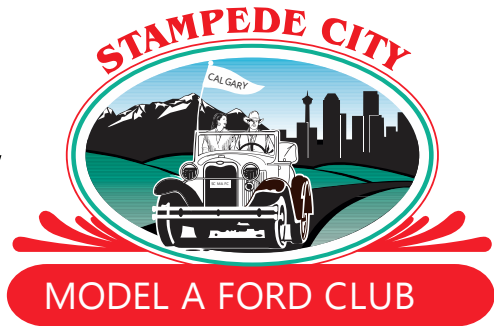


# The



# Script

March 2022



**Trudy and Peter deBruyn's 1930 Closed Cab Pickup**



**Featured in this issue:**

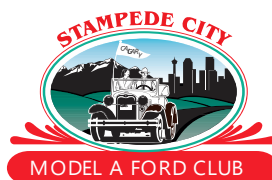
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### Stampede City Model A Ford Club Mission Statement

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.

**During Covid-19 we will be having Zoom meetings starting at 6:45 PM.**

Mailing Address: Stampede City Model A Ford Club, 1411 Southdale Place, SW, Calgary, AB, T2W 0X8

Website: [www/scmafc.ca](http://www/scmafc.ca)

Email: [scmafc@telus.net](mailto: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](mailto: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	Vacant
Librarian	Kathy Chudek
Revenue Advertising Mgr.	Keith Robinson
SVAA Liaison	Lloyd Glover
Web Site Manager	Al Friesen

## President's Message



March greetings everyone, - - suddenly we see the winter weather beginning to ease and our having potential to return to 'In-Person Clubhouse Meetings' again beginning in April!

I must extend congratulations for the progress Colin Outtrim has made in utilizing Club Member's feedback to Hank's questionnaire in developing the draft "2022 Touring and Activities List" published elsewhere in this edition of the Script! Now for Club Members to rally to the cause by both volunteering to assist and by participating in a goodly number

of the activities listed.

I am also pleased to report that our Script ads are nearing full cycle for this season with commitments to continue being received from all of our advertisers and the funds involved now trickling in. Kudos to Keith Robinson for keeping in touch with them all in order to reach a successful conclusion. In addition both Keith and I would appreciate Club Members eliciting ads from the organizations they deal with who are supportive of the Model A's hobby and whom they would suggest their fellow members also deal with; - - - and of course the Club will always welcome the revenue!

I am somewhat less enthused to once again report that our 50th year membership pins have yet to arrive. So far we have had the Chinese New Year and the Winter Olympics cited as reasons for the delay. I wonder if the next excuse coming our way is that there will be a further delay as a result of their now hosting of the 'Special Olympics'!

Lastly for now, I must express empathy for our Ukrainian Members, their Families, Friends and Country-men relative to the disaster being imparted upon their ancestral lands. Our thoughts are with them!

*Wishing you safe travels once again, - - and a healthy 2022"! Ron Rigby*

## Editor's Notes



With the lifting of Covid restrictions there is hope that our club can once again enjoy some group tours and activities. It's been so long since we met together that we may have to ensure that we wear our name tags!

Kudos to our Tours and Events Director Colin Outtrim for assembling such a good looking list of things to keep the club busy with this year. A great deal of credit goes to Hank Biesbroek for the work he put into his questionnaire on activities and thanks to those

members that responded to it - great club participation!

This month we are treated to an article from SCMAFC member John Buckley who lives in the UK and is planning a Model A tour, hopefully this year in Western Canada. Many thanks John and I hope some members are able to come up with an answer to the quiz that you have included in your article!

Stay safe everyone and think Spring!

*Al Friesen*



# Meeting Minutes

Wednesday, February 9th, 2022

## Members Participating:

Colin Outtrim, Ron Rigby, Yvon Picot, David Farran, Jim Leew, Lyle Brooks, Glenn Smith, Walter Pickles, Al Friesen, Mike Hill, Gary Callander, Barry Osborne, Andrew Jones, Murray Walkemeyer, Hank Biesbroek, Jeff Brooks.

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## Meeting called to order at 7:00 PM

President's Remarks: (Ron Rigby)

- Welcome to our February Zoom meeting and a thank you to Colin and Bill for organizing it.
- March 9th, 2022 meeting (Zoom or In-Person) will be determined based on COVID restrictions and venue availability.
- Thanks to Hank for assembling and distributing the activities survey.

Members are encouraged to fill this out if they haven't already.

