



President’s message: Hello members.

The summer is officially in full swing. We had the last meeting before the summer break. The swap meet was well attended and seemed like lots of cool items changed hands.

The Model T Days event is planned for [June 17th](#). It has been the best attended event in the past and hopefully will be this year also. I’m really looking forward to it. Many thanks to Harry for allowing us to use his beautiful property again.

The summer tour seems to have been well planned. It looks like a great adventure! The club is truly fortunate to have such a great Committee this season.

See you at Harry’s.

Kind regards,
Darren Lloyd.



Editor’s Notes: **SUMMER !!!!** We should convene again in September, I trust we all can enjoy tours, T events and seniors facility shows over the next months.

Be safe.

This month has a tale on transmissions by a Facebook contributor and humor on a Model T EV rescue vehicle.

And my rant on the lack of interest in showing our vehicles at seniors facilities. Thanks to all who contribute to this letter, and for the president’s note and secretarial minutes being sent in a timely manner. And, Chris Bamford, our ever-faithful nit-picking assistant editor, Chris makes me look SMRT smart.

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.



Minutes of the Meeting Foothills Model T Club May 25, 2023, The Hangar

President Darren Lloyd called the meeting to order at 7:15 pm with 24 members present.

Minutes: Kristen moved the minutes of the April meeting to be approved as circulated in the May newsletter. Seconded by Robb, carried.

Treasurer: Larry provided the April financial report. He moved acceptance of the report. Seconded by Lawrence, carried.

Membership / National / Librarian: No report

Newsletter: Ross reported that Roy Fulton’s collection of antique model cars has been sold. Ross also reported that the grey fully restored 1926 MODEL "T" 4 DOOR TOURING listed in the newsletter has sold for listing price. Art Jewell’s touring with a K C Warford transmission and a True-Fire Ignition is for sale.

Eric recently took a “third cousin, three times removed from Henry Ford” for a ride in his Model T. Brett, a senior challenged fellow, was thrilled to be taken for a ride. See the pictures in the May newsletter.

Ross would also like to get some of our Ts out to Art Jewell’s residence for all the seniors to see.

Harry commented that Yvonne Hoines (an original club member) has passed on all the club information that she still had. Yvonne was the first club secretary back in the ‘70s.

Website: Kristen will get a new roster to Barry, so that he can update the email list.

Tools: Peter has returned the Beep tester and Barry Moyer has it and the club ECCT.

Tours: Harry, Karee, Glen, Robb

The summer tour will be around Olds, July 17 – 20. Camping will be at Ciperley’s Pond, individual sites are available. They let the group site go as it is closer to the dusty road and farther from washrooms and the individual sites were nicer. If hoteling book your room at the Pomeroy before May 31.



The tour will start Monday afternoon at about 3ish and will go to the Seniors Lodge, Tuesday tour may change to visit Ernie Beskowiney 1/12 scale steam collection. More information to follow.

Please let Karee know that you will be attending.

Model Ts to go to the Colonel Belcher on May 31

Okotoks Show and Shine will be held June 10 from 11 – 2pm.

Hangar Days will be June 17 and 18

President's Tour and Inspection – Harry & Rose Lillo will host on June 17, starting at 10 am.

The day will include a 100 Birthday Celebration of Don Campbell. Barry Moyer may provide a fire extinguisher demonstration. Larry will book a port a potty.

Old Business:

- The Hangar thanked Larry and the club for switching meeting dates.
- Darren has decals if anyone is interested.

New Business:

- Bill McPhail is wondering / considering the idea of getting parts from the US, placing one group order per month and he will broker the orders etc. Bill would place an order on the first day of the month, with the thought being they would arrive in time for the next meeting. Still working on logistics and a fair process. Bill will support Matt and Strong's Garage at Bruderheim as much as possible.
- Larry led a discussion on generator windings and has found it best to order new ones. He has spent much time researching and has found a seller. Motion by Larry that the club purchase 20 sets for the generators and 5 sets for the starters (approx. \$1000.00). Members will reimburse the club as they are sold. Seconded by Ross. Carried
- Terry had reproduction fuel dipsticks for sale for \$15.00 each.

Art Burgess won the 50/50 and donated back to the club.

