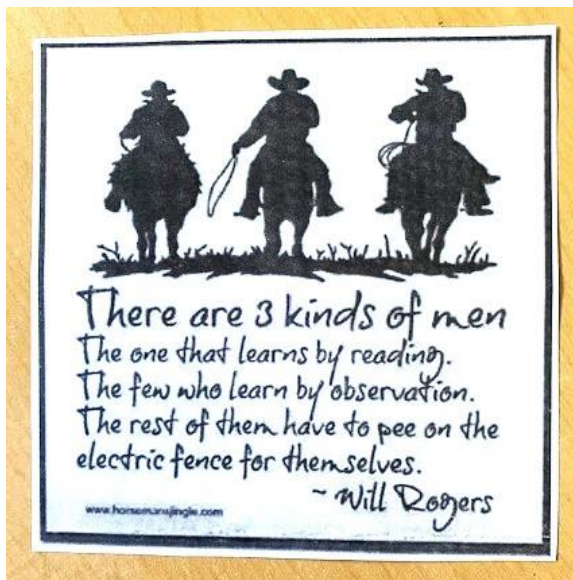




President's message: Hello Members, It's hard to believe I'm writing the September message already. I hope people were able to get some time with their cars over the summer whether that be gathering parts for a project or spending miles on the road. Save the date! We are planning a fall event. Larry has a route in mind, and we are sorting out the details. The tour will be casually planned, and members can stop at many different lunch options along the route. People are encouraged to come for a drive, be that in a Model T or a modern car. Please come and take

part. Details will be emailed out when they are available but save **September 17th** for now. Elections are around the corner. We are very fortunate to be a wealthy club with dollars from many years of membership dues collected. What we continue to need is members carrying out the duties of the service roles. Please let me know if you're able to help.

Kind Regards, Darren Lloyd



From the Editor: **Check out our Fall Colour Tour info on page 9.** We have several articles for your reading pleasure: Larry Kynock's article on the 1911 Model T our club restored for the Reynolds Museum in the late '80s and early '90s. Ron Rigby's discussion on the use of period correct license plates, and Bob Coiro's permission to reprint a recent Facebook conversation on 'Originality'. Thanks as always for Chris Bamford for his continued proofreading assistance.

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.



The story behind the Red 1911 Model T Beauty on display at Reynolds Museum in Wetaskiwin

By Larry Kynoch

Our club had decided to restore a Model T for the Reynolds Museum. Arrangements were made that they would supply all the parts and the T club would supply all the labour. This 1911 4 door touring was picked up at Reynolds by Oscar Simrose in November 1989. Close to 1000 hours led to its completion with Reynolds providing \$5500 for parts required to complete the restoration. The completed T was returned to them in February of 1993. My dad Fred and I straightened and welded the frame that had been in extremely poor condition. I

rebuilt the transmission and Oscar and I welded the rear seat railings. I had more than 30 hours in the project.

Many of the club members and others spent hours restoring the beauty



From Left to right – Back row Roy Fulton, Len Jergenson, Ken Taylor, Trever Landage, Zygmond Piediak, Oscar Simrose (seated) Ted Weale, Jerry Hoines (seated), Bryant Fulton, Stub Stafford,

Larry Kynoch, Don Elves, Roman Fodchuck, Fred Kynoch, Front row: Don Campbell, Harry Lillo, Leigh Robertson, Brian Blevings, Gord Watt, John Kuyltjes, Horst Bauer, and Al Riise.

Gerry Hoines and his wife Yvonne completed the car with a paint job that made this an outstanding restoration. The car is not always on display at Reynolds due to their display rotation program. If it is not out, when you visit, please ask if you could be taken to see this beautiful 1911 T.

A Reynolds – Alberta Museum postcard. The caption in part on the back is: “This 1911 Ford Model T Tourabout was considered sporty because it had no rear doors.”

