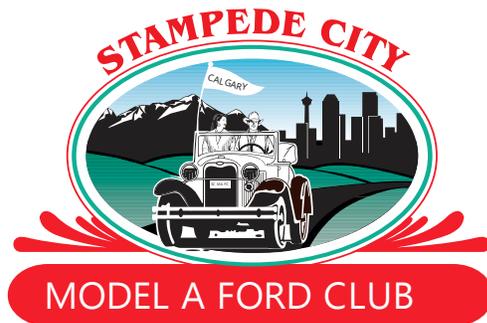


The Script

October 2022



Fall Colours and Memorial Tour - October 1/22

SCMAFC members line their Model A's up for a photo at the Callander's property.

Featured in this issue:

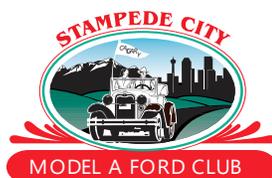
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Stampede City Model A Ford Club Mission Statement

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.

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.



2022 Executive

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

Website: www/scmafc.ca

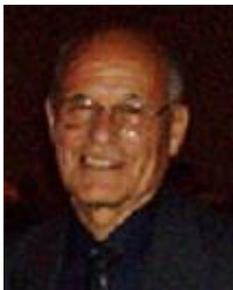
Email: scmafc@telus.net

Membership fees are \$35. per family per calendar year. (add \$20. for mailed newsletter). Membership form is available on the club website.

E-transfer membership fees to:
SCMAFCMEMBERSHIP@gmail.com

| | |
|--------------------------|-------------------------|
| President | Ron Rigby |
| Past President | Colin Outtrim |
| Vice President | Hank Biesbroek |
| Secretary | Bill McPhail |
| Treasurer | Chris Brancaccio |
| Memberships | Sharron and Lyle Brooks |
| Publications Director | Al Friesen |
| Printer | Bill McPhail |
| Technical Editor | Sid Gough |
| Capital Assets Director | Paul Chudek |
| Clubhouse Custodian | Paul Chudek |
| Tours & Events Director | Colin Outtrim |
| Technical Projects Mgr. | Paul Chudek |
| Tech Talks Coordinator | Hank Biesbroek |
| Librarian | Kathy Chudek |
| Revenue Advertising Mgr. | Keith Robinson |
| SVAA Liaison | Lloyd Glover |
| Web Site Manager | Al Friesen |

President's Message



And suddenly fall has arrived with all that entails inclusive of our once again raking leaves and preparing for frost!

First I must congratulate Mike and Gary, as well as all of the participants involved for the success of the Club's 'Rally' and our 'Fall Colours & Memorial' tour. How pleasing to note that no names have been added to date to our 'Members Memorial Listing' during the course of 2022!

While fall brings the eventual preparation of our cars for storage once again the activities on Colin's Tours and Activities listing will continue. In that regard, I must remind you to keep both Oct. 29th and Dec. 11th open for the Club's 50th anniversary luncheon and our Christmas function.

Registration reminders for both appear in this edition of the Script

Speaking of activities, it is a pleasure for us to also express our appreciation to Reg Pattemore of Metro Ford for his generosity in have donated a lovely little 'Model A Coupe' to the Club.

An item in this regard also appears in this edition and a photo or two plus details relative to a silent auction for the car will appear in Al's November edition.

Lastly for now let me wish you all good health and safe travels! Ron Rigby

Editor's Notes



With having enjoyed a great summer weatherwise we seem to be fortunate with nice fall days so far.

Sheila and I have been able to enjoy participating in a few club activities over the summer. We are looking forward to the Anniversary Luncheon at Heritage Park later this month and also the December Christmas party which had to be cancelled for two years because of Covid restrictions. We also are hoping to spend some time in Arizona during the winter months.

Important Reminder:

As you may already know, I am putting together a special edition of the Script which will be distributed in conjunction with the 50th Anniversary of the Stampede City Model A Ford Club. Contained within it will be the Club history as compiled by Gary Callander **AND** the greetings and thoughts of current members as to what the Club has meant to them, their fond memories of activities that they enjoyed and anything else that they wish to share with others as we celebrate this milestone event. To allow for the time I require to publish this special edition I will need your submissions sent to me **prior to Sunday, October 23rd. Email to scmafc@telus.net** Many thanks! This is an opportunity for all members to participate in a way that will be recorded for future members to remember.

Take care and we hope to see a great turnout on the 29th!

Al Friesen



Meeting Minutes

SCFMAC GENERAL MEETING

September 14th, 2022

Members Present: The meeting was called to order at 7:33 PM with Dean Potter, Hank Biesbroek, Kathy Chudek, Paul Chudek, Mike Hill, Glenn Smith, Audrey Smith, Barry Osborne, Murray Walkemeyer, Ron Rigby, George Edworthy, Gary Callander, Colin Outtrim, and Bill McPhail in attendance.

President's Remarks:

- Welcome to our first meeting after the summer break, thanks to Kathy for providing coffee and Colin bringing donuts! Also, good to have Dean Potter (our MAFCA rep) in attendance.
- Ron noted he had met with Randy Richardson (the president of the Ottawa A's club) in June and subsequently Randy provided a polishing cloth that we could use as a raffle item this meeting.
- Plans are well on the way for "50th Anniversary Celebration". Please let Ron know as soon as possible if you intend to attend and then make payment upon arrival.

