



T Footnotes



Happy Valentine's Day





FOOTHILLS MODEL T FORD CLUB EXECUTIVE:

President: Bill McPhail
Past President: Darren Lloyd
Vice President: OPEN
Secretary: Kristen Anderson
Membership: Ann McDonald
Treasurer: Larry Kynoch
Editor: Ross Benedict **
Tool Curator: Glen McDonald
Librarian /Historian: Jonathan Watson
Web Master: Barry Moyer *
[*foothillsmodeltfordclub@gmail.com](mailto:foothillsmodeltfordclub@gmail.com)

COMMITTEES, DIRECTORS & REPS:

Tour Committee: Peter Anderson, Harry Lillo,
Karee Harms, Glen McDonald &
Robb Wolff
Directors: Karin Schubert, Darren Lloyd
& Tom van Dijk
MTFCA Reps: Chris Brancaccio
& Keith Robinson

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

The Foothills Model T Ford Club publish the T
Footnotes newsletter, in Calgary, Alberta. It is
published to keep the membership and similar
organizations aware of our club activities and
articles of interest to the Model T family.
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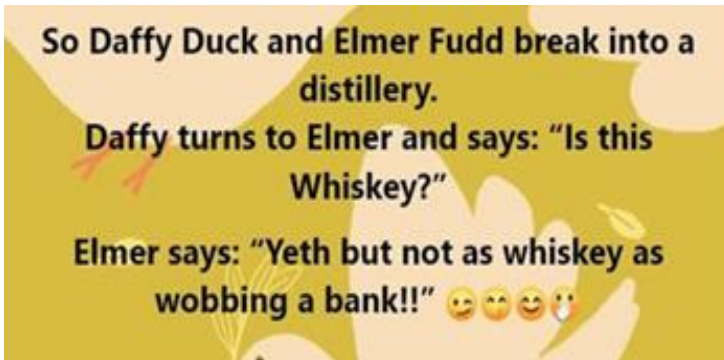
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**I just found out that
the company that
produces yard sticks
won’t be making them
any longer!!**

Editor’s Notes
Thanks to
Robb Wolff
for the wood
bending
article, Karee
Harms for her
report on the

Reynolds restoration class, and as always
Chris Bamford for his review and
corrections of my efforts.





PRESIDENT'S MESSAGE: Happy February All!

I am a little embarrassed that I had to miss the first general meeting of my tenure as president, but I am thankful that Darren was willing to fill in for me. Thank you, Darren!

The month of February affords us Valentine's Day and Family Day weekend, giving us opportunities to focus more on our families, spouses, or significant others. I encourage everyone to make the most of these opportunities!

We had a fun year of successful events in 2023 and I'm sure our tour committee are already planning great events for us in 2024. Research and planning for the possibility of hosting a National Tour in 2025 is underway. This possibility is very exciting, and is a big undertaking, which would require significant work and commitment from all.

In addition to our collective events, we all have our individual projects we may be working on. Collectively we have the team project of the "Cut-away engine". My personal "T" project right now is adding a Ruckstell axle. I have most of the parts already and will order whatever else that may be required in due course. This novice welcomes any help or suggestions! I am also interested in what others in the club may be working on. Please drop me an email and let me know! billmcphail29@gmail.com .

There will be another collective parts order going out at the end of February. I will send out a reminder email closer to the time to those on the parts mailing list. If you want to be added to this list, please let me know.

Best Regards, Bill McPhail



WHO ELSE IS OUT DRIVING THE 'OLDIES'?

From Chris Bamford

"Pete and Leo and their mom were recently welcomed into our family group, and tonight was the lad's first outing in a T. Nothing but happy sounds from the back seat, but three miles was plenty far enough in **-32 C/-26 F**, thank you very much. Driver looks a little maniacal though . . ."



Your editor was recently introduced to CHAT AI. That may have created a monster, with me at the helm. My initial request was “Create a poem on “Restoration of a Model T Ford.”

What we have, was seconds in the making!

Ross Benedict

RESTORATION OF A MODEL T FORD

In a dusty barn, forgotten and worn,
Rests a Model T Ford, forlorn.
Its engine silent, its paint faded,
But hope lingers, restoration awaited.

