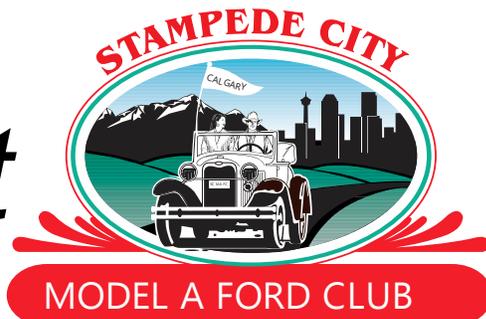


The Script

February 2021



**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.
(This car is for sale, see the Classified Ads page).**



Featured in this issue:

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President's Message



Same old --- Same old!!! COVID19 still has it's grip on the world. The politicians haven't got a grip on how to contract vaccine supplies or the distribution of it when sufficient supply becomes available. As for the Model A activities there have been none that I know of during the last month. We will have much more winter to contend with before Spring invites us to take the covers off our cars and allows us to hit the tour schedule again. It appears that AHS will probably permit gatherings again as Spring comes and open-air meetings become practical.

Gord will update us on the Tupper Coupe Project at Wednesday's meeting.

Join Zoom Meeting (click on the link below)

<https://us02web.zoom.us/j/87854946229?pwd=UUxUaWpkNmMc5S2dGTE52Mnk2VG13QT09>

Meeting ID: 878 5494 6229 Passcode: 278112 Calgary Telephone Connection is 587-3281099

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, January 13, 2021

Meeting call to order and opening comments by Colin Outtrim at 7:01 PM

Secretarial:

Permission to record the meeting for accuracy of minutes agreed to by all attendees and Mike Hill to take attendance and determine if quorum has been reached.

- Condolences to Keith Robinson and family on the passing of Christine Robinson. Funeral arrangements will be shared with members. Letter from the club is to be sent out shortly.
- Motion to accept the Minutes of the December 2020 meeting with edits as noted (Seconded was not clearly defined for this motion for the November meeting so we are asking that that person be named or that the current motion be expanded to include approval of the November minutes as well as the December minutes). Motion by Al Friesen and seconded by Doug Knutson (all in favour).

Last printed script mailed out was for October 2021. Will have to wait until Jeff or Dean can print subsequent ones for mailing (unless another interim printing source can be found).

Treasurer's Report: (Chris and Brian)

- Incoming Treasurer Chris Brancaccio was welcomed and outgoing Treasurer Brian LeBlanc was thanked for his six years of service in the position.
- Treasurer's report was reviewed.

Motion to accept treasurer's report by Colin Outtrim and seconded by Chris Brancaccio (all in favour).

Membership Report: (Yvon)

- 68 paid members so far.

E-transfers for membership payment discussed. Only two received by e-transfer this year. The possibility to default to e-transfer payment for subsequent years with renewal form sent and returned by email (except for those who actively choose to opt out).

SVAA: (Colin and Lloyd)

- A link to the SVAA minutes will be included in subsequent Scripts. Lloyd may supplement with highlights from time to time. SVAA has asked that our membership who follow the SVAA to log in to complete their 17 question Survey (deadline January 31st).

Advertising:

Colin shared that Ron Rigby confirmed 2021 null invoices in recognition of the Pandemic Year have been sent out to advertisers.

Capital Assets: No report available.



Touring /Events: No report available.

Tupper Car Project: (Gord)

- Car has been moved to the garage behind the clubhouse.
- Cab and body panels: Colin will lead this project.
- Paint: Andy Smith will be asked if he can help with paint
- Upholstery: Gord will lead this project. There was discussion about vendors/sources for product required.
- Electrical: Yvon will lead this project. It was noted that the electrical harness, head lights and taillights have already been sourced.
- Glass: We already have a windshield. Rear and side windows need to be sourced. Paul C. Has sourced window channels in Arizona.

Final touches and safety check: Gord will lead this project.

Motion to Adjourn:

Motion made by Colin Outtrim to adjourn the meeting, seconded by Mike Hill (all in favour).

Next meeting: 7 PM Wednesday, February 10th via Zoom

Happy Valentines Day!



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



Editor's Notes



Well, a year ago at this time we were enjoying pretty much the same temperatures in Arizona except they had a plus sign in front of them, not the minus sign we are presently experiencing. Brrrrrr it's cold outside!

Again this month the newsletter is a short one due to lack of club activities.

I wish to thank Chris Brancaccio for sending me a link to the Phillips screw article that you will find in this edition. Having worked on Honda motorcycles for many years I now understand why I seemed to have had issues with those screws!

