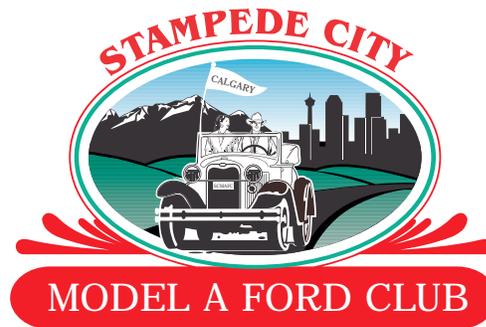


The Script



February 2019



Heritage Park's restoration exhibit from January 29th to April 28th.

Michael Callander displaying his project pickup at Heritage Park's restoration exhibit being held from January 29th to April 28th, 2019



Featured in this issue:

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President's Message

Hello Stampede City Model A Ford Club,

Welcome to February and although cold, at least the days are getting noticeably longer.

I received some feedback on the Tupper car project and the comments were mostly concerns about how the project is progressing and fortunately, suggestions on ways to perhaps make it easier to be more inclusive for the membership. At the January meeting, the club passed motions to allow the executive to re-assess how the project is progressing and outline a more formal path forward that includes both officially soliciting and assigning a Project Manager and an assistant to the PM as well as the development of supporting documentation breaking down the project into visible work packages. A key part of this documentation will be dividing the work into appropriate "buckets" and allowing for everyone to know what has been done, what is left to be done, the order that this happens and most importantly, allowing for more of the membership to get involved in an area of interest. The idea is that each work "bucket" has a published champion and this information will be shared with the membership, allowing for more involvement and a schedule alerting our members to what jobs are being done and when. The other motion that was passed was to remove the discussion about car colour choices from the December minutes and in the theme of inclusivity, allow all members to contribute to the choices regarding colour and upholstery selections.

Continued on Page 10 ...

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 (Sept-June), normally at the Club Garage at 7:30 PM.

Mailing Address:

Stampede City Model A Ford Club
1411 Southdale Place S.W.
Calgary, Alberta, Canada
T2W 0X8

Web Site: www3.telus.net/scmafrc/

Email: scmafrc@telus.net

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



2019 Executive

President	Gord Rouse	
Past President	Troy Dillabough	
Vice President	Colin Outtrim	
Secretary	Ted Loble	
Treasurer	Brian LeBlanc	
Membership Director	Jeff Brooks	
Publications Director	Al Friesen	
Editor/Publisher	Al Friesen	
Printer	Jeff Brooks	
Technical Editor	Sid Gough	
Capital Assets Director	Paul Chudek	
Clubhouse Custodian	Paul Chudek	
Tours & Events Director	Russell Moore	
Christmas Function	Ron Rigby	
Technical Projects Mgr.	Paul Chudek	
Tech Talks Coordinator	Mike Hill	
Librarian	Irene Rigby	
Revenue Advertising Mgr.	Keith Robinson	
SVAA Liaison	Lloyd Glover & Don Mazurick	
Web Site Manager	Al Friesen	

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**Stampede City Model A Ford Club
Minutes for January 9, 2019**