With tender hands and a heart full of care,
We peel away the layers of neglect and despair.
Rust flakes off like old memories, revealing the core,
As we vow to bring this beauty back, forevermore.

Piece by piece, we gather and mend,
Each part a puzzle, a story to comprehend.
From the engine's roar to the wheels' gentle spin,
We revive the Model T, a new life we begin.

The body, once tired, now gleams with pride,
As we polish and paint, side by side.
Bringing back the glory of days long past,
We restore its charm, making memories that will last.

Now the Model T Ford stands tall and strong,
A testament to resilience, where it belongs.
Its engine purrs, its wheels roll with grace,
A symbol of restoration, a smile on our face.

With love and dedication, we've brought it back to life,
This Model T Ford, restored from strife.
A reminder of history, a treasure to behold,
A classic beauty, forever restored, never to grow old.

WHAT IS THE PROCESS OF WOOD BENDING?



Les Schubert bought and showed an Earlex Steam Generator for a Wood bending unit that he thought the club should add to our tool collection. Steam bending is the process of soaking a piece of wood in hot water at a boiling point for a certain period of time in a steam box, softening the fibres to make it pliable and “stretchier,” Once the timber cools down and the fibres dry once more, it will retain its new shape.



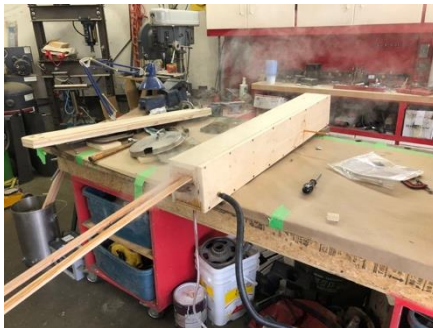
The unit we have purchased would be attached to your box made of wood or plastic suited to what you were wanting to bend. A plastic pipe might even be what you need.

STEAM BENDING RED OAK SILLS Contributed by Robb Wolff

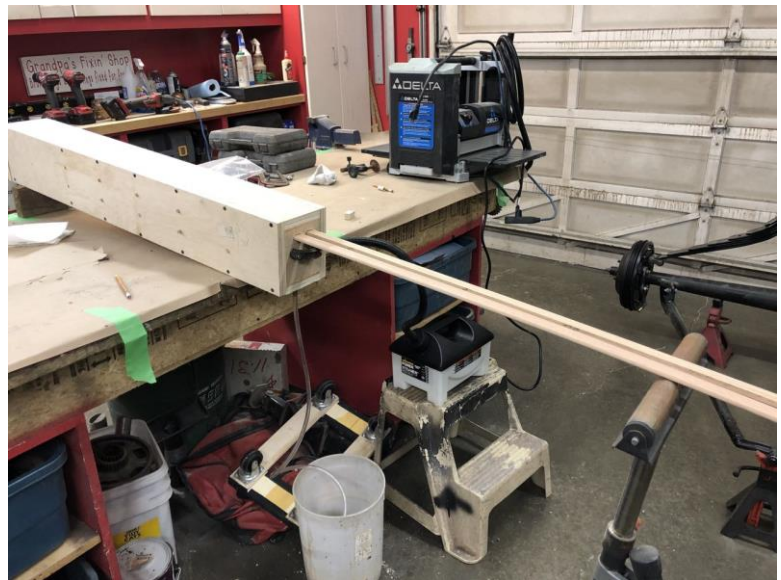
The 1912 mother-in-law Roadster I restored a few years ago had bent wood sills that covered the top edge of the birch plywood body panels. Articles from several woodworking magazines I read explained that white and red oak respond well to steam bending and that air-dried wood bends better than kiln-dried wood. I chose kiln-dried, 3/8" x 1 1/4" red oak door stop for my application. It is difficult to find air-dried hardwood out west and the "door stop" dimensions fit my need and saved me from milling the pieces from a 6/4 rough board.



Initially I built a steam box large enough to accommodate oak boards 4" wide and 3/4" thick that I planned to use for the front sills. After some experimentation, I realized that my setup would not produce enough heat to bend such large boards



The inside of my setup was



only about 90 C and the plywood box quickly delaminated.

