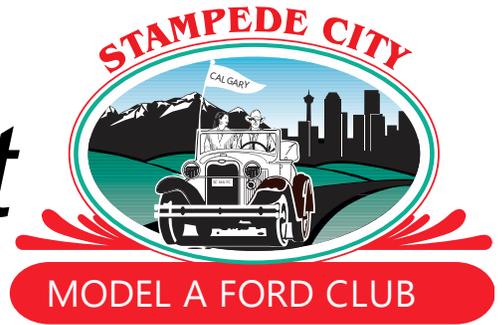


The Script

April 2021



Tupper Project Coupe in the Clubhouse



Featured in this issue:

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President's Message



The COVID virus Continues to impede our springtime club activities.

This month's General Meeting will be almost completely devoted to the status of the Tupper Coupe Project. We will be reviewing the history, the financial status, and the go forward options.

The executive have reviewed comments received from a couple of members which have caused the executive to suspend activity on the restoration at least for the time being until the membership have an opportunity to assess the forward looking options.

Attached with the Script mail out will be Tupper Coupe Summary information for your consideration. Please review this and be prepared to participate in the discussion. The executive intend to put forward a NOTICE OF MOTION to be heard at the May General Meeting.

It is a challenging time! Let's rise to the challenge and develop an acceptable plan for the future.

ZOOM to our April General Meeting by phone at: 587-328-1099. Zoom will be active starting at 6:45pm with the meeting starting at 7pm. Meeting ID: 816 8689 1244 Passcode: 441957 Or Join Zoom Meeting (click on the link below)

<https://us02web.zoom.us/j/81686891244?pwd=S3ptV1c0RC9vQlZwVTJjcmpoTW5qZz09>

Colin Outtrim

Stampede City Model A Ford Club Mission Statement

The SCMAFC is devoted to the restoration and preservation of Model A Ford vehicles to protect our automotive heritage for future generations. Membership initiatives and objectives are demonstrated through workshops, tours and participation in community events.

General Information

Meetings are held on the second Wednesday of each month (September - June), normally at the Club Garage at 7:30 PM.

Mailing Address: Stampede City Model A Ford Club,
1411 Southdale Place, SW, Calgary, AB, T2W 0X8

Web Site: www/scmafc.ca

email: scmafc@telus.net

Membership fees are \$35. per family per calendar year. (add \$20. for mailed newsletter).

E-transfer membership fees to:

SCMAFCMEMBERSHIP@gmail.com

The Stampede City Model A Ford Club publishes the 'Ford Script' monthly (except July and August). Articles appearing in the 'Ford Script' may be reprinted provided credit is given. All information in the 'Ford Script' is provided for your enjoyment and edification only. No one associated with the 'Ford Script' can be held responsible for errors, omissions, or misinterpreted information even though all efforts will be made to ensure correctness of the content.



2021 Executive

President	Colin Outtrim
Past President	Gord Rouse
Vice President	Mike Hill
Secretary	Bill McPhail
Treasurer	Chris Brancaccio
Memberships	Jeff Brooks
Publications Director	Al Friesen
Printer	Jeff Brooks
Technical Editor	Sid Gough
Capital Assets Director	Paul Chudek
Clubhouse Custodian	Paul Chudek
Tours & Events Director	Russell Moore
Technical Projects Mgr.	Paul Chudek
Tech Talks Coordinator	Mike Hill
Librarian	Vacant
Revenue Advertising Mgr.	Keith Robinson
SVAA Liaison	Lloyd Glover
Web Site Manager	Al Friesen

Meeting Minutes

SCMAFC GENERAL MEETING (via ZOOM)

Wednesday, March 10, 2021

Meeting call to order and opening comments by Colin Outtrim at 7 PM

Secretarial:

- Permission given to record meeting.
- Colin Outtrim moved that minutes from the February 10th meeting be accepted as read, seconded by Yvon Picot, all in favour.

Discussed printing options for the Script. Last mailout (due to limited printing options) was in a different format that received less positive feedback. Dean Potter is now back in town and can now provide printing in the previous format. Thank you Dean!

Treasurer's Report: (Chris Brancaccio):

- Financial reports will be presented quarterly, next update in April.
- Managing and updating signatories for the club bank account discussed.

