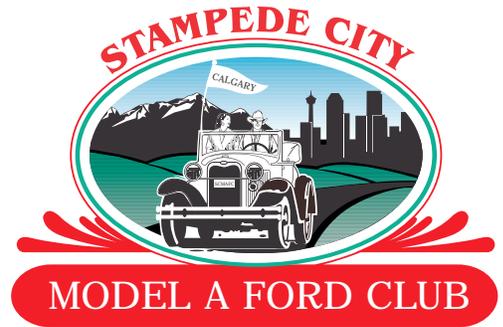


The Script



October 2019



SCMAFC Memorial Tour - September 7, 2019



Featured in this issue:	
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President's Message



Hello Stampede City Model A Ford Club.

September went out like a lion this year, or maybe a snow leopard?

Things are winding down for the year and I want to congratulate everyone again on a fantastic summer of activities. We still have a couple of events left. The Heritage Park brunch will be happening on October 27th, and the annual Christmas gathering will be held at a new location for the 2019 edition. Details have been mailed out to the members.

I look forward to an update on the club restoration project this coming Wednesday and our usual technical talks.

Sincerely,
Gord Rouse

**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/scmaf/

Email: scmaf@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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SCMAFC GENERAL MEETING
September 11, 2019

1. **Call to Order:** Gord called the meeting to order late at 7:40 PM.
Jeff Brooks presented a guest, Lyle Brooks to the meeting. Lyle is Jeff's father who helped with the recent SCMAFC Rally.
Andrew Jones was introduced by Ron Rigby. Andrew has a very nice 1931 Roadster and is considering joining the club.
2. **Minutes**
Moved that the minutes be approved as presented. K. Chudek/Robinson Carried
3. **Treasurer**
We have seen a considerable drop in ready cash primarily due to the Tupper Coupe Project. Approximately, \$13,000 has been spent. Bodywork, paint, upholstery and bright work are not included in the expenditures to date.
Brian would like to cycle the revenues and expenses for each event through the books so we have some club knowledge for the future.
4. **Membership**
Jeff has an e-mail from a couple in Wales who will be in Alberta and British Columbia for five weeks next summer. They are driving a 1931 sedan. They are picking it up in Invermere. The roster will be ready for November. A PDF will be sent to the membership for validation. We have 84 members to date. Jeff completed his report by indicating that although he had to withdraw from maintaining the Club's Membership records he did have a transition plan in place for their maintenance.
5. **Publications**
Nothing to report.
6. **Clubhouse**
Kathy repainted the west sidewalk. All else is good. We are going to clean the eavestroughs after the leaves fall.
7. **Tours & Events**
Russ is pleased to be at the meeting after a far too eventful year in his personal life.
Russ suggested that we schedule a downtown walking tour and perhaps a tour of Edworthy Park. The tours can be any day depending on what people would like. September 21st and October 5th were suggested for the downtown tour.
Heritage Park Brunch needs dates. October 6th or 20th is the choice.
Keith reminded us of the Stub Stafford Show'n'Shine this Saturday at 500 Midpark Way SE.
The Beverley Centre has sent us a thank you for the show we did and asked us back for 2020.
8. **Tupper Coupe Project**
Glenn brought the club up to date. The differential was as bad as could possibly be imagined. There were farmer welds throughout. Six drive shafts were considered before an acceptable one was found. The goal is to make sure the car is mechanically sound and correct. Murray is the final arbiter on the brakes, steering and other safety equipment.
The engine required far too many hours to bring to a satisfactory standard. The line boring was not aligned properly requiring many hours of work to align the crankshaft and camshaft gears. The transmission, clutch, generator and carburetor are done. The differential required many cycles of assembly and disassembly. Glenn consulted with several manuals in the process. The differential gaskets had to be soaked as they are manufactured wet then dried. When dried, they shrink. Bearings and carriers, once matched are matched for life. Do not mix them up.
There was a problem with the clutch housing. The spigot fit had to have a reading of zero. The housing is doweled so it can be put together only one way. The housing would not come to zero. The ultimate problem with the differential was the flange was machined to ¼" thickness when