Eventually, I settled on a piece of 2" PVC and drilled holes into the end caps. I inserted a hose fitting in one of the caps and wrapped the pipe in towels to help retain the heat.

Coming up with a steam source took almost a whole Saturday. I stopped by several thrift stores looking for a tea kettle to put on my electric hotplate. After several other dead ends, I remembered removing wallpaper with a rented steam generator. A few minutes later I located a used Wagner Model 705 Power Steamer on Kijiji.



Our club now has a purpose-built steam generator (thank you, Les Schubert for the suggestion to purchase it)



My first attempts were made after soaking the wood overnight in water mixed with fabric softener. I then steamed the wood for an hour and attempted the bends. The mild bends worked fine but the more extreme bends failed.



Wood fibres will not stretch but they will compress. For the more extreme bends, I screwed wood stops to a metal strap, allowing just enough room between the stops to tightly capture the oak. The strap was attached to the fixture. I then steamed the wood for about 30 minutes and quickly fixed it in my jig. The setup worked like a dream.



Here are a few things that I learned.

- Pre-soaking the wood overnight doesn't hurt, but for relatively thin pieces it may not help much either.
- Fabric softener stinks up your shop. I won't be using it again.

- Capturing the wood in a “metal strap jig” forces the inner wood fibres to compress and keeps the outer fibres from separating.
- Bend the wood further than needed because it will spring back a bit.
- If you bend the wood too much you will have to steam it again to unbend it.



Robb Wolff

SEVERAL OTHER SOURCES OF STEAM BENDING WOOD



[Chris Deziel](#) @ Family Handyman.com can be seen here discussing a “Beginners Guide To Steam Bending.” Click on:

[Beginner's Guide To Steam Bending Wood \(familyhandyman.com\)](https://familyhandyman.com/beginners-guide-to-steam-bending-wood)



Lee Valley’s Steam Bending Instructions – click on:

[31161-steam-bending-instruction-booklet-c-01-e.pdf \(leevalley.com\)](https://www.leevalley.com/usa/leevalley/media/31161-steam-bending-instruction-booklet-c-01-e.pdf)

YouTube Videos of interest

[3 Ways to Bend Wood \(youtube.com\)](https://www.youtube.com/watch?v=3WaysToBendWood)

[Bending Wood With Heat \(youtube.com\)](https://www.youtube.com/watch?v=BendingWoodWithHeat)

[Bending Wood with Heat \(youtube.com\)](https://www.youtube.com/watch?v=BendingWoodWithHeat)



YouTube



MINUTES OF THE MEETING OF THE FOOTHILLS MODEL T FORD CLUB, JANUARY 24, 2024, THE HANGER

Past President Darren Lloyd called the meeting to order at 7:07 pm with 27 members present.

Minutes: Kristen moved the minutes of the November meeting be approved as circulated in the newsletter, seconded by Robb, carried.

Treasurer: Larry provided the financial report for December, and moved the report be adopted as presented. Larry reported that as the club is not in financial need at this time, membership fees can continue at \$35.00, seconded by Michael Zubkow, carried.

Membership: Ann is collecting memberships for 2024. We have 39 paid members. Payment of membership dues send by e-transfer to agmcdonald@shaw.ca or paid at a meeting. Al Riise asked why the club no longer issued membership cards, after discussion at a past meeting members felt they no longer required them. Al has requested a card, for potential discount purposes at vendors. Kristen believes that we were out of stock and needed more printed, so at that time, it was decided not to proceed. Ross could see if there were any with the items from Eileen and Art. If not, Darren or Ross will investigate getting some.

Newsletter: Ross reported he had the February newsletter half done and asked if everyone liked the new format, positive feedback was received.

Website: Nothing new to report on the website.

Tools: Glen reported that the tools usage has been quiet. Glen has tested the spoke press donated by Art to compress wooden spokes and found that it works great. There is one exhaust nut wrench available for purchase, at \$15.00. Les donated a large soldering iron to Larry for generator rebuilding use.

