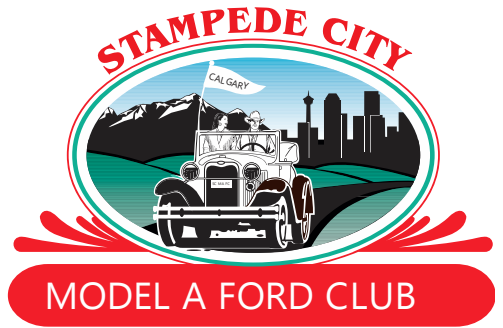


# The Script

## December 2025



Club members Dean and Judith Potter have recently acquired this Model 400-A. This car rounds out our club now containing all four of the 'Fab Four' Model A's. The Vickies, the Cabriolet, the 2-Door Phaeton, and the 400-A!



### Featured in this Issue:

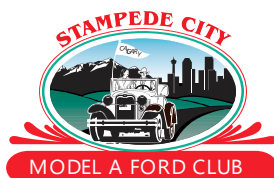


Carriage House Brunch	Page 7
Interior Door Panel Tool	Page 9
Dean's 400 - A	Page 10
Luggage Labels	Page 12

### **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.



**Next deadline for submissions: Jan. 11/26**

### **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](http://www/scmafc.ca)

**Club Email:** [scmafc@telus.net](mailto:scmafc@telus.net)

**Website Manager:**  
[scmafc.webmaster@gmail.com](mailto:scmafc.webmaster@gmail.com)

**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)

## **2025 Executive**

President	Ron Rigby
Past President	Colin Outtrim
Vice President	Geoff Cohen
Secretary	Bill McPhail
Treasurer	Chris Brancaccio
Memberships	Gary Callander
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
Tours Assistant	Robin Wynd
Technical Projects Mgr.	Paul Chudek
Tech Talks Coordinator	Murray Walkemeyer
Librarian	Kathy Chudek
Revenue Advertising Mgr.	Keith Robinson
SVAA Liaison	Lloyd Glover
Web Site Manager	Adam Till
Advise & Assist Contact	Hank Biesbroek

## President's Message



December again, and let me begin by extending year's end greetings to everyone! It doesn't seem as though yet another year is on the verge of lapsing.

As the year lapses I must thank and congratulate each and every Member of our Board as well as the non-Board members of the Club's 2025 Leadership Team who have worked throughout 2025 to make this year such a success for the Club! I look forward to working with each of you yet again during the course of the coming year.

First though, I must welcome everyone who has signed up to attend this year's Dec. 14<sup>th</sup> Christmas function. In view of having received positive comments relative to the 2024 meal supplied by Braden and his Rocky

Mountain BBQ catering team, we have arranged for them to feed us again this year. I look forward to seeing you all when the time comes!

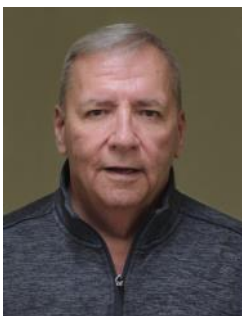
In closing I must once again thank each of you for your ongoing support of, and participation in, the Club. It has been a pleasure to not only welcome several new members to the Club, but to see them participating in a number of our various meetings and activities right from the start!

We trust that their participation in the Club and the support of their fellow Club members serves them well in all respects, both in 2026 and throughout their tenure with us!

***Best wishes to all! Ron.***



## Editor's Notes



December seems to have rolled around in a hurry this year. It was just a short few weeks ago we were enjoying the fall colours from the front seat of our Roadster. Now we look outside at the white stuff!

This edition of our newsletter features photos and a description of the Potter's latest addition to their Model A collection, the much sought after 400-A. Thank you Dean for sharing this with fellow members.

We also have articles from two members, Michael Callander and Geoff Cohen, much appreciated guys!

The annual Christmas Party is just a few days away and Sheila and I are looking forward to attending. According to Ron, the participation numbers seem to be on track with his expectations.