**Secretarial:** (Bill McPhail)

- Welcome back from your holiday to the Mid-East Bill.

Bill made the motion to adopt his minutes from our January 8th meeting.

Seconded by Al Friesen, all in favour.

**Treasurer's Report** (Chris Brancaccio): **No report available**

**Membership Report** (Lyle & Sharron Brooks):

60 members have submitted dues.

Give Lyle a call if you're not sure if you have paid your dues.

**Publications, Website and Advertising** (Al Friesen):

- We were sorry to hear of Al's recent hospital stay but pleased to have him back!
- In spite of his recent absence Al was still able to assemble a full Script, in part as a result of the number of member contributions received. Thank you all!

Keith was commended for having elicited a replacement for the loss of the George Moir ad as a result of George closing his business. In addition one or two other advertisers are still in the process of updating their ads for 2022.



### **Capital Assets (Paul Chudek): No Report Available**

Paul and Kathy's son David checks on the clubhouse in their absence.

### **Touring /Events (Colin Outtrim):**

- Good response to activities survey. Survey results should be distributed soon.
- Possibility of adding the Distillery and Speak-easy in Turner Valley owned by new member David Farran to our activities list.
- Car rally proposed in September pending potential conflicts including with the NW Regional meet in Spokane. It was suggested we could reference previous rally plans and routes rather than starting from scratch.
- Ron will supply information in the next few weeks about the NW Regional meet (Sept 14-18).

Of additional interest, a request for display cars for a low budget movie being filmed in Delburne was recently received. With filming being during a winter cold snap and on short notice, low to no revenue offered, outside car storage overnight, etc., participation by both the Model T's Club and our Members was expected to be limited. Therefore their note was only sent to our members that live closer to Delburne than our Calgary and Edmonton Members do.

### **MAFFI/Heritage Park:**

We have yet to receive a response from Heritage Park to our message re: the

MAFFI (Model A Ford Foundation Inc.) / MAFCA / SCMAFC 'Model A's Display' proposal.

If the proposed Spring Thaw/Opening Day events at Heritage Park do proceed it was noted that police checks may be required of volunteers. In general there is little or no cost to obtain these for volunteers.

### **Future Meetings/Tech Talk:**

- Tech Talks should be reinstated once In-Person meetings are reinstated.
- Glenn Smith reviewed the problems with some bumper bolts. The welded ones can break and cause significant damage if the bumper drops. Better quality ones have been manufactured locally in Calgary by Les Schubert.
- Murray and Glenn will be at the Lethbridge swap meet this weekend (Feb 12-13) with an impressive inventory.

A Spring Safety Check day is tentatively scheduled for the last weekend in May.

**The meeting was adjourned at 8:00 PM.**



## Membership Dues Reminder

It is very easy to e-transfer your 2022 membership dues to: SCMAFCMEMBERSHIP@gmail.com

You may also mail a cheque to: SCMAFC Membership c/o: Sharron and Lyle Brooks, 1411 Southdale Place, SW Calgary, Alberta T2W 0X8. A blank membership form can be printed from the club website.

A comment from Lyle and Sharron Brooks: "Membership dues are continuing to come in for the 2022 season. [Let's welcome returning members Bill and Annette Bailey of Red Deer.](#) They own two restored Model A's, a 1928 Roadster car and a truck."

### Some of the value of a SCMAFC membership:

- the collective knowledge and experience of the general membership.
  - a source of available parts.
- knowledge of probably over 100 or more Restored Model A's in the Southern Alberta area.
  - a great way to enjoy the Touring and Socializing aspects of various club activities.

### March Birthdays

Ev Myram 1st  
 Lisa Campbell 3rd  
 Emma Campbell 13th  
 Lillian Myram 13th  
 Dianna Adams 15th  
 Russell Moore 21st  
 Norm Devitt 22nd  
 George Edworthy 24th  
 Dave Dodd 26th  
 Dave Basaraba 27th  
 Victor Rogalsky 30th

### March Anniversaries

Wendy and Doug Knutson 2nd  
 Merlyn and Dave Basaraba 20th  
 Megan and Al Myram 23rd



## Sid Gough's 'Tech Talk'



The subject of what take on a tour came up recently with regarding to tools and spares. There is a short list and a long list. I will keep this list as short as practical.

### **Based on what you may be able to fix at the side of the road:**

A fire extinguisher and first aid kit should be standard equipment.

One of the more common problems are to do with the ignition circuit. Points and condenser are often the problem and can be fixed with a screwdriver and a feeler gauge.

