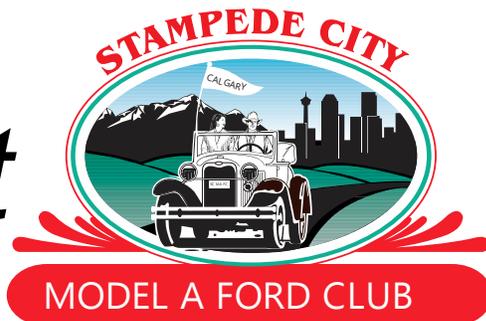


The Script

December 2021



Featured in this issue:

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An Alert re. Collector Car Parts	Page 13



President's Message



Wow! Fantastic Fall weather with a touch of snow last week indicating winter is soon to be upon us.

It was great seeing so many folks at our November Wainwright Hotel Brunch. Good food, chatter and summary meeting with club activities presented in images during our after lunch General meeting.

A summary of our nominations process was provided by Ron Rigby with a reminder that the slate of candidates for executive positions would be voted in at our December 8th meeting.

I will soon complete 3 years on the executive as VP and President. There have been numerous issues handled by the club executive during this period. COVID has significantly affected our planned Events and Tours during the 2020 and 2021 touring

season.

I express my sincere thanks to all the executive for their past, current and ongoing commitment to the success of the club.

I look forward to the upcoming year as we return to more normal times. Merry Christmas and a Happy New Year to all members and their families.

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	Sharron and Lyle 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

AGENDA - SCMAFC GENERAL MEETING (via ZOOM Meeting only Due to COVID)

Wednesday, November 10, 2021

Meeting called to order at: 7:05 PM. Quorum established: Yes

ZOOM attendees: Colin Outtrim, Gord Rouse, Bill McPhail, Dennis Martel, Lyle Brooks, Gary Callander, Glenn Smith, Lloyd Glover, Bryan Williamson, Barry Osborne, Ron Rigby, Dean Potter, Al Friesen, Jim Leew, Hank Biesbroek, Murray Walkemeyer, Russell Moore, Paul & Kathy Chudek, Mike Hill, Keith Robinson, Doug Knutson.

Chairing: Colin Outtrim, President

Meeting Secretary: Bill McPhail

MOTION: to accept the Minutes of October 13th, 2021

- Motion made by Al Friesen and seconded by Gord Rouse. All in favour.

Treasurer's Report: (Chris Brancaccio): Chris shared the financial report.

Membership Report: (Lyle Brooks)

- No change. 90 paid up members.
- Membership fee amount discussed and it was decided we will leave it at \$35/year.
- Membership renewal to go out Nov/Dec to be updated in January.
- Lyle will follow up with a course of action as to the renewal process.
- Roster for 2022 should be updated and distributed.

MAFCA: (Ron Rigby)

- Nothing new to report.
- Still waiting to hear back from mafca re payment, Dean will send form and info for payment/renewal to Chris or Colin

SVAA Report – (Colin Outtrim for Lloyd Glover)

- Newsletter available on the SVAA website.
- Page 31 of the newsletter has border services info on bringing parts etc. into Canada.
- There is a link on the SVAA website to the Alberta government website with vehicle registration info.
- Restoration seminars will be offered November thru March at Lakeland College in Lloydminster.



Advertising: (Keith Robinson)

-Keith and Ron will work together on next year's advertising plan and report back in December meeting.

Capital Assets: (Paul Chudek)

-Club house is ready for winter.

Touring /Events: (Russell Moore)

-Heritage Park Brunch and meeting 10am, November 14th. Anniversary pins will be presented at this event.

Safety Check Procedures and Responsibility:

Dean will make space available for inspections only at his Springbank location on Saturday, May 28, 2022.

Club members indicated willingness to help other members with needed repairs (if requested) at a later date.

Current nominations for 2022 Executive Committee: (Ron Rigby)

- President: Ron Rigby;
- Vice President: Hank Biesbroek;
- Secretary: Bill McPhail;
- Tours: Colin Outtrim;
- Capital Assets: Paul and Kathy Chudek;
- Publications and Website: Al Friesen;
- Membership: Lyle and Sharron Brooks;
- Treasurer: Chris Brancaccio

Name Tags: No pending requests.