At this time we would like to wish everyone a

***Merry Christmas and much happiness and success in 2026!***

***Al Friesen***



## 2026 Membership Fees are due!

Membership Director Gary Callander reminds us that it is time for members to renew their dues of \$35, preferably by using the e-transfer method [SCMAFCMEMBERSHIP@gmail.com](mailto:SCMAFCMEMBERSHIP@gmail.com) or by paying him at a meeting.

## Meeting Minutes

### SCMAFC GENERAL MEETING

**Wednesday November 12, 2025 Meeting called to order at 7:30PM**

**Members participating:** Robert Bengry, Rendell Sumlak, Rawleigh Unger, Brian Covey, Andy Vair, Adam Till, Murray Walkemeyer, Geoff Cohen, Al Shannon, Hank Biesbroek, Keith Robinson, Wynn McLean, Gary Callander, Chris Brancaccio, Russell Moore, Ray Djuff, Mike Hill, Bill McPhail, Colin Outtrim, Robin Wynd, Henriette Wynd, Paul Chudek, Kathy Chudek, Ron Rigby.

**President's Remarks** (Ron Rigby):

- Welcome all, especially our new members! Thanks to Paul and Kathy for the setup and coffee and Colin for bringing the doughnuts.
- The Christmas party is fast approaching, just a reminder to RSVP and submit payment due by November 30<sup>th</sup>.
- Also, this meeting is our annual meeting including nominations and election of board members.

If you receive the "Restorer" info on next years Pendelton event is on page 7 and on page 35 Gary and Bobbi Callander are listed as 25 year members of MAFA.

**Secretarial:** (Bill McPhail)

Mike Hill moved that the October meeting minutes be accepted as published, seconded by Gary Callander, all in favour.

**Treasurer's Report:** (Chris Brancaccio)

Not a lot to report. Approximately 50% of our members are now paid up for 2026

**Membership Report:** (Gary Callander)

- We are now at 90 members.
- Gary has sent out a membership reminder email including a reminder to pay for 2026 as well as a request to confirm that the information we have for you is current.

Gary welcomed new member Rev. Robert Bengry

**Publications:** (Al Friesen)

Al not present, but another great job on the Script this month.

**Website:** (Adam Till)

Adam mentioned that we will limit any personal information of our members on the website.

**Capital Assets:** (Paul Chudek)

- Still a few things to dispose of from the clubhouse. It was noted that the clubhouse looks great!

### **Tours and Events:** (Colin Outtrim)

- Robin has been assisting Colin with some of the tours but Colin is also looking for someone to take on the overall coordination of senior residence events.

The events that our club organized will be differentiated on the tour event calendar from events listed from outside our club.

### **Advise and Assist Program** (Hank Biesbroek)

- A fairly busy month, great to meet Father Robert Bengry and examine his new purchase (31 Coupe).

We visited a new member Ed Funk in Linden and looked at his 30/31 Tudor project.

### **New Business:**

None

### **Annual Elections**

All the following positions were elected by acclamation:

- President: Ron Rigby
- Vice President: Geoff Cohen
- Secretary: Bill McPhail
- Treasurer: Chris Brancaccio
- Membership Director: Gary Callander
- Publications & Website Director: Al Friesen
- Capital Asset Directors: Paul and Kathy Chudek

Tour Director: Colin Outtrim

### **The Business Meeting Adjourned at 8:45PM**

### **Tech Talk:**

Murray Walkemeyer,

Subject: Effective rust removal chemicals and procedures



## Sid's Tech Talk



Some time ago I wrote a column based on my aviation background. It dealt with looking for water in the fuel system. It is still relative today. With our ever changing temperatures and snow or rain that increases the humidity, condensation is possible in the fuel system.

Cars stored in cold storage are at the greatest risk. If water freezes the ice can expand and exert pressure on the gas tank, fuel lines and carb. If the pressure is great enough it can split fuel lines, the carb and even the fuel tank. Water is heavier than gasoline therefore it will settle to the bottom of the tank or carb bowl.