1. **Meeting Called to Order:** The meeting was called to order at 7:30 pm Colin Outtrim chairing in the absence of the President.
2. **Minutes:** *Moved that the minutes be adopted as presented. Lobley/Osborne Carried*
Please see item 11. C) below for revision to minutes
3. **2019 Projects:**
 - a. *Roster*
A new version of the roster: this will wait until mid-year to ensure accuracy and completeness. This is part of Membership.
 - b. *Clubhouse Options*
We need to look at everything from moving to replacement. Ron pointed out that a committee did a comprehensive analysis of the options some years ago. He further suggested that we do not need to do anything until the Chudeks make a decision. Various members suggested that there may be some county requirements having an impact on moving the building such as plumbing, heating and other building regulations that need to be addressed and are not in the document. Ron said the Foundation Document is the agreement with the Chudek family. He reiterated that the research has been done and is still fit to meet our needs if and when the Chudeks make their decision.
4. **Woodridge's Room:** Once again, we are pleased that Woodridge Ford/Lincoln provided us with the meeting room.
5. **Correspondence:** The SVAA renewal and TD bank statement came this month.
6. **Treasurer:** Brian is working on the year end. He has set up a Work In Progress (WIP) line item to follow the expenditures on the Coupe Project. Financially, we are in good order. Please submit your 2018 expenses for the Coupe Project by the end of January to facilitate the closing of the books. Brian summarized the expenditures by section for the meeting.
7. **Membership:** 80 members have renewed for 2019 which is ahead of where we were last year. The expectation is that we will hit 98 members. Prepaid members are not in the headcount.
8. **Publishing:** Al experienced a technical problem at his end causing a minor delay in its arrival. The problem was rectified with no disruption to members.
9. **Advertising:** Keith and Ron have had a good response. DeGreeve and Tim Horton's have dropped their advertisements. The remainder, about nine, are continuing. Ron encouraged us to solicit advertising from businesses supported by our members.
10. **Tours:** Colin mentioned a new senior's home in the NW, Manor Village Varsity. He has spoken to the manager who welcomed the suggestion of our taking Model As to the site. Colin will pass this along to Russell Moore. Colin will reopen the contact with Bowness High School for their fall show. Spring Thaw is being held at Heritage Park on Saturday, April 20, rain date April 26. No conflict with our brunch (Ted will organize) as the Brunch is offered Sundays.



11. Old Business:

a. Safety:

Brian suggested bringing the defibrillator on tour. Mike Hill is researching. Dan suggested that we make note of members that have taken First Aid Training.

b. Volunteer Opportunities at Gasoline Alley, Heritage Park:

Bob Pearson is the contact person. Lengths of shift are flexible.

c. Coupe Project:

There has been discussion around the motions on paint and upholstery at the last meeting. Also, there has been discussion on the managing of the process.

Ron said that recent sets of minutes were incomplete, failing to show the decision on the paint and upholstery. It was pointed out to Ron that the minutes had been reviewed and adopted by the membership. Ron explained the omissions saying that the standards were discussed attempting to determine what we were building. "Daily Driver" was the standard adopted with no particular attention to the MARC/MAFCA Judging Standards. (*NOTE: a subsequent review of the December, 2019 minutes, under the Coupe Project showed that "Ron reminded the group that we are building the car to the Judging Standards Red Ribbon standard and shared with the group the upholstery options available to 1929 production"*). The discussion at the last meeting was reviewed. Dan stated that we are a club of 100 member families. Each member has a say and a vote on what we do. The way the vote on paint was handled was not inclusive. Ron said that we have 50 years of voting by those attending the meeting. Dan pointed out that we have the technology to be more inclusive with our voting. Ron suggested, and others agreed, that a change in voting protocol needs to be applied with the concomitant changes to the club bylaws. Brian had no problem with active members making the decisions on the project, deciding how things should be done and reaching out to people to do it. The rebuttal by Dan was that we are equal as members and need to endeavor to offer all members the opportunity to participate. Ron repeated that the paint and upholstery motions were made under our existing norms. There is no need to be concerned with sequencing the project. The fabric has been ordered and shipped from Lebaron Bonney. The drive was to build the seats. A number of members suggested the Constitution and Bylaws be available to our membership.

Moved that we delete section 12. a) Coupe Project including the motions on upholstery and paint from the December 12, 2018 Minutes. Outtrim/Osborne Carried

Diana agreed that we cannot get anything done without a voting process. It was her understanding that the Tupper Coupe Project is an opportunity for us to increase participation. Ron said we have provided members with the opportunity through the updates wherein we request participation. Paul Chudek has resigned as Project Manager after assessing the demands on his time. Paul had said that we should be building the car much as Ford built it keeping items such as the color in line with the body style. Glenn pointed out that some aspects of the project are not amenable to a learning format. Colin asked if we should be electing/selecting a Project Manager at this meeting. Glenn recommended to the Executive that Murray Walkemeyer be considered for the position of Project Manager. Murray graciously asked that his name be withdrawn from consideration. He is certainly available to support the project. Brian said that his model is to do the work with a person who knows what they are doing providing direction and guidance.

