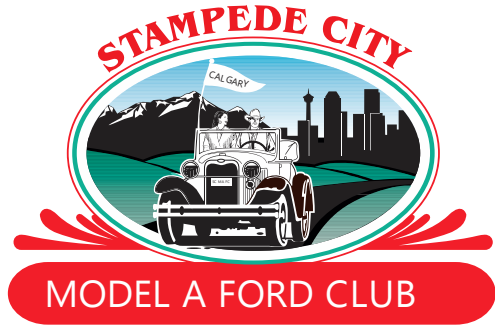


The Script

December 2023



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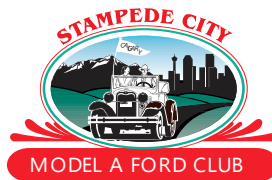


Cover illustration courtesy of MAFCA

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.



2023 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//scmafca.ca

Email: scmafca@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
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



December, 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. In this instance I must thank and congratulate each and every one of our Board and Volunteer members of the Club's 2023 Executive/Leadership Team who have agreed to also fulfill their roles as part of the Club's 2024 Leadership Team. Each of you has served the Club well to date and I look forward to working with you yet again during the course of the coming year.

First though, per the Christmas function article contained in this edition of the Script I must thank everyone who contributed toward the success of our December 10th Christmas get-together - - inclusive of course to everyone who attended and their role in making the event the success it appears to have been. In view of

Donna Malyk our Caterer in recent years now planning to retire it will be interesting to see what Christmas function options present themselves for 2024!

In closing I must once again thank each of you for your ongoing support of, and participation in, the Club. It has been sad to witness the recent demise of several of our longer term members.

On the other hand, it has also been a pleasure to welcome an offsetting number of new members to the Club during the course of the year. We trust that their participation in the Club and the support of their fellow Club members serves them well in all respects!

Best wishes to all! Ron.

Editor's Notes



It's hard to believe that there are only about three weeks left in 2023! Time seems to go faster for me as I add candles to my birthday cake! Thanks to Russell for my new mug shot, I look younger don't I?

Congrats to the nominations for the 2024 Executive—a new year—same faces! It seems that the team of existing volunteers is working well. I have enjoyed time spent with you all.

Under Ron Rigby's guidance the 2023 Christmas Party was a hit as usual, it was great to get out and see everyone. I enjoyed meeting a few of the new members—welcome aboard!

Sheila and I hope you all enjoy a safe and Merry Christmas and all the best in the New Year!

Al Friesen

Message from the Membership Directors



Hello SCMAFC members, we are now receiving membership dues of \$35.00 for the 2024 calendar year. E-transfers have been working well for the club, funds are automatically deposited with no need for a security question and answer.

E-transfer to: SCMAFCMEMBERSHIP@gmail.com

Alternatively a cheque made out to "Stampede City Model A Ford Club" can be mailed to:

Stampede City Model A Ford Club - c/o Lyle Brooks, 79 Macewan Meadow Way NW, Calgary, Alberta T3K 3J3

Thank You Lyle and Sharron Brooks - SCMAFC Memberships

Meeting Minutes



SCMAFC GENERAL MEETING AGENDA

For 7:30PM Wednesday November 8, 2023.

Meeting called to order at 7:30PM

Members participating: Hank Biesbroek, Gary Callander, Murray Walkemeyer, Kathy Chudek, Paul Chudek, Colin Outtrim, Rendell Sumlak, Adam Till, Al Shannon, Harriette Wynd, Robin Wynd, Barry Anderson, Rhonda Anderson, Russell Moore, Brian Williamson, Doug Knutson, Lyle Brooks, Audrey Smith, Glenn Smith, Geoffrey Cohen, Ron Rigby, Bill McPhail

President's Remarks: (Ron Rigby)

- Welcome to all, once again thanks to Kathy for the coffee and Colin for the donuts!

In addition to our regular agenda we will have the club elections this evening. I (Ron) will fill in as returning officer filling the gap sadly left by the passing of Norm Devitt.