Librarian: Jonathan called the MTFCA regarding the club copy of the Vintage Ford. Some copies have been sent to him and some to Kristen and now there are gaps in the collection, as issues have gone missing. They should be going to Jonathan as he is the club historian.

National / Tours: Chris reported that members of the tour committee as well as other volunteers are working on a National Tour to be hosted by Foothills in 2025. Four to

five locations were considered, including Cochrane, Pincher Creek, Drumheller, Stettler and Red Deer. After discussion, the chosen location will be Stettler. Close enough proximity for planned day trips that could include Drumheller, Wetaskiwin, Stettler Train, Rochon Sands Beach Day, trip to Donalds etc. Registration on Sunday and the tour Monday through Friday. Larry has been working on the budget and has made many calls regarding pricing and availability of hotels, passenger availability on the train, museums, and banquet venues. We do not want the cost to be prohibitive. The club may investigate SVAA Insurance to cover the tour as well.

The current committee volunteers are Chris, Harry, Karee, Larry, Ross, Glen, Robb, Kristen, and Peter. We will continue to work on this and come to the February meeting with a vote on whether to proceed with a National Tour. Chris will talk to Jerry (President of the MTFCA) regarding the pricing structure.

Correspondence: email from Rachel re MTFCA memberships. Kristen to follow up as there are many active members that are not included on this roster.

Old Business:

- Darren still has club decals if anyone wants them.
- The Cutaway engine project – The club has received a different block – from Sam Squire, which has been cleaned, and is free of rust and mice nests.

New Business:

- Robb found a fold up scissor stand on sale at Princess Auto. It works well for painting and can also be used as a worktable.
- Lethbridge Swap Meet is February 9 – 10, 2024. The SVAA meeting will be held on Saturday.

Al Riise won the 50/50.

Meeting adjourned at 7:55 pm



Tech Murray discussed after-market magnetos and magneto drives.

A 5-day Auto Restoration Workshop at the Reynolds Museum in Wetaskiwin as told by Karee Harms of Olds Alberta

From November 15-19 I attended a Five-day Auto Restoration Workshop at the Reynolds Museum in Wetaskiwin. Each day of the workshop covers a different topic, people can go to the entire workshop or just specific days they want to attend. Most people who attended were there for all five days. My understanding is the workshop is held each fall and takes 20 people each day. There was a wide variety of attendees, including people just starting out (like me), people who have previously restored or are restoring as a hobby, and also some who do some aspects of restoration as a career (such as bodywork). I was the only one there this time that was working on something as old as the Model T's.

At the Reynold's museum, they do "museum quality restoration." As they explained, all that means is that they restore their vehicles back to the way the vehicles would have been when they left the factory, and, as much as possible, will use techniques and parts from that time period.

It wasn't a hands-on type of workshop, we didn't do the welding, dent repair, etc. ourselves. What they did was have us all sit in the workshop and they would demonstrate the various topics using vehicles there. This way we could watch while they explained what was being done, why it was being done, and tips for things to be careful of. They would also talk about some of the products that they use. I had a notebook along and it was quite full by the end of the five days.



In the restoration workshop, close to where we were sitting, there was a Ford Model N that they were just finishing restoring. It was interesting taking a look at it during breaks.

Before and after the workshop, and during lunch breaks, we had access to the Reynolds Museum resource centre. It contains over 70,000 items and is available to the public.

They pulled information on the Model Ts for me, and I had some photocopying done. Photocopying is \$0.35 a page or \$1.00 a page for scanning. I even found and got copies of the Operating and Maintenance manuals for my John Deere 1937 Model B and 1940s Model LA tractors, so that was an unexpected bonus. You don't have to go

to Reynolds Museum in person to access the library, you can contact them by phone or email and have the information scanned for you.

Day 1 – Vehicle Restoration Process: this day was an overview that discussed the nine stages of completing a full body-off frame restoration.

- Plan, selecting projects, estimates, research, documentation, and cataloging, ordering parts.
- Cleaning and minor disassembly
- Rough-out metal repair
- Disassembly
- Metal finish and wooden body repair
- Chassis work and repair
- Pre-fit
- Disassembly and paint
- Reassembly

Also, on this first day we were given a tour of the warehouse containing the vehicles, machinery, and aircraft not currently in the museum.