Membership Report: (Yvon Picot):

- 81 paid members (more are starting to pay by e-transfer).
- There is a need to follow up with members that have not yet paid.

MAFCA:

- Discussion on MAFCA membership and requirements.
 - We had previously opted out of MAFCA insurance since there was a concern that it did not cover clubs in Canada.
- Congratulations to both Dean Potter (elected as an incoming director of MAFCA) and Al Friesen (awarded Best International Newsletter by MAFCA for "The Script").

MOTION

Motion made by Keith Robinson that our MAFCA membership be brought up to date, seconded by Yvon Picot, all in favour.

Advertising:

Advertising remains gratis to our faithful advertisers this year during the Covid pandemic.

Capital Assets: (Paul Chudek):

No changes



Touring /Events: (Russell Moore)

- Suggested that we should make a list of potential events on a TBA basis for planning purposes and update/confirm as necessary.
- Marv's Diner tour raised as a strong possibility we should pursue.
- Possible walking tours discussed.

Keith Robinson offered to check and see if the June Woodridge Okotoks tour is a possibility.

Tupper Car Project: (Gord Rouse)

- A group of members met with Andy Smith on Saturday, March 6th to discuss options for painting.
- There were some minor "tweaks" discussed to bring it to the point to prep for paint.
- Discussion on club members helping to mitigate cost by donating time towards prepping the car for paint thus reducing Andy's time required.
- Paul Chudek checked with Brian Muise and Brian is ok with using his paint booth.
- Discussion on replacing the front left fender instead of repairing the existing one.
- Walter Pickles has cowl lights he is willing to donate. Thank you Walter!

Discussion on whether we need to install signal lights.

MOTION

Motion at 8:07 PM by Chris Brancaccio to adjourn the meeting, seconded by Gord Rouse (all in favour).

Next meeting: 7 PM Wednesday, April 14th via Zoom

Help Wanted

A volunteer with Microsoft EXCEL knowledge wanted to maintain the club membership database.

Contact Yvon Picot, email amypicot@telus.net, ph 403 217 4900 for additional information.



Editor's Notes



It's hard to believe that we are in year two of this Covid -19 pandemic and the number of cases are on the increase as we tighten up restrictions yet again.

A big thank you to Dean Potter for taking on the printing of the newsletter to be mailed out to the five members that have requested hard copies. A reminder that if anyone wants a past copy of the digital Script just send a request email to the club at smafrc@telus.net and I will send it to you. We went digital in November of 2002. The club library in the clubhouse has printed copies all the way back to when the club was started.

Along with your emailed copy of the Script this month members are also being sent an important document regarding the Tupper Coupe Project which has recently been suspended. Please find time to study it and join the discussion by attending both the April and May General Meetings via Zoom. Colin has provided a link to the April meeting in his President's Message on page 2.

In this issue you will find Russell Moore's tours and events that he has laid out for this year, many thanks Russell. Watch for updates in the Script and on the web site.

I would like to draw your attention to the notice on page 4 requesting a member to take over the maintenance of the club database. I am sure that we have some Excel experts out there that can spare a bit of their time to help the club out.

That's it from me for this month, stay safe!

Al Friesen

April Birthdays

Doris Wiebe 1st
Audrey Smith 3rd
Cheryl Case 5th
Hank Biesbroek 10th
Larry Duncan 11th
Walter Pickles 14th
Carolyn Potts 19th

Gord Rouse 21st
Lyle Ford 23rd
Brian LeBlanc 23rd
Glen Wingenbach 25th
Sharon Wood 27th
Janet Carroll 29th
Doreen Devitt 29th



April Anniversaries

Roni and Dennis Dovich 5th
Terry and Hank Biesbroek 10th
Janet and Chris Carroll 25th
Rose and Chris Brancaccio 26th



'News from the 'Past'

30 Years Ago - April 1991 - President Brian Prior

- An article discussed the importance of keeping the Model A as original as possible.
- An impressive 6 page article listed the Model A specifications.

20 Years Ago - April 2001 - President Gary Callander

- Troy Dillabough documented the AA truck engine teardown that was held at the clubhouse on a very cold Saturday in March There were several photos included.

