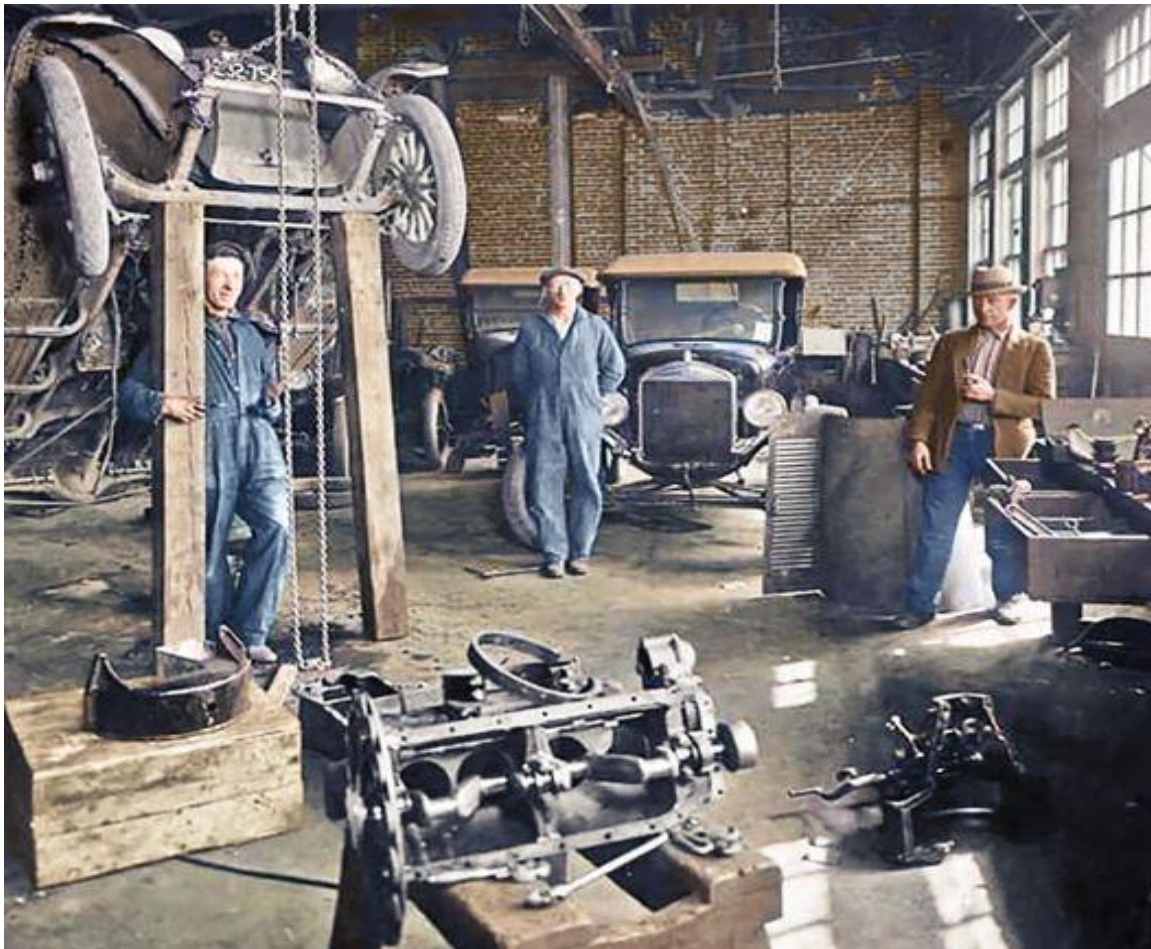




In March's embrace, spring paints the scene, Blossoms in bloom, colors serene.
With laughter and sunshine, the day feels light, A comical dance, is a nature's delight.



WCB would have a field day here!!



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
**rbmanagement@shaw.ca

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.
Permission is given to copy the contents, with
proper credit, unless otherwise restricted or
specified.