A meter or a circuit tester allows for better troubleshooting. The generator can be replaced with a spare. Less often are tire problems. A good spare, properly inflated, a jack and lug wrench should be all that is needed. If the spare is under inflated a tire pump and tire pressure will be needed. A small container of soapy water will help locate any leaks including the valve core.

Even less frequent problems occur that can be fixed long enough to get you to a safer location with more facilities. A broken fan belt is not a major problem if you have a spare, but a broken fan blade is a different matter. It is possible to change a fan if a spare is available. However if the blade hits the rad then there is little you can do. You MIGHT be able to stop the leak by filling the damaged area with sealant. It might get you home or closer to help. Waterproof tape can mend a hose leak for a short time.

To keep the interior of your car clean a supply of rags and waterless hand cleaner will help.

Depending on the length of a longer tour you might consider adding a few more items to the list.

A variety of pliers such as long nose, water pump and vice grip. A 3/8 drive socket set with extensions, and ratchet. A small magnet with a long extension handle to get at that that nut that just dropped into that hard to reach spot.

Tail light and brake light bulbs and 30 amp fuses. If night driving is a possibility spare head light bulbs might come in handy.

It is impossible to carry everything that could be needed including spares and special tools.

The above list should get you home or at least to help.

*Sid Gough* - Technical Editor

Visit the Specialty Vehicle Association of Alberta on-line at [www.svaalberta.com](http://www.svaalberta.com)



This is a picture of the left front fender from my 1930 165C four door sedan. I am working on this one now. This is called an eyebrow fender.

What I have found so far is that there were 2 versions of eyebrow fenders made but they were only installed on early 1930 four door sedans.

They can be found on other cars now as some owners have changed to these fenders as upgrades. This one will be the easier one to fix up . I think the right one came to an abrupt stop against a post or tree.

When I got this car it only had one service brake rod and had no hardware for the emergency brake system.

I hope to make these fenders look nice. It is a lot of work just hand sanding the green house paint off of these.

**Jim Leew**





## **Model A to Middle Europe.** *(incorporating The Diagnostic Challenge Quiz)* by John Buckley ( our SCMAFC member in the UK ).

Well it used to be Eastern Europe until the fall of the iron curtain and that had been over two decades ago. This trip was taken when the UK was still in the European Union and border passage between member countries was simply waving a passport without any other check .

Previously we'd travelled in the 1930 Model A Tudor starting from our home town of Llanefydd in North Wales all along the northern and southern fringes of the European continent and our wall map which showed some of our other vintage journeys had a large unmarked area in the centre and east. Thus 2012 became the summer to rectify that omission. Open up the Lonely Planet and Rough Guides and quickly eliminate from our itinerary Serbia and beyond. This brought the number of countries down but there is still a plethora of nations within Europe and all bar two of those we intended to visit were EU.

**Count the countries and see if you can make the diagnosis of the mechanical problem that dogged us for much of the time as the story unfolds....**

Tudor packed and overloaded as usual with tools, spares, camping clobber etc we departed Wales (1) via England (2) onto the ferry to Denmark (3). A thrash into Germany (4) where a heat wave and driving too fast for the car prompted fuel evaporation remedied by a 30 minute wayside rest. The next morning a refusal to start and this problem was repeated at lunchtime, both times cured by simply cleaning the points. I also checked the fuel flow and carb bowl - both were OK. **(Score 10 points if you guess the correct answer to the quiz at this point!)**

An uneventful couple of days meandering were followed by going southeast into Poland (5). Starting the car in the morning took several goes, but once started she ran well all day. Mileage at this stage was creeping up to 1000 miles so time for a full grease in the hotel car park . I also changed the points and condenser. Carrying on south east into Czech Republic (6) the car behaving itself generally - but still with a reluctance to start when cold, and it seemed to run a bit better with the GAV mixture control opened a bit more than usual. Petrol quality no doubt changed from fill up to fill up so the occasional pop from the exhaust on the overrun could be put down to the vagaries of the fuel.