Moved that, the Executive, for the April meeting, prepare and present a Tupper Coupe Project document addressing how we assess and organize such a project considering the opportunity to provide member input and participation, task buckets with each bucket having a champion. Adams/G. Smith Carried

The work on the car is on a winter hiatus. Work on the upholstery for the seats is not to continue until the Executive has completed its work and the new model has been approved by the members.

12. Adjournment

Moved to adjourn. Adams/M. Callander



Editor's Notes

Yikes! From keeping an eye on Alberta weather lately we are sure glad that we are in Arizona this winter. It's a little cool in the mornings here but it warms up for the afternoons. There have even been frost delays in Mesa on the golf courses.

Once again we are treated to an article from Michael Callander updating us on the restoration of his pickup and his participation at Heritage Park. Thanks Michael!

Sheila and I relocated our RV from Yuma to Mesa on February 1st and are now able to visit with fellow snowbird club members which is great. Yesterday's brunch with a group was fantastic and we congratulate Judith and Dean Potter for being such gracious hosts.

If you find yourself spending extra time indoors due to the weather it sure would be a great time to put together an article for the Script and share with the club!

Stay warm!

Al Friesen

*NEWS FROM THE PAST* by Jim Callander**40 Years Ago, February, 1979 President – George Edworthy**

- John Robakowski and Dennis Dovich made a Line Boring centering device.
- A line boring session was held at Dovich's on February 10th.
- February 18th saw a tour to Elbow Springs Riding Stables for a sleigh ride.

30 Years Ago, February, 1989 President – Harry Clark

- Al Shannon submitted a writeup about a '29 Phaeton he had recently purchased.
- A video was shown of the installation of the top material on Dan Praud's '30 Tudor.
- Mel Holland had a garage tour on February 15th regarding his Tudor Sedan.

20 Years Ago, February, 1999 President – Ted Lobley

- The February meeting was held at Norm Devitt's shop in Springbank.
- Al Chase held a garage tour on February 27th.
- At the tech talk, Gord Watt discussed the repair and modification of the steering arm.

10 Years Ago February, 2009 President – Yvon Picot

- The cover page featured Gary Callander's '28 Sports Coupe.
- Dan Adams wrote an article on his '28 Tudor which he eventually converted into his Special Coupe.
- Don Mazurik provided an article on Marvel Mystery Oil. He also displayed his rear hub puller, steering wheel puller and pinion puller.
- Murray Walkemeyer demonstrated sheet metal repair using a dolly, wooden mallet, rawhide mallet and an English Wheel.



SCMAFC Snowbirds meet in Fountain Hills, AZ



Judith and Dean Potter hosted a wonderful brunch for the group at their home on Sunday, February 10th.

Attendees were (L to R) Dave Basaraba, Judith Potter, Paul Chudek, Kathy Chudek, Dean Potter, Merlyn Basaraba, Norma Moore, Al Friesen, Sheila Friesen, Georgia Jacques, and George Edworthy.

Also attending but not in the photo were Norma's daughter Noreen Lyall and her husband Don.



Happy Valentines

Day!



TECH TALK

Winter Battery Care.

Batteries in storage will discharge no matter the temperature. In cold storage the electrolyte in the battery can freeze (will in these current Alberta temperatures). Worse, if the battery is left in the car and freezes and splits the case it will cause serious damage.



Properly stored batteries are less likely to have problems if maintained during storage. Using a good charger, not a trickle charger, is the better way to go. There are chargers with a "float", "storage" or "maintenance" mode. A battery "tender" will cycle on and off to keep the battery at the right level without over charging.