Secretarial: (Bill McPhail)

- Colin Outtrim moved that the minutes from last months meeting be accepted as published, seconded by Paul Chudek, all in favour.

Reminder to submit nominations for Club Contribution award to Bill McPhail due November 15th.

Treasurer's Report: (Chris Brancaccio): Chris not present.

Membership Report: (Lyle and Sharon Brooks)

- Lyle reported that the current membership is 84 members.

Reminder for all to pay their 2024 dues.

Publications and Website: (Al Friesen not present)

- Wishing Al well on his ongoing recovery from recent health challenges.
- Those present recognized Al for the longstanding contributions he as made in producing, editing and distributing "The Script". Included in his tenure was international recognition for the quality and content of this publication.

There was a suggestion from the floor that Al should be asked if he might appreciate an assistant and/or apprentice in his position. Adam Till expressed interest in helping and will touch base with Al regarding this. Ron will alert Al to this discussion.

Capital Assets: (Paul Chudek)

- The method of disposition and/or sale of tools (especially large ones) was discussed.
- Paul will produce a list of tools available and have it ready for the December Script.

Paul shared he had only one more day required to finish up clubhouse tasks before winter. Help was offered but Paul said he had it well in hand.

Touring /Events (Colin Outtrim)

- Colin reminded the group of his desire for an assistant/apprentice for the touring/events position. Robin Wynd expressed interest in discussing this position with Colin.
- Colin plans to change the upcoming events calendar to the Word format also used by MAFCA.
- Colin invited any ideas for events for the coming year and asked that members contact him with any ideas.

Remaining events for the year include November 18th breakfast at the Blackfoot Truck Stop, Christmas party on December 10th and

remaining club meeting on December 13th.

New Business: Annual Club Elections:

- A list of the present executive and non elected positions was distributed.
- Ron Rigby reviewed the details of the necessity and function of the board. Ron will be acting as returning officer.

Elections:

Tours and Activities director: Colin Outtrim was nominated to continue, Colin accepted the nomination, no other nominations from the membership. Colin will continue in this position.

Capital Assets directors: Paul and Kathy Chudek were nominated to continue, they accepted, no other nominations from the membership, Paul and Kathy will continue in the position.

Publications director: Al Friesen was nominated to continue, Al had expressed interest in continuing in this position, no other nominations from the membership. Al will continue in this position.

Membership directors: Lyle and Sharron Brooks were nominated to continue, they accepted, no other nominations from the membership, Lyle and Sharron will continue in this position.

Treasurer: Chris Brancaccio were nominated to continue, he had accepted, no other nominations from the membership, Chris will continue in this position.

Secretary: Bill McPhail was nominated to continue, he accepted, no other nominations from the membership, Bill will continue in the position.

Vice President: Hank Biesbroek was nominated to continue, he accepted, no other nominations from the membership, Hank will continue in this position.

President: Ron Rigby was nominated to continue, he accepted, no other nominations from the membership. Ron will continue in this position.

The Business Meeting Adjourned at 8:15PM

Tech Talks:

Hank Biesbroek then showed a video about the Burtz Model A engine. Discussion followed.

January through March Club Meetings

Greetings all! Our Club Meetings will be held at the Hanger Aviation Museum for the months of January, February, and March of next year.

The Museum is located off McKnight Boulevard and McCall Way NE. The address is 4629 McCall Way NE, Calgary.

The Meeting times are at our current dates/times of **7:30 PM and on the second Wednesday of the month.** Plenty of parking is available.

The meeting room is inside the main door then along the walkway for a short distance and then to your right.

Coffee is being provided by the Museum.

Be sure to say Hi to 'Malcolm', who will be our host from the Museum side.

Thanks, and I look forward to seeing you there!