Using a clear glass jar, drain a small amount of fuel (about 8 oz) into the container. Allow it to sit for a few minutes. If water is present it will form a layer at the bottom of the jar. If water is found it will be necessary to continue to draw samples until water is no longer present.

Remember when handling fuel in a confined space there is always a danger of a fire hazard.

Be safe and have a very Merry Christmas and a Happy New Year!

**Sid Gough** - SCMAFC Technical Editor

Ed. Note: This article is reprinted from the SCMAFC December 2019 edition of the Script newsletter.



## SCMAFC Brunch at the Carriage House Inn - November 15th, 2025

The new venue and good weather provided a good turnout of 29 members for this club get together.





## A Tool for Installing Interior Door Panels in an Open Car

This summer I ordered the interior panels from Classtique to install in my roadster pickup. The open car panels consist of coated cardboard and are cut to the size of the door, but no holes are installed. The panels are fastened on with special nails that are designed to lock into a special plastic grommet that clips on to the inside of the door ( Fig. 1 ). It works quite well for holding the door on, except that there is no way to see where the grommets are once you put the panel on and want to drive the nails through.

The first attempt at putting the door panels on was to cut out a large piece of paper, lay it over the inside of the door panel, and mark the holes. Then we would transfer the holes on to the interior panel. The first two nails went in fine, but the remaining ones were not close enough for the nail to lock into the grommet. I took the nails out and left the panel for a week so the holes I had made in the wrong place would disappear.

For my second attempt, I made a tool out of a piece of sheet metal that wrapped around the door panel (Fig. 2). On one side of the tool, I punched a divet that would slide into the grommet so I knew where the grommet was (Fig. 3). In the other side, I drilled a hole to slide the nail through (Fig. 4). This way, I could mark the holes accurately with the panel in place lying flat against the door and drive the nails in as I marked them. This worked very well, was easy to use, and had a 100% accuracy rate.

**Michael Callander**



Fig. 1



Fig. 2



Fig. 3



Fig. 4

## Dean's Model A Convertible sedan (400-A)

In May 1931, Ford announced the production of a five passenger convertible sedan as a unique 'country club' type vehicle along with three other special models, including the two door Phaeton, Victoria and the Cabriolet models. Ford called this convertible sedan a model 400-A and between May 1931 and December 1931, 4864 400A cars were built in the USA. That number is dwarfed by the total of almost 5 million Model A's that were produced in four years, making their preservation today unique and rare. The last 400-A cars were built in Canada and Argentina, bringing the total production number to 5093 cars. My 400-A is number 1070 and built by the Murray Corporation. The US cars were built in both the Murray and Briggs factories. Following 1931 400A Model A production, Ford continued with the same body style in 1932 Model B's. At the MAFFI museum in Michigan, a 1931 400-A sits next to a 1932 400-A Model B. Today, roughly 350 400-A convertible sedans are known to exist.

The 400-A body is several inches shorter and much lighter than the typical 4 door models, the latter which had body extending right back to the rear bumper. The 400-A and the Victoria models have two doors that are much wider than any other previous models. To accommodate these heavier doors, Ford reinforced the internal structure. In addition to that ingress-egress comfort feature, Ford dropped the body into the chassis about 6" to lower the overall profile of the vehicle. As a result, there are two 6" deep footwells in the back seat separated by the transmission 'hump' we became familiar with through to today (electric and FWD automobiles excluded). The convertible roof, with both metal and wood bows, folds back into a rear boot with the option for open air above and solid window frames on either side. A rigid rail attached to the roof cloth lies upon the window frames, effectively adding to the comfort and style of convertibles and eliminating road noise and rattles. Some models of the modern 4 door Ford Broncos have a very similar folding roofline brought back into production almost 100 years later.