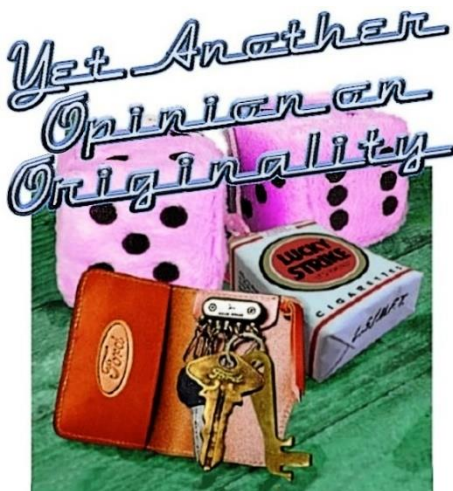


The 1911 on along with other Model Ts were the featured display from June 1, 2008 – February 28, 2009, and were awarded the NAAMY Award of Excellence Division II – 2008 Second Place Entry: Interpretive Exhibits.

A google search found this relating to the display. “With more than two dozen Model T cars (along with a Model N and a Model A), this was the largest display of its kind in western Canada. Visitors learned about the origins of the Model T and discovered why their credit rating, home design, 8-hour workday, and freedom of the open road are all courtesy of Tin Lizzie! Visitors also had fun learning how to drive a Model T in the museum theatre and had their picture taken in the You and Tin Lizzie photo parlour. They saw the Anna and Harold’s Auto Camping Adventure live presentation, played the Assembly Line Game, and were a part of the tongue-twisting Endless Chain!

Visitors could take home videos of some of the live presentations.”

Reprinted with permission by Bob Coiro, a regular story creator on Facebook’s Model T pages.



One of the hottest topics among antique car enthusiasts, one that never seems to cool, is the subject of originality. It's been done to death, but it won't go away and that makes writing about it something of a challenge. Oh, well; poor me. In that realm, we use several terms of only slightly diverging connotation; words like "stock," "unmolested," "authentic," "genuine," "accurate," "correct," etc. A comprehensive, frame-off restoration may return an automobile to stock, or even mint condition, but it'll never be original again. Whether you prefer a restored car to an original unrestored car, the recent trend, where the oldest of collector cars is concerned,



tends to eschew obvious modifications. At the more prestigious auctions, unmodified cars from the Brass-Era through about the 1930s simply command the highest prices. Hot-rods, eh—not so much.

If you're an award-winning competitor of the Pebble Beach/Amelia Island variety, you enjoy your car in a way that differs from the weekly neighborhood cruise-in crowd. Your car doesn't get driven very much and may not even be registered or have license plates, and it lives 99.9% of its life in a surgically clean garage or an enclosed trailer. Such a priceless, restored-to-mint treasure is an authentic historical standard against which others are measured. With these automobiles, fidelity to detail is carried out to an apogean degree, a practice which may have given meaning to the term, "over-restored." So where do we draw the line on authenticity and originality? Do we fill the gas tank and engine with vintage gasoline and motor oil? That may sound facetious, but if, instead of black or brown, the factory used red grease, the trophy-seeking owner will also use that stuff. And if anti-freeze wasn't available back in the day, you most certainly will not see any trace of green stain under the hood. I mean, these guys are serious!

Then, on the other hand, there are factory-new parts which, right from the get-go, were intended for regular replacement. These items include tires, brake shoes, spark plugs and so on. Most Brass-Era automobiles were designed with the intention of being, to a significant extent, owner-maintained, or at least owner's chauffeur-maintained—and all these cars required lots and lots of adjusting and tinkering. And back in the day, "Genuine GM Parts" might have been purchased by some, but not others.