Members were polled for their opinion on changing the break from meetings from the two summer months to two of the winter months. The poll was inconclusive so we will continue to take the break in the summer. The possibility of in person/Zoom hybrid meetings is being investigated by Colin and Bill so those who can't make it in person still have the opportunity to at least view the proceedings.

Secretarial (Bill McPhail)

Bill motioned that the minutes from the June meeting be adopted as is, seconded by Hank, all in favour.

Treasurer's Report (Chris Brancaccio):

Chris was not present but Ron shared that we have now changed to the North Hill branch of TD Bank since signatories are mostly in the northwest. Also, all signatories and details have been updated.

Membership Report (Lyle and Sharron Brooks):

- Lyle and Sharron were not present so Ron shared that the 50 year membership pins have now arrived and look great!

In addition he mentioned that, 'on behalf of the Memberships Portfolio, Chris Brancaccio has kindly taken responsibility for producing an updated Club Roster'.

Publications and Website (Al Friesen):

- Al was not in attendance, still recovering from his recent illness. Thanks to Al for continuing to produce and distribute the Script during this challenging time for him.

Not sure if all advertisements have been paid for yet but we should hopefully have confirmation from Chris at the October meeting.

Capital Assets (Paul Chudek):

Paul and Kathy reported that the club's event trailer (built 40 years ago) has been repaired and cleaned (by them). Thanks so much Paul and Kathy for completing this hard work and making the trailer usable again! Also, thanks to Ron Rigby for donating newly powder coated wheels as the icing on the cake for this project. Paul Chudek asked that although the trailer is a component of the Club's Capital Assets Portfolio, he would appreciate that an alternate member now assume responsibility for its safe storage and occasional utilization at future Club events.

Members will consider this proposal for further discussion at the Club's October meeting.

Touring & Events (Colin Outtrim):

- Ron commented that it was good to see the number of events and participants this past summer.
 - Ron confirmed that for our 50th Anniversary function the Board has agreed to the cover those budgeted costs not covered by the \$50 per person ticket cost.
-

- As mentioned in the Script, Dean Potter would like digital (or printed) photos from club events spanning the last 50 years for a commemorative slide show/video to be played at the 50th anniversary event as well as saved for posterity.

Colin reviewed upcoming events such as the Senior's home shows, breakfast gatherings and the upcoming car rally, which is billed as the "premier event of the season". Also a reminder to let organizers know in advance if you plan to attend any event (for planning purposes).

MAFFI/Heritage Park (Ron Rigby):

Further to our initial discussions, further discussions are pending a visitation opportunity by a MAFFI representative. These discussions between MAFFI, MAFCA, SCMAFC and Heritage Park relate to a Model A's display with MAFFI potentially providing some of the display cars for an agreed upon period of time. A MAFFI rep may be available at the time of our 50th year event to facilitate a meeting between these four parties.

Tech Talks (Hank Biesbroek):

- Hank thanked Mike Hill for the great history of tech talks that Mike has previously orchestrated.
- Hank started a discussion of what is involved in Model A maintenance and led the discussion with input from all present. Hank anticipates that this topic may dominate this season's tech talks.

Glenn Smith shared the history and display of his impressive (all Canadian) part and tool display from 1928.

Other Business:

- Norm Draper's son Paul is selling some of his Dad's parts and tools. An email has previously been distributed to members. Also, Paul has kindly donated some items to our club some of which will be raffled at our Christmas function. Bill will send a thank you card/note to Paul Draper.

Mike Hill is working on a club history (perhaps including info even prior to the club formation). Gary Callander noted he has already produced a similar club history that Mike can build on.

Adjournment: Following coffee and doughnuts, the door prizes draw, and a general 'chit-chat' session; the evening concluded at 9:30 PM.

SCMAFC Tours and Events Calendar for 2022

(v20)

| Date | Event | STATUS | Time | Fee (If appl.) | Location and Organizer |
|--------|---|-------------------------------|---|----------------|---|
| 15-Oct | Metal Work Seminar— removing dents and defects from sheet metal using various techniques. | Confirmed | Starting 9:30AM . Bring ear and eye protection. | | Glenn Smith & Murray Walkemeyer at the Clubhouse. |
| 12-Oct | GENERAL MEETING | Confirmed | 7PM-8:30PM | | Clubhouse |
| 29-Oct | Heritage Park - Gasoline Alley - SCMAFC 50th Anniversary Awards Luncheon | Tentative - Details to follow | 10:30AM-2:30PM | | Ron Rigby (403) 282-9655 |
| 9-Nov | GENERAL MEETING | Confirmed | 7:30PM-9:00PM | | Clubhouse |
| 11-Dec | Christmas Dinner and Awards - Springbank Heritage Club, 244168 Range Rd 33, Springbank | Confirmed | 4:00 - 4:15 PM Until 7:30 PM | | Ron Rigby (403) 282-9655 |
| 14-Dec | GENERAL MEETING | Confirmed | Starts at 7:30PM | | At the Clubhouse Ron Rigby, President |

Sid Gough's 'Tech Talk'



Last month's topic was getting the engine to turn over. This month is about what to do if it turns over but will not start.

To run, an engine must have fuel, ignition and air. This will not be a detailed article on all the factors involved. It is a series of quick checks to troubleshoot the problem.