On the morning's run out of Czech republic we crossed into and then out of Slovak Republic (7), into and out of Austria (8) and then into Hungary (9) with the car running well even if a bit lumpy when idling. **(OK you guys and gals. Have you any ideas yet as to what was causing these slight problems? Score 8 points at this stage)** From Hungary a quick 60 mile passage through Croatia (10) non-EU hence passport and car documents had to be shown, and into Slovenia (11). We arrived in the city with the wonderful name of Ptuj; now at this stage I thought our country-bagging was going well but here in the supermarket car park we met up with a UK circa 1970 Minivan completing 15 countries in 15 days and taking in a Euro-wide Mini Rally too. The next day we went into Slovenia's beautiful mountains and rain (rather like our own Wales I suppose) and after a few glorious days camping walking and eating we departed the region through the 5 mile tunnel on the car train shuttle and then down into Italy (12). In Italy we had one very damp night making starting difficult the following morning, WD40 helped. **(6 points for correct answer at this point)** Across the thigh of Italy and eventually onto the car train through the Simplon tunnel into Switzerland (13) and then into France (14).

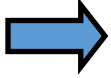
The Ford A is such a sturdy vehicle and surely must be the ideal vintage car for such tours. Apart from the minor problems reported the car performed magnificently. Once warmed up she ran well- and not until we were in the French Alps/Jura region did we have to pull in a couple of times when the radiator boiled on a particularly hot day. **(4 points now)**

We may not have matched the Minivan and its driver but we counted 14 countries in 23 days and managed some sightseeing too. The car performed well- by the time we reached home we were approaching 3000 miles, with floods in the UK and a flat tyre on the last day in France providing a frisson of excitement. Flat tyres



seem an all too common problem at the moment- time for some really tough inner tubes to be produced, please.

*And Dear Reader, have you made your diagnosis for the difficult cold starting, despite having changed the points and condenser, lumpy idling, exhaust back-fire on over run, and possible inclination to overheat in the Alps? I must admit I didn't solve it until I did a compression test when I got home. The compression test showed nothing untoward but the appearance of the sparking plugs gave me the final clue. Plugs 1 and 2 looked as though they were running richer than 3 and 4. **Correct answers now score now only 2 points!***



*Quiz answer can be found elsewhere in this edition of the SCMAFC Script.*

## Those Mysterious “Fordlocs” ?

Having acquired a mysterious pair of “**Fordlocs**” complete with approximately 32 inches of chain each I decided to do a bit of research with respect to their heritage, the specific purpose of their configuration, and their relationship to the world of Henry Ford.

Apparently, in spite of their Ford-like Script the Fordloc company was unrelated to the world of Henry Ford. On-line information I was able to find included the following:

Apparently Fordloc was a company based in Detroit that recognized the need for this accessory to the cars being produced there; the sale price was all of \$1.00. The Fordloc locks were apparently manufactured beginning in 1917 for Fordloc by the Slaymaker Lock Company of Lancaster, PA.. Lock collectors apparently know of four different configurations of Fordlocs. According to a 1917 ad in the Detroit Motor World Newspaper, one configuration of the lock was to secure spark and throttle levers against manipulation by joyriders and thieves. Others such as the ones pictured were also useful for securing spare tires on Ford Model T's and A's.

Worthy of mention is that the rivet above the pivot point of the lock is designed to prevent the chain from being easily separated from the lock itself, and 32 inches

of chain length was deemed adequate for whatever purposes these locks were initially intended to serve.

***RWR.***



## ECO LAWS BROUGHT BIG CHANGES IN AUTO PAINT

by **B. (Brian) Muise**

We have crossed the threshold of perhaps the biggest change ever to the Automotive paint Industry. Until recently all automotive paint finishes have required either a solvent paint thinner which was required for lacquer finishes, or a reducer which was required for enamels and urethanes. Then, as of January 1<sup>st</sup>, 2009, there were to be no solvents used in the automotive paint industry. The products, as we knew them were to be eliminated and replaced with water based products, which, of course are much more environmentally friendly. This move was made in response to Canada's evolving governmental environmental laws, and it appears that they will not relent. Without a doubt, this was a major change to the industry, both from a manufacturing and an after market perspective.

### A Little History

Ever since man began to drive an automobile, there were several basic things he required, a good mechanical set up, nice upholstery, lots of chrome, and of course, shiny paint.

It is unbelievable how paint has evolved over the years. In the beginning, there was nitro-cellulose lacquer. This material was applied with a brush, allowed to dry for several weeks, then sanded and polished, and the process repeated until an acceptable degree of smoothness and shine was achieved. Later on, a man by the name of Binks developed a machine called a paint spray gun which enabled the painter to apply the material much more smoothly, thus resulting in much less sanding and polishing.

In the 1930's a product called Alkyd Enamel was developed. This material was spray applied so smoothly that it did not require polishing and was subsequently used on manufactured cars until the early 1960's, and on some trucks until well into the 1980's.