Hank Biesbroek - SCMAFC Vice President

Canadian Model A. 'Left hand or Right Hand drive.' by a Canadian Ford Barn contributor

The Canadian Model A Ford was made as both Right hand and left hand drive vehicles. RHD vehicles were shipped to overseas destinations where RHD was the norm. Both LHD and RHD Fords were also made for the Canadian market. Most of Canada used LHD vehicles but Newfoundland was still RHD. Later Newfoundland would adopt the use of LHD vehicles. To build both left and right hand cars, Ford Canada simplified this somewhat by having parts made interchangeable that fit both left and right. Holes for both sides were put on the same part, the appropriate holes used while leaving the other holes empty. One of the major parts to take on this ambidextrous concept was the chassis. Most chassis that Canada built, accepted both LHD and RHD use. This can be quickly spotted by the vacant holes opposite a part already mounted which the opposite hand part would have used. Chassis were built by the National Steel Car Company of Canada in Hamilton Ontario, and is still operating today. They are known for making steel railway cars mostly, but back then, they produced chassis for many car manufacturers including Ford Canada. Having large presses available made it a good fit.

Some parts were hand specific, such as the tail light bracket, made in only one style, either on the LHD or RHD. Ford Motor Company of Canada offered a right fender bracket to add a second tail light on LHD cars in November 1931. These lights gave more visibility. Oddly they were known to mount some left hand brackets to the right fender instead of the right bracket, leaving two lefts. This issue can still be noticed if you look for it. Although both left and right brackets were produced, it was difficult to notice the difference. Now, even as both are reproduced, cars are still falling into the same trap. If your car has both left hand brackets, it doesn't mean it is a Canadian car as Americans make the odd mistake now also.

When looking at LHD and RHD Model a Fords, there doesn't seem to be much of a difference. If you were to attempt converting from LHD to RHD or RHD to LHD that's where you may be faced with more than you bargained for. Some different parts that are not evident are the steering column, gas tank, draglink, pitman and steering arms, gear shift tower, hand brake lever, wiring harness, bell housing, starter bracket, intake manifold, brake cross shaft...you get the idea!

*Until January 1929 the distinctive dark blue radiator shell emblem that looked almost black was also used on RHD cars. In keeping with the right hand, left hand theme, there was talk of making it more of an off white by Henry Ford to oppose the dark blue. He was told by Ford Canada's president that he had no say in Ford Canada, or its decisions on the makeup of the Canadian Model a Ford. Henry was described as being very agitated, and was noticed leaving Ford Canada's boardroom carrying a couple of boxes of Robertson screws just peeking from his pants pocket, along with a Robertson screwdriver in his lapel and a few Ford Canada colour charts inside his jacket. Edsel Ford was nice enough to return them as they left the building.

There were many more LHD than RHD Canadian vehicles made. Ford Canada's all time export of RHD cars totaled 33,000**, these going to the British Commonwealth countries. By March 1931, their total combination of RHD and LHD vehicles had reached 1,000,000. Obviously switching over from RHD to LHD there would be more parts available to pick from. Going from LHD to RHD would be a more difficult undertaking. I have driven RHC cars in our LHD atmosphere and didn't have any issues. It is actually a fun novelty that attracts everyone's attention. Personally I wouldn't convert RHD or LHD, just enjoy them as they were built.

Right hand drive Model A Fords were also produced in the USA but were not the same as Canadian RHD. We still had our unique differences associated with all Canadian Model a fords and we shared it with everyone that got one of these special cars.

*could be fictitious ** seems low (Editor)

