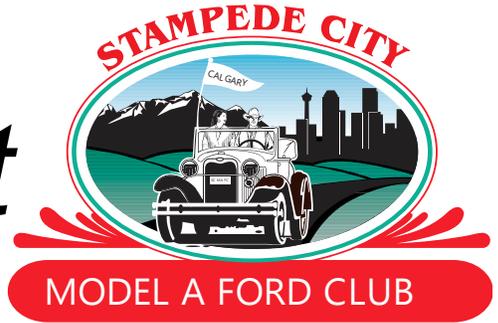


The Script

February 2020



Michael Callander at work on his Model A restoration, see page 9



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President's Message



Wow! January was cold!

Work continues on the Tupper Coupe Project with rear axle and rear brakes now completed and preliminary work completed on the front suspension and brakes. More weekend seminars are planned. The rolling chassis should be completed by early February.

While the snowbirds are away the rest of us have had to endure the miserably cold period of -30 Degrees C. and with windchill some days to -40. The new executive will be meeting sometime in February to develop guidance for the club's ensuing year and beyond.

Keep warm and don't forget to start your vehicles and run them until warm at least every second month. They have lasted this long how about aiming for the 100th year of road experience in 2028.

I've noticed that the Hemmings posted prices for good restored Model A's has suddenly risen by 10-20%. The January price of 8 listed coupes was \$24,660 USD (\$32,400 CDN). Remember that these are list prices not the sale price.

It has warmed up for the first week of February - maybe some of us will have our cars out for a run to the grocery store.

Hope to see many of you at the February 12th meeting at Woodridge Ford. Your president, *Colin Outtrim*

Stampede City Model A Ford Club Mission Statement

The SCMAFC is devoted to the restoration and preservation of Model A Ford vehicles to protect our automotive heritage for future generations. Membership initiatives and objectives are demonstrated through workshops, tours and participation in community events.

General Information

Meetings are held on the second Wednesday of each month (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

Web Site: www3.telus.net/scmafc

email: scmafc@telus.net

Membership fees are \$35. per family per calendar year. (add \$20. for mailed newsletter.

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.



2020 Executive

President	Colin Outtrim	
Past President	Gord Rouse	
Vice President	Mike Hill	
Secretary	Bill McPhail	
Treasurer	Brian LeBlanc	
Memberships	Yvon Picot	
Publications Director	Al Friesen	
Printer	Jeff Brooks	
Technical Editor	Sid Gough	
Capital Assets Director	Paul Chudek	
Clubhouse Custodian	Paul Chudek	
Tours & Events Director	Russell Moore	
Technical Projects Mgr.	Paul Chudek	
Tech Talks Coordinator	Mike Hill	
Librarian	Irene Rigby	
Revenue Advertising Mgr.	Keith Robinson	
SVAA Liaison	Lloyd Glover & Don Mazurick	
Web Site Manager	Al Friesen	

Meeting Minutes

SCMAFC GENERAL MEETING MINUTES

Wednesday, January 8, 2020

Meeting called to order 7:31 PM:

President Colin Outtrim wished everyone a Happy New Year and called the meeting to order. Fourteen members and one visitor (Art Jorstad) signed in as present.

Secretarial:

Minutes of Dec 11, 2019 were reviewed. Motion to accept as presented was made by Gord Rouse and seconded by Yvon Picot. All in favour.

Treasurer's Report:

Deferred to February (Jeff Brooks said that by end of January Brian should have things wrapped up for 2019).

Membership Report (Jeff Brooks):

- Jeff Brooks reported there were 69 paid members and possibly a few more before the end of the evening.
- There was a discussion regarding late payment and the publication of the roster. The question came up that if we changed our policies we would have to change our bylaws. It was decided that no change would be made but Colin Outtrim indicated that we could continue to accept late payments as outlined in the by-laws but late payers may not appear in the roster for that year. Jeff and Yvon Picot confirmed they would follow up with unpaid members by the end of February and that the roster should be complete by the end of March.

It was indicated that mailing of the Script to unpaid members will continue until the end of February.

Advertising (Keith Robinson):

- 10 advertisers to contact, eight of which he called today.
- Advertising outlook looks positive as most of last year's advertisers are maintaining their ads.
- Mike Hill proposed Woodridge Ford be given an honorarium in the form of an advertisement if space available. Keith Robinson will run this by Woodridge (1/4 page/\$50.value).

Colin offered to contact his insurance provider to see if they wish to purchase a quarter page ad for 2020. Provided space is available at the time.

Colin's Car Club Publication:

Delayed until April when Kathy is back from the south.

Capital Assets:

Spring project is to replace the wooden east sidewalk against the clubhouse.



