



President’s message: Hello Members, We had a highly successful elections meeting. Every spot was filled by someone, showing how strong the club is. Many thanks to Robb Wolff for coordinating all of it and to everyone for stepping up.

Murray Walkemeyer brought metal working tools to the meeting and shared them in the tech session. Just that talk was worth the cost of club dues. (Club dues are due by the way.) I spoke with Murray briefly about putting those talks on YouTube. I think there could be value in recording how these old tools work. I’m interested in working on this and if anyone else would like to take part please let me know.

There was discussion of picking up the project of making something in metal for club cars. Perhaps something to celebrate cars that are over 100 years old. No one at the meeting volunteered to champion the project but we’ll discuss it further in January. I know the engine project has also been parked for a while and I’d love to see that get moving again.

It was agreed to meet on December 3rd for the Christmas gathering. Remember to bring cash! See you at the lunch and on Zoom at the January meeting.
Merry Christmas! *Darren Lloyd*



Editor’s Notes: Check out Bob Coiro’s ramblings on **Model T Maintenance**. A neat carburetor that Karee Hams brought to the November Meeting. Thanks to all who had made my life easier with photos and suggestions for articles thru the year.

Merry Christmas and Happy New Year! *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 November 23rd, 2022, The Hangar

President Darren Lloyd called the meeting to order at 7:07 pm with 23 members present. We would like to welcome back a returning member, Brian Blevings. Brian and his wife Dawn have recently returned from living in Mexico and have rejoined the club.

Minutes: The minutes of the October meeting were approved as circulated in the newsletter. Seconded by Robb, carried.

Treasurer: Larry provided the financial report for October and moved the report be adopted as presented. Seconded by Ross, carried.

Correspondence: Kristen has a new tool list from Glen and Ann has provided an updated roster, which is being updated as members renew.

Membership: Kristen recorded and collected the money from those members that paid their dues for 2023. Payment of membership dues can be sent by e transfer to agmcdonald@shaw.ca or paid at a meeting.

Newsletter: Ross is working on the December issue and is always seeking new materials, please share your projects or stories with him.

Librarian: Kristen asked Jonathan if he was receiving club copies of the Vintage Ford magazine, as she has not received them either. Jonathan will check in with them as his membership payment to them has not been processed.

No new reports from National / Website / Tools / Tours

Old Business:

- Decals are available for pickup – 2 per family. There are still some T-shirts available.
- No further progress on the wrench build, currently.
- Christmas Gathering will be held at the Asian Buffet located at 9125 Bonaventure Drive SE @ 11:30 on December 3rd. \$25.00 per person and includes soft drinks, coffee, tea, and a tip. Cash only.

New Business:

- Robb has booked space at the Lethbridge Swap Meet which will be held February 10 – 11, 2023. It is \$50.00 per table and there is a \$5.00 entry fee. Robb has a Ruckstell for sale and he will be taking it to Lethbridge if not sold.
- Tom Cerkvenac asked if there had been a decision on a plaque of some form acknowledging that our Model Ts were 100 years old. There has not been any progress on this yet. Darren asked if anyone was willing to take on this project. We will bring it back to a future meeting.

Meeting adjourned at 7:15 for the 2023 Election

Robb Wolff conducted the election. All positions filled by acclamation!

2023 Executive is as follows:

- | | |
|---|--------------------------------------|
| President- Darren Lloyd | Treasurer- Larry Kynoch |
| Past President- Harry Lillo | Editor- Ross Benedict |
| Vice President- Bill McPhail | Tool Curator- Glen McDonald |
| Secretary- Kristen Anderson | Librarian/Historian- Jonathan Watson |
| Membership- Ann McDonald | Web Master- Barry Moyer |
| MTFCA Rep- Chris Brancaccio / Keith Robinson | |
| Tour Committee- Harry Lillo, Karee Harms, Glen McDonald, Robb Wolff | |
| Directors- Peter Anderson, Karin Schubert, Paddy Munro | |

Thank you to all volunteers and to Robb for organizing

Tom Cerkvenac won the 50/50.