In the case of Ford's humble Model T*, which was designed to be kept in running order by a farmer wielding a pocketknife (and the American farmer was Henry's favorite demographic), this is especially true. Because the car was the most-produced vehicle of its day, an aftermarket industry of non-factory, Model T parts manufacturers burst into being like dandelions on an Appalachian hillside, and the catalogs of these ubiquitous companies have become collector items. I think this very widespread capitalistic endeavor should be considered a significant component of the history of Ford's Flivver. The photographic record shows the car equipped with ahooga horns, "fat-man" steering wheels, robe-rails, crystal vases (for Heaven's sake!), rear-view mirrors, Hassler shock absorbers, accordion running-board racks, and toolboxes, and yes—even clear-varnished wood-spoke wheels. Would this kind of

stuff get past the eye of an AACA judge? Nah, but then, neither would curb-feeler springs, fuzzy dice, or a half-empty pack of Luckies on the dashboard of a '58 T-bird. But you know what? Such things belong there because they tell part of the story of the people who owned these cars and the times in which they lived. When I go to museums, I do see those accessories in abundance.

*As a related aside, the parts-network of Ford dealerships routinely replaced worn out major components (like rear axle/differential assemblies) on Model T's with recognizably later-model parts when owners would bring their cars in for such repairs. As these were genuine Ford parts installed by authorized Ford dealers, what then would be the status of historical legitimacy and accuracy in such cases? No good? Okay, what if the present owner could produce the original Ford receipt that documented such replacement? Food for thought. Bon Appétit.

Bob Coiro juqflyer@aol.com



Using a 'Year of Manufacture' license plate on your Model T by Ron Rigby

Every once in a while, a question arises relative to registering our Model Ts as 'Alberta Antique Vehicles', and then displaying a 'Year of Manufacture' license plate instead of the Antique Vehicle license plate provided by the Province. This issue was raised again recently when a Club Member's use of his 'Year of Manufacture' license plate was challenged by a Police or By Law Officer who was unfamiliar with the Provincial legislation. For the information of our members the legislation involved reads as follows:

Antique motor vehicle plates

65(1) *The Registrar shall issue a licence plate that has “antique” on it if the Registrar issues a certificate of registration for an antique motor vehicle.*

(2) *Despite subsection (1), if the owner produces a licence plate that was issued in Alberta, in the year an antique motor vehicle was manufactured and that is in a condition satisfactory to the Registrar, the Registrar may approve the use of that plate on the antique motor vehicle.*

(3) *The owner of a motor vehicle registered as an antique motor vehicle may attach either the antique licence plate issued under subsection (1) or a licence plate approved under subsection (2) to the antique motor vehicle, but not both.*

(4) *A person may, with the consent of the Registrar, transfer the licence plate issued under subsection (1) to another antique motor vehicle.*

Perhaps if Members are apprehensive about possibly having to defend their use of a 'Year of Manufacture' license plate during a traffic stop they might print a copy of the above cited regulation to carry with the 'Antique Vehicle Registration' and Provincially issued 'Antique Vehicle license plate' they keep in their car.

Ron Rigby



Art Bent and your editor spent an enjoyable day at Heritage Park in Calgary on July 1st. The interest and spectator participation were fantastic with photos, questions, and comments. It is always great to show the young ones where it all started.

< A Constable 'George Arthur French' stand-in checking out Art's Barnyard Cruiser.



CLUB BULLETIN BOARD

EVENTS CALENDAR

Fall Colour tour Sept 17 Starting from High River at 10:00

(See page 9 for details)

Vintage Touring Association of Alberta (3rd tour)

Fall Adventure/Gravel Tour , **Sep 23-25 Fri-Sun Drayton Valley & West**

(See page 8 for details)

Wednesday Sept 28 General club meeting @ 7:00 PM

**The Hanger Flight Museum
4629 McCall Way, NE Calgary**



In Memory: We wish to acknowledge a passing member this summer of John Sylvester a long-time club member.

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



VTAA Fall Adventure Tour Sept 23-25, 2022

This annual event is being held in the Drayton Valley area and proves to be lots of fun for those who enjoy a low-key tour.