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Dennis Sanford’s passing**

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Editor’s Notes Thanks to Larry Kynoch for his
impressive research, Bob Coiro for sharing
his continued story telling. Chris Bamford for
his review and corrections of my efforts.

**A husband and wife
had been
arguing all day. They
pass a herd of
jackasses. The wife
says
"relatives of yours?"
Husband says,
"yep in laws."**



PRESIDENT'S MESSAGE

Happy March everyone, spring is in sight!!

(I hope). The most exciting news right now is that our club members have voted to host the Model T Ford Club of America 2025 National Tour! I know there is much work ahead (especially for our national tour committee). I was very impressed by how many of those present at the February meeting signed up as potential volunteers. As time progresses, I'm sure the committee will be in contact with you to discuss which area you would like to help with.

Our regular tour committee is also in full swing starting to organize our summer tour this year (and more). There have also been requests coming in for bringing some of our Ts to senior residents. I think we discussed this last year, and the consensus was that these kind of events would be good to attend. Currently we have a request for the Colonel Belcher Residence on Wednesday June 26th. (Please contact Tom Van Dijk if you can attend this).

The tech talks at our February meeting included Murray Walkemeyer sharing information about repairing and cleaning the brass on our Ts, Larry Kynoch addressing concerns about using a 12-volt battery with a 6-volt starter, and Chris Brancaccio sharing information, as well as looking for, feedback on Ruckstell rebuilds.

In closing, I would like to add a friendly reminder to make sure your club dues are paid for 2024. Information on how to pay for this is on pages 5 & 14 of this newsletter.

Best Regards, Bill McPhail



Regretfully we need to acknowledge the passing of our former member Dennis Sanford. Dennis was here from Texas during 2011 through 2014 and was an avid club member, and he returned in 2015 for our National Tour. He leaves behind her wife Deanna and extended family and many Model T friends and acquaintances.

With each passing, one's Model T spirit will continue as a memory of those left before us.



Larry's Corner of interesting facts:

This is another interesting YouTube video on reproduction of early sheet metal!

[Touring Rootlieb Vintage Auto Sheet Metal - YouTube](#)



YouTube

Welcome to the YouTube channel, where they take you on an exciting journey through the world of vintage auto sheet metal! In this series, they will be exploring the fascinating world of Rootlieb Vintage Auto Sheet Metal, a renowned manufacturer and supplier of high-quality sheet metal components for classic cars.

If you're a car enthusiast or a restoration hobbyist, you know how crucial it is to find authentic and well-crafted sheet metal parts for your vintage automobile projects. Rootlieb Vintage Auto Sheet Metal has been a trusted name in the industry for over 40 years, specializing in the production of top-notch sheet metal panels and accessories for a wide range of classic vehicles.

This channel aims to showcase the incredible craftsmanship and attention to detail that goes into every Rootlieb product. They will take you behind the scenes of their state-of-the-art manufacturing facility, where skilled artisans meticulously shape, form, and weld sheet metal into exquisite components that replicate the original designs of iconic vintage cars.

Throughout the series, they will introduce you to the various types of sheet metal parts offered by Rootlieb, including hoods, fenders, running boards, and many more. They will explore the different processes involved in creating these parts, from the initial design and prototyping stages to the final finishing touches.

In addition to showcasing the manufacturing process, the YouTube channel will also feature interviews with experts in the field who will share their knowledge and insights into the world of vintage auto sheet metal. These interviews will provide valuable tips and advice for enthusiasts and professionals alike, helping them make informed decisions when it comes to restoring classic cars.

Whether you are a seasoned car restorer or simply have a passion for vintage automobiles, the YouTube channel is the perfect place for you to learn, be inspired,



and connect with fellow enthusiasts. Join them on this exciting journey as they delve into the world of Rootlieb Vintage Auto Sheet Metal and discover the beauty and craftsmanship behind classic car restoration. Stay tuned for their upcoming videos, where they will bring you exclusive insights into the world of vintage auto sheet metal like never before!