designed at 1/8". Glenn arranged for the housings to be repaired in Didsbury. The team started with a 28/29 housing on one side and a 30/31 on the other. One was installed backwards. Carriers are not balanced. They were damaged requiring many hours of work. A rebuilt housing from Snyders would cost us CDN \$1,000 – an expense that we avoided. The completed engine was rolled out for the group to see. Glenn encouraged people to call if they want to take part in the project. Activity participation cannot be driven from the top. Glenn donated a variety of tools to the club.

Next steps

Murray said the front end is next then brakes. Murray is considering doing the brakes as a seminar in the clubhouse. It would be a demonstration rather than finishing the task. The completion will be done by a smaller crew with some experience. The brakes and drums for the rear end are to be done first to ease transport of the chassis. The pressed steel brake drums are close to worn out. Members are asked to bring their extra drums – no more than 0.0040" wear. Cast iron drums complete hubs will cost close to \$2,000 for four. with Glenn and Murray working to save as much money as is reasonable. Glenn pointed out that we will have a lot of money invested in the car before we do body work. Glenn said we needed a shop that will permit lots of dust and material thrown off by grinders when the bodywork is undertaken. Gord asked for a schedule and plan for the balance of the project including budget estimates. Glenn said someone would have to make some decisions. Gord reminded the meeting that we had agreed originally to assess each assembly, estimating what work was required making the information available on our web page for members to determine where they wanted to help.

9. Other Business

- a) An Executive Meeting will be held prior to the next meeting.
- b) Paul had a puzzle for the membership. He passed around a tool asking us what it is.
- c) Ron Rigby had been asked to check that we had a complete set of Restorers on file. We are missing a few so members are asked to return them. It was suggested that we move from hard copy to soft copy. The cost, according to the most recent Restorer, is US\$85 for the first 50 years.

Moved that we purchase the first 50 years of the Restorer for US \$85. Tabled.

10. Adjournment: At 9 PM.



Editor's Notes

The recent snowfall will likely result in our cars beginning their annual hibernation a bit earlier this year!

Thanks to Russell and Jeff for a great season of touring and also thanks to those members that shared their photos with me for use in the Script.

It's time to start planning for the 2019 Christmas Party, mark December 15th on your calendar and please refer to page 11 for complete details. Thanks Ron Rigby for once again spearheading this event.

A reminder to all that I am collecting photos of this past year's club events for use in a slide show at the Christmas Party, I need large format images, at least 1 Mb. in size, thanks!

Please cast your vote this month for the recipient of the ' Outstanding Service Award' for 2019. This can be done at the October meeting or by email to the club secretary, Ted Lobley.



Al Friesen

NEWS FROM THE PAST By Jim Callander**40 Years Ago, October, 1979 President - George Edworthy**

Denis Martel gave a tech talk on Overhauling Carburetors.

-Jim Callander looked after the Club Table at the Calgary APAC Swap Meet.

- Al Shannon published a write up on the evolution of Ford Pickup Trucks from the Model 'T' thru the Model 'A' era.

30 Years Ago, October, 1989 President - Harry Clark

-The annual clubhouse tour was held on Oct. 23. The tour went to Stub Stafford's farm to see his car collection then on to the Nose Hill Valley Museum in Airdrie, then to the Clubhouse for a hotdog feast.

20 Years Ago, October, 1999 President - Ted Lobley

- A Fall Colours tour went to Bragg Creek, Elbow Falls, Millarville and back to the clubhouse for coffee and entertainment with Harmonica Music.

- An 'AA' truck session worked on the rear end and brake drums. Al Dundas donated the rear brake drums which were in better condition, the motor and transmission was removed as well. Al Dundas took home the transmission to work on it, Andy Myram took home the front axle for restoration, and Gord Watt was to restore the steering column .