Day 2 – Focused on how to complete mechanical

inspections and assessments including powertrain, suspension, brakes, steering, instruments and auxiliary equipment, electrical system, and tires and wheels.



Day 3 – Metal Finish Repair on Automobile Bodies: using minimal tools showed how to return metal to original contour without use of filler. Focused on shaping and welding. Talked about the tools and accessories, assessment of damage and corrosion, minor impact repair, metal shaping and welding, fill repairs including dent repair, body soldering,

lead-fill repair and how to properly use plastic body filler if needed.

Day 4 – Surface Preparation, Paints and Finishes: covered steps involved in completing a paint finish including surface preparation and cleaning, priming, sanding and paint techniques.

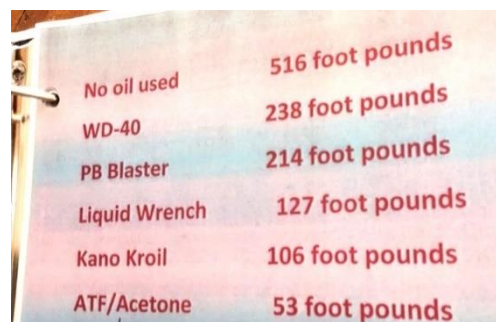


Day 5 – Vehicle Detailing: how to evaluate, repair and maintain original materials and finishes. Also, how to choose the best products to use on different surfaces.

Some tips that I learned:

- One of the best things to use to loosen things is a **50/50** mix of acetone

and ATF. Acetone can be replaced with diesel but won't work quite as well.



No oil used	516 foot pounds
WD-40	238 foot pounds
PB Blaster	214 foot pounds
Liquid Wrench	127 foot pounds
Kano Kroil	106 foot pounds
ATF/Acetone	53 foot pounds

- Using a fridge magnet is a good noninvasive way to find hidden repairs under paint, won't stick when a lot of filler is used.
- Never sandblast sheet metal
- Once you have something in bare steel if it will be sitting for a while, you can coat with phosphoric acid applied with sprayer or rag to prevent flash rusting, will need to be sanded before painting.



- Don't use more coats of primer than needed, will just mean more sanding. If a paint job fails, the primer is most likely going to be the cause
- When instructions talk about the best temperature for painting, it means the temperature of the item you are painting, not the air temperature.

- PPE tip if using charcoal respirator, store in Ziploc bag when not in use, will keep charcoal lasting longer.
- Dust masks should be used for protection from particulates only not chemical
- Create a paint spray out card for paint used, on the back of card write down the number of coats used, pressure of the sprayer, how much reducer was used, year and make of paint.
- Epoxy sealer shelf life of hardener is two years and sealer is four years
- When sanding don't sand just one direction back and forth, sand in an X pattern

- Avoid using Armorall, contains silicone
- For mold and mildew use diluted alcohol, not full strength
- Caswell Canada sells kits for replating metal if you wanted to try doing it yourself
- When plating amp is more important than voltage
- Linseed oil works well for preserving bare wood
- Scratch marks from wiper blades and other light scratch marks on windshields can be removed using a glass polishing powder mixed with distilled water creating a paste and then applied with a buffer, put on a flat table and use microfibre cloths
- If in storage convertible tops should be kept six months up and six months down to prevent shrinkage
- Don't cover a vehicle in an unheated garage if it is on a cement floor. It will cause moisture to come up from the cement. If covering, make sure to have something between the cement and vehicle tires such as plywood.
- Ideal humidity is 35-50%
- Regular gas shelf life is six months
- When detailing always use microfiber or terry cloth, not polyester

• There is a line of products that they have found is not expensive but works very well for detailing (being government funded they have to work on a budget) It's a European product that Canadian Tire has the exclusive rights to sell in Canada called Auto Glym



- Jan 1 regulations changed, and aerosol is less available. A good replacement are pump sprayers. Make sure to use a plastic container that is suitable for the chemical that is going in it, they are not all the same.
- When using sandpaper, never jump more than 100 grit at a time.