Start with the ignition system. Remove a spark plug, while still connected and touching the block, turn the key on and press the starter. There should be a spark. If there is no spark then your problem is the ignition system. While the plug is out make sure it is not fouled. Check the gap. If one plug is bad the others may be in the same condition. Clean and gap the plugs. If there is still a problem, go to the more common items, the coil and condenser, assuming you do have spares of these items. Try one at a time replacing them after the test. If none of the above solve the problem then you have to go through the whole system. By now you should check for any loose wires.

There are three gaps to check, the spark plug gap, the points gap and the most over looked, the air gap distance between the rotor tip and the contacts in the distributor. Worn or damaged points will show when you adjust the points gap. Beyond the above you are getting into more serious work. There are countless articles on repairing the distributor. One item to look for is the lobe. Is it opening the points enough? That can throw the operation out of wack.

Of course timing is another factor. You might get a spark but not at the right time. As said, these are quick check items.

Winter is coming and the A's will be tucked in for their long winter's nap. Now is a good time to "hit the books" and learn about all the systems on the A. Knowing how things function makes troubleshooting so much easier.

The fuel system is easier but the work should be done in a well ventilated area. Gas fumes are a great safety hazard.

Hope you had a Happy Thanksgiving.

Sid Gough - Technical Editor

October Birthdays

Doreen Rogalsky 3rd

Jeffrey Brooks 6th

Ernie Andrews 10th

Troy Dillabough 12th

Joanne Kuyltjes 12th

Sid Gough 13th

Yvonne Dixon 18th

Jackie Duncan 20th

Leon Dreger 22nd

Mary Andrews 26th

Don Neish 30th

October Anniversaries

Caroline & Ross Rodman 1st

Doreen & Norm Devitt 6th

Anne Marie & Yvon Picot 8th

Jackie & Larry Duncan 11th

Mary & Ernie Andrews 28th

Pat & Don Neish 30th



INTRODUCTION... John and Rita Buckley are well known in the Model A Ford community in Europe for the long tours they undertake using their 1930 Tudor. Over the years on various trips they have travelled as far as Turkey on the fringe of Europe, Morocco in north Africa, north east to the Baltic states of Lithuania, Latvia and Estonia, and north as far as you can go- North Cape Norway. They have also toured around Australia in a 1929 Model A Phaeton.

In 2020 they finally visited Canada, here they relate their story.

An A in BC

(OK clever clogs, a Model A in British Columbia)

By John Buckley

It all started back in the summer 2019 with a question and answer session between Rita and myself

Q: Rita- *“What do you want as a 70th birthday present?”*

A: Me- *“A visit to British Columbia”*

Q: Rita- *“In a car? ”*

A: Both of us - *“Oh yes, it has to be a Model A, surely!”*

Planning was started and by the autumn of 2019 a search of websites in Canada uncovered a suitable 1930 Tudor. Bought sight unseen, part of the deal with the vendor on Vancouver Island was that he would deliver the car to our friends Sherry and Ian in Invermere on the other side of British Columbia a mere 600 miles away -not far in Canadian terms.

By early 2020 we were ready for our trip, and return flights were booked from the UK to Canada. Spares had been ordered to await our arrival at Invermere and everything was set for action stations. However, three weeks before our departure the cloud of COVID descended across the world and everything was cancelled.

Subsequent hopes were deferred twice. But in the spring of 2022 life started getting normalized and we rebooked flights; finally arriving in Canada June 2022, two years later than originally envisaged.

On arrival at Invermere we inspected the car for the first time in the flesh; the bodywork and interior were better than they looked on the photographs (a rare event!). Ian had convinced me that the mountains roads of British Columbia would be steeper and longer than anything I had ever thought possible, so we had ordered in advance a new radiator and water pump. Our first couple of days at Ian and Sherry’s were spent fettling car, fitting the new radiator, water pump, spark plugs, and a rebuilt carburettor (brought over in my hand luggage). By the end of day two we had the car starting on the button, road tested, running beautifully on the local roads and gradients around Invermere.

Rita and I loaded the car to the gunwales in our usual fashion; tent, sleeping bags, camping kit, spare parts and tools and set off.

Leaving the first campground things did not bode well; just as I was driving out of the exit I stopped to take a photo of the mountain view but my eye was sadly drawn from the magnificent scenery to a flat tyre on the right rear. Of course, all the tools were at the bottom of the packing so the delay cost us about 30 minutes; however we were fortunate to get the new tube fitted (I was carrying three spare ones!) at the next town en-route; about 30 miles north.



Back on the highway we started in earnest on the mountains of British Columbia. A drive to the top of Kicking Horse Pass on that hot morning was our baptism by fire- being fully loaded to reach the summit necessitated several miles of 2nd gear crawling for the Tudor. However, the car performed faultlessly, and it was reassuring to appreciate that having surmounted this challenge the rest of the planned journey should be feasible.

Until that first day of mountain roads I had not really accepted, despite Ian's warnings, just how difficult our planned route across the province of BC and back would be. From Kicking Horse Pass we realised we had let ourselves in for what was to be the most challenging tour we have ever undertaken.

Several days were spent driving and sightseeing in the National Parks of Banff and Jasper, gently driving the Tudor up to the summit of Sunwapta Pass- just over 2000 metres our highest elevation- and eventually tackling the gentler gradients through Yellow Head Pass and Mount Robson Park.