By the mid 1960's General Motors had begun colouring their cars with a product called Acrylic Lacquer. This material was dried by heat in the factories and was fantastic in the way it could be polished to the point of looking new at any point in its life, unless of course it was allowed to deteriorate to the point where it began cracking. While GM continued to paint their trucks with Enamels into the 1970's, their cars were painted in Acrylic Lacquer in some plants until well into the 1980's. Meanwhile, Ford and Chrysler painted both their cars and trucks with Enamels until about the mid-1970's.

Ford and Chrysler began to use a product called TAE, which stood for "Thermostatic cured Acrylic Enamel" and meant that it was cured with heat. The after-market used much the same product, but not all body shops had a bake oven so they cured the Acrylic Enamel with a hardener, better known as a catalyst which contained isosionate. This was the point in an automotive painter's career where he was well advised to protect his breathing by using a carbon cartridge breathing filter in the form of a spray mask.

In the late 1970's and early 1980's many gorgeous looking automotive paint jobs began to show up on German cars as well as a few Asian models. These vehicles were finished in what became known as base coat/clear coat, which simply meant



that the colour was applied evenly on the surface, was allowed to dry to a low gloss, and that a coat or two of clear was applied to create a wonderful shine. North American manufacturers fell behind a bit at this point, some working with lacquers and some with acrylic enamels, but eventually they all ended up with their own version of a base coat/clear coat finish.

Eventually, by the late 1980's and early 1990's, all paint manufacturers had developed their own versions of a Urethane, finishes which could be used as a single stage paint, a base/clear paint, or even as a tri-coat,

- - tri-coats being used for some pearl paint jobs or paint jobs which required a high mica flake content. These systems were great for colour matching, as one could place colour on a portion of a panel, clear-coat the full panel, and the colour would appear to match the adjoining panels.

### **Change was Coming**

Did I see change coming within the industry? The answer has to be yes, I certainly did. From what I had heard around the trade extremely fast-flowing air in the paint booth would also be required. The more modern shops already had this although some changes were still required to the nozzles of their paint guns. There was mention that the substrate would have to be extremely clean from contamination before applying the paint. To date I'm still not sure if heat is required by law for the drying process or not. We are still in the midst of the overall transition but one thing we can be sure of is that each paint manufacturer will do the best they can to make their product is the most user friendly of them all.

I know that some of the smaller repair shops had found it necessary to close down because of the change-over costs involved. Even more details may still be forthcoming in due course as we see just what the paint manufacturers eventually have to offer. I do see the situation being of concern to hobbyists like myself, particularly with respect to whether or not we will be able to continue working in our own shops. If not it will certainly be a dark day for our hobby, - - for as we know building it ourselves is part of what makes it so great!

### **Brian Muise**

Brian is a Nifty Fifty Ford Club member who has been affiliated with the automotive painting industry throughout his career, initially as a painter, subsequently as a Dupont technical trouble-shooting specialist, and lastly as Dupont's Western Canadian Manager for the heavy duty truck and bus industry.

Subsequent to retiring from Dupont Brian built a formal paint shop at his country residence at which he specialized in Collector Car touch-ups and paint jobs for a number of years. He has now abandoned that post-career pastime as well, in part as a result of the factors he mentioned in this article, and we wish both Brian and Wendy well as they transition to their full-fledged retirement!