Remember that the original Model A system is 6 volt so make sure the charger has that capability. Ensure the terminals are clean before connecting the charger. Using an electrolyte grease will reduce corrosion on the terminals.

Bring the battery into a heated area where you have access to service it as required.

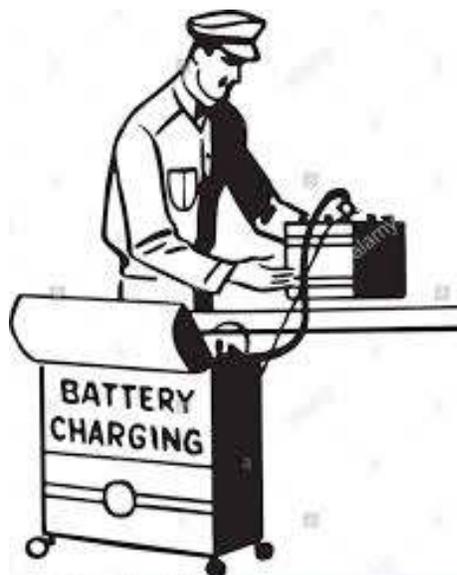
Most 6 volt batteries these days are the "low maintenance" type. This is important as the charging is not the same as "no maintenance" modern batteries. Check the setting on the charger to make sure you have the correct setting.

If you leave the battery in the car, disconnect the battery cables. Using a "quick disconnect" makes the operation a little easier. Remember to disconnect the charger when making any changes. Use caution when charging as the battery will give off hydrogen gas so only charge in a well ventilated area.

The old story about not storing a battery on concrete is not as critical as in the past. Most batteries now have a plastic case which does not react with cement the way the early ones did. To be safe rather than sorry it would not hurt to use a piece of wood under the battery.

Hope this helps getting a quick start as soon as the weather warms up!

Sid Gough - Technical Editor



The Biggest Christmas Present Ever Delivered

Part 7 by Michael Callander (age 21)

After many more hours of restoration, a discerning eye can tell that progress has been made. Unfortunately, to the untrained eye, it will not be until all of the parts are painted that the restoration will look visibly different.

The past 6 months have seen a shift in focus from the doors to the box and rear cab panel. I had taken a closer look at the doors to see what lay underneath including stripping all of the bondo off on one side. The reason I did this was that I did not actually know what was underneath the primer and feared it might be heavily covered in bondo from when the truck was first purchased (the seams welded shut indicate this may have been an unsuccessful hot-rod candidate at one point). I found patch panels that were lap-welded, with much of the original sheet metal missing. It would be very difficult to restore the proper contour of the door with the patches, and even if I had left the bondo on it would have been difficult to make it look convincing. I looked at another pair of doors donated by Paul Chudek. These were in much better condition but needed some patching at the bottom where the water collected over the years. I finally decided to replace the doors with new ones.

A new roadster door costs \$600 US brand new. My solution to this was to apply for the last time for the Model A Youth Restoration Award. I could have applied sooner, but I thought I had all the sheet metal I needed, and I still had some certificates left for LeBaron Bonney when I needed the upholstery. As soon as I decided I needed to buy a set of new doors I thought of a bunch of other things I needed including the wood for the cab and a dash panel. I checked the deadline for the grant, and it was in 3 days. Never have I been so determined to get through paperwork so quickly. Thankfully, the award coordinator, Bob Moore, was flexible, and I got it all done in time.

I could not work on the rest of the cab before I got the new doors, so I decided to remove the box and do as much body work on it as I could while I waited. The front panel and tailgate are usually the most warped pieces on a truck because of the cargo shifting around from front to back. My truck was no different. Years of throwing things in the back had forced the front panel forward and I had to shrink it. I was able to straighten out the top rail and the bottom fold to get my dimensions right without using any heat. I then did a heat-shrink on 13 different spots, fixing one rectangle at a time. Murray Walkemeyer showed me a few years ago how to do a heat-shrink, but I had never tried it by myself on a panel this big. I definitely made some mistakes, such as hammer too hard or heating up too much, but I learned that I could fix my mistakes. The panel actually turned out remarkably well - straight and smooth. I like heat-shrinking because it reminds me of blacksmithing - you get to hit things and play with fire.