Tourism Events (Russell Moore):

- Rosebud Trip to be planned soon so that doesn't fill up and he will check out different options for the trip.
- Colin Outtrim called Marv's Classic Diner in Black Diamond. The diner is struggling financially and it was proposed that we should support them. Colin proposed at least one tour (perhaps in the middle of May) that would include a meal at the diner. Colin will follow up.
- Wood's Okotoks trip in June.

Proposed Edworthy Estate Tour with George Edworthy.

Ron Carey Gas pump.

It was suggested that we talk to the family at a later date since they are extremely busy at present. Colin suggested that if the pump ended up being gifted to us that a plaque be made for the pump. Yvon will follow up on status of ownership.

Library/Website: Deferred.

George Moir Car Library:

- It was proposed that we supply photos of our cars for the George Moir website. Photos of cars with appropriate backgrounds (without people in the foreground) are preferred.

Murray Walkemeyer to follow up with Moir's. Contact is Janet.

Tupper Car Project:

- Barry, Murray & Paul finished the rear end.
- Rear drums back on, radius rods are on.
- Rear end only needs oil now.
- Will use new bearings but old hubs;
- Pulled off front drums and backing plates and they looked decent. Roller tracks need some work (welding). Paul's son David has agreed to do some welding and finishing on roller tracks and backing plates.
- There is wear on the spindles where the bearing rides. Bearing moves on spindle. May have to be built up or replaced.
- Brake drum at 40 thou for one and the other at 60.
- Front end reassembly work forecast for a Saturday when weather improves (perhaps January 25th).
- After front end is complete engine and transmission can be dropped in.
- After engine and transmission, then body work.

Al Friesen is keeping a photo diary of the project.



New Business (brought up throughout the meeting):

- Glenn Smith asked if Loyd Glover and Don Mazurick should continue to be listed in the executive as SVAA Liaison. Colin to follow up.
- Keith Robinson, Barry Osborne and Paul Chudek went to see a 1928 Special Coupe that was for sale. They did not have a price but noted the car was in need of a total restoration.
- Yvon Picot suggested perhaps his name should not be listed in the Executive under membership.

Guest Art Jorstad shared with us the story of his 1928 Model A Sport Coupe he has had since 1969 and restored between 2015 and 2018. Art passed around photos of the restoration process.

Adjournment 8:45pm: Moved by Gord Rouse, Gary Callander seconded. All in favour. The next meeting will be a Woodridge Ford on February 12th at 7:30 PM.

Editor's Notes

Hello everyone! Yes, we are still in Yuma, Arizona and happy that the Rigby's have joined us next door in the RV Park for a couple of weeks!



Thanks to some excellent effort by Keith Robinson we are pleased to see some new advertisers supporting our Club. We welcome Calgary Muffler, Alberta Fire and Flood Restoration Service and Woodridge Ford / Lincoln, please have a look at their new ads in the last few pages of this newsletter. As you are aware, George Moir Antique Auto Parts, 1971 Ltd. Has graced our back page for many years and we are pleased to have updated their ad with additional contact information and it is now in colour! Thank you so much George for your ongoing support! There is also a short 'thank you' article to our advertisers on page 8. Also, beginning with this edition our advertisers will receive an emailed copy of the Script each month.

Once again Michael Callander has penned an update to his restoration project, thanks Michael! Mike Hill has composed quite a long list of Model A upgrades, nicely done and thanks Mike!



Al Friesen

February Birthdays

Lyle Brooks 2nd
 Merlyn Basaraba 4th
 Bill Bailey 6th
 Ewald Braun 10th
 James Saito 11th
 Chris Brancaccio 15th
 Kevin Walker 24th
 Jim Callander 26th
 Barry Osborne 26th
 Terese Dunsmore 27th
 Carolynn Schiffner 27th

February Anniversaries

Sheri and Gord Rouse 25th

Well Wishes

We wish George Edworthy and Keith Robinson a speedy recovery from their recent heart issues and surgeries. Both are at home now and doing well.



Jim Callander's 'News from the 'Past'

40 Years Ago, February, 1980

President – George Edworthy

- 26 Members Toured the Andres Winery on Blackfoot Trail.
- Gary Callander gave a slide presentation of the restoration of their '28Tudor.
- Al Shannon published Part 2 of his Frame Restoration which covered the riveting.

30 Years Ago, February, 1990

President - Emanuel Cohen

- Some cupboards have been installed in the clubhouse, also 2 fire extinguishers.
- A Bowling Party was held at Fairview Lanes.
- Harry Wigle donated 2 filing Cabinets and the engine hoist.
- Larry and Jackie Duncan joined the club.

