

Life is a series of experiences, each one of which makes us bigger, even though sometimes it is hard to realize this. For the world was built to develop character, and we must learn that the setbacks and grieves which we endure help us in our marching onward.

Henry Ford

### President's message:

When Ross said he wanted to put together an issue on Model T humour I was all in. On one hand there have been many jokes about our little cars; in particular, about how simple they were, relative to other autos of the day. Not only were they small and light but low priced as well. This made them the brunt of many jokes.

On the other hand, our cars of today make people smile and appreciate that 100-year-old cars still drive on city streets and highways. How many times have you had someone come up and tell you their father or grandfather had the very same car as yours? Only to say, it was a Dodge or Chevrolet! Maybe we should make this an annual edition of our club newsletter?

*Harry Lillo*

**From the Editor:** I thought we should have a light, humorous and entertaining newsletter this month. I called on Stan Howe to provide an entertaining tale (he had to work on it, being a man of few words . . .) As well, I found an entertaining article in a recent New Zealand Model T club newsletter by Dave Loving of Mansfield, Massachusetts, that I thought was interesting. Thanks, Chris, for your continued mentoring. Thanks also to Robb Wolff for his 'Tech Tips'.

*Ross Benedict*



***If you haven't done so, please  
remember to renew your membership!***

**There are no minutes from a March meeting due to its cancellation.**



A little excerpt from *The Adventures of Herman and Freida and Their Model T Fords*,  
by Stan Howe, from 2008

**FROM: HERMAN AND THE RUCKSTELL :** Here, finally, was the bottom of Norwegian Coulee. The mud was deeper here and the splash from the road had all but covered the headlights. Herman was glad they had stopped at the top of the draw and put the chains on. Wolf River county graveled every road in the county but the ones that needed it and this needed it worse than most places, axle deep mud!! Herman kicked the T down to low pedal and made a good run for the place where the water was coming over the road. Both ears down, the T giving it everything it had, he hit it like a fat girl heading for the hot fresh donuts on the free midnight smorgasbord lunch at the Annual Norwegian Shepherders Ball!!!

Herman had been crossing here for twenty years and knew there was a good gravel bottom once you dug down through the mud a little. They almost made it across. He kept his foot mashed down on the low pedal till the engine damn near died before he let up to let it catch its breath. The engine slobbered a little then speeded up and he mashed the low pedal down again. He could feel the low band chatter on his left foot as the Ford tried as hard as it could to pull itself out of the mud hole, but it couldn't budge itself. He stabbed the reverse with his right foot a couple times, but it would not move. There was too much gravel in the bottom to let it spin and he knew if he kept trying it would burn out the low band, then Freida would have to get out so he and Einar could take the floor boards out and take up the low band before they could try again. She would be darned unhappy if she had to get out in the mud and stand there while he took up the band or even worse had to pull the inspection cover and put in a new band. He had one under the seat with new lining in it but even with the quick-change ears it was a bugger to change in the barn at home let alone by lantern light in the middle of a mud hole. The boys got out without being told and splashed around to the back of the T and set their backs. He wound it up and gave the low pedal a quick stab with his left foot. If he could get it to spin and not kill the engine maybe it would be alright. Stuck tighter than a nickel in a preacher's pocket!!! "Got Damn Ford," he cursed! "Got Damn Ford, Got Damn Ford!" the triplets chorused in unison and collapsed in gales of laughter.

Freida sat and stared straight ahead and didn't say a word but he knew what she was thinking. She had been there when the Ford man told them about the new Ruckstell rear ends that gave a Ford FOUR SPEEDS INSTEAD OF TWO!! If he had to get Freida out in the mud and have the girls and her push and get her dress and coat all dirty and her and the girls in mud up to their knees there would never be a new baby in the house again. He'd be sleeping in the barn alone the rest of his life!! . . . .STUCK!!!!!!!!!!!!