During the trip the car generally needed topping up with a litre of water per day, oil consumption was nil. After the initial flat tyre, the tyres (Goodyears all round) held air and needed no further inflation. Fuel consumption? I was enjoying my holiday so I didn't want to know, but we topped up whenever the gauge was approaching ½.

The only time on the outward journey that we had an enforced roadside stop was when the car started misfiring suddenly one morning after 500 miles of faultless motoring ... *"It's the fuel."* says Rita, after a few seconds juddering *"No it's not."* says I, *"I'll clean the points."* I did so but it was still misfiring. *"I bet you it's the fuel."* says Rita ... *"Bah, most unlikely, I'll reset the timing a smidge"* I responded ... Still no different even with reset timing. *"I tell you it's the fuel"* says Rita ... So just to pander her I check the fuel flow to the carb. How humiliating; fuel was running but indeed rather slowly. The glass sediment bowl had a micro filter fitted. I removed that – returning the system to original spec and the misfire problem was instantly cured. (I have never had any truck with micro-filters deeming them an unnecessary extra- this confirms my opinion!)

Our journey continued through the ever-present mountains of BC until several days and many miles later we finally arrived at Prince Rupert on the western seaboard of Canada. This achievement was followed by a day of rest and recreation, relaxing on the car-ferry southbound to Vancouver Island.

Disembarking from the ferry back onto land at 23.30 PM tested our headlight candlepower. The headlights were working OK but threw no useful light whatsoever. We had to follow the taillights of the preceding car, but of course they always accelerated away leaving us in the dark until someone overtook us to repeat the sequence.

Next day a 200 mile drive took us to meet the previous owner of the Tudor (we had only corresponded by phone and email up to this stage). We then took another ferry back onto the Canadian mainland and a thrash with the rush hour traffic of Vancouver on Highway Number 1 (for us it was rather like driving on the London Circular motorway, but in a foreign country, and of course for us- on the wrong side of the road.)

During the Vancouver thrash I notice the ammeter was showing no charge, but a judicious check at a pull off showed the fan belt was OK so we carried on to our hotel. Within an hour I had the generator off, the NuRex alternator (that I was carrying as a spare) fitted and the charging system running better than ever. Previously the ammeter had been showing the generator putting out a constant 10 amps which is too high, but shifting the third brush had had the effect of producing no charge at all or maxing out at 12 amps; I think someone had been there before me and had probably altered the internals of the generator. No worries. The generator had lasted us 1500 miles in this state, the alternator that is now fitted should be good for several decades and the battery had come to no harm.

We were now heading back eastwards towards the end of our trip when disaster struck. Climbing the Allison Pass from almost sea level, we had overtaken a lorry when our nemesis occurred; a loud screeching noise told me to pull immediately off the highway and switch off. I assumed a seized engine. *"Sorry, that sounds terminal"*, I said turning to Rita.

On lifting the bonnet I was surprised to see a flood of water bubbling from the radiator overflow pipe.



Hmm, probably head gasket failed along with engine seizure. We let the car and ourselves cool down then topped up the rad with the gallon of water we were carrying... *"Might as well try it"*, I said and was gobsmacked to find the car started on the first attempt and sounded to be running OK. We very gently motored to the top of the pass and topped up the rad further with creek water, and eventually cruised to a camp site a few miles beyond. A night fretting had me convinced that just the head gasket had leaked on Allison Pass and the engine had suffered no damage, but despite the car now running OK, I was not prepared to risk using it through the steep mountain passes still ahead of us.

A phone call to the garage in the next town -Princeton, 60 miles away- had me asking very hesitantly *"I don't know if you can help me, I have a 1930 Ford A with a blown head gasket."* Imagine my reaction when the voice at the other end of the phone said *"Oh, you need to speak to our mechanic Tim – he sold his Model A last year – I'll put him on now"*

A flatbed recovery truck took us to Tim's garage and by the end of the next day Tim and I had a new head gasket fitted (on tour I always carry a complete set of gaskets). But what a struggle to get the head off! I could not possibly have done it without Tim's professional help. How come the Model A head can be so stubborn? The incidental serendipity discovery was finding that the drive between the distributor and lower shaft was extremely rusted and it was merely a few microns away from the next roadside problem. Fortunately I was carrying not only a spare distributor but also a new lower shaft.

We were back on the road a couple of days behind schedule but still with time in hand and we continued driving through the intensely hot southern area of BC. By now we were setting off at 05.00 AM each morning to avoid the worst of the heat. With the new head gasket fitted we encountered no more problems and on the final day did the longest day-mileage of our tour making 265 miles by departing at 05.00 AM, resting and cooling at top of Rogers Pass (1327m) for 30 minutes, ice cream stops whenever possible and with a final sweltering drive in the heat of mid-afternoon for the last 80 miles back to Sherry and Ian's.

Number Crunching? Oil used- nil. Distance travelled- 2062 miles. Enforced stops 2. Flat tyres 1. "Second-gear" hills-countless. Mountains viewed- infinite. Road trip challenge rating for a vintage car – 10/10. Scenery rating- 11/10.

Morals of the story? None of the mechanical problems we encountered – flat tyre, restricted fuel line, generator failure, blown head gasket rusted distributor shaft would have shown up on any normal pre-purchase inspection or road test. The three morals of the trip have to be 1, Whatever Model A you buy you **will** encounter problems. 2, Whatever Model A you buy you **will** need to spend further money. 3, Whatever Model A you buy **always** carry spare parts when on tour.