Provincial Societies report filing:

-Filed yesterday by Chris and emailed by Colin for year end 2020.

-Discussion on club year end related to these government filings. Chris will check with Brian on what was filed last year.

Other Business:

-Mike has printed display cards for club cars.

-Participation and Contribution awards will be presented at December meeting.

Motion to conclude meeting at 8:24 PM by Colin Outtrim, seconded by Glenn Smith, All in favour.



Editor's Notes



Well here it is - the final Script issue for 2021. Time seems to have gone by quickly despite many activities curtailed by the pandemic.

There was quite a good turnout for the Heritage Park Brunch last month. Thanks to Russell Moore for organizing the event and to Barry Osborne for documenting it with his photos, nicely done!

Next year brings a few changes to the Club's Executive as we welcome Ron Rigby as President, Hank Biesbroek as Vice President and Colin Outtrim as

Tours and Activities Director (as well as Past President). The other positions remain the same. Sheila and I wish you all a Merry Christmas and all the best in the New Year!

Al Friesen

Join Zoom Meeting December 8th at 6:45PM for chat time with formal meeting scheduled to start at 7PM.

<https://us02web.zoom.us/j/84010408151?pwd=TjNhWm0zdFlqT1VEaFZTWd4QWxudz09>

For Telephone access use phone number 587 328 1099

Meeting ID: 840 1040 8151 Passcode: 046866

December Birthdays

Maggie Tattrie 1st
 Deryle Generous 2nd
 Rowan Prior 3rd
 Meghan Myram 3rd
 Irene Rigby 4th
 Caroline Rodman 6th
 Arthur Jorstad 23rd
 Judith Potter 24th
 Al Shannon 26th
 Louise Fentiman 31st

December Anniversaries

Anne and Bruce Brander 17th



'News from the 'Past'

30 Years Ago - December 1991 - President Brian Prior

- An article described battery safety and the correct way to jump start a car.
- Torque wrenches were discussed in an extensive four page article.
- The steps to store your Model A for the winter were described in an article from 'Old Cars Weekly'.

20 Years Ago - December 2001 - President Gary Callander

- Bill Davidson's front axle seminar at SAIT was featured in an article complete with photos.
- Bruce von Zuben Sr. had a progress report on the restoration of a 1928 Roadster Pick up.
- Incorrect valve guides being sold as reproduction parts were discussed by Glenn Smith.

10 Years Ago - December 2011 - President - Chris Brancaccio

- Ron Rigby outlined the Club's new organizational structure.
- Michael Callander age 14, provided an excellent article about his Model A restoration project titled 'The Biggest Christmas Present Delivered' Part 1.

Ignition Cam Screws

I have helped a few Model A owners with an unusual problem: For no reason at all, their distributor goes "out of time". They lose power and have to limp home. They reset the timing and the car runs great again, but after awhile the same thing happens and they limp home. Gremlins? No.

The problem is that the ignition cam screw may not hold the cam down tightly to the distributor shaft. After a bit of driving, the cam rotates into a more and more "retarded" position and the engine loses power.

In spite of getting out a big screwdriver and tightening the screw as much as possible, the cam still moves on them. Why is this? The SCREW that they are using is too long for the hole that is drilled and tapped in the top of the distributor shaft. Some reproduction screws are just too long. Or the hole in the reproduction distributor shaft is too shallow. Or both! Whatever the case, the screw bottoms out in the hole and jams up tight before the cam is properly locked down on the shaft. So the cam moves.

The simple fix is to add a washer under the head of the cam screw. Now the cam will get locked down well before the screw bottoms out in the hole. You also want to inspect the underside of the cam; it should have ridges that help lock it down on the shaft. Once the screw is tight, put the rotor on the cam and gently try to turn it on the distributor shaft. It should not move.

If you or a friend encounters this problem with the engine going out of time, I hope my little Tip does the trick for you.