"I SHOULD HAVE BOUGHT RUCKSTELL!!!" "BY HENRY, I'LL HAVE ONE BY THE TIME WE GO TO TOWN AGAIN." "I SHOULD HAVE LISTENED TO FREIDA!!!"



The following is reprinted with permission from Dave Loving, the author. I first saw this article in my *KIWI LIZZIE TALK*, the newsletter from The Model T Club of New Zealand which both Tom Cerkvenac and I are members of.

## An Unexpected Road Trip

On Monday, July 8<sup>th</sup> I headed West from Mansfield, MA (home) for the Rim Rock Model T Tour in Billings Montana, some 2,200 miles away. Trailer and our 1910 Model T Touring car in tow. I was traveling alone as my wife and Chief Navigator was committed to several town committee meetings and could not get away. This was expected to be about a ten-day trip. Several stops were planned, The Model T Museum in Richmond, The Corn Palace, Bad Lands National Park, Little Big Horn Battlefield, Mount Rushmore & Yellowstone. Unfortunately, my timing was off, and I arrived in Richmond shortly after the Museum closed, not a problem, I figured I could stop on the way home. Everything was going fine until I stopped for gas in Wisconsin. After filling up, I went back to check the car and make sure it was still with me. The first thing I noticed was the rear passenger door was open, I thought this was strange as these early cars have a safety latch mechanism to keep it closed. When I closed the door, I saw there was a 3" gap between the door and the frame. How could this be? When I examined the rear of the body, I found it had broken, the rear of the body that over hangs the frame had fractured and dropped a few inches. In doing so it also tore the plywood skin (Remember the early bodies are made entirely of wood) just under the rear door on the Passengers side where it is the narrowest. The rear of the body had dropped and tilted backward. I located a local hardware store and purchased some ratchet straps. My friend, Al Sparks has a family farm not far from where I was, I called him, and he made arrangements for his brother to meet me at the farm. With Gerry's help and 4 ratchet straps (the modern version of baling wire) we were able to pull the body forward and secure it in place so that it wouldn't bounce around.



I made it to the Host Hotel in Billing without any further complications.

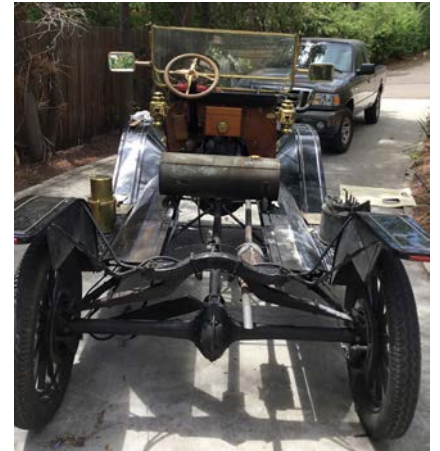
I called Don Lang and told him about my problem, inquiring where I could find a replacement body. He said the only guy making them was Ray Wells in El Cajon, CA. I called Ray and told him I needed a 1910 body, he asked what body style, when I told him Touring, he said I was in luck, he had one all finished and Painted Brewster Green! Now what are the odds that Ray would have a body ready and waiting when I called?



I told him I was on my way! I figured I was 2/3 of the way there already, might as well just keep on going. I decided to bail out of the tour 2 days early and head to San Diego for my Body Transplant.

My son and his family live in San Diego, so that made it especially worthwhile. I called my friend Bill Otteman and told him what I was up to, He and Ann had just returned from the Horseless Carriage Clubs New England Brass and Gas Tour where we toured with them. Their excursion

was 9,000 miles and 27 states. I asked Bill if he could help me with my Body Transplant, he graciously agreed and recruited another mutual friend, Art Wilson. We met at Ray's place the next Monday, 2 weeks after I had left home. In less than 3 hours we had the old body off the chassis and the new one installed. There are ten bolts that secure the 1910 Touring body to the Chassis, 6 Chassis bolts and 4 Firewall bolts. As a testament to Ray's great skills, 9 of the 10 bolts went right in, the tenth was about half a hole diameter off, due to a repair that was made to the chassis before we bought it 18 years ago. I drove the car down the hill and into the trailer for the trip home.