Reprinted from: North Island Model A Ford Club Newsletter November 2023



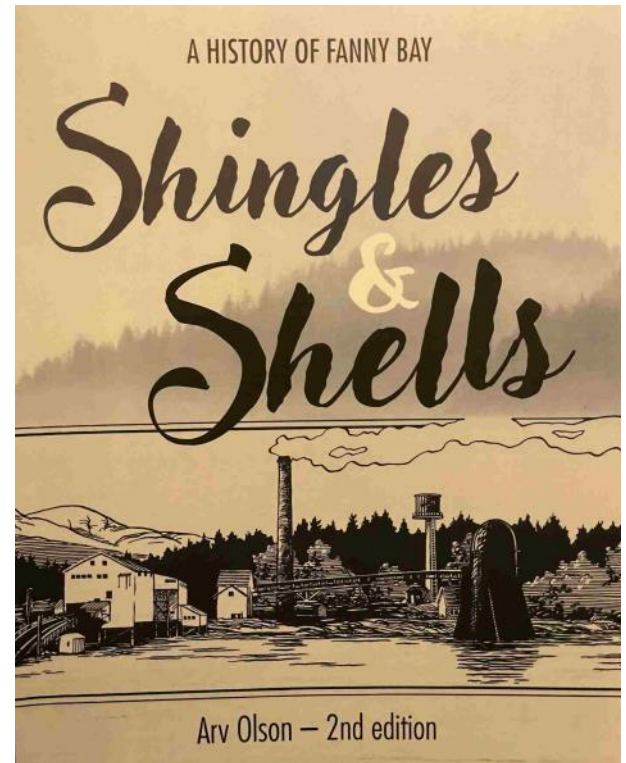
Part of an article in a history book about Fanny Bay, BC mentioning how the Model A was used in it's day:

The Walkers had as many as 24 dairy cows and Granny expertly handled most of the milking. She parked on the stool despite a board-stiff leg, though you'd never have guessed she was inflexible by the pace of walk. Alf delivered about 18 gallons of milk daily to some 50 regular customers from Coal Creek to Buckley Bay in Model T or Model A Fords. They supplied milk for up to 200 men at the nearby Victoria lumber camp and the shingle mill cookhouse. It was 10 cents a quart or 5 cents a pint.

"The Walkers had a brand new 1931 Ford that cost \$801. and I don't think anyone ever sat in the back seat, which was used for eight and ten gallon milk cans" recalls George James ". The milk was kept cool by spring water at a man-made waterfall. The spring also provided water for the barn and house. Granny used to wash clothes in Cougar creek".

In 1949 The walkers still had the '31 Model A two-door Sedan they had purchased brand new for a delivery vehicle "they also used it to haul firewood," Says Vic ".During one snow storm they had to make deliveries for a couple of days with the buggy and Clydesdales".

Submitted by **SCMAFC** members **Trudy and Peter deBruyn**



December Birthdays

Maggie Tattrie 1st

Rowan Prior 3rd

Meghan Myram 3rd

Greg Bilodeau 6th

Adam Till 6th

Arthur Jorstad 23rd

Judith Potter 24th

Al Shannon 26th

Louise Fentiman 31st

December Anniversaries

Anne and Bruce Brander 17th



Sid Gough's 'Tech Talk'



As I mentioned last month the Model A history included many modifications to suit specific purposes.

One unusual one was the use of the engine as an air compressor. Thomas Gordon Smith saw a compressor destroyed because it could not be moved. He decided there should be some way to build a mobile compressor.

The project involved using a Model A engine. He took the front third of a 1928/29 car and converted it to a platform for his modified engine/compressor. The most extensive change was to the head.

Using number one and four cylinders as the power source, cylinders two and three became the compressor. Reworking the valves and manifolds to allowed the compressed air to be directed to a 60 cu ft tank. A speed governor was designed.

Twelve castings were used to create the required rerouting of the former "exhaust" valves and the routing of the compressed air.

Kits were made available to convert engines in other shops. As the supply of Model A engines ran dry by 1953 other engines were used such as a Chrysler straight 6 then a Ford 302. The main consideration was the firing order would allow for a balanced engine operation. The technology is still in use using even bigger engines. Dealerships were in several countries around the world including Canada. There was a company in Montreal called Consolidated Mining and Smelting.

Over the years many upgrades have been made, such as the engines but also the sheet metal that was not part of the original product.

There is a club in the USA devoted to the compressor as there are still some in existence. There is a site on the net that features the restoration of a unit.

For more information search online for either " Ford engine conversion to compressor" or " T Gordon Smith". You will find a good day's reading for a cold winter's night.

Merry Christmas and a Happy New Year! May the coming year be the best ever!

Sid Gough– SCMAFC Technical Editor



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

My First Model A—by SCMAFC Member Adam Till

Hi folks! Although I've been interested in Model A Fords ever since first meeting my now-in-laws 12 years ago, this was the year that I decided to purchase a car for myself. I'd been looking around for a couple of years half-heartedly, but this year I came across a 1928 Canadian-made standard phaeton that I decided to bring home.



