



# T Footnotes



A Publication of the Foothills Model T Ford Club  
Calgary, Alberta, Canada

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## President's Ramblings



We've had a great start to the fall, but, unfortunately, only one T event, the Fall Colour Tour was attended by those brave and hearty souls that could make it. We revisited Elbow falls, with a slight detour to McLean Creek Pond; and, for those who could make it, an Ice Cream Cone finished off the

day. Hmmm . . . ICE CREAM! . . . . I hear a number of club members have been participating in a local movie filming called Damnation. If it succeeds, we may have a series done locally. . . . and, Rod Wallace forwarded a rather lengthy e mail re 'getting old' . . . must be for someone else, not me!! At any rate, for those of us

at 70 plus, we were born before: television, penicillin, polio shots, frozen foods, Xerox, contact lenses, Frisbees and the 'pill'. There were no: credit cards, laser beams or ball-point pens. Man had not invented : pantyhose, air conditioners, dishwashers, clothes dryers, and the clothes were hung out to dry in the fresh air and space travel was only in Flash Gordon books. . . . Ahhh, but the Model T was then, and, is still now. . . "Time does not pass, it continues." *Marty Rubi*

As Ross mentioned above, several members of our club have been hanging around the "Damnation" movie set. The pilot for this TV series is being made at locations around Calgary.



Driving "Picture Cars" has its ups and downs. It is fun trying out different cars but you spend a lot of time waiting between scenes. It's a good thing they pay by the hour and not by the mile. If you don't live close to the set you will most likely spend more time driving to and from the set than driving picture cars; and more time driving picture cars than sleeping in your own bed.

The Craft Services food trailer is a mixed blessing. The food is great but if I were to make my living on a movie set I would need a much longer belt.

It's a great opportunity to rent your car to a movie company, but be prepared for it to be "used".



## Minutes of the Foothills Model T Ford Club Meeting September 28<sup>th</sup>, Aerospace Museum

President Ross Benedict called the meeting to order at 7:35 pm. 27 members attended.

**Minutes** – Kristen moved the minutes be adopted, as circulated, seconded by Robb Wolff. Carried.

### **Correspondence** –

1. Letter from the Cochrane Activettes thanking for the past donation and asking for continued support. Tabled.
2. SVAA Magazine.

**Treasurer's Report** – Larry presented the finances for June – August and moved finance statements be adopted, seconded by Tom Cerkvenac. Carried.

**Membership** – Eileen reported that we now have 92 paid members and 16 paid for 2017. Name tags can be ordered through Art and Eileen for \$5.00.

**Newsletter** – Robb Wolff reported that newsletter is available online, but that the printed copies were not quite ready for pickup and so were still at Staples.

**Tools** – Glen McDonald informed everyone all tools are accounted for. Robb reported that the piloting reamer for spindle bolts is worn out and will probably be around \$100.00 US to replace. Robb moved that we order a new one from Lang's and have it shipped to Robb's address at Babb. Seconded by Les. Carried.

Cost to use the Stevens Reaming Tools and inserts is around \$50.00 Robb thought. Kristen will check from past minutes and report back.

**National Directors** – Keith had nothing new to report.

**Dino T Tour** – Keith reported that it was a great tour, even though we had many different cars on the trouble trailer over the weekend. Keith and Ross also mentioned that a number of people ran out of gas along the way.

**Librarian's Report** – Jonathan has finished going through the collection of Vintage Ford's he received from Aase Bauer. We have complete set from 1986 to date and are missing only seven issues from 1971 until mid-1986. He found when sorting through all the materials two copies of the same book. One copy will be used in the 50/50 draw. Jonathan also brought along a magazine with an article about Bantam's from 1941.

**Directors Report** – no report

**Fall Colour Tour** - It was good tour day, but was a little cool. The group left from Keith's and missed a shower that went through Bragg Creek, just before they did. Drove out to the Elbow Falls and the sun came out. There were seven T's and Manny came in his Model A.

**Old Business**- RMMT Club in Montana, held a tour recently and Glen was able to attend. He said it was a good tour with lots of steep climbs, and was all gravel. They travelled about 125 miles per day. The last day they had rain but he said was very enjoyable. One of the highlights for Glen was to see gold / silver dredging equipment left on the side of a mountain.