It was not a direct shot home, I stopped in Loving, NM and in Loving County Texas. Both are named for Oliver Loving; He and Charles Goodnight established the 1<sup>st</sup> cattle trail out of Texas in the 1860's. My father grew up in Round Rock Texas. I believe Oliver is my Great, Great Uncle. Oliver was also the inspiration for "Gus" in "Lonesome Dove". If you ever feel the need to go to either Loving, NM or Loving County Texas, resist the temptation, there is NOTHING there except oil wells and sage brush.

While there I asked "Gypsy" (my GPS) to find me a hotel. She gave me directions, I turned off the 2-lane highway on to a side road that promptly turned to dirt with potholes bigger than a truck tire. I kept going, I could see roads and intersections on the map, so I figured I'd eventually get to the hotel. Well the road conditions continued to deteriorate, I passed a few open gates and started to worry that I might come to a locked gate, then what would I do as I had the trailer behind me.

Then I came to a Ford, no, not one made by Henry, but Mother Nature. Turning around was not an option, the road was too narrow. I drove through the Ford without incident, it was a bit rough and hair raising but I made it through OK. Then I start climbing the hill on the other side of the



# T Footnotes



ford and my tires started to spin, I put it in 4-wheel drive and was able to make it up out of the ravine. I was able to find my way back to the main road, by this time I had my headlights on. I finally found the Hotel in Pecos, Tx. My next stop was in Austin to visit with cousins, then North East to Richmond and the Model T Museum, which was open this time. If you have the opportunity, please stop by the Museum, they've done a great job, it's worth the effort. I continued on, stopped in Nicholasville, KY to visit with Ron, The Coilman, then North to Avon Lake, OH to visit High School Friends, then south to Witmer Coach in New Holland, PA to drop of a Top Socket for the Touring car for them to repair. My last stop was Robison Restorations in Schwenksville, PA.

In three weeks and one day I covered 8,880 miles and 26 states. Not at all what I expected when I left home.



## Random Tech Tips with Robb Wolff Wheel Bearing Numbers



Many of the parts that make up the front wheel bearing assemblies can be purchased locally, if you know the numbers. Another good source for T wheel bearings is [rockauto.com](http://rockauto.com). I found the prices very reasonable. Here is a list of bearing numbers.

Modern Inner Lip Seal # 17617, Inner Race (cup) #14273 & Inner Bearing (cone) #14120

Outer Race (cup) #9194


Outer Bearing (right side) #9076 (original number T207 or T207b) - left hand thread

Outer Bearing (left side) #9075 (original number T206 or T206b) - right hand thread

*Robb Wolff*



## CLUB BULLETIN BOARD

 Kristen and Eileen are working on an updated Club Roster. Please advise either of them of any changes you might have. - Ts owned? New address, phone #, e mail address, etc.?? Eileen can be reached at [thejewells@telus.net](mailto:thejewells@telus.net) - Kristen at [peter05@telusplanet.net](mailto:peter05@telusplanet.net)

## UPCOMING EVENTS

We are cancelling all meetings and planned events until further notice.

The Spring Thaw on April 26, and the Medicine Hat Swap Meet on April 3 are cancelled.

The Vintage Touring Association has cancelled their June 5-7<sup>th</sup> Tour.

The MTFCA Spokane 2020 National Tour committee have advise that they are "optimistic" and "monitoring the situation" "As of right now, we are still on schedule and are looking forward to having a great tour in July!"