Thank you Canada and all Canadians. Great trip; we are already looking forwards to our next visit!



At 6,000 feet elevation.

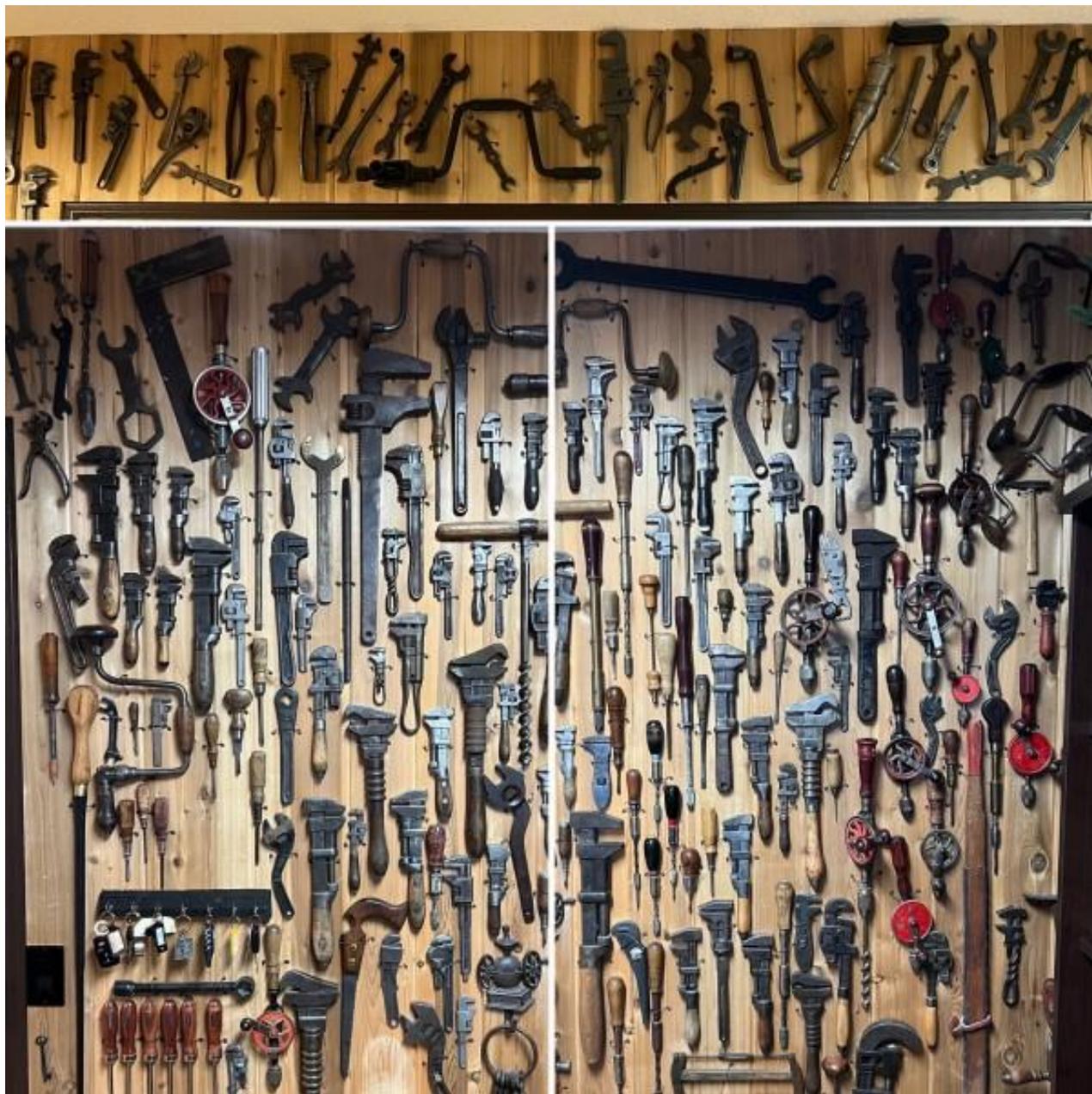


Not the 1930 Wild West but 2022 British Columbia.



Antique Tool Collection for Sale:

This collection consists of approximately 240 pieces - screw drivers with wooden handles, pipe wrenches, monkey wrenches, hand drills with wooden handles and more. See ad at: www.scmafc/tools.pdf for more details. Asking \$4500.00 for full collection, hoping to sell the collection together but please inquire with interest or questions. Ian Jarvis at 403- 471-5512 or Ian@jarvisenterprisesltd.ca



September 24th Car Rally and BBQ

We couldn't have had a better day on September 24 for the 2022 SCMAFC Car Rally. Not only was the weather great but the fall colours were spectacular.

Nine cars left the Oakridge Co-op between 9:30 and 10:00 – 5 Model A's, 3 daily drivers and a '57 Mercury. The route was south of Calgary passing Spruce Meadows winding through to Millarville and passing by some very scenic country on the way back along Red Deer Lake. The total route was 120km.

There were 51 questions for teams to answer along the route – some easy, some very hard and some controversial.