Friday, Sept.23

Late afternoon shake-down run
Dinner at Hotel (included)

Saturday Sept 24 (128 miles)

Complimentary breakfast at the hotel
Back roads tour to Brazeau Dam & Reservoir
Tour back to Drayton Valley the long way around
Lunch somewhere along the road (provided)
Dinner at the hotel (included)

Sunday Sept 25

Complimentary breakfast at the hotel

Hotel

Westwind Motor Inn 780-542-5375, book under 'VTAA'
4225-50 St. Drayton Valley, AB (lots of trailer parking)
\$86.11 night single all-in, \$106.82 / night double all-in
Includes breakfast and one coupon per person per night for 'anything off the menu' in the hotel restaurant

Need to Know

Pre-1932 original vehicles only, no trouble truck
Routes are primarily gravel and mostly well-travelled
Safe Steering and brakes are a must
No fuel available on the Saturday route
Cost \$15./person (for Saturday lunch & snacks)
Tour details subject to change

Tour Registration * Please make cheque payable to VTAA, and snail mail to 52461 Range Road 224, Sherwood Park, AB T8A 4R4 or E-transfer to vintagetouring@outlook.com

Name _____

Passenger #1 _____ Passenger # 2 _____

Mailing address _____

Telephone (cell preferred) _____ E-mail _____

Pre-1932 Vehicle Year/Make/Model/Body Style _____

Amount enclosed = number of persons (driver + passengers) X \$15./person = \$ _____*

DRIVER RELEASE STATEMENT: In consideration of the right to attend this tour, I agree to indemnify and hold harmless the Vintage Touring Association of Alberta against any and all claims, costs, and liabilities arising from damage or injury to property or persons resulting from my participation in the VTAA Fall 2022 Adventure Tour. The driver has proof of insurance on the entered vehicle under the policy listed below, and the vehicle is legally registered and licensed. The driver is a member In good standing in the Vintage Touring Association of Alberta.

Insurance Company

Policy #

Date

Signature

VTAA Fall 2022



Fall Colour Tour Saturday Sept 17

Please come and join the Foothills Model T Club for a fall tour. All are welcome whether that be in a Model T or a modern car.

We will start from the Call of the West Museum near High River (GPS coordinates are: 113° 53' 36.313" W or 113.89342027 W and 50° 36' 4.337" N or 50.60120472 N) where there is lots of trailer parking. We aim to leave at 10AM. We'll drive through the edge of High River and to the Bar U Ranch National Historic Site. See the menu at: <https://www.pc.gc.ca/en/lhn-nhs/ab/baru/activ/accueil-visitor/cafe>

Those that wish to eat at the Ranch can pre-order before taking the tour. It's a guided walking tour through the buildings and is scheduled for an hour. There is a group rate for the tour that the club will cover for all those who attend. That said, it is free for anyone with a Federal Park Pass so if you own one, please bring it to save the club a few bucks. Those that choose to eat at the Ranch will stay after the building tour. Others can choose to continue driving to Longview where there are several options to eat including the Longview (Twin City) Hotel. After lunch, we'll all gather in Longview before driving up Coal Road back towards the Call of the West Museum.

We will send out turn by turn instructions closer to the event date.

Kind Regards,
Darren



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. www.foothills-t.club/classifieds



For Sale: Fully restored 1927 Ford Model T Roadster. This unit had a frame off restoration in the early 1980s by the most recent owner. There is limited mileage on this unit since restoration. Reason for selling downsizing collection. \$15,000 OBO. For further questions or inquires please call or text Robert Swedburg (grandson of previous owner) at 403-465-0184 Check the website for additional photos at. www.foothills-t.club/classifieds

In search of: Model T Touring Body. Will consider all 403-710-7018, joelumberguy@gmail.com





SOLD !! 1927 Model T ford touring car for sale in Chestermere area. This car has just come out of 35 years of dry enclosed storage in Northern Alberta. The engine turns over and would likely run with a bit of work. The car was driven in a small town parade prior to my purchase. I have not attempted to start it. We sold the farm, so I lost my storage there. Restoration was started by the previous owner to a fairly straight body with minimal rust. The fenders have the usual stress cracks, but no one has ruined them with botched welding jobs. The difficult to find parts are there like the windshield frames, seat springs (new) and top bows. If the new purchaser wishes to restore/rebuild the engine I am prepared to pour, and line bore the main bearing babbitt in the block at no additional cost within a two-year period. The main bearings would be bored to fit the new owner's crankshaft. I would really like to see this go to a new home.