**Sadly**, with no minutes to share this, we acknowledge the passing of Norman (Curly) Waltz, a longtime member.



**How many of us started out this way??**

## OFFICIAL CONVERSION CHART

### HOW TO INTERPRET

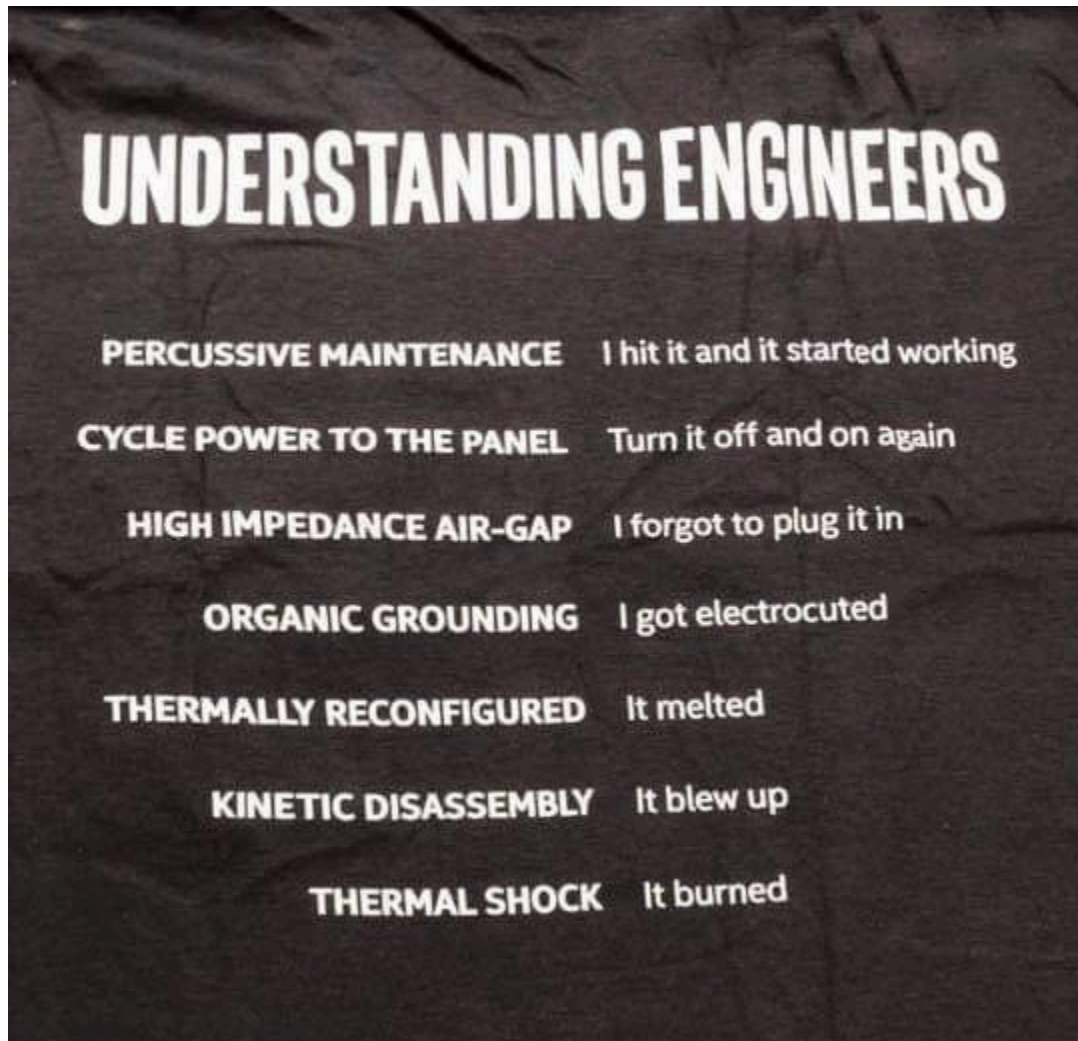
### ANTIQUUE CAR ADS

#### IF IT SAYS:

#### IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

**With apologies to Engineers everywhere!**



**For those who have Facebook, there are a number of pages to join, related to our Model T hobby:**

Model T cars and parts for sale,      Ford Model T Parts For Sale And Restorers Forum,  
Model T Ford and other auto parts for sale,      Model T Ford Club of Facebook,  
Model T Ford Classifieds,      Model T Classifieds,      Official Model T Ford Enthusiasts Group,  
Model T and Model A parts for sale