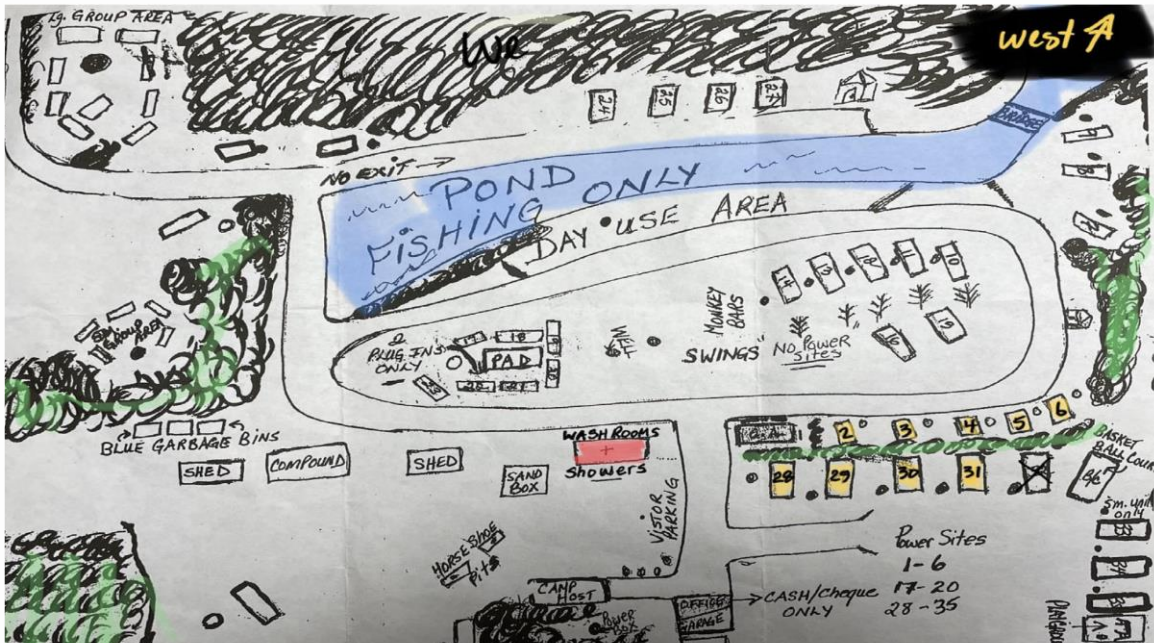
Meeting adjourned at 8:03 pm

Tech talks:

Discussion about generators continued.

Murray talked about the several types of steering ratios.

Olds Alberta & Area Club 2023 Summer Tour



Dates: July 17-20 **Location:** Central Alberta – Olds area as home base

Accommodations:

Didsbury Elks Campground/Cipperly's Pond (approx. 4 miles south of Olds) – for those wanting to camp. \$35/night for site with power, \$30/night for site without power. The campground surrounds a fishing pond stocked with Rainbow, Brown, and Tiger trout. If you enjoy fishing bring your rod and tackle for some relaxing fishing after a day of Model T driving!

Olds College Pomeroy Inn and Suites Pomeroy Inn(Olds) \$139/night plus taxes – standard room with complementary hot breakfast.

Olds College Centennial Village the rate is \$65.00/night based on single occupancy (\$70.98/night including taxes), \$70/night based on double occupancy (\$76.44/night including taxes). (Olds) – dorm style, each room will have one double bed with linens,



nightstand, desk, chair, closet shelving system as well as a vanity cabinet in the washroom. Hotel style amenities are also included.

There is air conditioning in the lobby and student lounge, but not in the guest rooms.

Any trailers/vehicles/items that you do not want to leave at the campground/accommodation can be kept at the Harms' farm (located close to Cipperly's Pond).

Tentative Schedule Overview (nothing finalized yet so may change):

July 17 – Arrival day! Planning local events/tours, possible Bison ranch tour? Model T vehicles visit residents at Olds Long Term Care facility, group potluck.

July 18 and 19 – Tour day trips with stops along the way. One day doing an east loop and one day doing a west loop.