CLUB BULLETIN BOARD



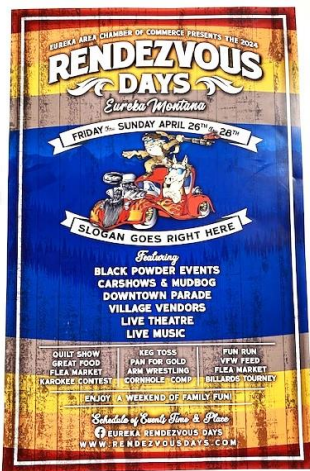
The \$35.00 - 2024 dues can now be paid via mail or e transfer to:

Ann McDonald, Membership Registration @
2605 Carleton Street, SW, Calgary, Alberta, T2T 3K8
Or e transfers to: agmcdonald@shaw.ca

General club meeting @ 7:00 PM Wednesday March 27, 2024,
The Hanger Flight Museum 4629 McCall Way, NE Calgary.



**Seniors residence visit : Colonel Belcher Residence
Wednesday, June 26th. Please contact Tom Van Dijk if
you can attend this event.**



“GUN POWDER to HORSEPOWER” RENDEZVOUS DAYS - EUREKA, MONTANA

Friday to Sunday April 26th to 28th,
Friday - Meet & Greet with a short Model T Tour.
Saturday -The Ts lead the parade, followed by another T tour,
that ends with Spaghetti at Cuffe’s house.
Sunday - 9:30-noon - Old Car Workshop at Fairgrounds while
ladies may choose to go to quilt show and flea market. And
lots of other events, including mud bogging and black powder
shooting.



MINUTES OF THE MEETING OF THE FOOTHILLS MODEL T FORD CLUB, FEBRUARY 28, 2024, THE HANGER

President Bill McPhail called the meeting to order at 7:03 pm with 27 members present. Bill welcomed everyone to the meeting and thanked Darren for his service as President and for running the January Meeting in his absence.

Minutes: Kristen moved the minutes of the January meeting to be approved as circulated in the newsletter, seconded by Tim Pearson, carried.

Treasurer: Larry provided the financial report for January, and moved the report be adopted as presented, seconded by Tim Pearson, carried.

Membership: Ann is collecting memberships for 2024. We have 46 paid members. Payment of membership dues can be sent by e transfer to agmcdonald@shaw.ca or paid at a meeting.

Tools: Glen reported that all the tools were accounted for.

Newsletter: Ross reported that the March newsletter needs only the President's Message and minutes and will be ready for distribution.

Librarian: No report

Website: Bill reported for Barry that all was running well with the website.

Tours: Robb reported that the committee had met by Zoom to plan the summer tour. Options discussed included.

- running a route for the National Tour in 2025, members felt then we wouldn't want to run that route again so soon.
- Medicine Hat / Cypress Hills and camp at the group site as in past.
- Glenwood / Waterton area
- Aspen Crossing / Vulcan area

Discussed a time frame and the last week of Stampede and early August were suggested. It will depend somewhat on the availability of camping and hotels etc.

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. Stettler has been chosen as our base – then we can go to Wetaskiwin, Drumheller, Stettler (Steam Train), the beach at Rochon Sands and one other day to be determined. Tour dates will be July 13 to 18, 2025, so that participants could attend Calgary Stampede prior to the tour. We can ask the MTFCA for \$3000.00 US if needed for deposits and



booking of events or venues, prior to tour registration. **Motion:** Chris moves the Foothills Model T Club host the 2025 National Summer Tour, seconded by Robb, 19 in favour, 1 opposed. Carried.

Old Business:

- Bill will be placing an order for parts early next week (March 4 – 8). If anyone needs anything, please contact him.
- The Cutaway engine project – nothing new to report

New Business:

Mike Cuffe brought greetings from Montana and a poster for Eureka Rendezvous Days which will be held April 26 – 28, 2024.

- Arrive Friday afternoon, short driving tour, Saturday meet for breakfast, then lead the parade, participate in show and shine, tour and finish the evening at Mike and JoAnn's for supper and social, Sunday return home.
- Tom has been asked to bring cars to Colonel Belcher for a show and shine and hopes we can get more cars there this year. They wish to have the club there on a Wednesday in June around lunchtime. Tom will keep us up to date.