<b>The Model T Ford Club of America Membership Application</b>	
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 <a href="http://www.mtfc.com">www.mtfc.com</a> or phone the MTFCA office 765-373-3106 Please phone Eileen Jewell @ 403 282-3753 and let her know your MTFCA Membership #	

<b>Foothills Model T Ford Club Membership Application</b>	
Please send form along with \$35.00 dues to:  Eileen Jewell,  Membership Registration  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 Ts You Own	
Present condition of Ts You Own. - 'R' Restored, 'PR' Partially Restored, 'UR' Unrestored, 'BC' Basket Case, or 'O' Original	

### Club Executive

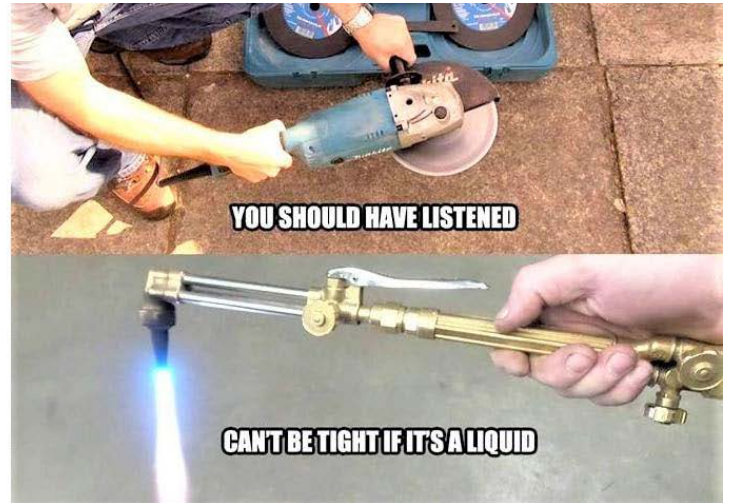
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|----------------------|--|
| President            | Harry Lillo  |
| Past President       | Ross Benedict  |
| Vice President       | Rod Wallace  |
| Secretary            | Kristen Anderson   |
| Membership           | Eileen Jewell  |
| Treasurer            | Larry Kynoch   |
| Editor               | * Ross Benedict  |
| Tool Curator:        | Glen McDonald  |
| Librarian/Historian: | Jonathan Watson  |
| Interim Web Master   | ** Darren Lloyd  |
| MTFCA Rep            | Keith Robinson   |
| Tour Committee:      | Art Bent, Rod Wallace<br>Tom Van Dijk, and<br>Paddy Munro, |
| Directors:           | Tom Cerkvenac,<br>Peter Anderson, and<br>Keith Robinson    |

\*e Mail: [rbmanagement@shaw.ca](mailto:rbmanagement@shaw.ca)

\*\*e Mail: [foothillsmodeltclub@gmail.com](mailto:foothillsmodeltclub@gmail.com)

**Club Meetings:** Meetings are held NOW at **7:00** on the fourth Wednesday of the month, excluding April\*, June, July, and December at: **The Hanger Flight Museum, 4629 McCall Way, NE Calgary.** \*April date & location may vary.

## T Tool Time



## BIRTHDAY WISHES

*Happy Birthday*



**APRIL:** 1 EVELYN CAMPEAU, 5 JACK WATT, 7 VALERIE DAWSON, 9 KEN TODD & MICHELLE ZELINKA, 16 JUDY KOBER, 17 CHRIS BAMFORD, ANN McDonald & CAROL McLean, 24 LYNN POLLOCK & LEIGH SCHUBERT, 27 SHARON WALLACE, 28 SUJUNG KIM, 29 JANET CARROLL & WAYNE PAUL, 30 ROSALIE LILLO.

