



President's message: "Hola" **and HAPPY NEW YEAR!** from here in tropical Panama. I will be here until the end of February. I am not here to rub it in to those back home who are shoveling snow, but I had to come in the house to escape the blazing noon sun. We are only a few degrees off the equator so it can get hot at midday. Daytime high temperatures are around 31 C with beautiful 24 C evenings. When we started building here, we built a garage to accommodate two vehicles. I had intended to bring a Model T down and use it here. A year or two of driving in Latino traffic convinced me that it would not be good for either me or the T. Many drivers drive with one foot on the gas, one on the brake and a hand on the horn. With a T you don't have enough hands to drive here. There is a fellow here from Washington State with a beautiful Model A roadster pickup. He sold it because his wife had to follow him in a modern vehicle wherever he went to keep people off his tail. With the New Year, 2020, we enter yet another decade. All our Model Ts will be over 100 years old by the end of this decade (2029). Some of our member's cars will be over 110 years old and still running strong. I wonder if Henry Ford would be pleased to know his cars are still being driven and appreciated by so many people???

Harry Lillo

**MY WIFE JUST OPENED
A JAR OF PICKLES BY
HERSELF AND I CAN'T
HELP BUT WONDER IF
MY DAYS AROUND
HERE ARE NUMBERED.**

From the Editor: The feature article this month is from Chris Bamford on **Hydraulic Front Brakes**. Thanks Chris. Also a big thanks to Chris for your continued insight into the English language, Glenn McDonald for his *T Tool Time* items on what the club has available for our use, and Robb Wolff for his 'Tech Tips'.

Ross Benedict

Hydraulic (Gasp!) Front Brakes for a '24 T Speedster – Chris Bamford

When our esteemed editor asked me for a lead article for this issue, I thought this photo feature might be of interest to some readers. Those with zero interest in speedsters and / or hydraulics are advised to save themselves some grief and skip over all this nonsense to whatever follows. Perhaps you can then use that “found time” to contemplate what kind of story you’ll rather see in the newsletter, and maybe even get started writing it for an upcoming issue! 🙌😄 Note: this is not intended to be a detailed tutorial, but rather an overview of how we developed a workable auxiliary front braking system for a car that really needed it!



Labour Day weekend 2014, SE Washington State. Good friend Jerry de Jong and I were still shaking following a harrowing descent down “Hardsocks Grade” on the Northwest Vintage Speedsters annual 200-mile endurance run. We lost any semblance of

brakes part-way down and it was pure luck we stayed on the gravel, turn after turn after turn after turn, passing other competitors like they were in low gear (where we shoulda been!) and met no cross-traffic at the final T intersection when we sailed across the pavement, into the far ditch, back out again and finally coasted to a stop 1/4 mile down the road. Yikes!



Remnants of our wooden transmission bands. I don’t blame the material, although we did switch to Kevlar for the next go ‘round. Once home, we vowed to not go back into the mountains until we had brakes at every corner.

Many T front brake conversions utilize Nash Metropolitan components, and I advertised for a set of them but came up empty. Instead we used a pair of these 1967-ish Triumph Spitfire rear swing axle drum brake



1967-ish Triumph Spitfire rear



Despite the skinny 1-1/4" wide shoes, this shot from above indicates some work was needed to shoehorn the hardware into place while still retaining the T spindles and stub axles.



A 5" diameter inner plate was welded to the spindle where it meets the stub axle.



The Triumph backing plate was then welded to the inner plate. This exercise brought the backing plate as close as possible to the spindle without any chance of contact.



More clearance was needed so the front hub was reshaped at the perimeter and the drum recessed to allow the hub to sink into the drum about 1/8". Photo also shows six new holes in the drum to match the T hub bolt circle.



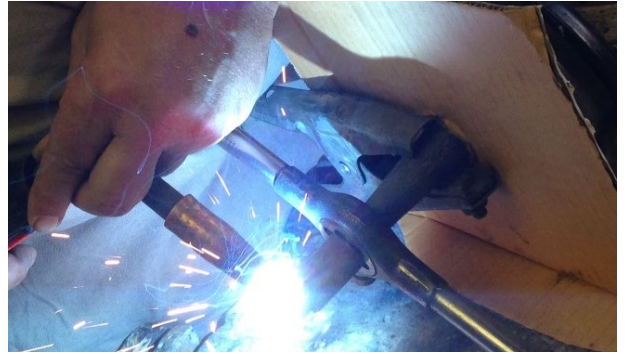
The hub is now seated in the drum. The hub bolt holes have been countersunk and flat-top countersunk machine screws (recessed hex drive) are ready to secure in place.