10 Years Ago - April 2011 - President - Chris Brancaccio

- Ross Rodman listed all the planned activities and tours for the year.
- Andy Myram submitted an article that discussed phase separation in ethanol blended gasoline.

Tours and Activities

By: Russell Moore

May/June, Saturday/Sunday, **Spring Tune Up**, details TBD.

May 12, Wednesday, **Spring Social**, details TBD.

June 15, Tuesday, **Beverley Age Care Glenmore**, arrive 12:30 PM, show 1 PM to 3:00 PM.
Contact Kathy Chudec. Alternate date June 17, Thursday.

June 22, Tuesday, **Southwood Care Centre**, arrive 10:00 AM, show @ 10:30 PM to 12:00 PM
Contact Kathy Chudec. Alternate date June 24, Thursday.

July 14, Wednesday, **Stampede Memorial Tour**, details TBD, contact Russell Moore.

August 1, Sunday, **Downtown Walking Tour**, details TBD, contact Russell Moore.

September 1, Wednesday, **Edworthy Park Walking Tour**, details TBD, contact George Edworthy.

October 3, Sunday, **Fall Colours & Memorial Tour**, Callanders @ Water Valley, Contact Gary Callander.

November 7, Sunday, **Heritage Park Brunch**, Wainwright Hotel Saloon, contact Russell Moore.

December 5, Sunday, **Christmas Party**, Springbank Heritage Club, details TBD.



Sid Gough's 'Tech Talk'



I just read an interesting article in the Hupmobile Register on rust removal.

It listed five methods.

The first being the old tried and true, grinder, wire brush etc. Great for large heavy parts.

The next idea was a diluted molasses bath. It sounds messy but it is supposed to work. The bath consists of molasses diluted 10:1 up to 40:1 It is a slower procedure best used on smaller parts.

While still in the kitchen another household product that can be used is white vinegar. This is a slow process that can take 24 to 48 hours. The part may have to be washed somewhere along the way to remove any sludge build up.

Back to the more common method of using a rust remover chemical. There are a lot of different brands so try the one you think works best. I once tried sodium hydroxide. It works very well but is very caustic and therefore dangerous. **DO NOT USE ON ALUMINIUM!**

Using more technical procedures such as Electrolysis. This involves using a 12 volt battery charger so it can be done at home.

One procedure not mentioned is sand or bead blasting. Special equipment is needed but it can be purchased at a reasonable cost.

Another specialized method is ultra sound cleaning. Usually used for more fragile parts. This equipment is expensive so it is not a practical method. There may be commercial firms that could offer this service.

If anyone is interested in more detailed information please feel free to email me at sagough@efirehose.net

Sid Gough - Technical Editor

Visit the Specialty Vehicle Association of Alberta on-line at www.svaalberta.com



Model A Ammeter Issues

Such a simple and unsophisticated gauge can cause you much grief!

I keep harping on a problem with ammeters and have written about it in the past in the SCMAFC Script but it is worthy of another reminder. The Model A ammeter is a good instrument that tells a lot about the electrical system in your car. All the current in or out of the battery passes through it with the exception of the starter current of course.

A basic understanding of the ammeter is in order. The operation of automotive ammeters is based on the moving iron principle rather than the more sophisticated and fragile D'Arsonval types. The simplicity lends itself to ruggedness and ease of manufacture and consequently lower cost. To move the small iron piece to which is attached a pointer you need an electromagnetic field. That field is produced by means of an electrical current passing through a copper bar bolted inside the ammeter case. This is a very efficient instrument and works very well provided the unit is correctly built. Repros have shown up in some cases to be unreliable. The bar is sometimes not securely bolted down resulting in a high resistance joint. The copper bar has a bolt at each end. In addition to supporting the bar these bolts are also used as the terminals for the in and out wires. There is an inside nut on the bolts as well as the outside thumb nut that you see. If there is the slightest looseness in one of the bolts a high resistance between the bar and the bolt head will develop which in turn will cause the bolt to heat up. As it cools after the car is stopped the inside bolt will not tighten to its original tension and the next time the car runs the heating cycle will commence. These heating and cooling cycles eventually cause the ammeter to fail to record any current because none flows. It would not be so disastrous if it were only the ammeter that failed to record a reading but the consequences of an ammeter going open circuit (because the copper bar no longer carries current) can cause all your lamps to burn due to excessive over voltages caused by a generator that has no regulator. Unfortunately, the ammeter is a critical component as it is in the generating circuit feeding current into the battery. When the generator sees an open circuit it produces a higher and higher voltage unlike modern cars which are limited by their inherent regulators.