Yvon Picot who maintains our club membership details reports that we currently have 76 paid members. That indicates that there are a dozen or so members that have not as yet paid their 2021 dues. If you are among this group I encourage you to take advantage of the new e-transfer process. Your fee can be sent online to scmafcmembership@gmail.com



Stay warm, stay safe, wear a



Al Friesen

February Birthdays

Lyle Brooks 2nd
 Merlyn Basaraba 4th
 Mike Reid 8th
 Ewald Braun 10th
 James Saito 11th
 Len Quaghebeur 11
 Chris Brancaccio 15th
 Kevin Walker 24th
 Barry Osborne 26th
 Terese Dunsmore 27th
 Carolyn Schiffner 27th

February Anniversaries

Sherri and Gord Rouse 25th



‘News from the ‘Past’

30 Years Ago - February 1991 - President Brian Prior

- An article reprinted from the Restorer magazine asks “ What type driver am I ? ”
- A 3 page article discusses preventive maintenance.

20 Years Ago - February 2001 - President Gary Callander

- Dave Dodd wrote an article on early equalizer brake system concerns.
- Jim Callander submitted a summary of our January tour day to visit the garages of Gord Watt, Larry Duncan, Norm Devitt and Al Chase with a lunch in Cochrane at Smitty’s.
- Ted Loble’s 1929 Tudor was featured with a photo and a short article.

10 Years Ago - February 2011 - President - Chris Brancaccio

- A Model A Zenith carburetor trouble shooting chart was featured.
- Sid Gough, our Technical Editor wrote an article on engine oil for the Model A.

There are even fewer Model 180-A’s than there are Cabriolets and this is one of only four known to remain from the total Canadian production of this model and potentially the only one remaining in Canada. Of the other three known to exist, one is now in the Netherlands, one is in Australia, and the location of the one originally owned by Brewster of Banff which was restored by Jerry Kuipers of Edmonton and subsequently sold to a Montreal owner, - - is now unknown. This car is currently being restored to Blue Ribbon fine point judging standards and still needs a number of upgrades plus a top, a boot to enclose the top when folded, a set of side curtains, and a set of metal spare tire covers which were originally offered as an option on this particular model.



Sid Gough's 'Tech Talk'



I saw an ad for a flux core welder at a really low price. As I always wanted to learn to weld this looked like the perfect time to start. I wondered why such a unit would be at such a low price. Would it work for me?

An investigation was in order. One web site described the advantages and disadvantages of flux core welding.

As with any technical procedure practice is required. Flux core is no exception.

Flux core produces a lot of splatter so is not recommended for tight spaces. It also produces toxic gas as do other welding procedures. Good ventilation is required.

Flux core has deep penetration so it is best used on metal 18 gauge or heavier. Model A sheet metal is less than 18 gauge unless you are working on the frame. MIG or TIG are recommended for metal the thickness of the A skin.

If you still want to flux core weld it requires a more expensive unit that has a range of temperature control.

The unit is still on the shelf.

There is another point to this. When buying tools ask yourself if this will actually do the job you want?

A good quality tool may cost a lot more than others, but will most likely last a lot longer. If the tool you got for a bargain price breaks half way through the job and damages the item you are working on, where is the bargain?

Quality counts. So does using the right tool for the job. A hammer and a screwdriver can get a nut off but a wrench works better.

Sid Gough —Technical Editor

The Ahooguh Origin by Tom Endy

The ahooguh horn, also known as a Klaxon horn was developed and patented by Miller Reese Hutchison, an inventor of the early 20th century. Hutch, as he was known, patented the mechanism in 1908. The Lovell McConnell Manufacturing Company of Newark, New Jersey bought the rights to manufacture the device and it later became standard equipment on motor cars. Franklyn Hallett Lovell Jr., the company founder, coined the name klaxon from the Ancient Greek verb klazō, meaning shriek. Klaxon horns produce an easily identifiable sound, often described in English as "ahooguh". Like most mechanical horns, the klaxon has largely been replaced by solid state electronic devises, though the memorable tone has persisted on in classic cars of the era. Klaxon later became a brand name. The Klaxon horn was used on U.S. submarines during WWII. The Klaxon horn's characteristic sound is produced by a spring steel diaphragm with a rivet in the center that is repeatedly struck by the teeth of a rotating cogwheel. The diaphragm is attached to a horn that acts as an acoustic transformer and controls the direction of the sound. In the first Klaxons, the wheel was driven either by hand or by an electric motor. Hutchison went to work for Thomas Edison in 1909, and was the chief engineer for Edison from 1912 to 1918. The ahooguh sound is usually heard today when a Model A Ford goes rolling down the road.