**May:** 1 JOHN JORGENSON, 5 AL RIISE, 7 MICHAEL ZUBKOW, 8 GERRY STOTTS, 10 ROBERT CALLFAS & CHRISTOPHER LANG, 18 SHANAYE RICHARDSON, 21 MURRAY WALKEMEYER, 23 BARRY PROCTOR, 25 MARC BREMONT & BRENDA ZUBKOW, 27 JAKE VISSER.

## A few Model T jokes

From the MTFCA 2009 Forum: **Wednesday, December 02, 2009 - 10:12 am:**

Back in the twenties a lunatic escaped from the asylum and stole the first car he found - a Ford touring car. His first stop was the laundry nearby, where he somehow persuaded two employees to take a break and go for a highspeed ride. Unfortunately, the Ford, the lunatic, and the laundrymen reached the grade crossing at the same time as the train. When the police arrived, all they found was a nut and two washers.



## T Footnotes



The other day I took a drive down a country road, where I happened upon one of my neighbors standing under a large tree looking forlornly into the branches. I stopped and asked him what was wrong, and he held up the hand crank from his Ford. "I was cranking the flivver and it flew off the handle!"

\*\*\*

Have you seen the new Fords for '17? They're a lot quieter now that they took the brass band off the front.

\*\*\*

A wealthy friend took me for a ride in his Cadillac limousine. We'd gotten quite a way out of town when the engine sputtered and died. After a few seconds trying to get it restarted, he went around the back, opened his toolkit and pulled out a Ford so we could get home."

**And:** Hey, I hear your friend bought a new car" "Yup." "What kind is it?" "I don't remember, but it starts with 'P'". "Aye, must be a Ford, the others start with gasoline!"

\*\*\*

**As well as:** Can you tell the difference between a Rattlesnake and a Ford Model T? Most would answer no. . . .The answer is you can count the rattles on a rattlesnake but not a Ford Model t.

\*\*\*

**And this "classic":** Q. Why did the salesman call his Model T "Baby"?

A. Cause, it wouldn't go anywhere without a rattle.

\*\*\*

**Can't leave without this one:** A fellow was boasting at the local garage that he could tell the make of car by just the sound it made. Bets were placed all around amongst the denizens of this establishment and the braggart was blindfolded and various cars were driven into the garage for him to hear. First car was an Overland which he called correctly. "Cadillac" he called out as the next vehicle was driven in. "Willys Knight" he announced on the third car impressing everyone with his ability. Just then the coal truck outside shot a load of coal down the chute. "FORD" he announced triumphantly.

**Ok, you can groan now . . . .**

Village postmaster (carefully scrutinizing a letter over his spectacles): "Well by heck, folks have gotten so now that they even expect you to deliver their mail by automobile." And he held up a letter addressed to the college son of one of the prominent towns people, and inscribed "Please For'd."



With but three minutes to catch his train, the traveling man stuck his head out the window of the Ford Jitney Bus and shouted excitedly, "Can't you go any faster than this?" "Sure, I can," replied the driver, "but I have to stay with the car."

## Model T Tips

### Some tips from an early "Ford Model T Instruction Book":

- **On Receiving Your Car**, and before starting the motor, **Fill the Radiator** with clean, fresh water, preferably straining it through muslin or other similar material to prevent foreign matter getting into the small tubes.
- The first rule in motoring is to see that every part has, at all times, plenty of oil. The second is to see that every adjustment is made immediately the necessity of such adjustment is discovered.

If the history of all the joyously anticipated pleasure trips that have ended disastrously could be written, it would be shown that in 90 percent of the cases the humiliation and disappointment might have been avoided by making a certain repair and adjustment, the necessity of which was known before starting, instead of trusting to luck and a crippled part.