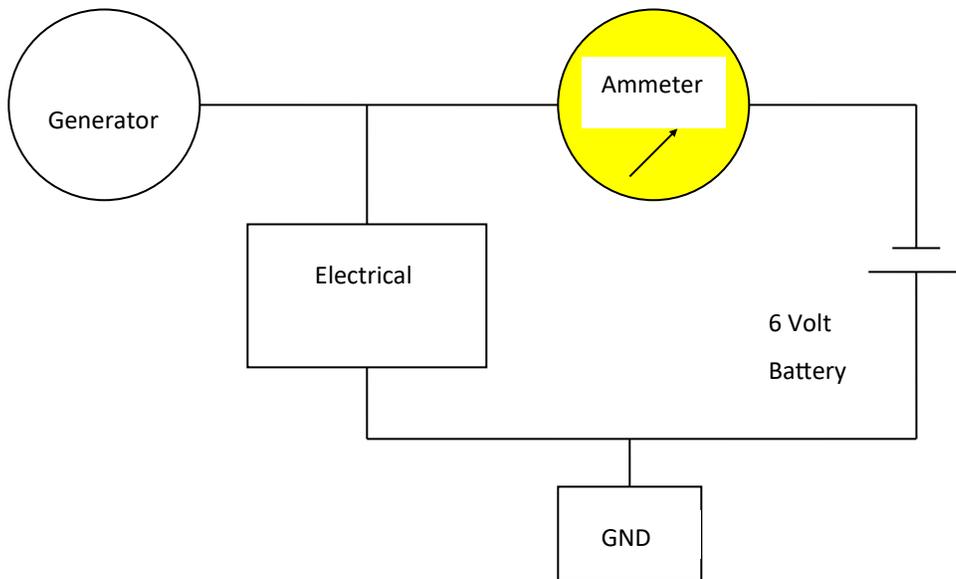
The high generator voltage may be held down somewhat if the headlights are turned on, which tends to load down the generator output, but don't count on it. If you have not experienced a lamp failure in such a situation you might find there isn't enough current to power up the distributor (at close to engine idle) because the ammeter is virtually an open circuit. The engine will stall at the point where you slow down.

If you have replaced your ammeter with a repro it is good practice after the car has been running for a while to touch the face of the meter with the back of your hand to see if you feel any heat. You should always carry a small **analog** meter in your car. With it you can go across the ammeter terminals with the generator charging and measure the voltage across the terminals. You should always read zero volts there. I have taken repros apart to expose the bolt heads and soldered them in place to avoid heating problems.

Unfortunately, these ammeters are supplied with thumb nuts which can be problematic as there is a tendency to not tighten them down hard enough causing the connection to heat up resulting in the phenomenon as described above. Make sure you install them properly or use a conventional nut that you can tighten using a spanner.

Yvon Picot





Ammeter



Further to our Feb. and Mar. "Model 180-A DeLuxe Phaeton" Script articles - -

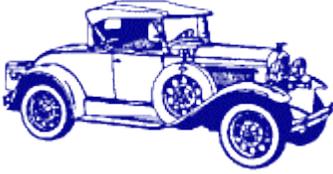
As spring weather approaches and the restoration of the only known 'Canadian assembled 180-A Deluxe Phaeton still in Canada' can continue, - - the time has come to reveal that it is Ron & Irene Rigby who are the proud owners of this unique car and that it was club members Ron & Dan Rigby who hitched up a trailer last January and drove to Toronto to retrieve it.

With most of the restoration materials still required having now arrived, and with spring weather imminent, this is the month that the car will be retrieved from storage so that work can continue toward completing its restoration and, - - whether completed or not, eventually revealing it to our membership, potentially at one of our club meetings or at an alternative event designed to also celebrate the lifting of many if not all of our current Covid-19 activity restrictions.