**New Business** – Tom Cerkvenac reported that the New Zealand Model T club has formed an international club and wondered if we should be also. You would need a minimum of five members to do so. There are probably that many members in our club already. This item was tabled at this time. New Zealand club is having a tour next year and Tom is planning to attend.



The National Tour out of Montana next summer is expected to have 600 or more cars.

Harry suggested we have another fun day with driver training and Model T games at his and Rosalie's place yet this fall if the weather permits. It may be a spur of the moment type event, so watch for an email if we have good weather.

The Christmas Party will be on December 10<sup>th</sup> at the Chaplehow Legion again this year. Tickets will have to be pre purchased again this year so we have an accurate head count for the meal. The meal will be the same as last year. – Turkey and all the trimmings. Eileen will have more information at the October meeting.

Les Schubert won the 50-50 and Rod Wallace won the book.

Tech talk – was about 5 different types of Model T heads.

Thanks to Larry for picking up the donuts.

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## Ford Model T vs Tesla Model S

### Gas vs Electric

The capital cost of a pristine 1909 Model T and a new Tesla are about the same and each carries a significant "pride of ownership".

A Model T, loaded for touring, gets about 150 miles per tank of fuel. Your mileage will vary. It takes less than 5 minutes to fuel, costing maybe \$35-\$40, plus the price of a chocolate bar and bag of chips.

A Tesla gets 150 miles of charge at a Supercharger station in about 30 minutes. There is no cost for the charge but most Superchargers are located near malls and restaurants so charging the car may lead to other unintended expenses.

It takes about 2.5 seconds to go from 0-60 mph in a Tesla. A garden variety 1909 T with Heinze "buzz-box" tuned coils won't go from 0-60. The Tesla requires 75 minutes for an empty-to-full charge at a Supercharge station. In the absence of the Supercharger it takes about 52 hours for an empty-to-full charge using a 15A, 110V wall plug. A 1909 Model T has no battery to charge.

Much has been said about the cost of charging an electric car at home. One "pass-around" email quoted \$1.16/KWH, which may foreshadow energy costs once carbon tax and green initiatives are fully implemented. We currently pay 8.5¢/KWH. Adding 150 miles to the Tesla at home would cost about \$4.25.

On a 40A circuit you can fully charge a Tesla overnight for about \$9.00. With a double charger 80A circuit you can cut the charge time in half, but on a standard 100A residential service your house would likely go dark if you turned on the clothes dryer or oven while topping up the Tesla. A community filled with Teslas could completely overwhelm the electrical grid. A community full of Ts would completely overwhelm the traffic grid.

In the early days of the T, Ford wasn't carbon emission conscious but I would guess that the initial carbon cost of a of a Ford T is less than a Tesla S. And, speaking of resale value... well I choose the T.

0 to 60 in 2.5 seconds – heartstopping. Pulling into a Supercharger station to find several empty Teslas ahead of you in the line – heartstopping.

## Choosing a Gear Set

Recently I read an article in the July 15, 1919 Ford Service Bulletin that explained Torque vs horsepower in simple terms. Here is an excerpt from the article.