Here the machine screws are welded to the hub and the welds were dressed flat to prevent future interference.



A little more clearance was required, and this recessed spacer, shown upside down, pushed the hub and bearings a further 1/4" away from the backing plate.



Getting closer, but now the stub axle was a wee little short — we could thread the bearings and castle nut into place, but the cotter-pin hole was in absolutely the wrong spot. I obtained 3/4" RH and LF dies to match the stub axles, threaded them on, and shielded the threads from welding spatter. Jerry then added about 3/8" of length to each stub axle with the MIG, and we simply unscrewed both dies to clean up any thread damage.

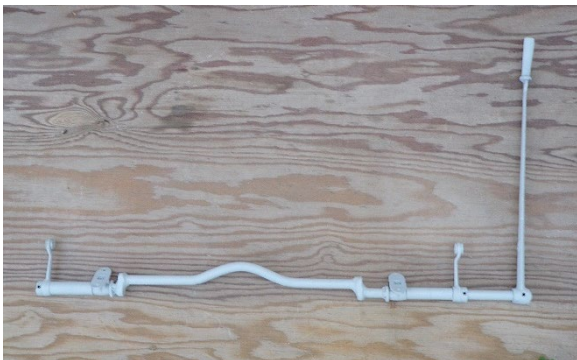


Extended stub axle

Photo shows the extended stub axle with a channel cut for the cotter pin. Note no threads were added through welding, we only added the small diameter at the end. Photo also shows new Triumph brake shoes, cylinders and hardware installed on the original backing plate.



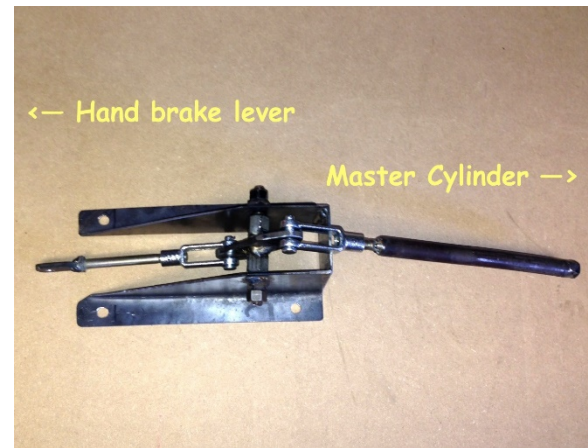
The castle nut was modified by brazing a ring to the turrets to capture the cotter pins, which would have otherwise fallen out of the stub axle end channel. Also shown are the shallow nuts and locking acorn nuts on the front hub studs (other ends of studs are welded to the brake drum). These nuts are checked regularly, none have ever loosened.



A few years earlier, I added this second brake cross-shaft to actuate the rear A-C accessory brakes. It made sense to simply add another lever for the front brakes master cylinder.



Master cylinder was manufactured for Toyota small car clutch. Paper pattern is for the underfloor mounting bracket.



Home-made master cylinder linkage allows for adjustment, reverses motion direction and has a spring override (not shown) to permit maximum A-C braking effort if the hydraulics fail.



Master cylinder fill cap is accessed by flipping up the driver's seat base.



Finished installation is not as unsightly as many add-on brakes. Performance, while adequate, is limited by the narrow shoes and modest diameter. Because the donor brakes were from a rear axle, they are not self-energizing — braking performance is the same forward and reverse.

In summary, it was an interesting exercise, and very worthwhile. I tend to use the auxiliary brakes for regular driving and like their smooth, progressive feel. We also *really* like the confidence that comes with four (!) independent braking systems (Ford foot brake, Ford hand brake, AC mechanical rears, Triumph hydraulic fronts). The sharp application of brake will put a noticeable twist in the front axle — a wishbone brace would be a worthwhile embellishment.