That Phillips-head screw isn't what you think it is

By Kyle Smith—02 February 2021 (courtesy of Hagerty Newsletters)

The unsung hero of the automotive world is the threaded fastener. Most people only think about the bolts and screws of their machines when they have to, when the components are stripped, seized, or broken off. That dismissive attitude, however, may cause these components to strip, seize, or break in the first place.

For instance, if you are working on a classic motorcycle, you are probably using the wrong screwdriver—and are setting yourself up for disaster. Hear me out.

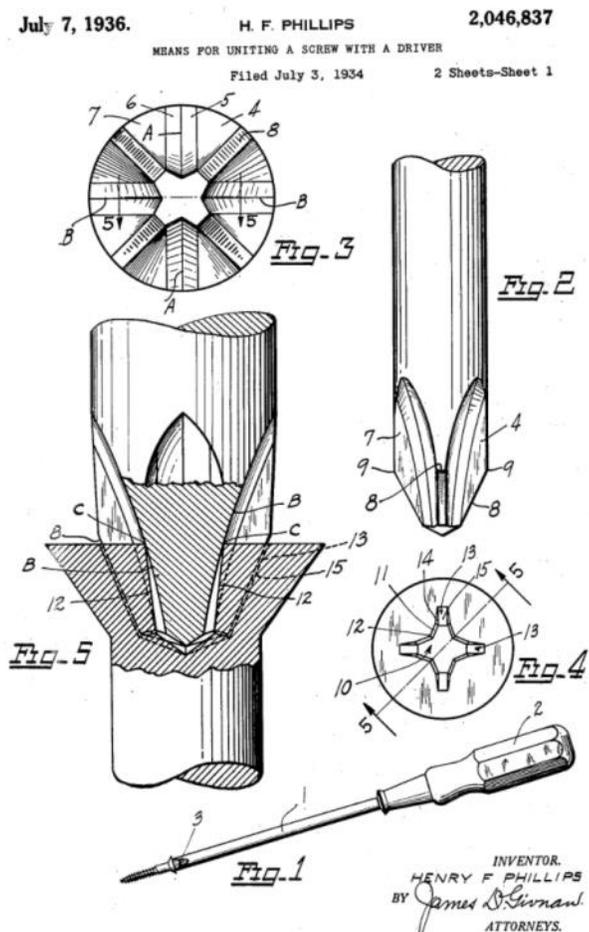
Let's talk a bit of history first. Screws were first created using files to grind threads into round stock. Like anything hand-made, the process was laborious and the results were inconsistent. With the advent of machinery to roll threads rather than cut them, screws and bolts began to usurp nails in production environments. Threads may be the identifying mark of a screw, but the truly critical part is the design of the head, which determines the tool engagement that imparts torque to drive the fastener into the material (or nut).

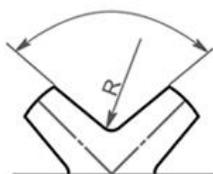
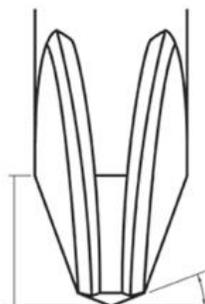
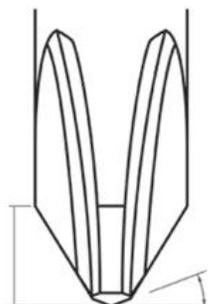
Slotted screw heads were the easiest to manufacture, but inventor John P. Thompson thought that a crosshair-style engagement would be a better idea. He patented the idea in 1932 but, unfortunately, he was not a very good salesman. Thompson abandoned the venture and sold the patent to Henry Phillips, who formed the Phillips Screw Company and went about manufacturing and selling the hardware. In 1935 Phillips filed a patent application that modified the Thompson design slightly and tailored it for production lines, in which screw guns were becoming commonplace. The Phillips screw was born.

That patent for a cruciform, or cross-shaped, screw head expired in 1966. Though the style became generic, the Phillips-head design never lost its uniquely American roots. The cross-haired head was created for ease of assembly and was always intended for production environments, in which efficiency was key. Making a Phillips head requires only two cuts with a tool. The finished head has a rounded profile and tends to “cam out” when high torque is applied to it; Phillips-head screws worked perfectly with screw guns because the fastener was “foolproof.”

However, some countries saw the “speed over accuracy” American production style as crude. Rather than engineer a fastener to avoid over-tightening, the Japanese wanted to shift responsibility for precision from the mechanical component to the craftsman.