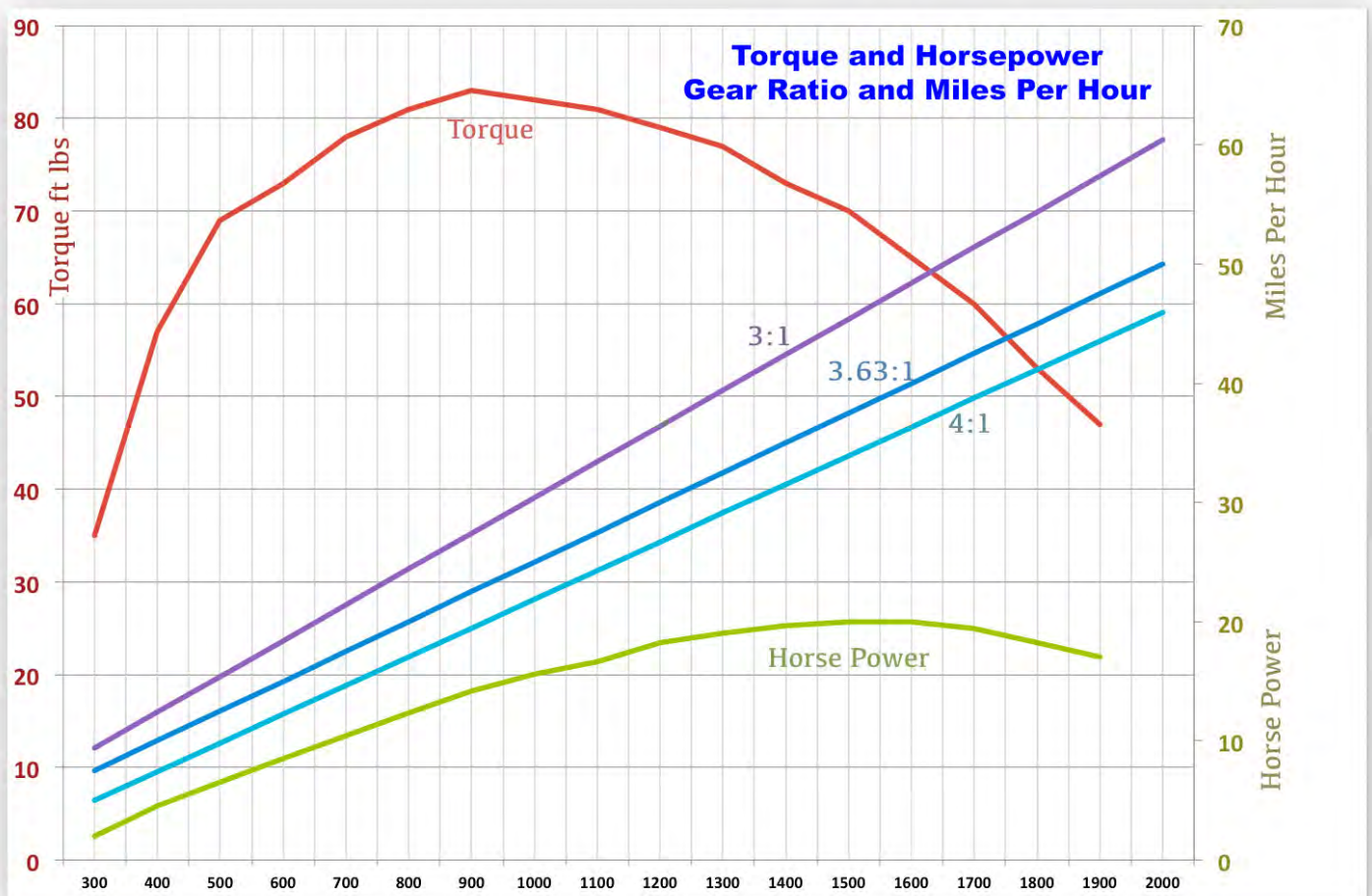
### The Motor Power

An engine is like a man in that it has two strength settings. A man may be able to lift a weight of 100 pounds, but he cannot run with it. With a load of ten pounds he can run. The amount an engine can “lift” is termed “torque”, while the rate at which it can carry (turn over) that weight is termed “horsepower”. The torque and horsepower increase with R.P.M. (revolutions per minute) for a time and then gradually decrease.

What has this to do with rear end gear ratios? The gear ratio is similar to “weight” in the above example. A 3:1 gear ratio puts a greater load on the engine and requires more torque and horsepower to get up to speed. A 4:1 ratio burdens the engine less but requires more RPM to get attain speed.