Stops along the way included Millarville Christ Church, the Millarville Market and the Leighton Center. Some participants also made unofficial stops at Bragg Creek and Priddis. One couple noted that their challenged navigation capabilities were the prime reason they never owned an airplane. Others noted that they just got distracted by the fall colours and views.

The Rally wrapped up at the Rutland Park Community Center where the Rally participants and other SCMAFC members enjoyed a BBQ and had a visit on the deck. Everybody enjoyed the sun, meeting each other without masks and we all had some great laughs when we reviewed the answers and each other's stories along the way.

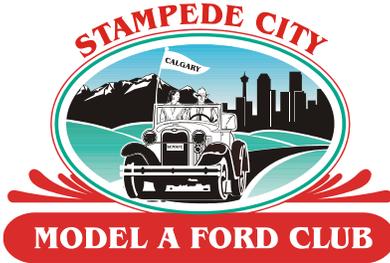
| Team | Score | Prize Donor |
|-----------|-------|--|
| Osborne | 48.5 | Model A Lubrication Kit – and the Grand Trophy Mike Hill and Terese Dunsmore |
| Callander | 48 | Various Cherished Model A Parts Murray Walkemeyer |
| McPhail | 46 | Quail Hood Ornament and Model A Key Holder Glenn and Audrey Smith |
| Robinson | 44 | Wine and Model A truck model Ron and Irene Rigby |
| Outtrim | 42.5 | Original Ford Script Cut-out Dan and Dianna Adams |

Article by **Mike Hill**



Prize Winners





Greetings once again Fellow Club Members!

Further to our previous email and September Script item, with only one month to go we hope Club members and guests will consider joining us at Heritage Park's Gasoline Alley facility in Calgary for our special 50th anniversary luncheon on Saturday, October 29th to celebrate the occasion.

As previously noted, the Club was originated in late 1972 and soon after became a chapter member of MAFCA. Our club will be awarded its 50th MAFCA anniversary certificate at this event and we anticipate that a Member of MAFFI and MAFCA from within our NW Region of MAFCA may be available to address our group. The club will also be pleased to present 5 of its founding members with their 50 years of membership pins on this occasion.

It is expected that a guided Gasoline Alley tour will begin at approximately 10:30AM.

In recognition of this being our 50th anniversary, while inadequate to cover expenses, the overall \$50 charge per adult (no charge for Member's Children 12 and under) is inclusive of your entry to Gasoline Alley (receive your passes upon entering), the luncheon, a copy of the anniversary edition of the Script, and one copy per membership of a commemorative license plate. Incidentally, in that regard, with the Club making the arrangements, Heritage Park declines to collect from individual participants so we will have a reception table in place to facilitate receipt of your payment for the day when you arrive. Considering the Club doesn't have a card processing facility, cash payments will be required!

Note: In order to finalize details with respect to the tour and the menu we need to know how many Club Members will attend. In that regard, if you anticipate attending this event ***we are requesting that you press reply and respond to this email prior to midnight on Saturday, October 16th***, thus allowing us to commit to how many Club Member and guest meals we must pay Gasoline Alley for in advance. (e.g. solo, as a couple, or with youngsters in tow!)

We look forward to seeing you! Organizers - Ron Rigby and Dean Potter.

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



Annual Memorial/Fall Colours Tour

Mother nature provided the best Fall day possible for our annual tour to the Callander's log cabin in the woods. The temperature was perfect and so was the foliage. We started at the Twelve Mile Coulee Co-op and were delighted to see our club founder Al Shannon make his first appearance for the tour. It was also great to see old Velcro in the lineup with Geoff Cohen and his family going topless (I mean the car, not the family). Russell Moore also joined for his first big tour in the '30 Tudor.

We departed just after 10:00 AM and headed for a rendezvous with more cars at the Shell station on Highway 22. On the way there, old Velcro was really struggling to get up the hills. We did a mini tune-up session at the station and found the timing was quite retarded. We also advised Geoff to run with the gas mixture opened a bit more. These seemed to make a big improvement. By then, we were anxious to get going and didn't notice that Russell Moore had gone around the other side of the station to get some air in his tire. He was left behind and so had to use the map provided to find his way.