Peter reminded everyone that Pioneer Acres is August 9 – 11, featuring Case tractors and equipment.

Harry – reported that Millarville Racetrack group has asked us to come to the track for a show and shine, Saturday, August 17, more information to follow.

Les was asked if the club would be interested in taking cars to Springbank for High School Grad photo ops.

Marel Clark won the 50/50.

Meeting adjourned at 8:05 pm

Tech Talks

- Murray discussed brass polishing and restoration techniques; Harry also shared some tips.
- Larry talked about 12-volt batteries in Model T's
- Chris discussed Ruckstell parts and repair – replacement bearings etc.

Brake or Break

a Humorous Look at Our Laughable Binders



A tale on brakes by a Facebook contributor Bob Coiro

A couple of years ago, I read in a popular car magazine of a 680-mile race between a new Tesla and a century-old horseless carriage whereby the drivers of the latter sustained 60+ mph speeds for protracted periods—even at night. Luck wasn't just with those guys, it was bear-hugging them the whole way. Now, on those frequent occasions when I'm driving my centenarian Flivver in traffic, a deep-seated sense of hazard keeps me on red-alert, even at my usual conservative 30 mph, so when I read about guys pushing Brass-Era cars to highway speeds, the hair on the back of my neck acts like I took a Cialis shampoo.

The art of safely piloting a Brass-Era car is mostly about being able to stop the thing at some point in advance of impact. In the case of, say, a Ford Model T with the original Ford factory set-up and nothing else, there are involved, two hilariously ineffectual braking systems. First, there's the pedal-operated power-train brake in the transmission, which sends the braking impulse down the driveshaft to the differential from where it is then distributed to that wheel which has the least amount of traction. For an explanation as to how that works, I'll refer you to actress Marisa Tomei, whose



commentary on the difference between a limited-slip differential and the old-fashioned type of differential is not only informative, but hysterically entertaining:

<https://www.youtube.com/watch?v=CFdJza0AbeA>

In 1917, the Rocky Mountain Steel Products Co., of Los Angeles, California, first marketed "Rocky Mountain Brakes." This worthwhile after-market kit vastly improved the Model T Ford's braking action from abominable to bad. The original incarnation of these brakes stopped equally well in the reverse direction as forward, but the modern reproduction type available today has a "self-energizing" feature, the consequence of which is that it doesn't work very well when the car is rolling backwards. Such capability is important, of course, because while waiting at a red light on an incline, you'd probably prefer that your car not start rolling uncontrollably backward, downhill, into the car behind you.

And that brings up the subject of my Model Ts other dissatisfactory braking system, the parking brake. Do not confuse this almost nonfunctional ornamentation with an actual emergency brake. No, the Tin Lizzie's system features cast iron brake shoes operating against a steel drum and so it is much more suited to making pretty sparks than stopping the car. Think of the brake lever the same way you think of putting a modern automatic transmission in "Park" (Now, it happens that in modern times, correctly lined brake shoes have become available to replace the original Ford anti-stop brakes, but they're reputed to be a real bear to install, and most Flivvers don't have them).

Okay, back to the pedal-operated brakes: Regardless of whether equipped with Rocky Mountain or some other type of auxiliary brakes—including disc brakes, it is nevertheless woven into the very fabric of the Model Ts mechanical quintessence that stopping capability will always rival that of the Titanic—and that pretty much goes for all Brass-Era horseless carriages as well. This is because almost all of them have braking action at the rear wheels only and are equipped with tires skinny enough to have the same footprint as a shot-glass, so there just isn't a whole lot of traction there for panic-stops. And even if you have enough braking power to lock up the rear wheels, the resulting twin skid marks won't help stop the car any earlier.