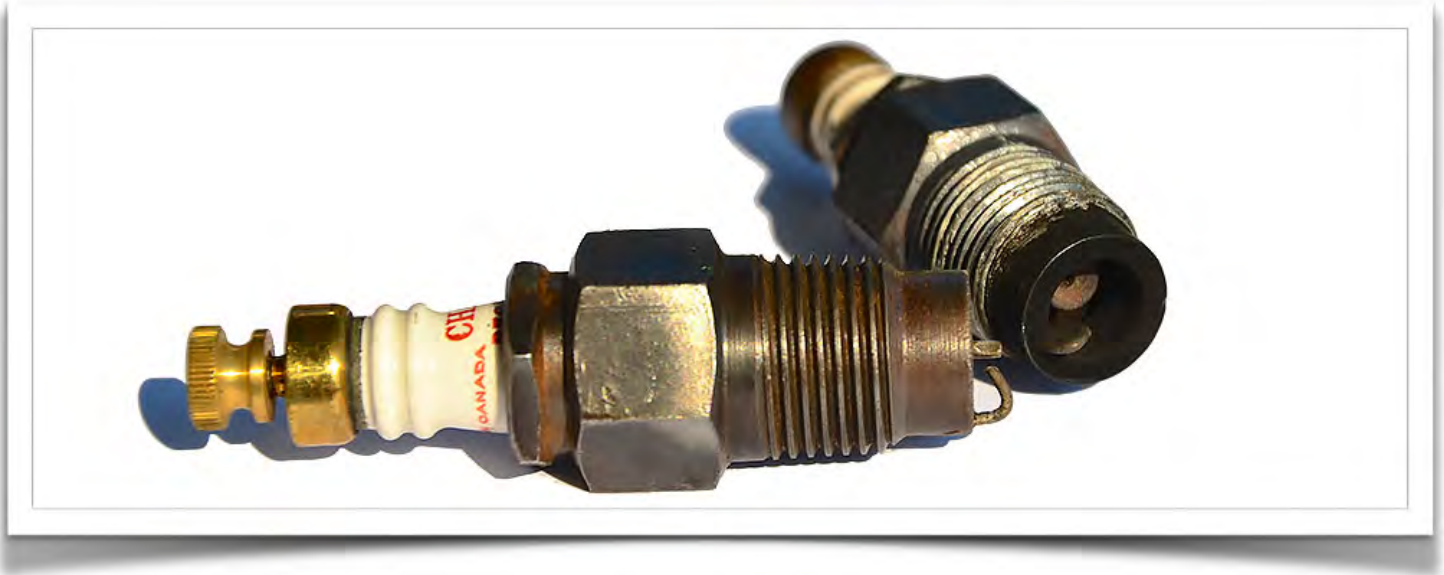
Said another way. With a 3:1 ratio you may not have enough power to go fast and with a 4:1 ratio you may not have enough RPMs to go fast. Ford’s standard 3.63: 1 ratio is a great compromise.

Using the data associated with the service bulletin article I came up with this chart.

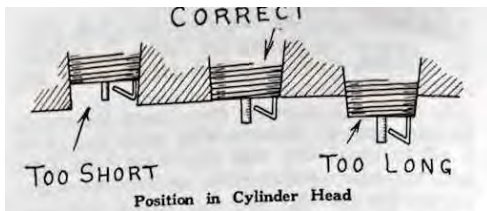




## Champion X Spark Plugs



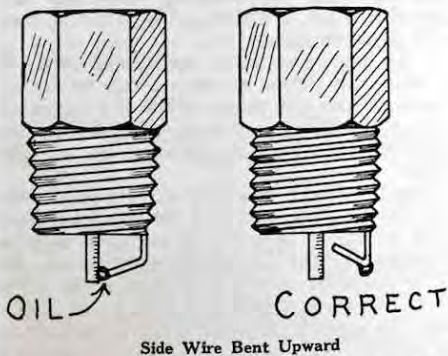
A few years ago on a trip to Cypress Hills the engine in our T pickup began to lose power. To diagnose the problem I shorted out the coils, three at a time, and found number three cylinder was dead. I then checked the number 3 plug wire connections and discovered that the contact on top of the plug was loose. The porcelain was also loose. When I pulled the plug it was missing the center electrode. I assume the electrode can now be found in the muffler.



tween the spark plug points at the standard distance of .030 inch.

The end of the side electrode should be adjacent to an unburned part of the middle wire. Don't bend the central electrode, but make the adjustment for gap by bending the side electrode.

In addition to having the right gap, the side



wire should be bent so that it slopes upward at a sharp angle. This causes any oil to drain off to one side, instead of collecting at the gap between the points and causing trouble. This is important, especially in engines which have a tendency towards oil-fouling the plugs.

When replacing plugs in cylinder head, do not

Fortunately I had two backup plugs under the seat.

Champion X spark plugs are popular among T enthusiasts because they are about the right heat range and they are less likely to foul than modern style plugs. At least that is the prevailing thinking. I find both styles to work quite well.

Though I have used Champion 25s with good success I am inclined toward Champion Xs.

Perhaps it is just in my head but I fancy that the "Xs" are easier to start and foul less, in much the same way my modern car seems to run smoother after I wash it or change the oil.



Note the shape of the grounding electrode in the illustration at the left and compare it with the A-25.

Murray Fahnestock in "The Model T Ford Owner" points out that with this design (X) oil will tend to accumulate on the elbow of the electrode rather than in the gap between the electrodes (A-25).