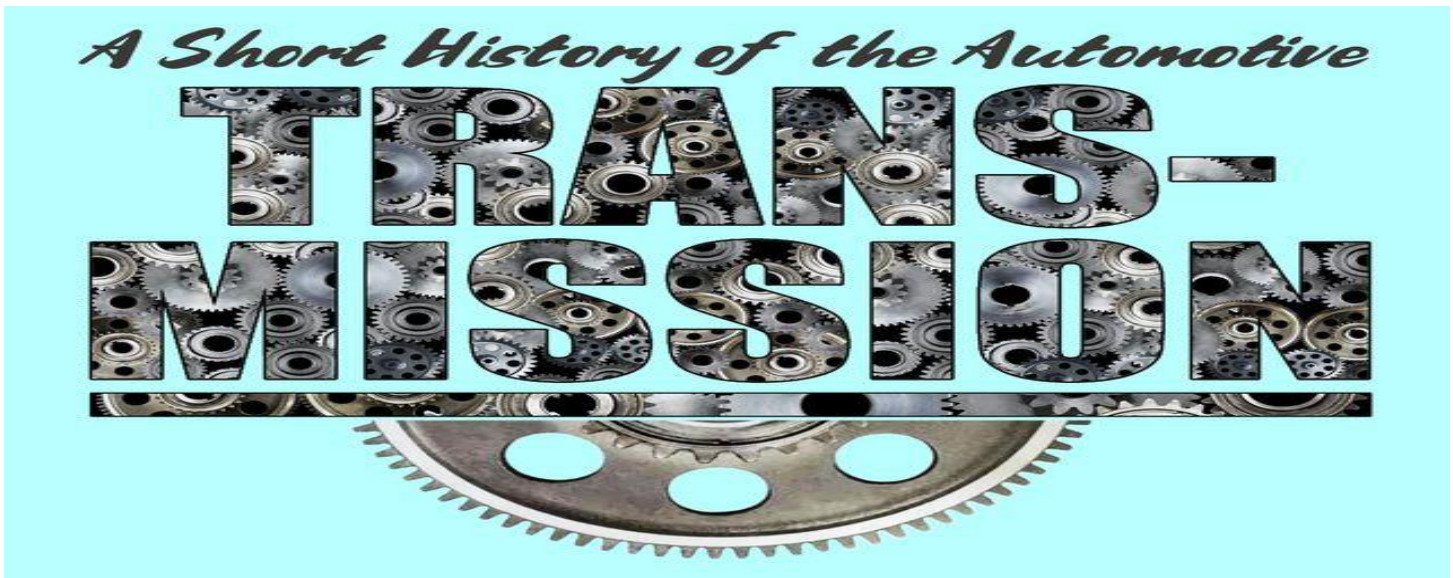
July 20 – possible third shorter loop, ending tour with BBQ.

We need your help!

To assist in planning events and arranging accommodations it would be helpful to have an idea of how many people/vehicles may be attending this year's event. We don't need to set numbers, just a general idea of how many are interested in going. **Please email or phone one of the tour committee members by the end of March if you are interested in attending.** It would be greatly appreciated. Of course, if you don't reply and want to come later, not a problem! This is just to assist us in the planning.

1. How many people/vehicles do you think you may bring?
2. What type of accommodation are you interested in? If camping, powered or unpowered?
3. Are you interested in taking your Model T to the Olds Long Term Care facility? If we have an approximate number of cars, they will make arrangements to block off part of the parking lot for us.

Contact information Karee Harms – email: kcm@airenet.com, phone: 403-438-0425



By Bob Corio (a Facebook contributor)

Because the electric motors and steam engines of Brass-Era automobiles could deliver 100% of their rated torque from a standing start, there was no need to equip them with multiple-speed transmissions. That, however, wasn't true of the internal combustion engine and cars thus equipped were not only going to need some form of step-down gearing, but also a "neutral" which would allow the car to sit still while the engine was idling. And so, the automotive transmission came into being.

On January 29, 1886, a German engineer, Karl Benz, applied for a patent for a gas-powered vehicle, the "Benz Patent Motorwagen." It had three wheels, which begs the question of whether the first semi-practical motor vehicle design was a tricycle motorcycle or what we now refer to as a "car." It had no transmission to speak of, just a single-speed affair with a tension-adjustable leather belt-drive acting as a clutch. Its little one-horsepower engine ran flat-out all the time and the driver operated a lever to vary the belt-drive's tension against a spinning disc, thus controlling the speed of the vehicle. By today's standards, it might be thought of as a powered wheelchair, especially in light of its 10-mph top speed, but Mr. Benz called it a "Motorwagen," which translates from German to English as "motorcar," and as he was the first to build one, he could name it whatever he pleased and be absolutely correct. So, ja, das ist ein motor-wagen.

Nine years later, two Frenchmen, Louis-Rene Panhard and Emile Levassor, invented what amounted to the 3-speed sliding gear transmission. If Germany could be considered the



birthplace of the automobile, France was the cradle—and the playpen, kindergarten, and elementary-school. The Germans would eventually be venerated for their automotive engineering, but during the Brass-Era, it was the French engineers who were the very best of the very best. Panhard and Levassor's non-synchronous sliding-gear principle would remain in general use into the 1930s and beyond, particularly in trucks (and even today, big-rig truckers are no strangers to double-clutching a completely non-synchronous gearbox).