CLUB BULLETIN BOARD



The \$35.00 - 2024 dues can now be paid via
e-transfer to agmcdonald@shaw.ca

General club meeting @ 7:00 PM Wednesday February 28, 2024,
The Hanger Flight Museum 4629 McCall Way, NE Calgary.

Bill McPhail is entering a Model T parts order monthly (just after the
first of the month.) Please use the billmodelatprts@gmail.com for all
part-related orders being sent to Bill.





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: 2-T Blocks, pre-26. One tanked, one not. 12-inch electric planer-needs switch. 2-3-dip oil pans-early with cover. 4 Running board brackets for 1918 Frame. 1 Pair Side Wind windows for 26 T Touring with glass. T Spare tire carrier, 30x31/2 tire, Pre-1920, requires a wood frame to hold. 3- T standard aluminum pistons. Color Lube chart in paper tube for a T. 3-Transmission bands, narrow, with removeable clips. 1-Steering wheel spider, 1-steering ring wheel. 1-Model T-small rear differential with gears. Not high speed. Standard Model A Head-not high compression. 1930 ? Chev Radiator and Shell. Contact Sam Squire 403-652-1859.



For Sale: Cover plate. 1926/27 battery cover plate, steel, for battery access hole in steel pickup or roadster beds. \$45.00 CDN. Shipping extra. Al Riise 403-274-4474 or ariise2telusplanet.net



For Sale: Model T parts 26/27 rear axles, rear springs, front axles, 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

Wanted: 1926/27 Model T Ford Roadster Deck Lid. Call Al Riise 403-274-4474. ariise2telusplanet.net



For Sale: 1926 Model T Coupe \$13,500.00 or best offer. The car is in good physical condition, has not been run since I've owned it in 2019. Henri Kooperberg henrikooperberg@yahoo.com, 403-554-7803 located on Horse Creek Road, Rocky View County Alberta T4C 2W2



For Sale: Aftermarket 17" Mahogany (?) DILL Lockable Steering Wheel c/w key. Ready to attach to a standard Model T. \$350.00 OBO. (Shipping extra) Ross Benedict 403-651-1612, rbmanagement@shaw.ca.





Four Sale: 1924 Model T Ford, very clean body for such a vintage classic car, clearly been kept indoors as it is now, was running when parked a couple of years ago. If you're mechanically inclined, you're welcome to give it a tune up and test drive before purchase. New red leather seats, spare tire in trunk, electric start with original key, certainly not a perfect car but for its age it's excellent. Just turned 100 years old this year, so get your hands on this centenarian while you still can! Price does not include GST, however unlike most other dealers, we do NOT charge any additional documentation fees or administration fees or anything, NO FEES, so the price here is the price you pay! If you are interested in viewing, please call or text [hidden information]. Showing by appointment only. If viewing is not an easy option, then let us know and we will be happy to take a walk around video with better details, just ask! *Please call or text 403-681-5154, or e mail warwickandrews@hotmail.com for questions or to set up a viewing. Warwick Andrews.



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FOOTHILLS MODEL T FORD CLUB

Membership Application Form

Please send this form along with your annual membership fee of \$35.00

To Ann McDonald, Membership Registration @

2605 Carleton Street, SW, Calgary, Alberta, T2T 3K8

e transfers to: agmcdonald@shaw.ca

Member's name	Spouse's name
Address	City & Province
Postal Code	
Phone Numbers	
e mail Address	
MTFCA#	
Your DOB	Spouse's DOB

The Model T Ford Club of America

Membership Application Form

Name	
Address	City & Province
Postal Code	Phone Number(s)
E mail address(s)	
e mail Address	
	Mail to: The Model T Ford Club of America
	309 North 8 th Street, Richmond, IN, 47374-3034 USA

Annual Dues of \$60.00 (US funds) includes six issues of THE VINTAGE FORD.

You can register online at www.mtfca.com

or phone the office @ 765-373-3106

Once assigned a membership number, please forward to
Ann McDonald @ agmcdonald@shaw.ca or phone 403-242-7828



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