The plug in the number 1 cylinder is most likely to foul because that cylinder is the natural depository for non vaporized fuel which runs along

the front edge of the intake manifold and into the 1-2 intake port.

I set the spark gap at .030" and that seems to work well. A finer gap may be more easily fouled. A weak ignition may not be able to push the spark across a wider gap in the cylinder's high compression environment. Also, the greater the distance the spark has to travel the more likely it is to find an easier route, either arcing in the coil or through the coil box wood. Once that happens the coil or wood must be replaced. That being said, one "Forum" contributor says has had good success with a .060" gap.

Tighten the plugs just tight enough so that they don't leak. If you screw the relatively cool plug from under the seat into the relatively hot head, be careful not to over tighten it. When the head cools it can contract and make the plug difficult to remove. If a plug is very tight in the head, run the engine for a while and when the head heats up the plug may be easier to extract.

A little anti-seize on the threads will reduce the chance of the plug and head corroding together; especially when using an aluminum head.

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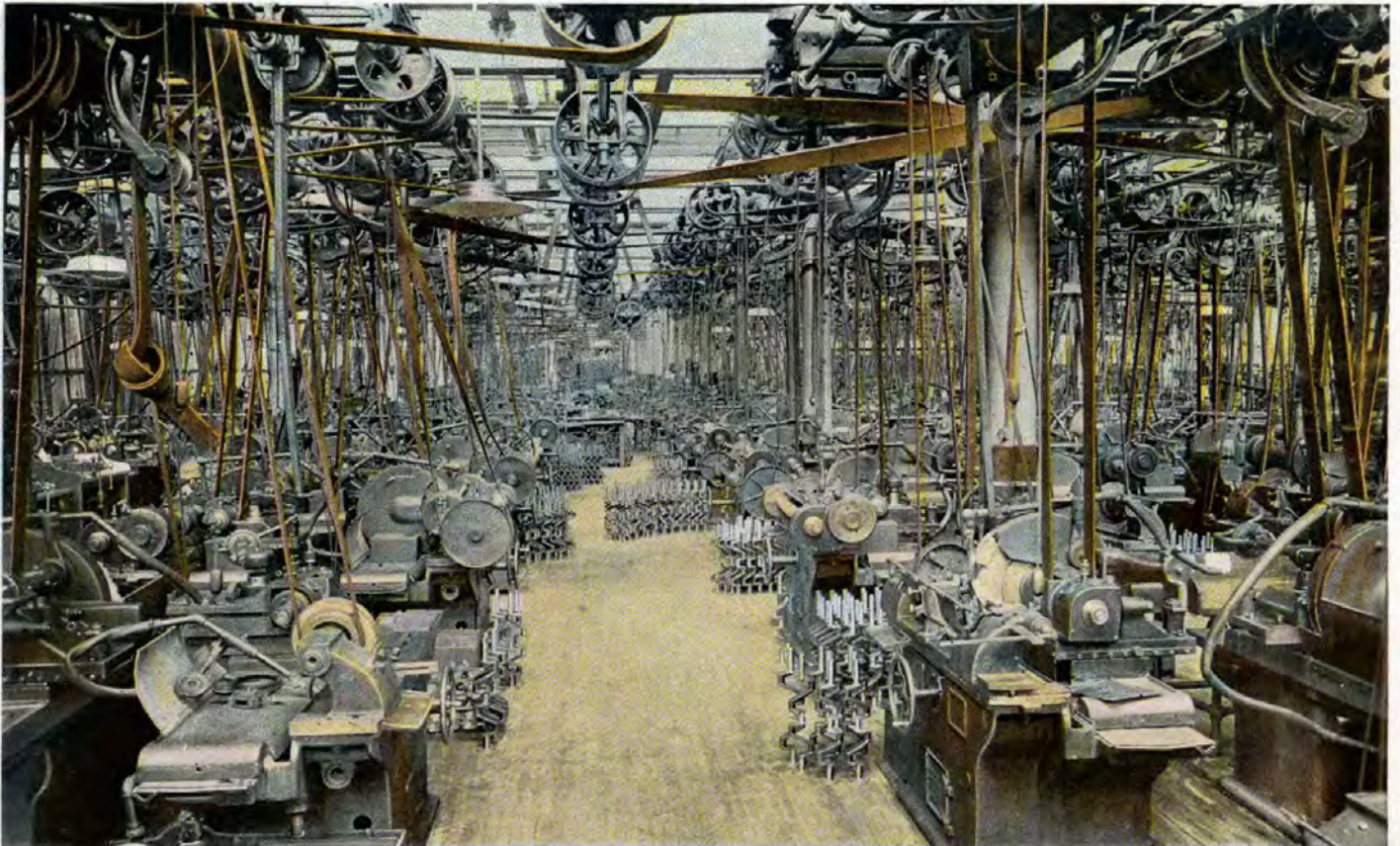
Rod Wallace and Ross Benedict solving world problems in Rod's man cave.