Jim Cannon Have a Model A Day



Sid Gough's 'Tech Talk'



As you all know the A has a very basic electrical system. However a broken wire can be a major problem.

There are a few methods for making a repair. On the road all you want to do is get home, so simply cut a small piece of the insulation back, twist the two ends together and wrap with tape.

Once you are in the comfort of your garage it is time to make a permanent repair. The quickest way is using a crimp splice. The one drawback is it requires the proper crimping tool. Using the wrong tool such as pliers will not give a lasting splice. Pliers will only flatten the splice leaving a gap on the sides. The splicing tool crimps the entire repair and leaves a tight bond.

The two factors you want in a repair are tensile strength and proper conductivity.

One of the strongest repairs is stripping the insulation back about half an inch, hopefully there is enough slack in the wire to allow this much removal. To make the best splice slip a piece of heat shrink tubing over one end, then twist both exposed wire ends together. Solder the joint and slip the heat shrink over the repair and shrink it with heat. You should now have a strong and low resistance splice.

Well that's it for this year. Merry Christmas and all the best in the New Year!

Sid Gough - Technical Editor

Sad news re: our friend Ted Weale.

We are sorry to advise that our friend Ted Weale has passed on. Ted was never a member of our Club however he was a friend of many of us and utilized his skills to fit and assemble the components of many a Club Member's Model A motor. He even spent a goodly portion of one of our Club meetings displaying and discussing his rare spark plugs collection.

His sons will have his obituary published this week. In addition, some interesting details re: Ted's life and career can be found via the following link.

<https://mystarcollectorcar.com/mystarcollectorcar-meets-a-92-year-old-car-guys-car-guy/>

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



A Lesson Learned

By Ted Lobley

We started to solve a problem based on the wiring for the horn and found it was something else unrelated. Such fun. What we experienced may help others to avoid a similar problem.

The horn on my 1931 Four Door sounds anemic. Perhaps seriously so. Not being afraid to blunder on where I know little, I removed it to do the usual things to smarten up the sound. Before I removed it, I took out the fuse. Yes, The Fuse. There is only one. I cleaned up the horn, bench tested it and put it back on the car. All good. I put the fuse back in the block making the system live. Enter flash of blue and yellow and a sound much like Zot! My fuse blew. Did it again with the same result. I began to be gun shy about further attempts. My rapid conclusion: the horn was killing my fuse. The question was how.

I called my son Geoff as he is far more knowledgeable about things electrical. We followed the Les Andrews blue manual trouble shooting chart to no avail. We disconnected the horn and, eventually the wire below the generator to isolate the problem. No joy. At this point we were lost. Geoff was playing with the fuse block and found the rear mount for the fuse was loose. Geoff suggested that the problem was in the fuse block. I knew how to address this one. Money solves many things. A phone call to Dwayne at [George Moir Antique Auto Parts](#) and the part was on its way.

On a warm November day, Geoff installed the new fuse block. No blue and yellow flash. No Zot. And the car resumed doing all the things it was supposed to do. Success. The new fuse block is a better design so the problem we experienced will not happen.

Now to the reason for this epistle. Below is a picture of the unhappy fuse block. When we removed it,



the nut in the middle was loose showing about 1/8' of thread below it. We found that if we tried to install a fuse, the bolt assembly was pushed down shorting on the starter. If the nut is tight, no problem. The Message:

Look at the fuse block on your car. If it is the one in the image, make sure the lower nut is tight or your future includes blue/yellow spark and Zot!



Our November 14th 'End of Season Sunday Brunch' at Heritage Park

There being no snow on the ground combined with our ability to drive right to the old Wainwright Hotel provided a fitting start to the day for the 30 Club Members that attended our last in person get-together of the season. We say last get-together in view of our having reluctantly once again cancelled our regular Christmas function in view of the various unknowns associated with the Covid-19 epidemic plus our potential to forego our deposits had we waited until later in the season to cancel.

Besides enjoying a plate served great brunch in view of the current restrictions associated with buffet style service, we were pleased that President Colin and Touring and Activities Director Russell had arranged for our use of the Hotel's upper floor for both a chance to mingle plus a post-buffet meeting and review of our 2021 activities.