The (very nice) gent I bought the car from actually had a few As for sale when I went over to look. He was trying to disperse a collection from a fellow who'd collected a number of old cars before he passed away, and had moved three of them to his house so they'd be easier to view. At the original property each had a little shed built around it to protect it from the weather, and was piled with parts to be used in some eventual work that never came, so they were fully loaded with bits and pieces.

The original owner had hoped that they would eventually go to restoration homes when he realized time was running out, and the fellow I was dealing with was trying to find that sort of home for each. Although he actually runs a local hot rod shop it turns out, he had been grilling prospective buyers looking to make sure the cars wouldn't just be chopped up as hot rods.

Even though the 31 that was also for sale was probably in better shape than my 28, I decided to go with the 28 phaeton because I like the early lines. My father in law Rendell has a 28 Tudor and so it was a familiar setup with the early clutch, left side braking system etc. I can also take reference photos and beg the odd drive from him while working on my "project", since I intentionally wanted a build project rather than a ready to go driver (I like to tinker).

When the day arrived and the car got dropped off, I had an amusing conversation with the tow driver about my plans for the car. When he discovered I wasn't going to shove a great big v8 under the hood, he remarked that he didn't think anyone restored them stock anymore!

Digging through the car was also a lot of fun since it came jam packed with an assortment of all sorts of parts. There were 3 spare left fenders (2 with spare wells, 1 without), starters, bits of Model Ts...and a 50 lb bag of grass seed that had split all over the inside of the car! I swear I'm going to be finding grass seed in the garage forever at this rate.



The seller had said it was killing him not to look through the car before sending it off, but he wanted the new owner to be able to see it as the old guy had left it. Turns out that was a lot of fun.

I had known to look for the bows for the car's top before buying a phaeton since replacement parts aren't made anymore, and there were indeed parts included with mine (2 sets in fact) so I thought I was okay. My heart sank when someone online mentioned they looked like Model T bows, however, and so the search was on for correct parts for my car.

Thankfully the 1931 phaeton that was up for sale alongside mine turned out to have a second set of top bows inside it, and the owner just flat out gave them to me. Since they were the earlier style ones that my car took and the 31 had its set mounted, it makes sense that the inside bows were destined for my car. Still, it was amazing that the seller refused payment of any type. So if anyone needs tops for a T, I'm happy to pass the ones that came with my car along for free as well!

The rest of the year was devoted to sizing up what was required to start on my restoration. I decided to go down to the frame, since there was a reasonable amount of subframe rust and I wanted to be sure that my family was eventually riding in a solid car.

Before winter shut me down I also wanted to check to see if the engine was in halfway decent shape, and what the frame number might be. The car had all the early-mid 1928 features that implied there should be a frame number, and I was curious if the 1928 June engine number would match the frame.

After carefully photographing everything as the car came apart, bagging all the parts, and grouping them with like items so I had some hope of putting them back together later, I finally got down to the frame area. Turns out you need to get an A most of the way apart before that number becomes easy to access!

When I finally got down there and carefully zipped back the rust on the frame itself, it turned out to be a numbers matching car. Fun to think that engine was put in back in 1928 and hasn't been out since!

The engine itself was amusing to take apart as well. Although it looked decent enough from the outside, moved easily, and the only damage I found at first glance was a snapped head stud, something still made me want to dig further before bolting on enough new bits on to make the engine functional again.

I'm very glad I did, since when I dropped the old style engine pan and looked inside it turned out all the dipper trays were filled up with kids play sand!



There was no evidence of water inside the pan even though the engine didn't have an oil cap when I got it, and the rest of the engine clearly hadn't been run with sand inside (I can only think that would have made a mess), so I suspect some young kid might have decided to play with the car at some point after it last ran.

So with winter closing in that's probably all the work I'll do this year, but I do hope to one day have the car restored back to driving shape. This is my first year with the club as well, and I've been having enough fun that I'd love to one day drive this car on tour. The last time it was known to have run was at the opening of an A&W in 1971, but if all goes well, that won't be the last!