As with other late 1931 cars, the 400-A has the slant windshield and chrome frame as well as the very distinctive indented firewall with the gas valve and sediment bowl inside the engine compartment. The upper and lower panels on the radiator were both painted body color. Choice of body colors followed all other deluxe 1931 models plus 5 additional custom colors. The 400-A has the nickel-plated door and window hardware. A folding seat with adjustable legroom folds easily forward for entry into the back seat. Of course, all the seats and arm rests are pleated brown leather. The four deluxe late 1931 models had the distinctive imitation walnut or mahogany painted grain on the dash panel and garnish mouldings. Single side-mount tires were standard, but today, most 400-A cars have dual side-mount tires.

My car was restored in California in the mid-1960's and apparently won the top prize award at a MAFCA convention in the 1970's. To date, the car has just 1960 miles on the odometer. The engine stamped number is A4469433 which would be a March 1931 production date. The car has been maintained exactly as it was built with no modifications such as seat belts, signal lights or overdrive transmission. Not even side mirrors. The car is currently registered in Arizona, but the plan is to eventually have the car back here in Canada. Unofficially, I am told this would be only the second 400 - A owned in western Canada.

Submitted by **Dean Potter**



Christmas time



## The Luggage Labels

by Geoffrey Cohen

The vintage luggage labels are a portal into the imagination of travel history. Originally, they started off as functional items for identification that was affixed to baggage for porters to heft from carriages to railways and marine vessels. Later other businesses such as hotels transformed the stick-on item as a basic form of advertising for people to use to decorate their travel gear. These usually had the hotel name and logo/crest and City printed on them with very limited colors. Time went on as technological advancements happened, then the labels started to transform into more colorful items showing the uniqueness of recognizable grand hotels.

Not every hotel has a fascia worthy of grandeur, and the fact is that many old hotels were just plain nondescript buildings which had little visual appeal on the stickers. Over time it was realized that the advertising could take on other forms such as a drawing of a famous local attraction. The labels eventually also morphed into artistic endeavors to evoke an emotional response showing artwork or colorful logos or lithographic photo of the location.

Many travellers had their luggage plastered with these items as a means to help distinguish their bags from other similar items. They also were recognized as a way to have a memento for you to reminisce where you have traveled and as a status symbol to show the world where you might have been.

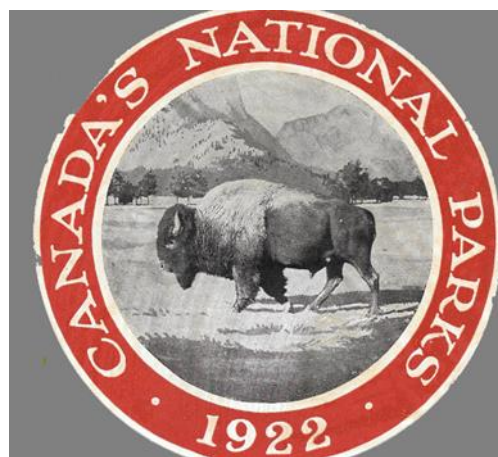
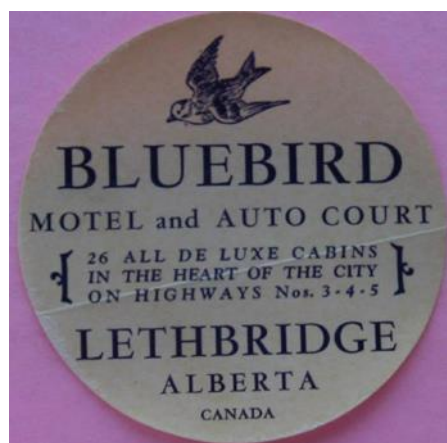
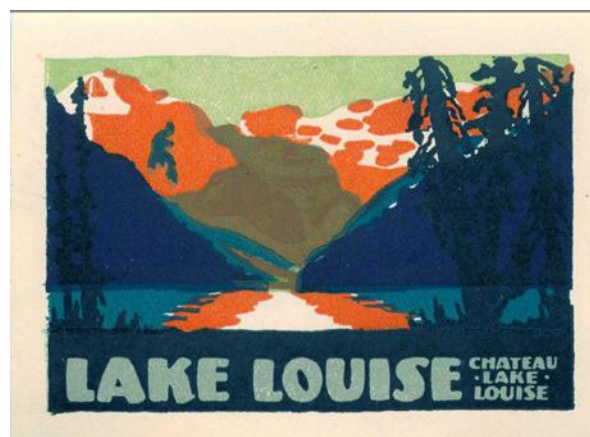
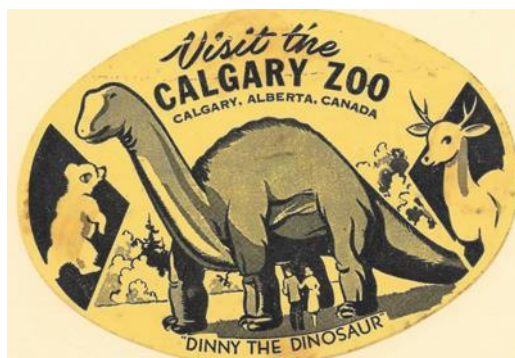
I primarily only collect physical and digital copies of luggage labels from the golden age of travel and just past (1910-1960's) for my car's trunk. The focus of the collection is to put replicas on and have a hopefully period correct item where the trunk may have travelled back in the day.