This concept brought about a redesign of the Phillips screw, commonly known as the Japanese Industrial Standard (or JIS). This type of screw head looks very similar to a Phillips, with the exception of a single, tiny dot. JIS fasteners may *look* a lot like a Phillips-head, but the tool engagement is far superior—if you are using the correct tool.

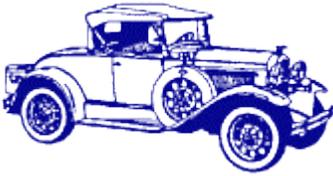




For years, I piddled with project motorcycles in my parents' driveway or in a storage unit across from my college dorm, often getting frustrated by the screws securing items like engine case covers. The problem wasn't my technique. It was my tools. I was attacking these JIS fasteners with my Phillips screwdriver out of ignorance. Yes, a #3 Phillips fits pretty good in a JIS 3 head, but once you start applying torque—especially to a screw that is *properly* stuck—you are far more likely to strip the fastener than if you were using a JIS driver.

Once I realized the error of my ways, I found that JIS screwdrivers were worth every penny. They saved me countless moments of frustration. I am a fan of buying high-quality screwdrivers and keeping them nice: I have a set of screwdrivers that are exclusively for carburetor service, plus a general set for all other tasks. You may think I'm crazy for having redundant tools, but strip out one carb jet because you're using a worn-out screwdriver, and you'll change your tune. I'm similarly obsessed with JIS screwdrivers and bit tips in the garage. If you play with vintage Japanese motorcycles, you should be too.





Classified Ads

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 on cover page. \$15,000. Contact bearwatch2021@gmail.com

For Sale: Brand New Terry Burtz model A block with full pressure oil routing and 5 main bearings, 5 main bearing counter balanced crankshaft, rods and main bearing caps. Myself and another person from Ontario have committed to purchase 12 of these new blocks, cranks and rods and are looking for additional people in Canada that maybe interested in purchasing these newly cast and machined kits. full information is available on the web page <http://www.modelaengine.com/> Rather then purchase and have them shipped to Canada from California we intend to purchase direct from loading port in china and ship direct to alberta. If interested please contact Bob Ryll at bobryll@yahoo.com 780 994 4440.

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.

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

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

Wanted: I'm in need of 4 or 5 used 19" tires in good shape. Allen Bollinger in Gleichen at 403-934-8393. or email: westhaven1958@gmail.com

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.

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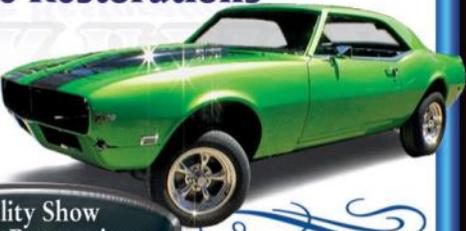
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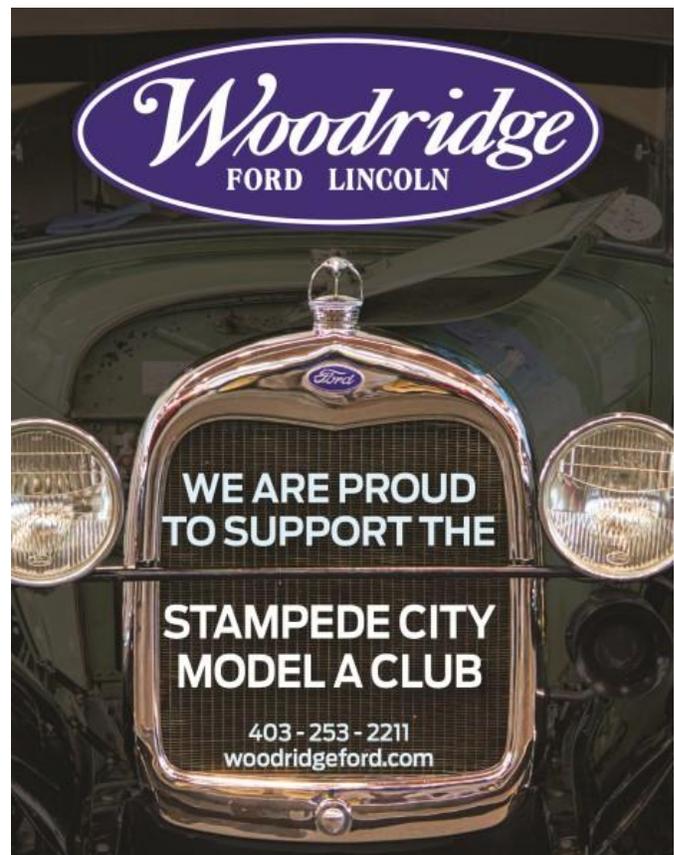
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