Harry Lillo @ 403-273-6310 or 1936cord@telus.net.



For Sale: Canadian-built 1914 RHD Model T Ford 'C' Cab. Serial number C22309. Exported, and eventually returned to Canada, restored, from New Zealand in 1991. Five Firestone tires, with balance beads, estimated to be 8 years old, wheels re-spoked in 2015. Installed a Brassworks Brass radiator in 2018 as well as a WOSP 12-volt starter in 2019. Has a Tim Pearson, fully rebuilt engine, and tranny in 2019. All paperwork available. Has had less than 1000 miles since rebuild. AC Brakes, relined in 2021. Running board toolbox, spare tire, correct carbide headlights and generator. It's a driver and a crowd pleaser at car shows (numerous awards over the years). \$21,000-OBO. Always stored

indoors. If interested, please e mail or phone Ross Benedict @ rbmanagement@shaw.ca or call 403-651-1612 to arrange a convenient time to see and discuss this fine bit of Canadian history.

Four Sale: Model T parts 26/27 rear axles, rear springs, front axles, 26/27 Ford frame, splash aprons, running boards, 21-inch wood spoke wheels and front spindles. 19-inch Model A wire wheel. Al Riise 403-274-4474. ariise2telusplanet.net

For Sale or Trade: I have a new 1923 Rootlieb hood. Still in its box. Would sell or swap for a “Low” hood. As well, I have a pair of sidelights for sale. I believe they are 1913-14. JNO 110’s One does not have the font. Open to any reasonable offer. I also have a number of earlier T parts I am willing to trade or sell. Send me your needs and I will see if I’ve got it. Contact- Grant Jones 306-260-2560 or grantwjones@shaw.ca.
Saskatoon, Sk.

HOOD 23-25 HIGH STEEL



Part # **T-4050-2325** | Model Year **23-25**

STEEL MODEL T HOOD Excellent quality reproduction hoods made by Rootlieb. This is considered the high hood. If you have a 1923, it is on the border-line, and could be either a high or a low. This hood is the correct one for the 1926-27 TT Truck. Six louvers per side, latch dimples, pressed steel handles. U.S.A.



For Sale: After decades of collecting and receiving gifts, this truly one-of-a-kind collection is being placed on the market. The family of our late member, Roy Fulton, would like it to go to a like-minded antique auto buff. Their hope is to see the complete collection sold as one unit. For further information, details, and additional photos, please contact Nicole Brandrick at 403-805-5015 or nicolebrandrick@hotmail.ca

A portion of the more than 250 car and truck models.





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



Foothills Model T Ford Club	
Membership Application	
Name	
Spouse	
Address	
City, Province	
Postal Code	Phone
e Mail	
MTFCA Membeship #	
Birth Date D/M	
Spouses B'day D/M	
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	
Please send form along with \$35.00 dues to:	
Larry Kynoch - Membership Registration	
212 Parkvalley Drive, SE	
Calgary, Alberta, T2J 4N6	

The Model T Ford Club of America	
Membership Application	
Name	
Address	
City, Province	
Postal Code	Phone
e Mail	
Annual dues of \$50.00 includes six issues of THE VINTAGE FORD regardless of the date of initial enrollment of \$50.00 US funds from Canada.	
Mail to: The ModelT Ford Club of America	
PO 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 Ann McDonald @ 403-242-7828 and let her know your MTFCA membership # .	

CLUB MEETINGS: Meetings are held at 7:00 PM on the fourth Wednesday of the month, excluding June, July, August, and December at: The Hanger Flight Museum 4629 McCall Way, NE Calgary

REPS, COMMITTEES & DIRECTORS:
 MTFCA Reps: Chris Brancaccio & Keith Robinson
 Tour Committee; Tom Van Dijk & Greg Stapleton
 Directors: Tom Cerkenac, Peter Anderson & Keith Robinson

CLUB EXECUTIVE:
 President: Darren Lloyd
 Past President: Harry lillo
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