The next page has a sample collection of some labels that I have seen and would like for you to see. They are focusing primarily on Alberta labels and adjacent locations.

Please note that the research that I have done on the labels is limited and that there are some labels shown which may be modern creations done in retro style and cannot provide any guarantees of authenticity.

Here is also an online link to a great collection of other travel labels <https://www.flickr.com/photos/wavesjax/>





## Classified Ads



### FOR SALE:

I have a **couple of Model A's** that I would like to sell, unrestored. Call me if interested - Garth 780-781-3050.

**1928 fenders** for sale: Left Front, Left and Right Rear. They are repro fenders in excellent condition.  
Contact: Glenn Smith (403) 507-9849 or Bryan Smith (403) 969-3579.

**Enclosed type sandblasting unit** - \$200. OBO. Also a small 'like new' **portable air compressor** with a 2 pound tank - \$50. Ron at 403-282-9655.

**1929 Fordor Leatherback.** Not a perfect car, but is an unrestored original. I have had someone tell me it is possible the paint is original, as there appears to be red primer under the paint, but I can't confirm this and it seems too good to be true given the condition. It could use some cosmetic fine tuning no doubt, but it does run and drive well. Any of the parts that were replaced, I still have the original of (headlights, door handles, radiator shell, etc). Tons of paperwork including an original manual. Top is in excellent shape, as is the original headliner. Comes with lots of spare parts. Asking \$14,000 CAD OBO. Located in Medicine Hat. Phone number is 403 928 3340. Strand Dyck.

**EVR's.** Preserve the authenticity of your Model A engine and extend your battery life. Electronic Voltage Regulators available for all generator types. Refurbished Long-style generators ('28-29 and '30-31 style) with or without an EVR. Mike Hill 403-828-8283.

**19" wheel.** \$50. **Generator, distributor, distributor cap and coil.** \$40. **Motometer wings** \$30. **Heavy duty trailer jack** \$40. Mary 587-438-9228.

**Set of four 19" tires with tubes** suitable for a rolling chassis or yard driver. Jim 403-637-241.

**Unrestored 1931 4 door Sedan Deluxe**, slant windshield, dual side mounts, for sale. \$10,000. Email: bart.campbell@telus.net

**1929 Model A roadster convertible.** Good condition, runs great. Has rumble seat. Asking \$18,000. Contact Ross 403-350-4743.

**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 inquiries contact anyone below. Location - Calgary , AB Dan Adams 403-238-9616 or Murray Walkemeyer 403-809-5277.

### WANTED:

**Looking for a Pre-Owned Single Car Lift.** If anyone is aware of a car lift for sale, can you please contact JR by phone, text or talk, at 403-607-5866.