Inclusive of Peter and Trudy DeBruyn who had arrived from Rocky Mountain House for the day our Members in attendance consisted of:

Chris & Rosemary Brancaccio, Gary, Bobbie-May, & Mary Callander, Paul & Kathy Chudek, Peter and Trudy DeBruyn, George Edworthy and Georgia, Ted Loble & Frances, Bill McPhail & Margaret, Russell Moore, Barry & Shaireen Osborne, Colin & Marilyn Outtrim, Ron & Irene Rigby, Flo Robakowski, Keith Robinson & Wynn, Gord & Sheri Rouse and their 2 Youngsters, and Murray Walkemeyer.



Model A's parked by the Wainwright Hotel





Brunch was served in the main dining room





SCMAFC members enjoying conversations and Sunday brunch





After the meal the members attend to hear Colin Outtrim's announcements



Trudy and Peter deBruyn receiving their 35 year anniversary pin from Colin Outtrim



2022 SCMAFC Membership Dues

2022 Membership fees are due beginning this January. The cost remains the same at \$35 for the coming year. Please note a membership form does not need to be sent in unless there is a change in your personal information or Model A vehicle(s) owned. (Membership forms are available on the club website). Payment can be made by e-Transfer to **SCMAFCMEMBERSHIP@gmail.com** or by cheque mailed to SCMAFC Membership c/o Lyle Brooks 1411 Southdale Pl. SW, Calgary, Alberta T2W 0X8. If you have any concerns about your membership please contact Lyle or Sharron Brooks.

“ An ALERT “ - re: the 'George Moir Collector Car Parts Business' !

In a recent discussion with George Moir who is now in his mid-90's, he advised me of his intent to close his business by February 28th, and perhaps even phase it out a bit earlier should his right-hand man Dwayne manage to find alternate employment before then.

Their inventory has been gradually depleted during the past year or so, thus resulting in them increasingly ordering materials in response to specific sales requests, a procedure George says they will continue until they formally close the business. George also stated that he does not intend to hold a 'Fire Sale' relative to has left-over inventory and still needs to come to grips with respect to exercising his various options in that regard.

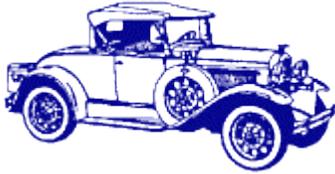
From our Club Member's perspective, now is the time to act if you have been deferring a purchase, - - or should you decide to increase your personal inventory of Model A parts for future use instead of dealing with the exchange rate and cross-border charges and delays associated with ordering items from south of the border. If so now would be the time to give the Moir organization a visit or a call. Their address is "#1 Boulder Boulevard in Stony Plain" and their phone number is 780-963-7334. **Ron Rigby**

Various Model A parts for sale:

Paul Chudek and Ron Rigby recently had occasion to view a batch of Model A parts that a fellow near Turner Valley would like to dispose of at negotiable/bargain prices. The good used items he has are primarily 2 or 3 good engine blocks, 2 or 3 un-cracked flywheel housings, a couple of good engine heads, a manifold, a gas tank, a variety of crankshafts and camshafts, some starters and generators, maybe a carburetor or two, plus a variety of smaller items. Items that shouldn't go astray should his successors eventually decide upon alternative ways to dispose of them. Paul or Ron can be contacted for comments but the owner's name is Doug Landsdell and his cell number is 403-993-7548. (Best to call earlier rather than later in the day!)

His collection of about 15 to 18 antique farm tractors and trucks was also interesting to view.





Classified Ads

For Sale: 1928 Model A Tudor Sedan 55-A. Asking \$25,000. Calvin 604-992-4633 (Photos on website)

For Sale: 2 new brake drum reinforcing bands. Also, a pair of used but nice tan coloured 19" spare wheel covers. In addition I have a good Tillotson carburetor and a general variety of Model A parts excess to our family fleet's needs. Ron. 403-282-9655.