Of course, the unsynchronized transmissions of Brass-Era automobiles were rather difficult to shift and that's part of the reason why engines of the day were designed with tall cylinders and long-stroke, slow-revving crankshafts (and I'll quote Jay Leno as having said, "Back in those days, 1600 rpm sounded like the end of the world"). Such long-legged engine configuration made for enough low-end torque that most of the time when steering around slow corners, a driver could simply lug the engine instead of down-shifting and thus avoid some unpleasant gear-clashing orchestration. A wonderful example of an extremely tall, extremely low-revving, extremely powerful engine would be that of the 1911 Fiat "Beast of Turin" S76 racer which churned out close to 300 horsepower at a ridiculously low 1,400 rpm. Now, that's a lot of low-end grunt!

Automobile races got a lot of press coverage during the Brass Era and the French, of course, would come to be known for their Grand Prix and the most grueling endurance competition of all, the 24-hour race at Le Mans. Well, two Panhard et Levassor cars did even better than that, holding together for an absolutely astounding 48 hours to take first and second place at the Paris-Bordeaux-Paris race of 1895. One of those race cars was driven by Emile Levassor. Viva la France (and thank Heaven for little gears)!

The first synchronized-gear transmission was invented in 1918 by Earl A. Thompson, a genius American engineer out of Elgin, Oregon. This, of course, would be a game-changer, but initially, he couldn't sell the idea to Detroit carmakers. Thompson was persistent, though and the first cars to be manufactured with the Thompson "Synchromesh" transmission were the 1928 Cadillac and LaSalle. Buick would follow suit in 1931. Today, every car with a stick-shift features his invention and Thompson should have been as rich as Westinghouse, but he sold his synchromesh patent to General Motors for a paltry one-million dollars. In any case, the synchromesh gearbox made driving a car much, much easier, and now, anybody could do it—except a Millennial.

The 2-speed planetary transmission, so popular during the Brass-Era, had a history that went way back. I mean way, way back—like around 500 B.C. Known back then as



"Epicyclic Gearing," the ancient Greeks used the principle to create mechanisms which kept track of the orbit of the planets. The famous "Antikythera Mechanism," the function of which confounded archeologists for quite some time, was later determined to have been used to predict, years in advance, the positions of the planets and the Moon along its orbit around the Earth, even compensating for its elliptical track! In automotive applications, planetary transmissions were used in the earlier, more lightweight horseless carriages like the 1901 Curved Dash Oldsmobile, the 1904 Franklin Type A, the 1905 Buick Model B and most famously, the 1909 Ford Model T. These basic planetary units were the ancestors of the first 2-speed automatic transmissions like Chevrolet's "Powerglide," which first appeared in 1950, Chrysler's "Powerflite," which came out in 1954 and Ford's Borg-Warner designed "Ford-O-Matic" of 1959. So, it might have turned out that Henry Ford got the planetary transmission through József A. *Galamb*, who might have gotten it through Leonardo Da Vinci, but apparently a toga-partier by the name of Archimedes hit on the idea first. A funny thing happened on the way to the Parthenon.

Remember Earl A. Thompson, the guy who had invented Synchronesh and then sold the patent to General Motors? Well, in 1934, GM put him in charge of the team which would create and develop the automatic transmission. Its first incarnation, the "Automatic Safety Transmission," which first appeared in 1937, was a planetary semi-automatic which did shift itself, but still required a clutch pedal. Now, you might think that the first fully automatic would be an outgrowth of the basic 2-speed design, but it wasn't. Instead, the "Hydramatic" was quite sophisticated, featuring four (Count 'em, four!) self-shifting forward gears and a fluid-coupling replacing the familiar friction-clutch. First appearing in the 1939 Oldsmobile, it was the most significant automotive development since the electric self-starter. Nevertheless, it still used the epicyclic gearing system invented by the ancient Greeks—and our story might have come full circle at that point except for the fact that this same basic planetary gear set-up is still being used in automatic transmissions to this very day.

As an aside, it's kinda humorous that there's no shortage of automotive historians who feel that back in the days of tailfins and whitewall tires, it was the automatic transmission which enabled countless women to drive cars. Apparently, those dudes are unaware of how the Arsenal of Democracy—including 297,000 aircraft, 86,000 tanks, 560,000 trucks and over 700,000 jeeps had only just been built by twenty million "Rosie the Riveters." I think it's safe to say those women were okay with manual transmissions. In any case, it was my own mother, Angela Coiro, who gave that little automatic transmission thingy on top of the steering column its name. She called it a "Prndlo."



Editor's Request:

When on tour, at a family event, a car show, in the neighborhood, in the country, up the creek, or wherever with your T, please take photos and send them to me with a story, for a "Summer collage" of what we can do with our Ts.