- You have more speed at hand than you can safely use on the average roads and even the best roads save under exceptional conditions, and a great deal more than you ought to attempt to use until you have become thoroughly familiar with your machine, and the manipulation of brakes and levers has become practically automatic. . . . . **Yah right!**
- Always strain (gasoline) through a chamois skin to prevent water and other foreign matters getting into the carburetor.
- Before starting the car, see that there is plenty of gasoline in the tank; the shut-off valve in the gasoline feed pipe open; the radiator filled; the proper amount of oil in the crank case; the grease cups, oil cups and other parts requiring lubrication given attention.

## The Old Motor

For years people have enjoyed surfing through the articles at [www.theoldmotor.com](http://www.theoldmotor.com) Several pages in, in the September 19, 2015 copy there is an article about our very own Chris Bamford's leather bearings. <http://theoldmotor.com/?p=149647>

## FROM THE JULY /AUGUST VINTAGE FORD

# ANNOUNCING YOUTH MEMBERSHIPS

The MTFCA is excited to offer a new membership level specifically for youths (age 7-17). This is the perfect way for parents, grandparents, mentors, and friends to share their love of the Model T with all of the young people in their lives. It's kind of like training wheels for future Model T owners!

The **MTFCA Model T Explorer Club** includes three entertaining newsletters each year. Each issue offers fun and thought-provoking Model T related content and activities. Your children will love the games, hands-on experiments, facts, stories, and information prepared by teachers, Model T owners, mechanics, historians, fellow youth members, and The Henry Ford!



# ANNUAL MEMBERSHIP BENEFITS

- 1 Name Badge & Membership Card
- 2 3 Issues of **The Model T Explorer** Newsletter
- 3 Contests for Prizes
- 4 Chance to Suggest Activities or Write Articles
- 5 Special Explorer Activities at National Tours

Sign up today for a charter  
**Youth Membership!**  
First newsletter mails  
late October 2019.

MODEL T FORD CLUB  
OF AMERICA

— Youth Member —

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Youth Member's Full Name \_\_\_\_\_

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Mailing Address \_\_\_\_\_

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City \_\_\_\_\_ State \_\_\_\_\_

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Country \_\_\_\_\_ Postal Code \_\_\_\_\_

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Birthdate \_\_\_\_\_ Age \_\_\_\_\_

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Parent/Gaurdian's Email Address \_\_\_\_\_

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Parent/Guardian's Phone \_\_\_\_\_

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**Parent/Guardian Consent (REQUIRED)**

I consent to my minor child receiving **The Model T Explorer** newsletter from Model T Ford Club of America. **(U.S. subscriptions will be delivered by U.S. mail, foreign subscriptions will be by email.)**

The email and phone contact provided above will be directed to my attention.

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Name \_\_\_\_\_ Relationship \_\_\_\_\_

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Signature \_\_\_\_\_

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\$15 Annual Youth Membership\*

Check/money order enclosed made payable in U.S. \$

Charge Membership payable in U.S. \$ (fill in info below)

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Credit Card # \_\_\_\_\_

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Exp. Date \_\_\_\_\_ CVV (last 3 digits on back of card) \_\_\_\_\_

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Signature \_\_\_\_\_

Mail to: Model T Ford Club of America  
P.O. Box 996 • Richmond, IN 4735-0996

\* Youth membership dues may be subject to change.

## 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 at [rbmanagement@shaw.ca](mailto:rbmanagement@shaw.ca) or call 403-651-1612. Check the website for current classifieds. <http://www.foothills-t.club/classifieds/>



**Help wanted:** I've inherited two 1926 Ts, one is a Runabout p/u, the other a Tudor. P/U is complete, sort of running, carb kit on order. This old girl has not run in about 10 years, I have had it running, just not very long. The Tudor is a work in progress, needs interior and minor exterior finishing. I can be reached at (780) 714 4463, e mail [steve.mccaig@gmail.com](mailto:steve.mccaig@gmail.com)