10 Years Ago, October 2009 President - Yvon Picot

- The cover page was of Glenn and Audrey Smith's 1928 Leatherback.

- Ron Rigby published some tips on preparing your car for winter storage.

- Mike Hill and Glenn Smith published an article on a cheap way for recovering radiator overflowing coolant.



TECH TALK

It is almost that time of year again, are we in for an early winter? The last few days sure make it look that way. Hopefully there will be one more outing before the A is stored again.



Each year I recommend a check list to ensure that all chores are done. One now about battery storage. Most people remove the battery from the vehicle to prevent any damage from a battery leak.

When storing a battery, it should be in a cool, not cold location that has easy access. The reason for access is to allow for checking the battery and keeping it fully charged, This will prevent problems when it is time to get the A back on the road.

Although most batteries today are "no maintenance" there are still some that require servicing. The plates must be completely covered to keep the battery "alive". Use only distilled water to service a battery. Distilled water is available at most pharmacies.

Battery electrolyte is an acid (sulfuric). Contact with the skin can cause serious harm. Keeping a box of baking soda handy when dealing with batteries is a good safety practice. It can be used to stop the chemical action of the acid. The soda is a "base" chemical as opposed to an acid. The chemical action when they come in contact neutralises both. If used immediately it can be the first step in reducing skin damage if water is not available to wash the area. Consider a trip to a medical clinic if a large area is affected. The most dangerous situation would be getting the acid in the eyes! Wearing goggles or a face shield would reduce the risk. Loss of vision is a life changing event!

Be safe, batteries can be dangerous.

Sid Gough - Technical Editor

Don't forget to cast your ballot for the 2018 **'Outstanding Service Award'**.

Deadline is the end of this month. Cast it at the October meeting or email it to Ted Lobley.





Annual Heritage Park Brunch 10 am, Sunday, October 27, 2019



Homestyle Breakfast Buffet

Join your fellow club members and enjoy waffles, bacon, an omelette station, and more of Calgary's favourite breakfast buffet at Heritage Park! Enjoy comforting homestyle food at a comfortable price. Join us in the Wainwright Hotel, step into the past, and savour all of your breakfast favourites.

Sunday, Oct 27, 2019 at 10 am

\$19.50+ GST adults

\$11.95 + GST children (under twelve)

Free – children two and under

Automatic 18% gratuity will be added to parties with 8 guests or over.

Wainwright Hotel Homestyle Breakfast Buffet Menu

Alberta Bakery Freshly Baked Breakfast Pastries with Preserves and Creamery Butter
 Traditional French Toast and Belgian Waffles with Warm Canadian Maple Syrup
 Farm Fresh Scrambled Eggs with Aged Cheddar Cheese (GF)
 Peppered Bacon (GF & DF)
 Valbella Breakfast Sausage (DF)
 Spolumbo's Maple Breakfast Sausage (GF & DF)
 Hash Brown Skillet Potatoes (DF & V)
 Balsamic Roasted Heirloom Tomatoes (GF, DF & V)
 Made-to-Order Omelette Station (GF)
 A Selection of Canadian Cheeses with Crackers and Crisps (GF)
 An Assortment of Seasonal Fruits and Berries (GF, DF & V)
 A Variety of Alberta Bakery Desserts and Fancy French Pastries
 Chilled Juices
 Locally Roasted Coffee and Selection of Teas

GF – Gluten Free DF – Dairy Free V – Vegan

Guests may drive into the Historical Village and park at the Wainwright hotel; enter through the Security gate.

As the Historical Village is closed to additional admission fee applies.

Automatic 18% gratuity will be added to parties with 8 guests or over.



“ The SCMAFC 2019 Fall Memorial Tour “

As it turned out the weather was perfect for this year’s Memorial Tour to the Callander’s hide-away west of Cremona which included a most interesting en route stop at an area ‘Mead Production Facility’.