Tech Talks



Murray displayed and discussed body shaping tools and processes.



Karee showed a rare carburetor (Aero) and intake manifold.

*******Reminder***** The January club meeting will be held via Zoom.**

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



Drawn up during the car's heyday, the celebrated Ford Model T maintenance chart concerned itself with the upkeep of a very hard-working daily commuter that trundled over unpaved roads and pushed through all kinds of weather on a routine basis—year 'round, year after year. But as the tired cliché goes; that was then, this is now. With few eccentric exceptions, today's Flivver owner pampers his/her pet and doesn't inflict anywhere near the kind of wear and tear for which Henry intended the design. My Tin Lizzie, which I suppose is of the most typical variety, hibernates the winter away in a cozy attached garage and then relaxes some more, even during the driving season, with its repose only punctuated by the most exceptionally beautiful sunny days. And then, ever respectful of her age, I drive my mechanical pride and joy ever so gently.

There's an intuitive part of me that is loath to take critical things apart more often than is absolutely necessary. The pitman arm, drag link and tie-rods move slowly, through a fairly short range of motion, and they don't get hot from friction, so I don't really see these joints as being super critical where lubrication is concerned. Oh, a couple of years ago, I did take them apart, cleaned and liberally greased the mating surfaces, then carefully reassembled, pinned, and checked them for play. After that, all I've done is keep the oilers nice and juicy during the driving season and give the parts an occasional tug & shake to check for play or looseness. Of course, these front-end components are delicate, and it pays to drive in such a way as to spare them significant impacts. Springtime potholes can hide in sunset shadows and they're particularly inhospitable to tie-rods, wishbones, and wooden-spoke wheels. I take note of



T Footnotes



potholes while driving my modern car around the neighborhood and try to remember their locations. Maybe that's a good habit to form because after a long winter, deep ruts and craters abound to the point where driving among them in a Model T brings to me the mental image of crossing a minefield on a pogo-stick.

When the winter ends and the buds are budding, I change the oil, clean the screen at the top of the hogshead, pack the hell out of the dope cups with red grease and go through the rest of the lubrication chart. I also jack up the front end and give the wheels a spin to make sure they're still running freely and with quiet smoothness. Then, halfway through the driving season, maybe I fill the grease-cups again. The two universal joint cups do get special attention because they're critical. The timer gets cleaned out every now and then, or any time the engine develops a skippy idle. And once in a while, the leaf springs get sprayed with penetrating oil.

Every two or three years, I dismount the front wheels and pack the ball-bearings with fresh grease. Now, because of the way most roads are crowned, the right corner of the right front tire tread tends to wear out first and mine, indeed, is showing some wear, so after repacking the front wheels, I'll rotate the right with the left to spread out the wear.

The cool, rainy days of the driving season are perfect for tinkering and that feels like the best time to get things done in the garage, but as I only put a few hundred miles on the car annually, maintenance isn't all that crucial. Still, I'm a car-guy, so when it comes down to a choice between watching *The Beverly Hillbillies*, *The Brady Bunch* and *Maude* or getting a knuckle-skinning grease manicure in the garage, I'll always choose the latter. I've owned this Model T for over a dozen years and have yet to bring it to a service station for something I myself couldn't accomplish with a set of common hand-tools. She handles like a double-decker bus but is as doggedly reliable as a Westclox wind-up alarm clock. Prior to the inactive winter months of cold storage, I used to bother with such things as doping the gas tank with Stabil or Star-Tron to keep the alcohol from separating out of today's wretched gasoline like oil & vinegar salad dressing. When such separation occurs, the liberated alcohol absorbs the water condensation which forms in the fuel tank as a result of low winter temperatures, so you get gasoline floating on top, an alcohol layer in the middle and water on the bottom—and a Model T feeds from the bottom of the tank. Well, one year I forgot to add the additive and it happened that the car sat dormant for two years (that extra year due to the pandemic). Then,

when it came time to break the hibernation, I was anticipating a lot of difficulty getting the engine to start and run smoothly. Well, bad gas or no bad gas, that super-simple L-head engine woke up like an eight-year-old kid on Christmas morning and ran just fine. The darned thing would probably run on Listerine.