The eventual Objective - -





Classified Ads

For Sale: 1928 Ford Model A Tudor for Sale – Several thousand dollars of new parts, including tires installed and ready to drive this summer. Your head Club mechanic, Murray Walkemeyer performed all the engine mechanics and shock installation. A detailed list of parts and mechanical work, along with the completed appraisal in March 2021 valued at \$30,000 will be provided. Asking \$27,800 and a must see to drive. Serious inquiries only may call 403-607-5866 for further details. (Note: Photos are available on the club web site).

For Sale: 1929 Model A Ford Coupe. Model 49 A (Henry's favourite) Older restoration, solid body and runs well. A very presentable, great driving Model A. See photo. \$15,000. Contact bearwatch2021@gmail.com (Photo on web site).

For Sale: 1931 Ford Model A Coupe, 6 volt alternator, light blue vinyl interior. Definitely a driver, starts every time. \$17,000 or Best Reasonable Offer.....maybe. bdlcma@telus.net phone: 403-874-5505 (Photo on web site).

For Sale: 1928 Model A Ford Tudor – Dawn Gray color with black fenders and trim. Ground up restoration in 1974. Completely new wiring, brakes, generator, radiator, tires at a cost of \$10,000 to ensure it is road worthy and safe. Documents available. Have put on 1,000 miles since purchasing in 2008. Excellent shape and very well maintained. Great car and so much fun but needs a younger owner to enjoy and show it off. Contact Phil at 403-860-2800 or email phil2151@yahoo.com (Note: Photos are available on the club web site).

For Sale: Restored Powerhouse Generators – Original 1928 powerhouse restored generators for sale. Various P1, P2 & P3 models subject to availability. Cdn. & US Mfg. Price vary w/ exchange and core trade-in availability. For further details or inquiry Contact – Dan Adams (403) 238-9616 or Murray Walkemeyer (403) 809-5277. E-mail contact - ddada4@shaw.ca Location – Calgary , Alberta.

For Rent: Rural inside storage space for rent. Jim 403-637-2412

Wanted: I'm looking for original Champion 3X Canada Spark plugs ,wheel stem hardware (Dill or Schrader) and other rare CDN parts, will pay top dollar, these are so hard to find. Can also trade a few goodies. Thank you, Kevin. Email ahoogakev@gmail.com or phone 403-248-8575 collect.

Wanted: Useable 1931 radiator. Looks not important as long as it holds water. Sid Gough (403) 935 4216 sagough@efirehose.net