**Editor's Note:** This is an updated version of an article that appeared in the May 2007 SCMAFC Script newsletter.



## SCMAFC Tours and Events Calendar for 2022 – March 6/22

Date	STATUS	Time	Event	Location and Organizer
March 09-12	FYI SVAA	All day	Calgary International Auto And Truck Show, 1410 Olympic Way SE Calgary AB	SVAA
9-Mar	Confirmed	7:30PM-9:00PM	<b>GENERAL MEETING</b>	Zoom Meeting - Ron Rigby, President
March 11-12	FYI	All day	EG Auctions 16th Spring Collector Car Auction, Westerner Red Deer AB	SVAA
19-Mar	FYI	8AM to 4PM	Quick Times Spring Red Deer Swap Meet	SVAA
March 25-27	FYI		46th Annual Piston Ring World of Wheels	Winnipeg
9-Apr	Tentative	10-12am	Lunch South Calgary	need organizer
13-Apr	Confirmed	7PM-8:30PM	<b>GENERAL MEETING</b>	Clubhouse
April 29-30	FYI	All Day	SVAA CAVAC 51st Annual Swap Meet, Westerner, Red Deer	SVAA
May 1st	Tentative, pending info from Nifty Fifty Club	9 AM to 4PM	In conjunction with the Nifty Fifty's Club. Parking lots B and C at Heritage Park	Colin 587-998-9825 and Ed Seal of Nifty Fifty Club
7-May	Tentative	10 AM - noon	Breakfast gathering, Blackfoot Truck Stop, 1840 9 Ave SE,	need organizer
11-May	Confirmed	7:30PM-9:00PM	<b>GENERAL MEETING</b>	Clubhouse
25-May	Confirmed	Wednesday and Thursday	Rosebud Theatre, Matinee, Dinner, Hotel for overnighters. Picnic and Badlands tour optional	Colin and Marilyn 587-998-9825
28-May	Confirmed	9AM to 3PM	Inspection and Safety Check	Dean Potter / plus two volunteers
8-Jun	Confirmed	7:30PM-9:00PM	<b>GENERAL MEETING</b> and Ice-Cream Social	Clubhouse - Chudek's and Ron Rigby
11-Jun	Tentative	12 noon to 2pm	Lunch Gathering, Boston Pizza Dalhousie Station NW,	Colin
14-Jun	Confirmed w/Alternate June 16th	12:45 to 3PM	Beverly - Age Care Glenmore, 1729 90 Avenue SW Calgary	Kathy Chudek
17-Jun	Confirmed	10AM - noon	Southwood Care Centre, 211 Heritage Drive SE	Kathy Chudek
18-Jun	Confirmed (details TBD)	Afternoon and Evening	Progressive Dinner - Three or Four sponsoring households	Gord and Sheri Rouse (need additional volunteers)



25-Jun	Confirmed (details TBD)	10am-3pm	Sundre Museum and Pioneer Village/ Indigenous Peoples	need organizer
9-Jul	Tentative	9am-4pm	Nanton Bomber Museum	need organizer
13-Jul	Confirmed	3- 6 PM	Stampede City Tour, South Glenmore Park to 17th Avenue to Lic' Leavitt's Ice Cream Shop	Chris Brancaccio
13-Jul	Tentative/for Discus- sion	7:30PM-9:00PM	<b>GENERAL MEETING</b>	Clubhouse - Chud- ek's
July 20/21	Confirmed	2-7pm	Eau Claire Distillery and Prohibition Experi- ence, Speakeasy, 113 Sunset Blvd SW, Turner Valley, Alberta	David Farran 403- 519-0641
10-Aug	Tentative/for Discus- sion	7:30PM-9:00PM	<b>GENERAL MEETING</b>	Clubhouse
August 12- 13	Tentative	Two Days (optional one night stay)	Stettler Museum and Alberta Prairie Rail- way to Big Valley and return	need organizer
August 18- 20	Tentative	3 days	Going-To-The-Sun Highway and Glacier Park, Montana	Dean Potter and Colin Outtrim
20-Aug	Tentative	2-7pm	Black Diamond - Marv's Classic Diner	Colin 587-998-9825
14-Sep	Confirmed	7:30PM-9:00PM	<b>GENERAL MEETING</b>	Clubhouse
17-Sep	Tentative	10 AM - noon	Breakfast gathering, Blackfoot Truck Stop, 1840 9 Ave SE	need organizer
24-Sep	Tentative	All Day	Car Rally	Calgary and Area - Mike and Yvon
1-Oct	Confirmed	10AM - 3PM	Memorial & Fall Colours, Water Valley	Gary Callander, (403) 253-6022
12-Oct	Confirmed	7PM-8:30PM	<b>GENERAL MEETING</b>	Clubhouse
9-Nov	Confirmed	7:30PM-9:00PM	<b>GENERAL MEETING</b>	Clubhouse
11-Dec	Tentative	Evening	Christmas Party -Springbank Heritage Club, 244168 Range Rd 33, Springbank	Ron Rigby (403) 282- 9655
14-Dec	Confirmed	7PM-8:30PM	<b>GENERAL MEETING</b>	Zoom Meeting - Ron Rigby, President