1000 ASSEMBLED FORD CHASSIS, ONCE A RECORD OUTPUT.



IN 1916, FORD PRODUCTION MOUNTED AS HIGH AS 2768 CARS IN A SINGLE DAY.



CRANKSHAFT GRINDING DEPARTMENT. 50 MILES OF BELTING ARE USED TO DRIVE FORD MACHINERY.





## Executive

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All numbers are 403 area code

Please send all material for publishing in "T Footnotes" to Robb Wolff 347 Hawkwood Blvd NW, Calgary, AB T3G 3G8 or Email [rw@chb.ca](mailto:rw@chb.ca)

## Events

### October 1 Horsepower At Spruce Meadows

Hosted by Enthusiast Events - Okotoks Collector Car Auction [www.entusiastevents.com](http://www.entusiastevents.com)

A Premier event at a World Class Venue. Runs from 6:00 pm Friday to 4:00 pm Saturday

Car Club Invitational, Swap Meet and Collector Car Auction.

CONTACT: Jeff Hill [info@entusiastevents.com](mailto:info@entusiastevents.com) 403-272-8348

### October 8 Quick Times Fall Swap Meet

Westerner Park Red Deer. [www.quick-times.com](http://www.quick-times.com)

Oct 8, 8am – 4 pm SVAA meeting upstairs during the swap meet

**November 5 Capital Region Fall Swap Meet** Indoors .Stony plain 780-910-5219.

### December 10<sup>th</sup> – Christmas Party

## 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 to the editor: phone 403-540-2093, or email [rw@chb.ca](mailto:rw@chb.ca)

### For Sale 1927 Model T Roadster

Unrestored body and drivetrain; new tires and restored rims. Located at Calgary. Price \$4000. Call 403 650 1588 See [www.foothill-t.club](http://www.foothill-t.club) classifieds for details.

### Oscar Simrose Tools

Dan Hawken (403-652-1440) High River has for sale thru Nancy Simrose the following pieces of equipment.

Wood Thickness Planer 220 volts, HD unit, 12-14-16 inches from the 1980's.

Shopmate New in 1987 and he has Oscar's original bill of sale,

Planner-Jig Saw-Band Saw.

Routers & Bits and possible some dove tail stuff.

### Wanted - Model T Tudor

I am a member of the Stampede City Ford Model A Club and was possibly looking to purchase a Model T to enjoy. Please give contact me if you know of a Tudor for sale, thanks,

Bart Campbell

403 527 3800 [blsec@telus.net](mailto:blsec@telus.net)

### Wanted Roadster or Touring from the black ear.

Call or text: seven80-two71-3one6one Email: [rferich@ualberta.ca](mailto:rferich@ualberta.ca). See [www.foothill-t.club](http://www.foothill-t.club) classifieds for details.

### 1909-11 Rear Axle For Sale

I have for sale a late '09- early '11 T rear axle. It has been suggested that I should ask \$5,000.00

Les Schubert 403 931-2628

### 26/27 Touring (for sale)

Ruckstell axle

Both carburetor (currently on car) and vaporizer

Appraised at \$16,400 in 2014 selling for \$11,900 to make room for a new project

Serious offers will be considered

Contact Glenn Burke @ (403) 835-1380 (please leave a message if not answered)

### Birthdays

OCTOBER	2	ROB MANDERSON
	6	RON BODNAR
	7	CHRISTINE ROBINSON
	9	ART BURGESS
		LARRY KING
	10	ROBERT PEDERSEN
	12	TROY DILLABOUGH
	14	COLIN FROSTAD
	16	ELSE SYLVESTER
	18	MARIE PROCTOR
	22	JIM FRASER
	27	TOM TAYLOR
	28	JOE DeMOTT