In addition, I am aware of a lady **renting her underground heated, camera secured garage** in a senior's complex for \$60.00 per month for the winter and spring (six to eight) months if anyone is looking to store their Model A. On a side note only, a Classic Corvette with a car cover over top has rented the parking space for the past six years and recently sold his car in October.... JR

**6 volt electric windshield wiper** for use in restoration of a 1928 Tudor. Contact Randy Slaladan at 250-260-0194 or email at skladan2@telus.net

**Looking to buy working or restorable Zenith Model B carburetors.** Adam Till. Email: adamktill@gmail.com



**Email your ad to: [scmafc@telus.net](mailto:scmafc@telus.net)**





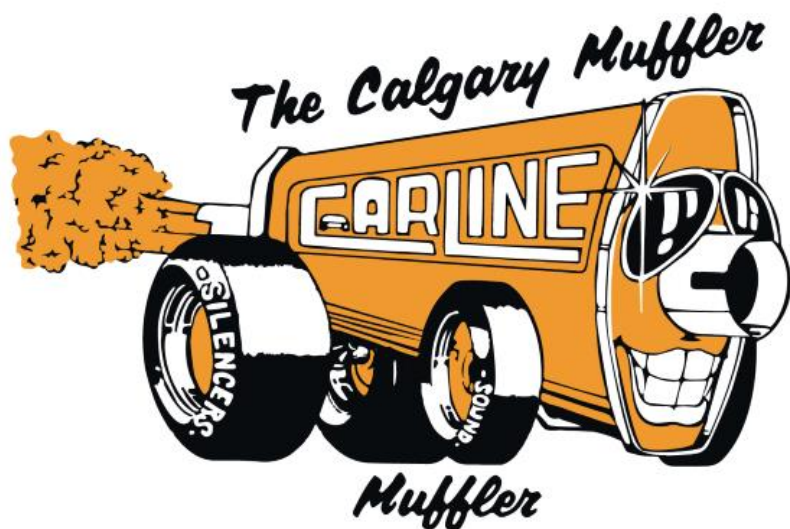
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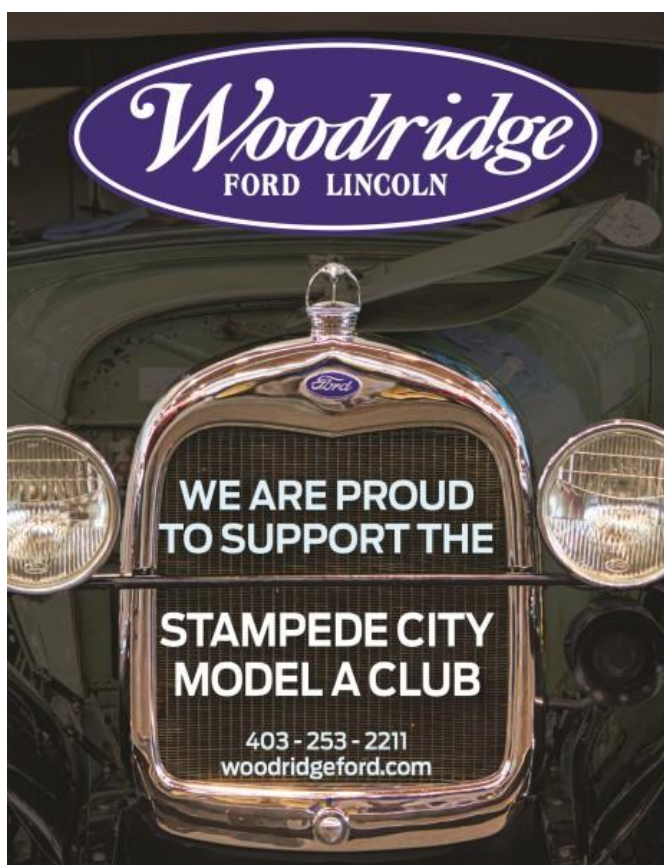
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