### ***The answer to the Diagnostic Quiz.***

*The Model A is side valve of course. The exhaust and inlet manifolds are bolted together and also bolted as a whole to the block. In an ideal perfect engineering world all the manifold faces would be exactly level; however rarely are they so. In this case the inlet manifold was approximately 1mm short. This had been taken up by the gasket for at least 8 years, but for some reason a leak developed on the inlet section of the gasket at cylinders 3 and 4 inlet ports during our blast through Germany. Amazingly there was no leak by cylinders 1 and 2 where the manifold was just as poor. Moreover there was no exhaust leak which might have prompted me to suspect the gasket earlier. As it was, it travelled throughout Europe and provided sterling service. I doubt whether any other car, vintage or modern would have done it so willingly. Once home it was fixed by taking it down to my local machine shop and having it machined level. Gaskets are good but cannot achieve the impossible.*

### **A few observations on fitting the manifold.**

I usually use a one piece manifold gasket but others say the 2-piece copper gasket is better quality and less likely to leak.

If fitting new manifolds which are yet bolted to each other, bolt them to the engine block before you bolt them together – in fact there is a case to be made for NOT bolting them to each other.

Many “gurus” advise even having new manifolds machined flat before fitting.

If your engine has the inset in the ports for gland rings, make sure the gland rings fit well and make sure that the rings do not prevent the manifold seating firmly onto the block; trim the gland rings down if necessary.

Over time the exhaust manifolds drop slightly by number 4 cylinder because of the heat and the weight of the muffler. It's here you often get the first sign of a leak.





## For Sale:



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

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

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](mailto:bearwatch2021@gmail.com) (photos on website)

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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](mailto:bdlcma@telus.net) phone: 403-874-5505 (photo on website)

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## Wanted:

Does anybody have Zenith carb, water pump, aluminium 2-blade fan they could sell me ( for 1930 Model A). Each needs to be in good order, ready to use as I have only three fettling days lined up at our friends in Invermere BC before we set off northwards in the A. Many thanks. John Buckley email [johnandritabuckleuy@gmail.com](mailto:johnandritabuckleuy@gmail.com)

I am looking for a Model A cylinder head, that is for a 1929 Murray that I am working on, (this was my late brother's A, who was a former member, Charles Patterson, who passed away in 2014. This was his project and when I went to his garage only to find the heating turned off!) Last summer I had the engine running but it had not been winterized. My email is [vicpat44@hotmail.com](mailto:vicpat44@hotmail.com), Home phone 780-827-3483.

Looking for: (4) 19 inch tires and innertubes capable of holding air for at least 1/2 hour. Not for road use. I want to move the car under it's own power around the yard. Sid Gough (403) 935 4216 [sagough@efirehose.net](mailto:sagough@efirehose.net).

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.  
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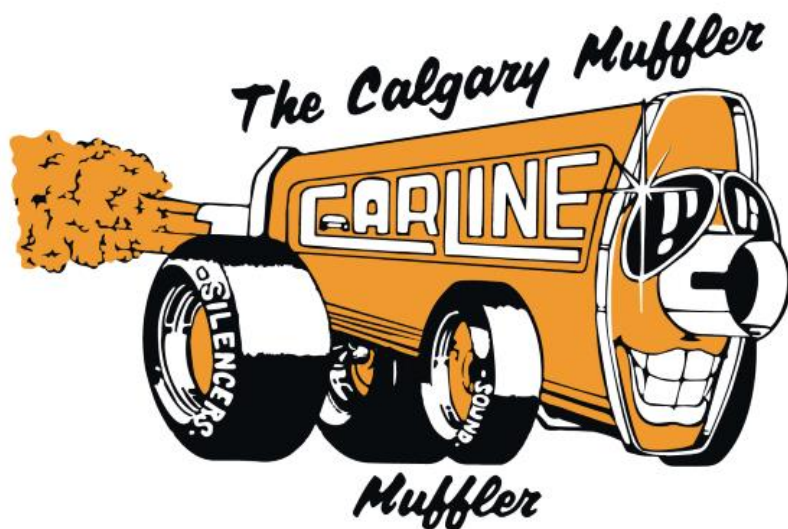