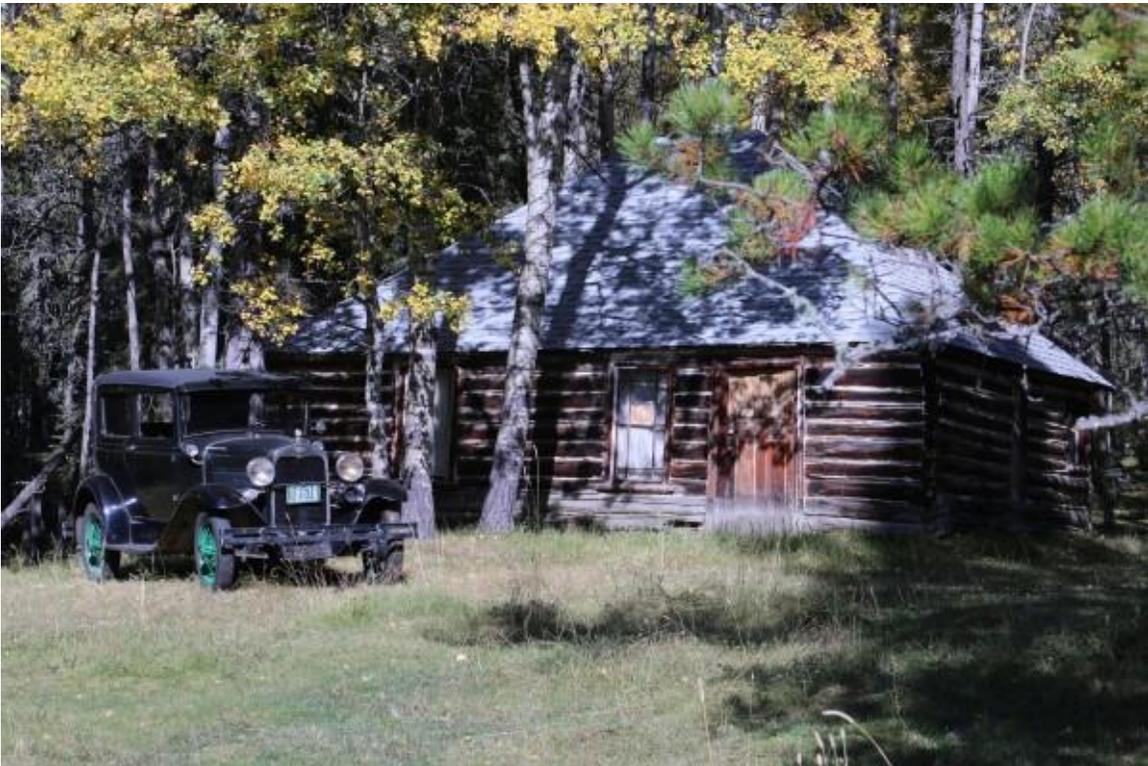
We took a scenic trip up Horse Creek Road and picked up the Branders in Water Valley. Then we met the Red Deer folks at the gate. Shortly after arrival at the cabin, the Friesen's showed up as well as the Smiths and Mike Hill and Terese in Glenn's Town Sedan.

A campfire was started and everyone gathered around for a picnic. By that time, it got quite warm. Russell orchestrated a good line up of the cars in front of the rustic old cabin for a photo shoot. Ron Rigby presented everyone with copies of the deceased members list for a moment of remembrance. Happily, this year, no new names had been added. After everyone had their fill of food, Gary Callander took some of the crowd for a short nature walk in the woods.

By about 3:00 PM, it was time to head home. People went their separate ways and enjoyed a wonderful drive back in the warm Autumn sun.

We had a great turnout of people and 12 model A's in attendance. It was a wonderful outing!

Those attending were: the Callander family, two generations of Rigby's, Outtrim's, Russell Moore, Cohens, George Edworthy and Georgia, Al Shannon, Chudek's, Keith Robinson and Wynn, Branders, Glovers, Bill Bailey, Friesen's, Smiths, Mike Hill & Terese.



Old log cabin as backdrop to a Ford Model A. (Photo courtesy of Geoffrey Cohen)





Stampede City Model A Ford Club's 2022 Christmas Party



Pre-amble: Subsequent to our recent 2 year Covid-19 induced hiatus, the Club has again selected the ‘Springbank Heritage Club’s Hall and Caterer’, for a 2022 Christmas get-together.

When: Please keep Sunday December 11th, 2022 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. A basic supply of pre-dinner pop will also be provided and of course, participants are free to acquire ‘Non-Alcoholic Wines’ for their respective tables.

Per our recent functions Santa Clause is not scheduled to attend and instead parents can opt to provide a gift for any youngsters 12 and under in attendance. These plus youngster’s goodie bags will then 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: As of this date (October 12th) the charge for adult meals has still to be determined but is expected to be in the \$40 range once we receive a final food inflation calculation from the Caterer. As in 2019, youngster’s meals will still be priced at \$25.

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 Sunday, Nov. 27th and we look forward to seeing you all! 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.

Happy
Halloween



A Most Generous Gift!

With reference to the following letter, we are most pleased to have received this 1928 Coupe which was in his family for approximately 50 years, as a gift to the Club from Reg Pattemore!

This car appears quite sound but has been stored untouched for between 20 and 25 years and will need to be checked over before being passed on to the successful bidder in a silent auction for Club Members to be announced before year's end.

More details will follow in our November edition of the Script!

Ron.



Mr. R. (Reg) Pattemore
President, Metro Ford Sales Ltd.

October 5th, 2022

A Most Sincere Thank You!

Further to your Dad having advertised in our Club newsletter for many years it was great having now met you in conjunction with your most generous offer to donate your 1928 Model A Coupe to the benefit of the Members of our Model A Fords Club.

Like most Clubs and non-profit organizations, our club is always appreciative of an opportunity to increase its assets a bit.

In that regard, following a basic once-over and a safety check our intent is to conduct a 'Members only Silent Auction' with the expectation of not only providing one of our Members with a great car bargain, but to also please our Club Treasurer by adding a few dollars to our Club's operating account.

Our intent is to also assure you receive full credit within our newsletter and throughout the process with the hope that your generosity will also stimulate Metro Ford sales amongst the various Members of our organization.

"Thanks once again for thinking of our Club and for your generosity"!

Original signed by

R.W. (Ron) Rigby; SCMAFC President.