E mail: rbmanagement@shaw.ca, text to 403-651-1612

A *humorous Model 'T' er* looks at the lighter side. "My TT is keeping up with all the latest trends! *Proving that Model T's can keep up with the Times!* They are never out of date. . . . A little humor for the day by Tory Brown from Aurora, California. . .

ELECTRIC VEHICLE

RESCUE SERVICES

STRANDED?

OUR 1925 MODEL TT WILL GIVE YOUR EV A CHARGE!

THE LATEST IN EV RECOVERY SERVICES.



EVENTS CALENDAR

DUES ARE DUE!!!!

The \$35.00 - 2023 dues can now be paid via
e transfer to Ann McDonald @ agmcdonald@shaw.ca



Okotoks Ford have invited us for their annual BBQ and Show and shine. Model Ts and As are most welcome as well as any other Antique Fords!

June 10, 2023 . Place: Okotoks Ford Time: 11:00am-2:00pm

June 17, 2023. Presidents Tour Fun Day and Birthday Party! Safety Checks, Lunch, Driving lessons for that wannabe Model T Driver, fellowship and, **help a member, Don Campbell, celebrate his 100th Birthday!!!** All at Harry and Rosalie Lillo's 243021 Range Road 281, Rocky View County, AB, (Chestermere Lake area). **Start time: 10:00AM**

July 17-20th Our club's 3-day tour in Olds & area - See page 4 & 5 for details.



Tom Van Dijk was the only club member to show up and represent us at the Belcher Care Center on Wednesday May 31. It's sad to see our club so non committed to our seniors. We are all going to be there someday.

Ross Benedict

How are these photos connected?

Northern member Chris Bamford was recently kicking tires with like-minded aficionados to the south. Read all about it on the MTFCA Forum Click [HERE](#).





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



Wanting to Buy: 3.5" X 30" Demountable Rims. Dave McCourt davemcc@telus.net



Seeking: 1915-1918 Canadian 4 door Touring wood body kit. Full or partial kit. Contact me Michael ilsley at 780-293-4757. michael.ilsley@gmail.com.

For 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: Aftermarket 17" Mahogany (?) DILL Lockable Steering Wheel c/w key. Ready to attach to a standard Model T. ~~\$395.00~~ **Reduced to \$300.00** OBO. (Shipping extra) Ross Benedict 403-651-1612, rbmanagement@shaw.ca.



For Sale or Trade: I have a new 1923 Rootlieb hood for the high hood. Still in the box. Would sell or swap for a good set of one-man top irons for a 1923 US touring.

Also, I have a pair of sidelights for sale. I believe they are 1913-14 JNO 110s. 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: This tandem wheeled trailer is looking for a new home. It has ramps and handles Model A's or T's well. In recent years it has been used to haul construction materials and make dump trips which is why the removable protectant wood was added. It is currently located in the Crowsnest area. Contact Ron Rigby at 403-282-9655 for details. rwrigby@telusplanet.net

For Sale: 1926 Model T Ford Touring c/w top, KC Warford Tranny and Truefire ignition. powder coated wire wheels, white wall tires. Beautifully restored and babied since by true model T folks. \$16,500 OBO. Ross Benedict is assisting Art Jewell in selling this fine specimen - 403-651-1612, rbmanagement@shaw.ca



Viewing by appointment only.



Foothills Model T Ford Club	
Membership Application	
Name	
Spouse	
Address	
City, Province	
Postal Code	Phone
e Mail	
MTFCA Membership #	
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:	
Ann McDonald - Membership Registration	
2605 Carleton Street, SW	
Calgary, Alberta, T2T 3K8	

The Model T Ford Club of America	
Membership Application	
Name	
Address	
City, Province	
Postal Code	Phone
e Mail	
Annual dues of \$60.00 includes six issues of THE VINTAGE FORD regardless of the date of initial enrollment of \$50.00 US funds from Canada.	
Mail to: The Model T Ford Club of America	
309 North 8th Street	
Richmond, IN, 47374-3034 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 EXECUTIVE:
 President: Darren Lloyd
 Past President: Harry Lillo
 Vice President: Bill McPhail
 Secretary: Kristen Anderson
 Membership: Ann McDonald
 Treasurer: Larry Kynoch
 Editor: Ross Benedict *
 Tool Curator: Glen McDonald
 Librarian /Historian: Jonathan Watson
 Web Master: Barry Moyer **
 * rbmanagement@shaw.ca
 ** foothillsmodeltfordclub@gmail.com

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: Harry Lillo, Karee Harms, Glen McDonald & Robb Wolff
 Directors: Peter Anderson, Karin Schubert, & Paddy Munro