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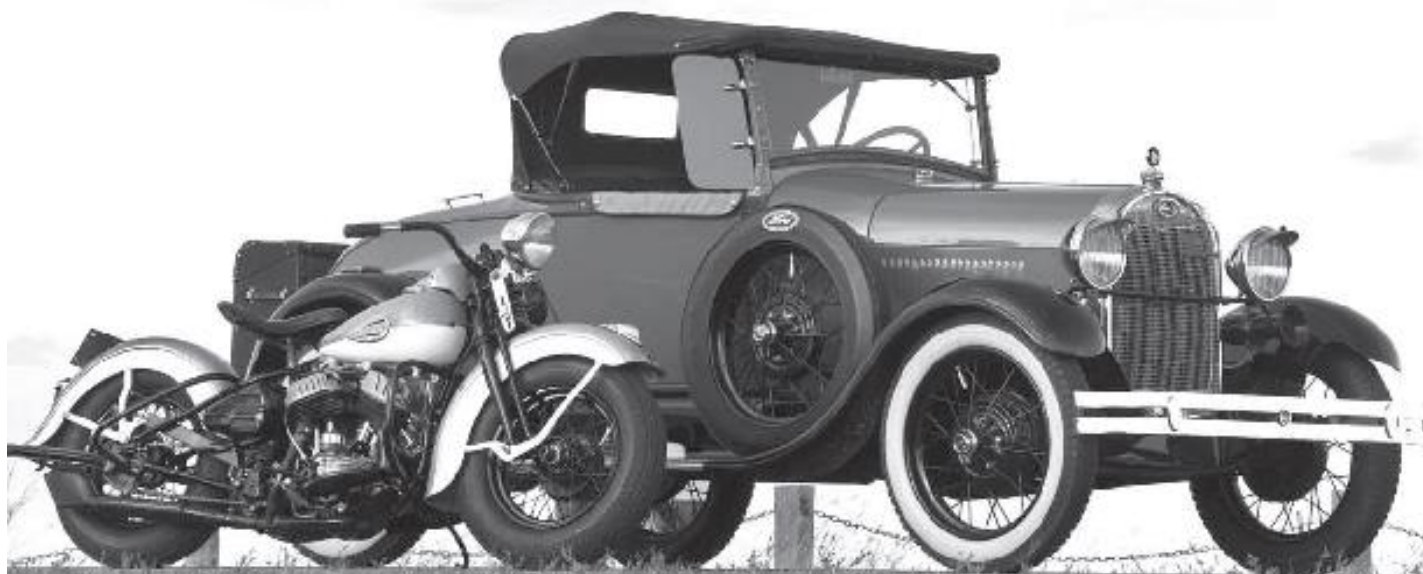


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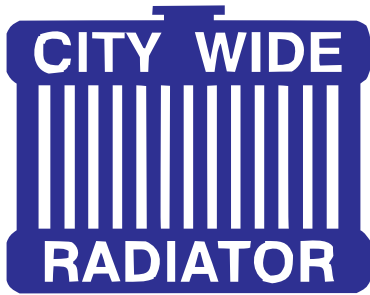
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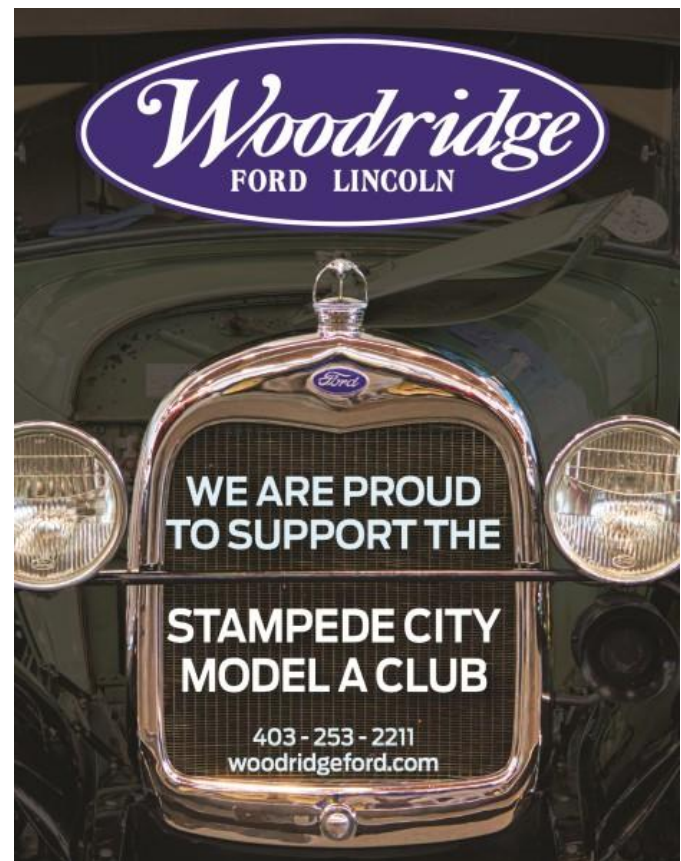
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