Chris Bamford

Editor's Note: To keep the newsletter fresh and informative, have a look at your recent, or earlier modifications, repairs or restorations that would be of great interest here. Please submit your article by the 5th of the month.



Minutes of the Foothills Model T Ford Club Meeting November 27, 2019 – The Hangar

President Harry Lillo called the meeting to order at 7:09 pm. 24 members attended. There were no guests in attendance.

Minutes – Robb moved minutes from October be approved as circulated. There were no errors or omissions noted. Seconded by Darren Lloyd. Carried.

Treasurer's Report – Larry presented the finances for October, and moved his report be approved as presented, seconded by Ross Benedict. Carried. Larry recently analysed the club revenue and expenses and determined that the net “per member” cost of operating the club is \$35.62. Club dues are \$35.

Membership – Eileen reported the following; as of tonight, we have 51 paid memberships for 2020. She asked that members update the printed roster that is available at the meeting.

On behalf of the club, Eileen sent a get-well card to Kristen Anderson. Art Bent trailered his touring car to Nova Scotia where he is visiting friends and family. Barb and Ken Canning have moved to a new retirement home.

If any members wish to purchase a name tag, would you please contact me or Art Jewell. The cost of the tags is \$5.00 each and is payable on ordering. You have a choice of a magnet or a pin backing. We will try to have them ready at the next meeting.

Newsletter – Ross reported that all was going well with the newsletter. The November newsletter is 20 pages long. Not having to print a paper letter eliminated the eight-page restriction. Ross plans to send out a four-page newsletter to extend Christmas wishes to all.

Website - Darren reported that all was well with the website. The web hosting was renewed for another year. Al Riise asked if a paper copy of the newsletter is being archived by our librarian. It is not. We do not have a continuous archive of newsletters. Newsletters from 2013 onward are available online.

Tools – Everything is accounted for. The new block pressure test tool is added to the list. We plan to do a “tool tour” at Glen McDonald’s place to learn about the tools and how to use them. We will decide what to do with unused and obsolete tools at that time.

National Club – Harry spoke with Chris Brancaccio about the requirement for a minimum of 50% of our club membership to be members of the “National” in order to maintain our MTFCA charter status. Chris checked with the executive. The response was simply “do your best”.

Chris Brancaccio is running for the position of MTFCA director and many local members brought their ballots to the meeting. The ballots will be sent in one envelope to MTFCA headquarters.



Librarian – Nothing to report.

Tours

- Planning a “tool tour” for late January at Glen and Ann McDonald’s.
- Possible summer tour in Medicine Hat.
- Garage Tour – rear end differential rebuilds at Robb’s garage.
- National Tour in Spokane, July 18-23, seven planning to attend from our club. Book accommodation even before you register.
- Ross would like to rent or borrow an enclosed trailer tall enough for his C-cab so he can attend the National Tour in Spokane.
- Spencer Zelinka offered his shop near Red Deer for the Annual Safety Check. He has 40 acres and there is room to dry camp.

Old Business- Ron Carey’s memorial will be at Heritage Park, December 9th at 3pm. We are planning to have a guest speaker in March who will discuss car hauler trailer regulations.

New Business

Licence Plate Topper

- License plate toppers revisited. Several ideas were presented. Glen McDonald suggested that we narrow the focus and take our idea to a logo design company
- Ross Benedict knows a commercial artist
- Lawrence Gould suggested that we incorporate the club logo
- Larry Kynoch suggested we speak with the Delburn foundry regarding the pattern and potential cost.
- Al Riise felt we should include the charter year on the topper
- Harry pointed out that the 1926-27 license plate bracket will interfere with a topper
- About half of those in attendance were interested in having a club licence plate topper.
- Rod Wallace, supported by Harry’s and Ross, will take the lead on the project.

Cut-away Engine

- Harry lead a discussion on building a cut-away T engine as a club project
- Larry suggested it could be displayed at the Call of the West Museum or Pioneer Acres
- Estimated cost would be ~\$1,000



- Al offered to donate a block and other parts
- Glen reminded us that we will need a home base for the project
- Reg said that he recently donated an original cut-away engine display stand to the Airdrie Museum.
- Ross moved that the club look into building a cut-away engine. Seconded by Darren. Passed

Christmas Party

It will be held at the PZA Parlour Restaurant at 9737 Macleod Tr. SW. This is a mall on the west side of Macleod just north of Southland Dr. The restaurant is a stand-alone building. We will have a room there for our brunch.