So, I drove her down to the local Goodyear station for the annual state inspection. Not much to that: The horn works, the headlamps throw twin circles of light on the wall and that's about all the state of New York requires of a Brass-Era horseless carriage. So, with the car all tinkered up and packed with grease, the Hagerty bill paid off and a fresh inspection sticker on the windshield, we're ready for another season of fun and games. The Model T is an adorable, playful puppy of a car and sometimes it feels like if I threw a ball, it would go and chase it.

Bob Cairo

Karee Harms brought an interesting carb to the November meeting. Check it out.

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An Aviation Type Carburetor
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Originally designed for aviation purposes, the Aero Carburetor is now furnished with a special manifold for Ford Cars, making a unit of carburetion hard to equal.

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CLUB BULLETIN BOARD

REMINDER: January 2023 brings about the need to renew your club dues of \$35.00. They can now be paid via e transfer to agmcdonald@shaw.ca

EVENTS CALENDAR

Wednesday January 25 will be a ZOOM club meeting @ 7:00 PM

An e mail will be provided prior to the meeting providing The necessary steps to join the meeting

Model T Ford Club of America Dues are now \$60.00 US
To make a gift to support the MTFCA or Model T Museum,
[click here. www.MTFCA.com](http://www.MTFCA.com)



In Memory: We wish to acknowledge the recent passing of Barb Canning. Barb and husband Ken are longtime members of our club. Click here for a background of their 69-year marriage.

<https://www.cochranetoday.ca/local-news/senior-cochrane-couple-marks-69th-anniversary-today-6095225>



Cliff Proctor's 1909

DANGEROUS LIAISONS BY ROBB WOLFF

It was the dog days of summer following the Second World War. To break the tedium of a lazy Saturday afternoon Bob and his buddy decided to tune up the loose front end on their "cut down T" project. The steering linkage was badly worn so they sorted through the junk pile and found an assortment of parts that appeared to be in fairly good

shape. It wasn't long before the upgrade was complete, and it fell to Bob to assess the quality of their workmanship. Everything felt great as he entered the U turn at the end of the block. He was pushing the turn to the limit hoping so to slide the back end a little when all of a sudden, the wheels straightened the swung violently in the opposite direction. The more he turned left the more the car turned right. Before he knew what had happened the radiator was pressed against the neighbor's porch and the front tires were sitting in the flower bed. Through the windshield he could see Abner Crawford sitting in his living room reading the paper. Old Man Crawford was so deaf he was unaware of the runaway T at his front door.

Talk to any old time T guy and he will have a similarly exciting story regarding "over-centre" steering. For the most part, Model T parts are interchangeable from year to year. Interchangeable does not necessarily mean compatible. For example, the pitman arm, the drag link, and the tie rod changed length a number of times to accommodate improvements to the car. The final straw may have been the smaller steering bracket introduced in 1925.





Wonky Steering:

It is possible to combine Model T steering components in such a way that the pitman arm does not stop at the limit of the turn but continues up and around in a full circle, reversing the steering. At the point when the pitman arm crosses center, turning the steering wheel right will turn the car left. Alternatively, mismatched components can also cause the car to steer normally in one direction but have limited steering in the opposite direction.

Listed below are a few of the changes that affect steering linkage geometry.

- The length of the pitman arm was changed at least 3 times.
- In 1911 the early one-piece spindle was replaced by the two-piece spindle and the tie rod was relocated below the wishbone. The short early pitman arm may have been lengthened to accommodate the change. The ball socket was threaded to the drag link at the column end.
- 1918 The drag link received integral forged ends, replacing the riveted-brazed type used since 1913. The tie rod was changed to the type with the integral left yoke; the adjustment was at the right end and was locked by the ball-retaining nut. This effectively reduced the distance between the tie rod ball and the pitman ball, hence a shorter drag link.
- 1919-20 The spindle arm was bent to place the steering linkage over the new style wishbone that was attached below the axle. The linkage components were changed to accommodate the new location.
- In 1921 a slot was added to the bottom of the steering case to allow a stop pin to be used.
- In 1925 the smaller lower steering bracket was introduced which moved the steering column shaft about $\frac{3}{4}$ " closer to the frame.