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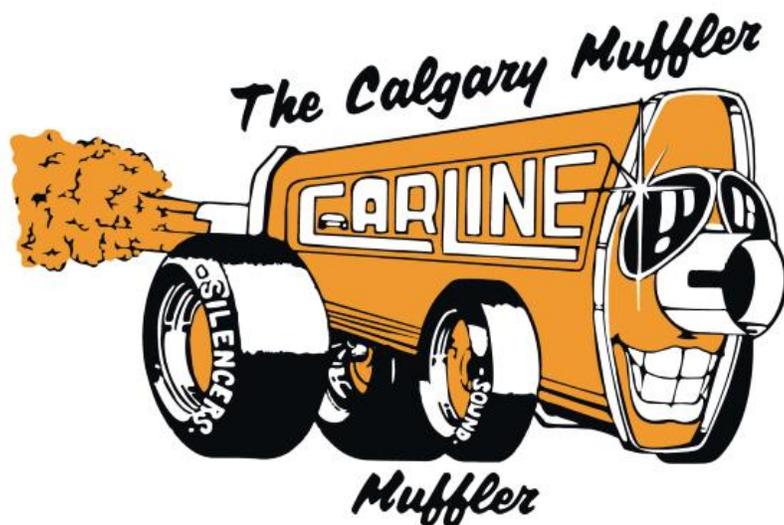
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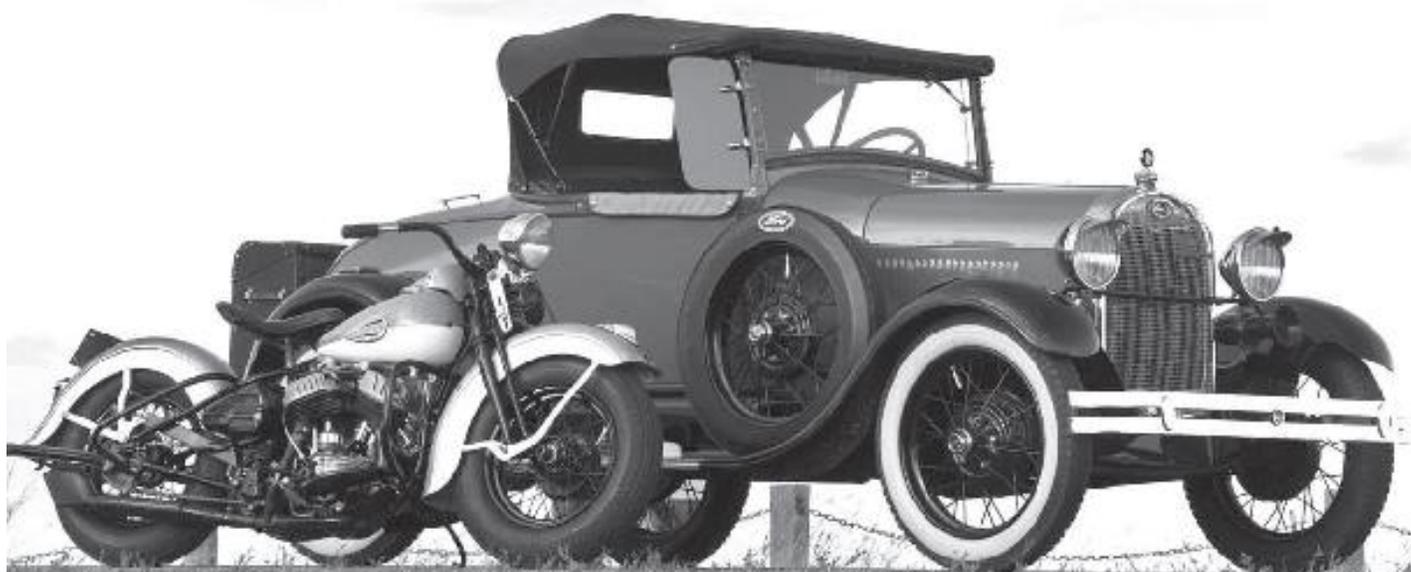


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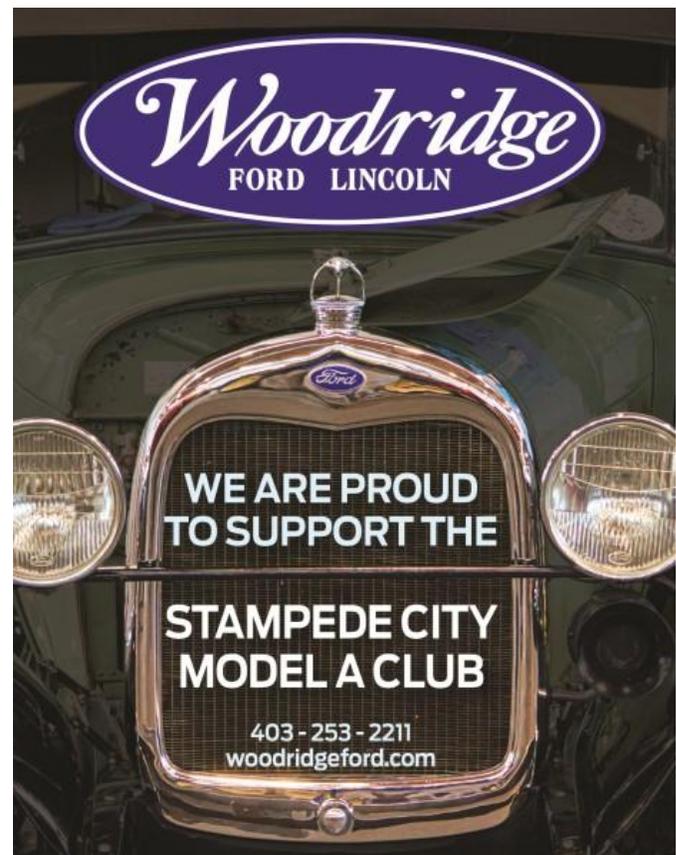
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