The brunch starts at 11:00 am, Saturday, December 7th and will be an Italian food buffet. If buffet items are not suitable, it is possible to order from the menu.

The price is \$35 per person, not including tips or drinks. The restaurant will present bills directly to guests, so prepayment is not necessary.

There will be a gift exchange, around \$10 to \$15 per gift. Looking forward to hearing from everyone.

2020 Elections – Conducted by Art Jewell

President – Harry Lillo **Vice President** – Darren Lloyd **Secretary** – Kristen Anderson

Membership – Eileen Jewell **Treasurer** – Larry Kynoch **Editor** – Ross Benedict

Tool Curator – Glen McDonald **Librarian/Historian** – Jonathan Watson **Interim Webmaster** – Darren Lloyd **Tour Committee** – Art Bent, Tom Cerkvenac, Rod Wallace, Paddy Munro

Directors – Tom Cerkvenac, Peter Anderson, Keith Robinson

Robb moved the meeting be adjourned

Thanks to Larry for the donuts and cookies. Thanks to Art for running the election.

CONGRATULATIONS TO CHRIS BRANCACCIO . . .

Chris was elected to a three year term on the MTFCA Board of Directors, and, retains his position of Webmaster for the MTFCA. 'Chris strongly believes in doing his part to keep the hobby thriving.' . . . It is great that we have local representation, as well. (Ed.)

Random Tech Tips with Robb Wolff

Damaged Threads ?

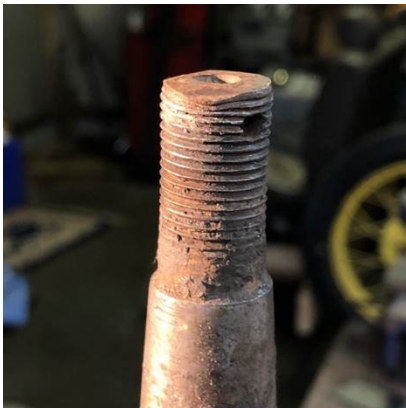
Let's say you have an otherwise perfectly usable axle shaft, but someone has mushroomed the threads, attempting to remove the hub. What can you do?

Here's an idea that has worked for me. Buy an inexpensive 5/8" – 18 (National Fine) adjustable die. The adjustable dies have a split in them so that they can be slightly compressed or expanded. Clamp it in the vise and with an angle grinder score the outside edge at a flute opposite the split. Now rotate the die and drive a screwdriver into the adjustment split to break the die into two pieces.

Slip the die handle over the axle and assemble the die around the threads. Slide the handle over the die and clamp the die in place. Now it is just a matter of backing off the die through the damaged threads.

The threads can be repaired without removing the axle from the car.

Robb Wolff





CLUB BULLETIN BOARD



**REMINDER: 2020 Dues were due December 31.
Please see Eileen at the meeting!!**



The executive is seeking input into what the members would like to have speakers attend and discuss. Trailers? Licensing a T? Lighting? Or?



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 - Kristen at peter05@telusplanet.net



Please Note: We have adjusted our meeting time, to a starting time of 7:00 PM

UPCOMING EVENTS

**** Saturday Jan 18 - at 10:00 AM garage tour at Robb Wolff's (see topics on Page 8)**

JANUARY 22 Club Meeting - The Hanger, Calgary @ 7:00

**** Saturday Feb 8 - at 10:00 AM garage tour at Glen McDonald's (see topic on page 8)**

FEBRUARY 15 LETHBRIDGE SWAP MEET (see ad on page 15)

February 26 Club Meeting - The Hanger, Calgary @ 7:00



The Model T Ford Club of America Membership Application
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 www.mtfca.com or phone the MTFCA office 765-373-3106 Please phone Eileen Jewell @ 403 282-3753 and let her know your MTFCA Membership #

Foothills Model T Ford Club Membership Application
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

- | | |
|----------------------|--|
| 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
Tom Van Dijk, and
Paddy Munro, |
| Directors: | Tom Cerkvenac,
Peter Anderson, and
Keith Robinson |

*e Mail: rbmanagement@shaw.ca

**e Mail: 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 location varies.



T Tool Time

This commercially manufactured tool would have been in most repair shops for testing and repairing coils. This tool has not been in use since the club acquired an electronic version.