Now, as an aside, I'll make mention of those physicists who will argue that when it comes to braking action, the width of a tire doesn't matter and traction remains the same, regardless. With all due respect, that's baloney. It's baloney because we are not talking about a theoretical smooth steel wheel on a smooth steel surface. No, we're talking about a world wherein the rubber meets the road as something soft and



adhesive against something solid and rough surfaced—and if you don't believe pavement is rough, I'll remind you of the school-yard bully who liked to rub our faces into it. We called that "road-rash" for a reason.

But I digress (always wanted to say that).

Point is, when it comes to braking action, tire width matters and Brass-Era automobiles don't have very much of it, so even the best brakes in the world aren't going to stop one anywhere near as well as a modern car—or the whatever other solid obstacle may be just ahead.

Aside from the braking limitation, though very much related to it, is the fact that in a Brass-Era automobile, frontal crash protection is practically non-existent. I use the word, "practically," here because once upon a time, when I worked as the leader of a dance-band, I owned a 1961 Volkswagen MicroBus, the frontal crash protection of which consisted of a headlight and a pair of sunglasses, and so, incredibly, was even worse than that of my Model T Ford. Come to think of it, when loaded down with guitars, amplifiers, a 200-lb. organ and a load of musicians, braking action was also worse than that of the aforementioned Tin Lizzie. That this Teutonic blood-box could actually attain highway speeds (albeit only after the passage of an impressive interval), was perhaps indicative of a residual desire on the part of the Germans to knock off a few more Americans—and testament to the belief in invincibility possessed only by youth. It is entertaining to imagine that by having switched over to a Brass-Era Model T Ford, I have actually increased my odds of survival. Go figure, huh? *Bob Coiro*

ETHANOL IN VEHICLE FUEL

**All grades of gasoline sold at the pumps in
Canada was required to have an Ethanol blend
by the end of 2023.**

**Ethanol blended gasoline may be destructive to older vehicles fuel systems.
Tens of thousands of classic car owners across Canada are left with no
suitable fuel to purchase.**

For a better understanding, review the attached presentation to SVAA by Denis Broadhurst, APAC - February 10, 2024, and should you choose, see your opportunity to sign the e-4735 Petition to the Government of Canada.

Click on: [SVAA-Ethanol Info Petition.pdf](#)



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

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

**Three Model Ts included in this auction held on March 15-18th.
15 & 27 Roadsters plus a 19 Speedster**

<https://teamauctions.com/upcoming-auctions/millhouse-farms-classic-collection-of-antique-cars-trucks-tractors-dispersal-sale-813>



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



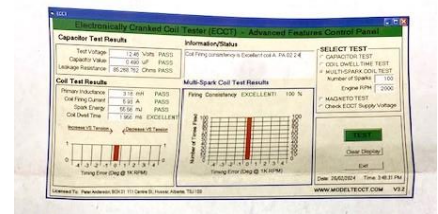
For Sale: 1926 Model T Coupe \$13,500.00 or best offer. The car is in good physical condition, has not been run since I've owned it in 2019. Henri Kooperberg henrikooperberg@yahoo.com, 403-554-7803 located on Horse Creek Road, Rocky View County Alberta T4C 2W2



For Sale: Aftermarket 17" Mahogany (?) DILL Lockable Steering Wheel c/w key. Ready to attach to a standard Model T. \$325.00 OBO. (Shipping extra) Ross Benedict 403-651-1612, rbmanagement@shaw.ca.



For Sale: 1 Set (4) early brass, rebuilt coils c/w new capacitor and points. Re-tarred. Test at 100% spark timing on the ECCT. \$425.00 a set c/w carry case and print outs of each ECCT test.



(Shipping extra) Ross Benedict 403-651-1612, rbmanagement@shaw.ca.

Correction, phone number is now correct!



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 **403-681-5151**, or e mail warwickandrews@hotmail.com for questions or to set up a viewing. Warwick Andrews.



T Footnotes



FOOTHILLS MODEL T FORD CLUB

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)	
Note	
	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.
<p>You can register online at www.mtfca.com or phone the office @ 765-373-3106</p>	
<p>Once assigned a membership number, please forward to Ann McDonald @ agmcdonald@shaw.ca or phone 403-242-7828</p>	