For Sale: 28/29 speedometer. Can't remember if it works or not. Make me a reasonable offer and I will get it to Calgary for pick up. Assume I replaced it as I bought one rebuilt years ago. Call René 306 361 4975.

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. \$15,000. Contact bearwatch2021@gmail.com (photo on website)

For Sale: Model "A" Ford parts: (Set) 1928-29 Cowl lamps, tail light, head light lens. Set of 1929 Alberta licence plates. Call: Harry @ 403-295-3229

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.

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.

Wanted: 19" wheel for 1928 Model A. Chrome or stainless steel radiator stone guard Ernie Andrews. 587 438 9228. or 403 558 3791.

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 ahogakev@gmail.com or phone 403-248-8575 collect.

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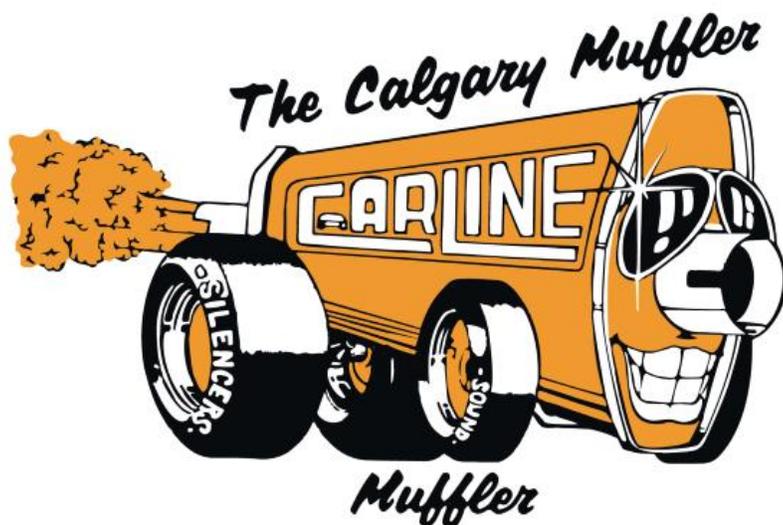
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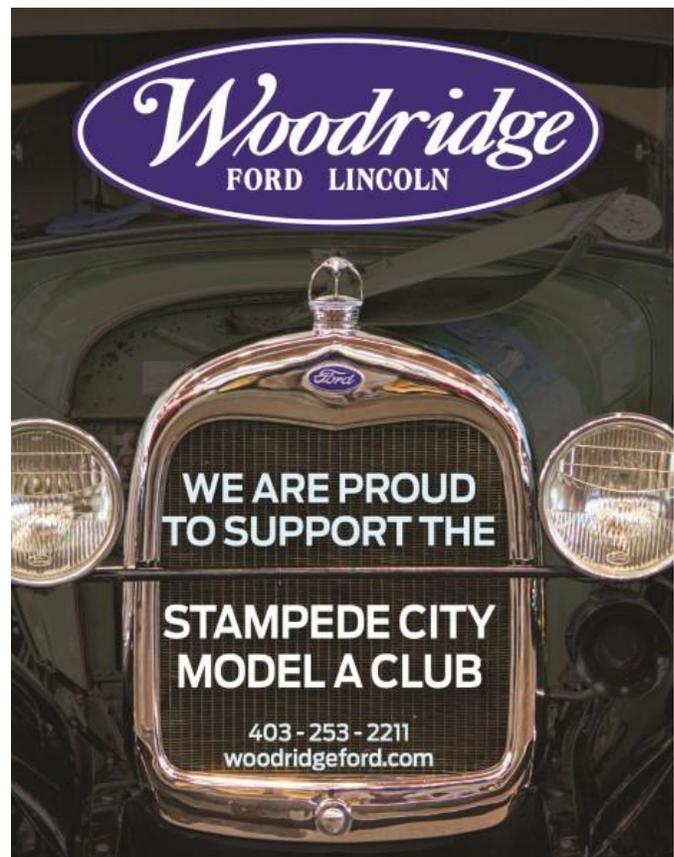
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