BIRTHDAY WISHES



JANUARY - 1 MICHELLE BELANGER & ANNA KYNOCH, 5 MAURICE CAMPEAU, DEBRA FENWICK & WILMA SQUIRE, 14 GREG STAPLETON, 17 MIKE CUFFE & GLEN HOWTON, 18 KEN CANNING & OREST KITZUL, 21 TED ZYLSTRA, 22 ROBB WOLFF, 25 RICK SKIPSTED, 27 GAIL BENEDICT, 29 MARTINE BURGESS, 31 JANE TAYLOR.

FEBRUARY - 1 MARILYN LUNDQUIST, 8 MIKE REID, 11 MARJORIE PATTERSON, 15 CHRIS BRANCACCIO, 16 LAWRENCE GOULD, 17 DANIN BODNAR, & EMANUEL COHAN, 20 CLIFF PROCTOR, 22 DOROTHY GOULD, 28 MARGRIET VAN DIJK.

UPCOMING 'OFF SEASON' GARAGE TOURS

**** Saturday Jan 18 - at 10:00 AM GARAGE TOUR at Robb Wolff's** - he will be demonstrating 'Rebuilding a T differential'. 'Straightening the housings.' 'Gear Ratios'. 'Safety concerns', and, 'what to be aware of when purchasing a Ruckstell'.

**** Saturday Feb 8 - at 10:00 AM GARAGE TOUR at Glen McDonald's** - Come check out the club's tools. Demonstrations will be given to anyone who doesn't know how to use a tool.

Classifieds:

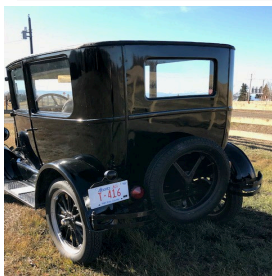
Please note: All Advertisements from club members will be published in three consecutive issues, free of charge. Non- member advertisements relating to the Model T will also be published free of charge as space permits. Send info by e mail to the editor at rbmanagement@shaw.ca or call 403-651-1612 Check the website for current classifieds. <http://www.foothills-t.club/classifieds/>



For Sale: 1925 Tudor, Running, good tires & upholstery. Contact Ken and Barb Canning at

403-840-0297 \$13,000 OBO

*****Sold Pending Pickup in spring*****



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

Wanted to buy I'm looking for 2 decent JNO Brass Carbide Headlight Chimneys. Generic or numbered. Please check your stash. Ross rbmanagement@shaw.ca, or 403-651-1612



Wanted 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,



Lethbridge's 2020 Early Bird Swap Meet

Saturday, February 15, 2020 - Location
Lethbridge Exhibition Park
(3401 – Parkside Drive South)

8:00 AM to 4:00 PM (Set-up: Friday Noon
until 8:00 PM) Contact Mike Yakubowski
@ 403-381-6971

e mail ebswapmeet@gmail.com



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:** 1-780-786-4648 or 1-780-305-9297, Box 930, Mayerthorpe, Alberta, T0E 1N0, e mail at wendyjager19@gmail.com



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



Carb Wanted:
Stromberg OF carburetor- rebuilt or rebuildable. **Contact:** Ron Felzien
780 678 4019



Canadian Built 1926-27 Tudor. As found 20 years ago. Has been barn stored

ever since. Car was converted to a Delivery Sedan. Many added parts and, an 'A' converted Crankshaft. \$4500 US / \$6000 Cnd. OBO. Call Bob Hauswirth Phone: 403-288-9284 carlorna@Telusplanet.net



Some of the extra parts needed to complete this 26-27 Tudor



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: RUXTELL, large drum 26/27, small shifter, torque tube with drive shaft and pinion, and radius arms. Axle shafts turn. Not disassembled. As Is. Call Al 403-274-4474.

