient compensation for their driving limitations.

There's something for everyone in the collector-car hobby. The working-class, lead-sledders and fin-fans of the fifties are having just as much fun as the affluent go-fast crowd with their computer-designed, carbon-fiber supercars. And there's also something to be said for the experience of grabbing a crank and wrestling an engine to life with your bare hands, strapping on a pair of goggles and enjoying life in the brass lane.

Bob Coiro

Vintage Model T Ford Circus Van sold with three Siberian tigers



As found on Facebook's **Model T Ford Club of Facebook** by German Goetschy

In an era before television was so widespread, circus representations essays were one of the few forms of entertainment available to city dwellers. In American circus history, the names of James Anthony Bailey and Phineas Taylor Barnum are highlighted. Since 1919, their joint company has hosted one of the craziest circus performances on the planet,

which went down in history as "The Biggest Show on Earth." As with any similar business, the focus was on the glamour. Full attention was paid to every detail so the viewer could come back for more. The show was so successful that it continued uninterrupted in one way or another until 2017, when it increased the influence of activists for animal rights.

This 1915 Ford Model T is one of them. The car was built as a tribute to the previously described circus. five people spent 2000 hours at work.

A wooden cage is mounted on the body, the interior has received a white design and the 4-cylinder engine, and 2 speed manual transmission have been restored. The circus car was recreated from an old photograph. All shades match up to 24 carat gold widely sprayed. There's not much to remember now from the program that shaped the American entertainment scene.



To increase the effect, three Siberian tigers (of course, not real) are sitting in the cage.





CLUB BULLETIN BOARD



2022 Dues are Due

Please note change of address for your 2022 dues payment.

Please make cheques payable to FOOTHILLS MODEL T FORD CLUB

The January meeting is scheduled for the 26th at 7:00 PM at The Hangar Flight Museum - formerly the Aero Space Museum (Should there need to be a change, we will have an update sent out approximately January 20th.)



Happy Birthday



JANUARY: 1 MICHELLE BELANGER & ANNA KYNOCH, 5 DEBRA FENWICK & WILMA SQUIRE, 8 LISA McCAIG, 14 GREG STAPLETON, 17 GLEN HOWTON, 18 KEN CANNING, 18 TERRY CLARK, 22 ROBB WOLFF, 25 RICK SKIBSTED, GAIL BENEDICT, 27 MARTINE BURGESS & 31 JANE TAYLOR.

FEBRUARY: 8 MIKE REID, 11 MARJORIE PATTERSON, 15 CHRIS BRANCACCIO, 16 LAWRENCE GOULD, 17 DANIN BODNAR, 20 CLIFF PROCTOR, & 22 DOROTHY GOULD



In Memory: We wish to acknowledge 2021's passing members. Orest Kitzel, Margriet Van Dijk, Doreen Patterson, Stan Howe, And Christine Robinson.

With each passing, one's Model T spirit will continue as a memory of those left before us.

Yet another trailer hitch!



WANTED:

With few if any swap meets this year, we are always looking for new classifieds. What is hidden away in your stash, that someone else can use ?? New funds allow you to search for that part you need.

The club have purchased three versions of a 3 ½" club decal as shown below. Club members may choose to have two of the three free of charge, as a 50th year anniversary club memento. "A" Celebrating 50 years with a T included, "B" Just the T, and "C" the original decal with no T or 50 years added. As well, Rod Wallace had a Canadian National Parks decal reprinted should anyone wish to have one. They will be available at meetings. See Rod Wallace for the Parks decal "D."

"A"



"B"



"C"



"D"



Classifieds:

Please note: All advertisements from club members will be published free of charge. Non-member advertisements relating to the Model T will also be published free of charge as space permits. Send info by e-mail to the editor Ross Benedict at rbmanagement@shaw.ca or call 403-651-1612. Check the website for current classifieds. <http://www.foothills-t.club/classifieds/>

Estate Sale: 1915 Runabout. Restored in the mid-90's to original design. Driven a little bit over the years but more recently has been unloved and hasn't moved for a few years. It ran well when it was last parked, aside from a coolant leak. Always stored inside. **\$12,000.** Email Jeff Wearmouth for enquiries jwear@telus.net





For Sale: Ford Model T 1926/27 Roadster Pickup. Wire wheels, front & bumpers, luggage rack, maybe seat springs. Engine from older Racer but can supply a better block for re-building. Al Riise, Calgary, 403-274-4474.

Taking offers until the Lethbridge swap meet.

For Sale: 1926 FORD MODEL "T" 4 DOOR TOURING (FULLY RESTORED)

Located in Calgary, Alberta Canada – privately restored (with help from members of the Foothills Model T Ford club) as vehicle was on owner's parents' family farm.