There was one small hole that needed to be filled in this front panel. It looked to me like it was from the warped front panel rubbing on the back of the cab, and it actually rubbed a hole right through it. Before creating a patch to weld in I tried filling it with weld using Mike Hill's mig welder. I kept burning through the surrounding metal and it didn't stick, so I went to plan B. I cut a patch from an old filing cabinet door and welded it onto the front of the panel because the front is not easily visible when the vehicle is assembled. It will be easy to put a small amount of bondo on the front and sand it to the contour of the panel.



Working on the sides of the box was really easy. There was a slight bow, but it looked to me like it wouldn't be visible with the naked eye, so I left it. There was only one spot that needed to be heat-shrunk and the rest of it was just hammer and dolly. This took only a few hours. By the end of this year I have finished half of the box: the driver's side and the front.

I did some work heat-shrinking the rear panel of the cab in order to put the box back on for display purposes. This is the vehicle that will be on display at Heritage Park until the end of April for their restoration display. Looking at the gap between the cab and the box, I can now see that I did a very good job straightening the panels, going from the panels rubbing on each other to being equally separated.

The last item that was accomplished during this period was the final stage of the wheel well installation – welding it in. I had a co-worker, Ed Moore weld it in and he did a great job. This means that the spare tire can now go in once that stage comes.

As mentioned above, this vehicle will be featured in Heritage Park's restoration exhibit from January 29th to April 28th. During this time no work will be done on the vehicle. It will be a teaching tool to show the public the type of work that is involved in restoring antique automobiles, as well as knowledge of the Model A and our hobby. This works well because I don't normally find time to work on my Model A during school anyway. This brings to conclusion the end of an exciting 6 months of restoration.



February Birthdays

Merlyn Basaraba 4th
Bill Bailey 6th
Ewald Braun 10th
James Saito 11th
Chris Brancaccio 15th

Kevin Walker 24th
Jim Callander 26th
Barry Osborne 26th
Terese Dunsmore 27th
Carolyn Schiffner 27th

February Anniversaries

Sheri and Gord Rouse 25th



... Continued from Page 2

All of this will be presented and ready for the April meeting, at which time the Project Manager and assistant will be officially assigned. We will put out a call for nominations to the membership and depending on the number of candidates for Project Manager and assistant, a vote may be required at the April meeting.

I am pleased with this process and in hind sight, this level of documentation and process should have been done at the onset of the project. These steps will help us document the restoration, including parts sources, vendors, costs and provide a template for club members outlining what is involved in a frame off restoration. The process will also outline the subject matter experts in the club for the various stages of a restoration. This information can then be shared with the Tupper family and the public through our website which is consistent with our 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**".

I hope you can make it out to Woodridge Ford for 7:30 Wednesday February 13th.

Sincerely,
Gord Rouse



Classified Ads

For Sale: I have tons of Ford model A parts, also a lot of AR. Let me know what you need. Gary at 250-404-0104 or Email sugarhill@shaw.ca Located in Summerland, B.C Can ship.

For Sale: Model A carburetor Zenith 2 in excellent condition \$150. Phone 403-217-4900.

For Sale: I have some original used Model A Ford parts on Kijiji including most of an engine, an exhaust system, some 19" rims, a couple of diffs, and a half axle housing. Call Jim at 403-993-6648.

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 Danadams@shaw.ca Location – Calgary , Alberta.