"December 10th, 2023 Christmas Party Report "



It is a distinct pleasure to report that 49 of our club members participated in the Club's 2023 Christmas party, all of whom appeared to have enjoyed themselves!

Once again, with our Christmas meal being catered to by Harmony Catering from Airdrie and our once again getting together at the Springbank Heritage Hall west of Calgary, members were able to enjoy their evening without having to expend an excess of personal effort, excepting for having helped put the tables and chairs away afterward. Distinctly appreciated by both Ron & the hall Manager!

Besides a hearty thank you to Colin Outtrim for voicing a pre-dinner blessing, a thank you each is due to Al & Sheila Friesen for organizing and operating the slide show, to Gary & Bobbie-May Callander for manning the entry and the 50/50 draw, and to Kathy Chudek for preparing the anniversary pins that were presented by Lyle and Sharron Brooks. Also, to the member couples/families (Hank Biesbroek; Lyle & Sharron Brooks; Bart, Lisa, and Emma Campbell; Mary Callander; Paul & Kathy Chudek; Al & Sheila Friesen; Mike Hill and Terese; Ron Rigby; plus Glenn & Audrey Smith) who donated the draw prizes.

Thanks also to Hank who distributed them and to Ron who acted as our interface with the Hall and the Caterer for the event.

Congratulations are not only extended to the various members who received membership anniversary pins, but to Gary & Bobbie-May Callander who received this year's 'Participation Award' and to Paul Chudek for having been recognized as the "Outstanding Contributor" to the club for 2023.

Lastly, we thank each and every one of the participants whose spirit of comradeship contributed to the success of the event..

May you all enjoy good health, success, and a great series of Model A activities under Colin Outtrim's 'Touring and Activities Leadership' again in 2024! ...**Ron Rigby**



SCMAFC President was M/C for the event.



Colin Outtrim and Hank Biesbroek assisted Ron.



Ron announcing the itinerary.



A tasty turkey dinner was enjoyed by all.

A special thanks to member Barry Osborne for the Christmas Party Photos



New members: Rendell & Rose, Robin and his Mom.



The Campbell family from Medicine Hat and a friend.



Mary and Gary Callander (front left)



SCMAFC Membership Directors—Sharron & Lyle.



Gary accepting the Participation Award.



Paul accepting the Outstanding Member Award.



Murray receives his 25 Year Membership pin.

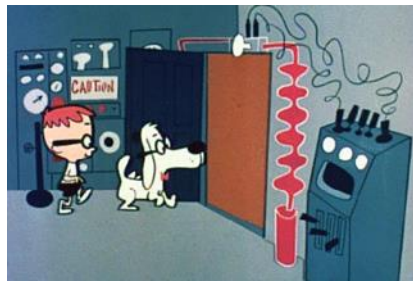


'Lucky' Wynn wins the 50/50 draw!

The WayBack machine by SCMAFC member Geoffrey Cohen



The Model A Ford is a vehicle that will take your imagination into bygone days, however... This article is not me waxing poetically about extolling how this car will take you back in time after you have seen the picture above. Neither is it the subject about the spin off cartoon “Mr. Peabody & Sherman using the WABAC machine” from the 1960’s Rocky and Bullwinkle cartoon show. As seen below.



Similar to the cartoon the Wayback Machine is a tool of the “internet archive” that will allow you to experience, see and use web pages that are stored for historical access. The captured web data will allow you to travel back and experience the user interface from the past which may no longer exist today. This tool is particularly useful for finding information on pages that no longer work in your web browser bookmarks.