Wonky Steering continued:

· In 1925 the spindles were raised on the spindle body to lower the chassis. Late in 1925 the drag link was shortened by about an inch.

The following combination of parts can result in over-center steering: late style small steering bracket, short pitman arm, short drag link, long tie rod, early steering gear case.

Combining the large steering bracket with the long pitman arm, long drag link and short tie rod results in normal steering one direction and limited steering in the other direction.

Introduced	Drag Link	Tie Rod	Steering Bracket	Wishbone
1909	Threaded ball socket	long	large bracket	below tie rod
1911	Threaded ball socket	long	large bracket	above tie rod
1913	Ball socket brazed	long	large bracket	above tie rod
1914	30.688--30.750"	long	large bracket	above tie rod
1914	31.062--31.125"	long	large bracket	above tie rod
1917	30.938--31.062"	long	large bracket	above tie rod
1919	30.312--30.438"	short	large bracket	below tie rod
1925	31.125--31.250"	short	small bracket	below tie rod
1925-27	30.812--30.875"	short	small bracket	below tie rod

For more interesting articles by Robb Wolff, Click on www.robbwolff.com/tips



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 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: 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

CLUB GARMENTS FOR SALE

LADIES GOLF SHIRTS

1 ONLY	LARGE DARK GREY #2 IMAGE	28.00
1 ONLY	XL DARK GREY #2 IMAGE	28.00
1 ONLY	MEDIUM DARK GREY #1 IMAGE	28.00

IMAGES:

#1: Side view of 1911 red Touring (The T that our club restored for Reynolds)

MENS GOLF SHIRTS

MODEL T CLUB GARMENTS FOR SALE CONTINUED

1 ONLY	LARGE DARK GREY #1 IMAGE	28.00
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MENS T SHIRTS

1 ONLY	XL LIGHT GREY FRONT IMAGE ONLY	25.00
1 ONLY	XXL LIGHT GREY #1 IMAGE	25.00

#2: Front view of 1915 T

HOODIES

1 ONLY	LARGE LIGHT GREY ZIPPER FRONT IMAGE ONLY	44.00
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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



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

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

Asking price - \$15,000 CDN. Contact Ryan @ 403-470-4137 or email chachula@shaw.ca



Wanted: 1926/27 Model T Ford Roadster deck lid.

Call Al Riise 403-274-4474,

ariise2telusplanet.net



For Sale: LARGE DRUM RUCKSTELL FOR SALE - C\$4,500 OBO.



Over the years I have rebuilt somewhere between 10 and 20 Ruckstells. Along the way I have accumulated some excellent used, and a bunch of new parts which I used to build one for myself. I have decided to focus my spare time and money finishing my current closed cab pickup project, so my personal Ruckstell is available for sale. Recently a rebuilt Ruckstell sold on "The Forum" that was listed for \$4,000 USD.

Here is a list of the parts I used. **New:** Driveshaft, Axle Shafts, Ruckstell Bell, Triple gears and pins, Internal ring gear, Driveshaft bushing, Fun Projects modern pinion bearing, Driveshaft castle nut, Bronze thrust bushing, Ring gear shims, Sliding Clutch Gear, Hyatt bearing sleeves, Shift fork rollers, Shift fork springs, Thrust rated ball bearing, 40/11 ring and pinion. **Used:** 1926-27 Ruckstell housing and shifter body, Excellent U-joint, Excellent original Hyatt bearings, Complete shift linkage, Robb Wolff 403-540-2093 rw@chb.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	
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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.mtfc.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
JANUARY 2023 WILL BE VIA ZOOM

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
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 Web Master: Barry Moyer **
 * rbmanagement@shaw.ca
 ** foothillsmodeltfordclub@gmail.co

REPS, COMMITTEES & DIRECTORS:
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