Wanted: Looking for warehouse/garage space for my vehicles, current have them at my company warehouse which will be closed next spring due to retirement. What I need: space for 1931 model A Victoria and 1956 Chevy. Have a lift so would need 13 – 14 foot ceiling. Also a pick-up truck and some wrap up company inventory. So need high ceiling for lift or enough floor space for 3 vehicles, require access 2-3 time a week summer and winter. Contact Ian Jarvis 403 471-5512 and/or email ian@jarvisenterprisesltd.ca

Wanted: Grill shell for '30 Model A Ford. Ron 780 678 4019, email: ron.felzien@gmail.com

Wanted: I am looking for a Canadian 1928-29 model A pick up cab for a model AAC 1 1/2 ton truck restoration. Please contact me with price and location. Thank you, Malcolm Murray 204-841-0203 Neepawa, Manitoba

Wanted: Canadian National Parks Buffalo emblems. Louise Fentiman 778-517-1119 Email rlfenti@shaw.ca

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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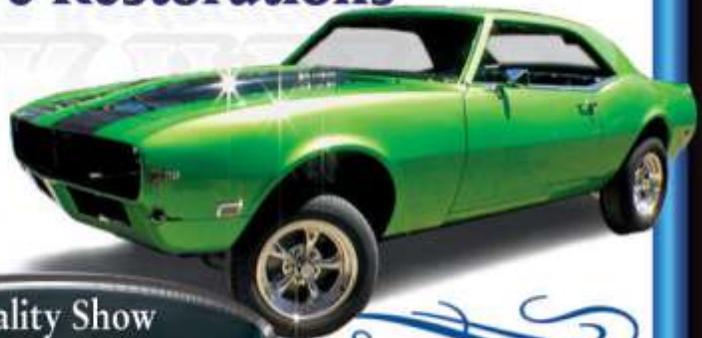
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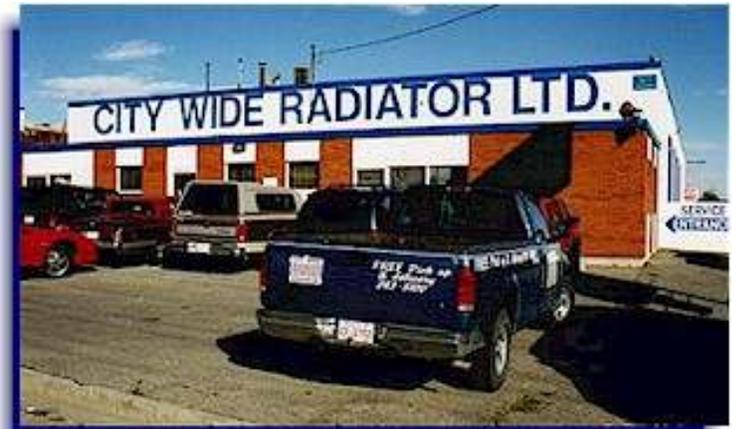
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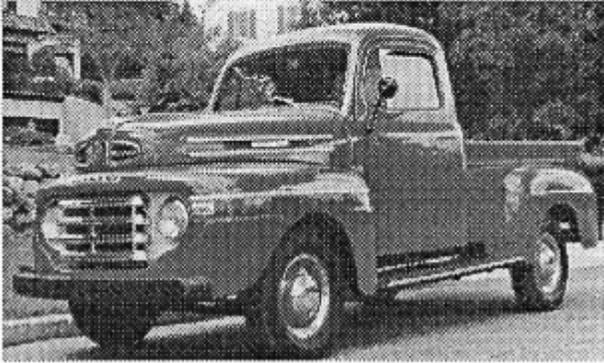
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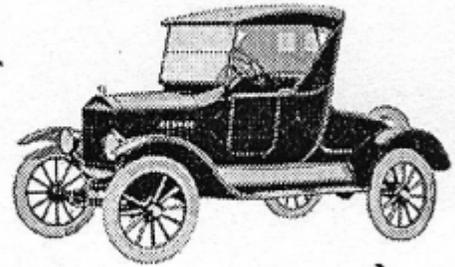


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