The 21 participants in this year’s excursion were: Bill McPhail and a Guest, Chris & Rosemary Brancaccio, Gary, Bobby-May, & Michael Callander, Jim & Mary Callander, George Edworthy and Georgia, Armand & Marlene Mullie and a Guest, Barry Osborne, Ron & Irene Rigby, Ross and Caroline Rodman, and Glenn & Audrey Smith.

A most enjoyable and trouble free drive was enjoyed by all!



The Mead Production Facility





Arriving at the Callander cabin



Relaxing for lunch in the fire pit area



Sept., 2019 SCMAFC Memorial Roster of Deceased Members

M = - - -

F = - - -

	Joined SCMAFC	Year of Death
Lois McCracken	1974	1983
Henry Fentiman	1987	1993
Gordon Stoppard	1990	1993
Mel Holland	1986	1994
Shirley Demuellaere	1988	1994
Bob Lamb	1995	1996
Joyce Chase	1996	1997
Bill Reed	1989	1997
Gordon Kitley	1988	1998
Aurise Dean	1996	1999
Katherine Rubin	1999	1999
Verna Reid	1988	2001
Ted Roger	1979	2001
Brian Prior	1984	2002
Ville Myllykoski	1993	2003
Gord Watt	1972	2004
Laurie Draper	1978	2004
Jim Rude	1994	2004
Gord Cantley	1989	2005
Sandy Price Jr.	1995	2005
Fran Holland	1986	2007
Donna Rigby	2003	2007
John Robakowski	1975	2007
Jim Rouse	1991	2007
Harry Wigle	1982	2008
Al Chase	1996	2009
Bob Smith	1995	2010
Walter Moore	1985	2010
Jackie Ford	2007	2011
Cec Graham	1988	2011
Bonnie Edworthy	1973	2011
Al Dillabough	2000	2012
Don Siewart	1988	2012
Trevor Kemp	1994	2012
Grant Alger	1999	2013
Mil Rouse	1991	2013
Bruce VonZuben	2001	2014
Trevor Dumville	1973	2014
Donna Cohen	1986	2014
Lila Stewart	1975	2015
Doris Alger	1999	2015
Kelly Dunnill	2004	2015
Howard Moore	1978	2016
Avis Stafford	1974	2016
Ingrid Lobley	1993	2016
Ron Hinch	1976	2017
Patty Hinch	1976	2017
Leo DeSautels	1973	2017
John Tupper	1996	2017
Elaine Tupper	1996	2017
Helen Shannon	1972	2018
Merv Graham	1988	2018
Ernst Eichelbaum	1988	2019





Stampede City Model A Ford Club's Annual Christmas Party



Pre-amble: With reference to the 'Christmas Party' discussion summarized in the minutes printed in our March 2019 edition of the Script, the Club has selected the 'Springbank Heritage Club's Hall and Caterer' for our Dec. 15th, 2019 get-together.

When: Please keep Sunday Dec. 15th 2019 open for this year's event!

Timing: Social Hour can begin in the 4:00 to 4:15PM range, supper will be served at 5:00PM, and our Club presentations program, etc., is expected to begin at approximately 6:00PM. We are then scheduled to vacate the premises by 7:30PM.

Where: We are utilizing the facilities of the 'Springbank Heritage Club' which is located on the east side of Range Road #33 at a point approximately half way between the Trans-Canada Highway's Springbank Airport exit and Springbank Road. (Alternately one can drive west 1 mile from the Clubhouse corner and turn north.)

What: Meal fees will include a traditional turkey dinner c/w dessert. With the Heritage Club being a dry facility only non-alcoholic fluids (tea and coffee) will be served by the Caterer. Participants are of course free to acquire 'Non-Alcoholic Wines' for their respective tables and a basic supply of pre-dinner pop etc., plus a punch are also being considered.