**SOLD:** A set of Model T hubs w/adapters for Model A wheel, with 5 Model A 21" rims. \$300. The best way to contact me is by landline: (403) 314 9404, no texts please. e mail [kenttt@xplornet.ca](mailto:kenttt@xplornet.ca)



**Let's help find this missing T.**

Last seen in storage in Central

Alberta in June of 2019. A green Tudor, Vin # WA98223848, relatively new interior. Can be returned "no questions asked". Reward for location and recovery. Call Steve Mardle @ (403) 872 3268 or [smardle@hotmail.com](mailto:smardle@hotmail.com)



### Carb Wanted:

Stromberg OF carburetor-rebuilt or rebuildable.

**Contact:** Ron Felzien  
(780) 678 4019



**Wanting to buy:** New or used brass burner

elbows that thread onto a carbide headlight burner base and connect to the gas line hose. Ross @ (403) 651 1612 or [rbmanagement@shaw.ca](mailto:rbmanagement@shaw.ca),



**For Sale:** 1926/27 T Roadster body mounted on chassis (motor stuck) with front fenders, splash aprons, running boards, radiator and shell, windshield posts, doors on body, seat springs, 21 inch wood spoke wheels (mounted on car), spare tire carrier, 1 poor right rear fender, and steering column. Good winter project. Al Riise (403) 274 4474.

**FOR SALE:** 1927 Model T Pick Up, needs restoring, has most of the parts from what I can tell. Comes with 2 radiators, windshield and frame, and a gas tank. There is also an additional engine block with the truck, period correct, one that is in truck now is from a 1922, I believe. \$5000 OBO. Shannon Yarmuch. (780) 405 1633. Fort Saskatchewan. yarmuch77@gmail.com. Additional photos at [www.foothills-t.club/classifieds](http://www.foothills-t.club/classifieds)



**For Sale:** 1 -T Front license plate mounting bracket. 2 - Early T crank handle brackets, on crankcase. 2- Early T mounting brackets for front doors. 1- Brass mounting bracket, 1 pair Royal Simplex wind wings mounting brackets - 11 1/12 inches. 1 - A3520-E Steering column mounting bracket. 1 Left taillight bracket /A-13471-L. 1-Tail light/license plate bracket/adjustable. **CONTACT:** Al Riise (403) 274 4474 Calgary



**SOLD:** '25 Model T touring car with wire wheels, car has new wiring, new tires and tubes, new Kevlar band linings, rewind magneto coil, new Berg's radiator (still in box) and an upholstery kit. Also comes with a Model T parts collection, including a Z head, spare engine w/transmission, 2 engine blocks, (a '25, and a '26-'27), a reground crankshaft, a reground camshaft, 2 rear axle assemblies, front axle assembly, a frame, a set of wood wheels, 2 new rear axles, a homemade hand cranked coil tester, and a big bunch of other parts too numerous to list. Package deal. **PRICE REDUCED TO \$6500.00.** The best way to contact me is by landline: (403) 314 9404, no texts please. e mail [kenttt@xplornet.ca](mailto:kenttt@xplornet.ca)

**For Sale:** 1927 Model T Touring and additional parts. Engine was rebuilt by Star Motors - Edmonton. Newer tires and spokes. Has top, but no side curtains. Contact Mrs. Wendy Jager for further information and price. **Contact:** (780) 786 4648 or (780) 305 9297, Box 930, Mayerthorpe, Alberta, T0E 1N0, e mail at [wendyjager19@gmail.com](mailto:wendyjager19@gmail.com)



**Wanted:** Hood hold downs, one or two, as per photo or close enough. Chris Bamford. (780) 445 0156 e mail [chrisbamford@hotmail.com](mailto:chrisbamford@hotmail.com)

**AD SUBMISSIONS REQUIRED BY 1<sup>ST</sup> OF A MONTH TO MEET 'FOOTNOTES' PUBLICATION DEADLINE.**