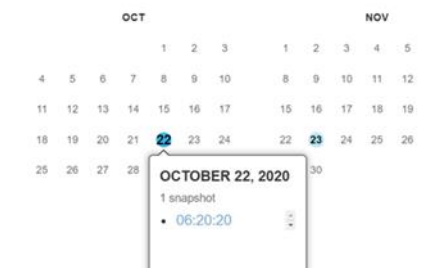
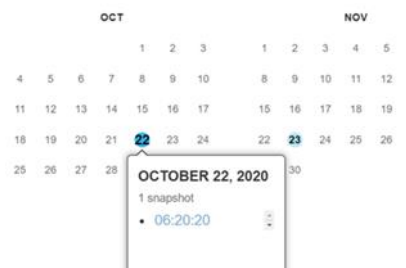
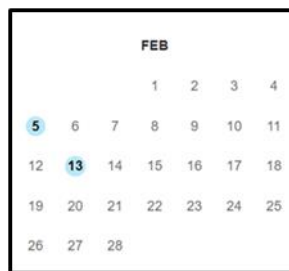
You will have to excuse me that from this point on, it will get into “computer tech stuff” in this article and may be great reading if you suffer from insomnia.

This tool is not perfect due to technical limitations and you may run into glitches of web pages not showing up 100% correctly in your web browser. This partially occurs because the technology features may have been deprecated and are no longer supported. Other causes are due to the size of the internet and technical reasons where not all websites have been captured or have all the data from that site stored in the archive. That being said it is still a pretty good website and tool. The explanation on how to use it is below.

If you go to the following web page you will get to the Wayback machine. Please see the screenshot below. <https://archive.org/web/> (put this address in your web browser)

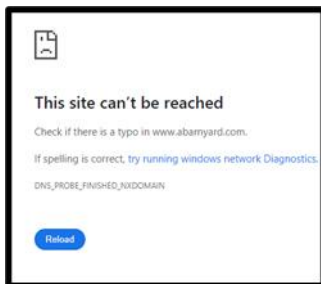


If you enter the www.SCMAFC.ca in the search bar and click “browse history” (see above). It will return a chart and a calendar showing what years data have been captured in the archive and what dates the snapshot was taken.



If you click on the links shortcut from the 2020 webpage and select “The Model “A” Ford barnyard” you will get a display that the web page can’t be reached as the page is no longer on the web. The picture on the right below shows that we can select and see the versions of the web page from 2001 to when the site can’t be reached. The picture on the right below shows a 2011 version of the webpage.

<http://www.abarnyard.com/>



Here are some sample links you might try to see webpages from the past.

- <https://web.archive.org/web/20141007073842/http://georgemoir.ca/>
- <https://web.archive.org/web/20021130083529/http://mafca.com/>
- <https://web.archive.org/web/19970220012313/http://home.netscape.com/>

Hopefully you have found the information useful and will now have fun checking out bygone webpages or old versions of pages. As a technical point of caution please remember that anything you put on the internet might “last forever” even if you have deleted it off the web page.



Classified Ads



FOR SALE:

1928/29 Model A Ford truck box. Complete and in good condition, no rust. Call Mark at 403-968-9729. Asking \$350.00

30/31 sedan right rear fender. Was on '29 Tudor, believe a piece was added to fit '29 apron contour. Original contour is 30/3 1. Located in Saskatoon. \$200.00. Suggest purchaser find someone to pickup and deliver. As web site pictures show, good condition. Rene at 306 361 4975

1930 Model A Deluxe Coupe. Two spare side mounted wheels, very good paint, rumble seat and rear luggage trunk, excellent tires, re upstered with deluxe mohair, engine work recently done, stored in heated garage, 2014 appraised at \$30,000. Rated excellent overall, asking \$30,000. OBO. Contact email: TWIGSNROSES@shaw.ca

I have a 1930 Model A coupe. Complete power train rebuilt. \$18500. or best offer phone or text Ivan Zacharias at 403-506-5559

1931 Ford Model A Victoria near Regina, Saskatchewan. Stock driveline, older restoration, runs, drives, shows well. Always stored indoors since family purchased in 2000. Considered in "Nearly Very Good" condition in 2020 when a cash value of \$22,000 was established (paperwork available). No trades. Please email me if interested. lpetford@hotmail.com Lindsey Petford

For restoration 30 pickup. Motor trans and front end rebuilt back in early 80s. I have owned this for 40 plus years. Call Marc or text 250 514 4468. OR email rightanglebuilders@icloud.com