Per our recent functions Santa Clause is not scheduled to attend and instead parents are requested to provide a gift for any youngsters in attendance. These plus youngster's goodie bags will be distributed prior to the door prizes draw.

Presentations and Draws: As in previous years the contribution of door prizes by Club members is most welcome. Club presentations and the draws for both the door prizes and the 50/50 draw will follow supper.

Meal Charges: The charge for adult meals is \$35 per person and \$25 for youngsters 12 and under.

Note: Member reservations complete with any 12 years and under youngster's ages and names identified plus a cheque for all meals made out to the SCMAFC must be received by Ron & Irene Rigby prior to Dec. 1st. Ron & Irene's contact information is as follows:

2912 – 13th Ave. NW, Calgary, AB. T2N 1M2. 403-282-9655.
Please feel free to contact them for any elaboration or clarification required.



October Birthdays

Doreen Rogalsky 3rd
 Jeffrey Brooks 6th
 Christine Robinson 7th
 Joanne Kuyltjes 12th
 Troy Dillabough 12th
 Sid Gough 13th

Don Mazurick 15th
 Yvonne Dixon 18th
 Jackie Duncan 20th
 Marc Tremblay 20th
 Leon Dreger 22nd
 Don Neish 30th



October Anniversaries

Caroline & Ross Rodman 1st
 Doreen & Norm Devitt 6th
 Anne Marie & Yvon Picot 8th
 Christine & Keith Robinson 10th
 Jackie & Larry Duncan 11th
 Mary & George McKenzie 28th
 Pat & Don Neish 30th

Jim's technical tip by Jim Cannon: Torqueing Nuts and Bolts on Your Model A

Torque is actually a measure of the twisting force on something, like a nut or a bolt. When you tighten a nut, you are actually stretching the bolt or stud that the nut is turning on. It is the stretch of the bolt or stud that provides the strong “clamping force” that holds everything together tightly. Think of the bolt or stud as a very powerful spring. You stretch it out when you tighten the nut and the stud or bolt “spring” keeps pulling it together. If a stud or a bolt is weak, due to age or corrosion, it will often break under the intense stress you are applying when you torque the nut.

Although Ford did not publish torque values “back in the day”, there are many values published today for nuts and bolts on a Model A. I recommend you follow them as a guide and use a torque wrench. Today’s modern torque wrench “clicks” when you get to the desired torque. When it clicks, stop tightening. If you are going to insert a cotter pin into the nut after it is tight, keep turning the nut beyond the point where the wrench clicks, just until the cotter pin will slide in.

All published torque values, unless it clearly states otherwise, are for tightening a nut or bolt with clean, dry threads. This means the rust has been cleaned off of the bolt or stud threads (I use a wire brush) and they have been wiped dry. No oil or grease or anti-seize compounds should be applied to the threads that the nut will be turning on. (If you’d like to, a small drop of oil can be applied to the face of the head or other surface that a nut is tightening against, such as the boss on the top of a head, where the stud goes through the head.)

If you lubricate the threads on a stud or bolt, it will be too easy to turn the nut as you torque it. So when you stop at your target torque (say 55ft-lbs for a head nut) you will have stretched the bolt or stud more than 2 times as far as you would with the same torque with dry threads. This will be like over-torqueing the nut and can result in the stud or bolt breaking, the stud pulling out of the block, or the head or block cracking, due to too much stress on it. That will ruin your day! So clean the threads before you start, keep the threads dry, use a torque wrench, and stop pulling the instant the torque wrench clicks. You’ll be glad you did.



Classified Ads

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

For Sale: 1930 Model A Closed Cab Pickup. Model B Engine, Mitchell Overdrive, Dual Side Mounts. Contact Troy Dillabough @ 403-240-4668 troy@pcmc.ca

For Sale: 1929 Model A Roadster. Restored by Gord Watt. Model B Engine, Ryan Overdrive, 1935 Wheels, Rumble Seat. Contact Troy Dillabough @ 403-240-4668 troy@pcmc.ca

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

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 contact - ddada4@shaw.ca Location – Calgary , Alberta.