History with details and current condition

- *Vehicle was located on my parents' farm in Saskatchewan with intent to keep it in the family
- *Restoration started in 1985 and completed in 2005
- *All parts are original with the exception of temporary signal lights
- *Upon completion of restoration, vehicle has only been driven a total of approximately 16 km (10 miles) and has been stored within a building since
- *Reason for selling - downsizing, vehicle not used needs a loving home

Tires: virtually no tire wear, vehicle currently up on 4 jack stands. They do have side wall cracks from time exposure

Wheels: all wheels are wire rimmed (no wooden spokes) including the spare tire mounted on the back. Mint condition.

Radiator: Original, mint condition

Upholstery: a new upholstery kit was installed for both front & back seats

including fold down top. No side curtains

Bumpers: complete original front and rear bumpers, chromed

Engine: completely re-built and babbitted by Model T club member along with rebuilt magneto system. Vehicle also has an original electric start button on the floor. New wiring.

Vehicle is located on an acreage 1 mile west of Calgary.

Asking price - \$15,000 CDN.

Contact Ryan @ 1-403-470-4137 or email chachula@shaw.ca





For Sale: 1927 FORD MODEL TT TRUCK-FULL RESTORATION

Located in Regina, SK., Canada, part of an estate sale. It appears from all the bills we have, the restoration was started in 1982 and completed in 1990. A spread sheet is available with data on all parts purchased for the truck c/w prices. The price of the parts was \$5,000 and that was over 35 years ago. The only mark on the truck is a scratch on the passenger front fender. The truck, as seen in the pictures, is in excellent condition. We have limited information on the restoration; however, the truck has been stored in a heated shop and has never sat outside after the restoration. There is no rust anywhere on the truck. There are new tires and wood wheels; all glass is in excellent condition. Inside cab and undercarriage have been completely restored and are in excellent shape. Truck is in good running condition but has not been started in 3 years. This truck was a passion of our family member, and our goal is to find a loving home. It would need to be picked up just east of Regina, Saskatchewan, Canada. Asking price- \$13,500 CDN, OBO.

Contact Terry @ 1-204-791-2685 or email vanstone3@mymts.net - For additional photos see:

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



For Sale: RARE RED BRASS-TOPPED COILS with new points and capacitors and have been re-tarred, sanded, and multicoated with Helsman Spar urethane clear gloss varnish prior to testing and setup. Set up and finetuned on the ECCT. Tests indicate #1 @ 98%, #2 @ 100%, #3 @ 99%, and #R4 @

99% for an overall average of 99%! All showing as "EXCELLENT" on ECCT. Screen shots of all tests are available on request. Well packed in a shell carrier. \$425.00 Ross Benedict 403-651-1612,

rbmanagement@shaw.ca



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Sold: Vintage Suitcase
 23.75" X 15" X 8.5". A great
 running board addition or, T
 parts kit. \$40.00 Ross
 Benedict 403-651-1612
fbmanagement@shaw.ca



For Sale: Ruckstell rear axle, big drum, complete with
 torque tube and radius rods. Not rebuilt. \$1500. Chris
 Brancaccio 403-660-1303 chrisbrancaccio@hotmail.com



For Sale: 1922 Model T Touring project. I have a 1922 US touring body (3 door) that has been re-
 wooded and primed and nearly ready to paint. It has a steel firewall. Comes with frame with
 battery box and fender supports, fenders, running boards, top irons ~~\$2200~~ **\$2000**. Chris
 Brancaccio 403-660-1303 chrisbrancaccio@hotmail.com. For additional photos see:
<http://www.foothills-t.club/classifieds/>





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 996	
Richmond, IN 47375-0996, USA	
You can register online at www.mtfca.com or phone the MTFCA office 765-373-3106 Please phone Eileen Jewell @ 403-282-3753 and let her know your MTFCA Membership #	

Foothills Model T Ford Club Membership Application	
Please send form along with \$35.00 dues to: NB: Note Change Larry Kynoch Membership Registration 212 Parkvalley Drive, SE Calgary, Alberta T2J 4N6	
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 Ts You Own	
Present condition of Ts You Own: 'R' Restored, 'PR' Partially Restored, 'UR' Unrestored, 'BC' Basket Case, or 'O' Original	

Newly elected CLUB EXECUTIVE:

- | | |
|---------------------|---------------------------------|
| President | Darren Lloyd |
| Past President | Harry lillo |
| Vice President | OPEN |
| Secretary | Kristen Anderson |
| Membership | Eileen Jewell & Ann McDonald |
| Treasurer | Larry Kynoch |
| Editor | Ross Benedict * |
| Tool Curator | Glen McDonald |
| Librarian/Historian | Jonathan Watson |
| Web Master | Barry Moyer ** |
| MTFCA Rep | Chris Brancaccio |
| Tour Committee | Tom Van Dijk & Greg Stapleton |
| Directors: | Tom Cerkvenac, & Peter Anderson |

- rbmanagement@shaw.ca
- ** foothillsmodeltfordclub@gmail.com

Club Meetings: Meetings, when we are able, are held at **7:00 PM** on the fourth Wednesday of the month, excluding April*, June, July, August, and December at: **The Hanger Flight Museum, 4629 McCall Way, NE Calgary.** *April's date & locations may vary.
As things open, watch your emails for meeting notices and times.