Classified Ads



For Sale:

Gemmer steering box and wheel, generator and cutout, round and oval speedometers, radiator 1928-29, 19 inch. wheel rim sand blasted and primed plus assorted small parts. Ivan Zacharias Text. 403-506-5559

New ring and pinion set, never been used, still kinda oily, asking \$600. Canadian plus shipping. Paul Bourgeois, Cell 604-807-3634, email vicky31a@shaw.ca PHOTO ON WEBSITE

A collection of Restorer magazines. January 1989 - December 2020. All in binders in perfect. Please call Dave 403-938-3411

1928 Model AR Roadster, brown and tan colours. Asking \$21,000. OBO. Contact Norm at 403-242-9088 or via email at: normandevitt@gmail.com PHOTO ON WEBSITE

For sale or trade: I want an Alberta 1928 licence plate. I have a 1930 and a 1935 Alberta licence plates. Ernie Andrews. 587-438-9228

1928 Model A Tudor Sedan 55-A. Asking \$25,000. Calvin 604-992-4633 PHOTO ON WEBSITE

(Updated July 28/22) **Bargains for Club Members!** Since beginning to do restorations in 1993, I have accumulated a variety of Model A items excess to my needs. Many of them are the kind of items one usually doesn't accumulate so feel free to contact me before searching farther afield or calling a retailer for something you might want. **Ron. 403-282-9655.** <rwrigby@telusplanet.net>

1929 Model A Ford Coupe. Model 49 A (Henry's favourite) Older restoration, solid body and runs well. A very presentable, great driving Model A. See photo. \$15,000. Contact bearwatch2021@gmail.com PHOTO ON WEBSITE

1 whitewall tire brand new, never been mounted for a 30-31 Model A. contact Brian at 403-8784-5505 or bdlcma@telus.net price \$250.00 CAD.

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

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:

for 1928 Model A Ford A-R (early or first model 1927 to June 1928) --Multiple Disc Clutch pack or cluster of 9 discs. Or just the 8th fabric applied notched (second last disc towards the transmission with an V incised into the top of one tooth) disc. This disc is a bit thicker and a bit more diameter because the teeth are a bit squarer and fit into the drum a bit snugger, are first to engage, and stop the pack from spinning while you shift. Art Jorstad, 403-702-0301.

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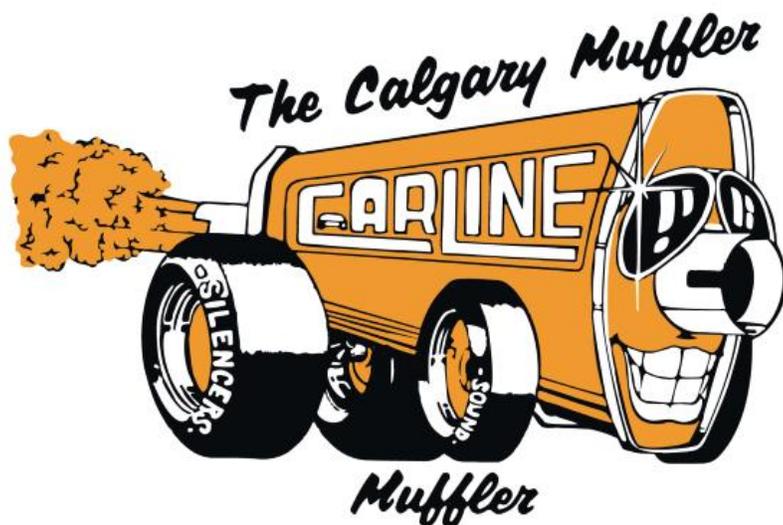


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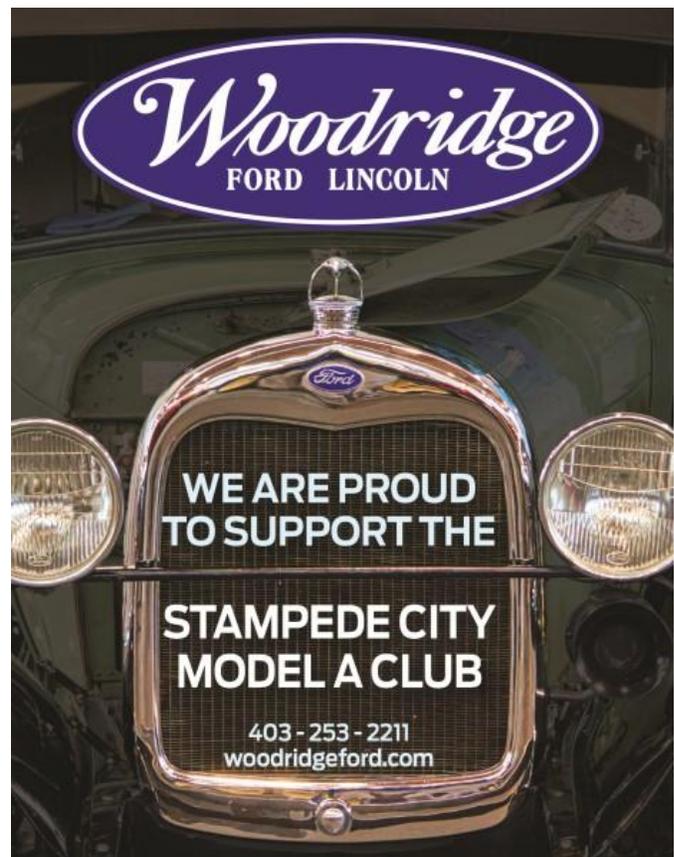
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