Wanted: 6v Starter motor and either a 6v generator or alternator (positive ground). Need to be in good usable condition ready to fit and go! Car in Invermere BC. Thank you. email johnandritabuckley@gmail.com

Wanted: Wheel Wrench for 30" Hayes wire wheels 2 1/4" across the flats. This is the wrench that removes the outer hub cap. Call Jack at 778-558-5675.

Wanted: Paint code to correctly paint Canadian "Evergreen" on an early 1928 Tudor. Any information on beltline color, reveal color and appropriate pin stripe color would also be appreciated. Please e-mail – pat.sevold@Sasktel.net

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: 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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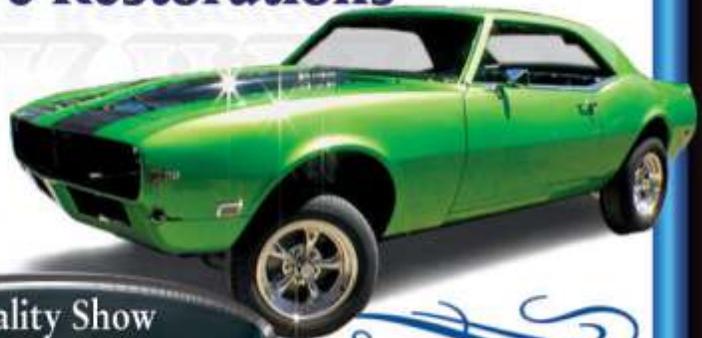
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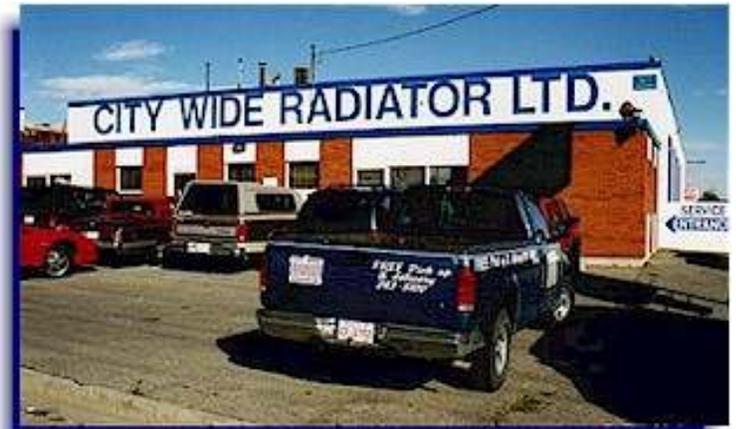
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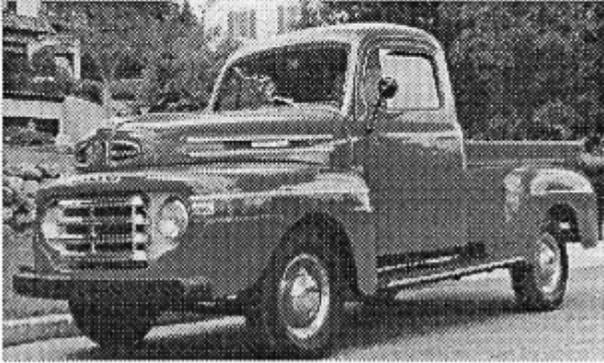
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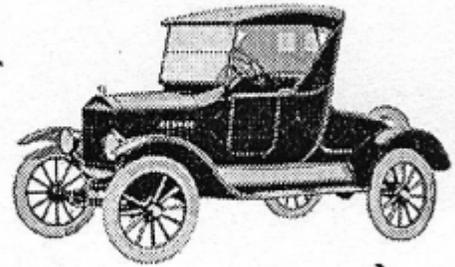


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