Antique tool collection. Please refer to the web site photo for details. Willing to sell individual items or whole collection. Call Ian Jarvis 403- 471-5512

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

I want an Alberta 1928 license plate. I have a 1930 and a 1935 Alberta license plates. Ernie Andrews. 587-438-9228

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

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>

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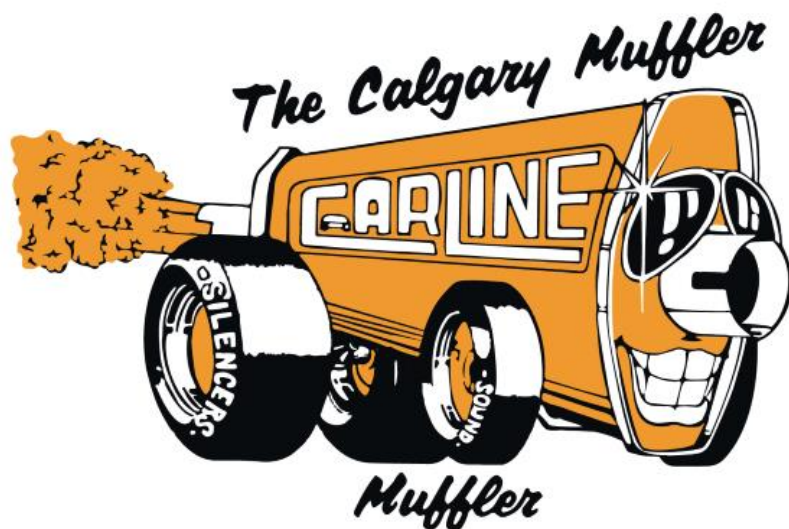


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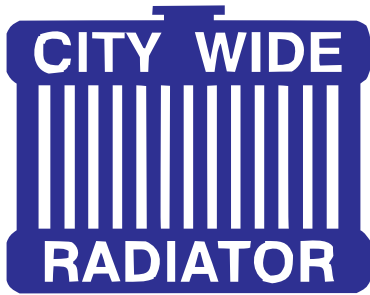
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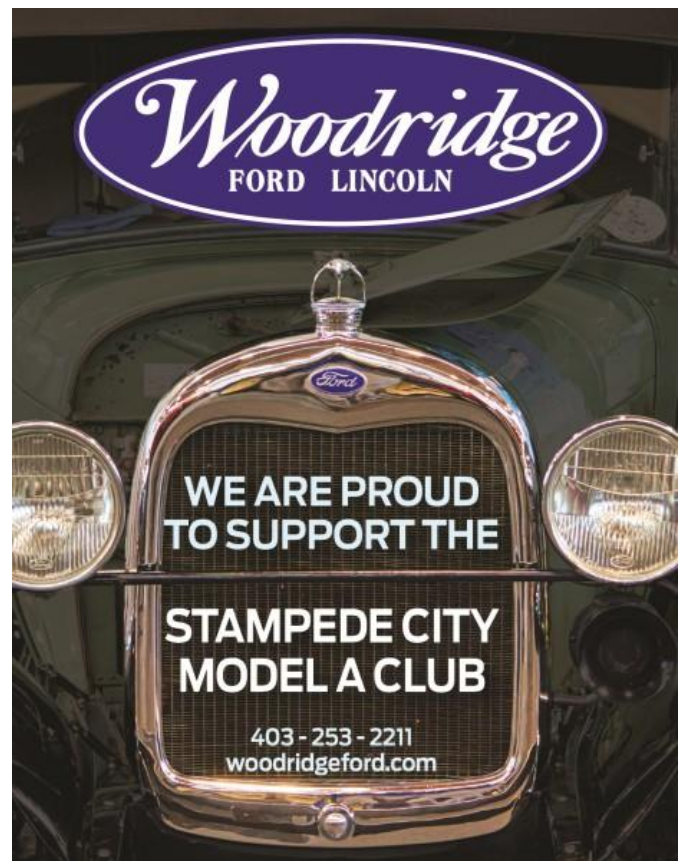
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