20 Years Ago, February, 2000

President – Norm Devitt

- A good writeup on water pumps in this month's Script.
- The Town of Crossfield named a park in Club member Harry Wigle's honor, Harry was a Former Counsellor and Reeve of Rockview Municipality.
- The February Club meeting was cancelled due to heavy snow.

10 Years Ago, February, 2010

President – Chris Brancaccio

- The club participated in the Annual 'World of Wheels' show, 6 cars and trucks and a chassis under restoration were on display. Several Awards were won, Best of Show, Glenn Smith and Larry Duncan, Outstanding Class ,Keith Robinson, Trevor Pryor, Troy Dillabough, Fourth Place, Lloyd Lewis.



Steering and front wheel bearing seminar - February 1/20

On February 1st we had a 3 hour (plus) seminar coordinated by Gord Rouse (project liaison). The stove was hot and the plentiful Tim's donuts and coffee were enjoyed by all. The seminar was entirely designed around the correct restoration and recognition of worn components of the steering and front wheel bearing parts.

We removed backing plates, bearings, brake linkage, spindles, and brake actuator assemblies. We checked the end play on the kingpin and re-shimmed the right side assembly from about .010 inch clearance to zero but not tight. We inspected the spindles for wear on the wheel bearing landing surfaces. The outer end of both spindles was worn a few thousandths out of round. We accepted the existing right side spindle but chose to select an alternate left hand '28-'29 spindle which was better than the original. A little thread damage was evident but Murray will run a thread-chaser over it at the next session. The two backing plates were sent out for MIG welding to improve the brake roller tracks. Front brake operating pins were inspected and one brake lever was reassembled to have the rivet head on the front side to clear the casting of the actuator assembly. Murray pointed out that the ideal full release brake lever position should be 15 degrees forward from vertical to give the correct mechanical advantage. The ball ends for each of the steering arms and tie-rod ends were inspected and it was determined that we would purchase a reconditioned steering arm that was measured at 60 thousandths out of round. We elected not to order the weld-in replacements as Murray and Glen advised against this for safety reasons.

The next seminar will be devoted to completing the left side assembly and the assembly of both side backing plates, brake shoes, bearings and linkage.

...Colin Outtrim



Sid Gough's 'Tech Talk'



Is your restoration project stalled? Sometimes even the smallest detail can derail your enthusiasm. All it takes is not being able to find that next part or the one you have is the wrong year or too worn to use. Then there is the reproduction piece that doesn't fit.

Other factors that can halt the project are finances, family commitments or employment demands. Other interests may have taken over that lower the restoration priority. Once the momentum is lost it is hard to get back.

Getting out to meetings, contacting friends in the hobby can restart interest. Often having an extra hand or advice on a problem will be all that is needed. It takes determination and often help to complete a restoration. There can be many potential road blocks.

Decide what is important to you and do it! It may not be the A at this time but the future may provide the catalyst needed to get started again. I know. My project has been stalled for far too long. I have a long list of excuses. All I need is; (my list is too long to print here).

Don't follow my example. Get your A on the road and enjoy it!!

Sid

A Thank you to our Advertisers!

As we embark on yet another year it is appropriate that we take a moment to express appreciation to our advertisers, not only for the valuable revenue they generate for this non-profit organization of ours, but also for the excellent standard of service they provide to our members.

In that regard we must also thank our own members who have identified potential advertisers or elicited ads from them, as well as our volunteers who annually contact our various suppliers and advertisers with a view to having them renew their ads for the subsequent year.

Lastly, a reminder to our members that if they have received service from an organization worthy of spreading the word to their fellow members, the most effective way of spreading the word is via an ad in the '*Script*'. Rate information, etc. is available via any member of the Executive Team listed on Page 2 of each edition.



Model A Progress Report

By Michael Callander

During these past 6 months, the body work was again the main point of focus. I had purchased a new set of doors using the gift certificates and now needed to prime them and make them fit the body. I had some difficulty getting the driver's side door to fit, so I called a Serge Rousseau, an autobody mechanic who had done some work for my local Model A club. We took some measurements and he pointed out that the component the hinges bolted to was bent forwards. Instead of disassembling the body again (I think I've taken the body on and off of the frame completely about 5-6 times now), he recommended re-drilling the body holes to move the door ahead enough to fit. Re-drilling the holes remains a project for next year.

In the meantime, I finished all of the sheet metal work on the box. The most challenging piece was the tailgate. It was difficult to shrink the metal because the part that needed to be shrunk was in the "Fo" of the Ford script. I have rarely seen a restored truck that had a dent-free tailgate, so I did the best I could and left it. As I have been working on this truck, I have learned that it is just as important to know how to fix something as to know when to stop. One of my autobody mentors, Murray Walkemeyer, told me that to get a vehicle perfect it takes 95% more effort to get the last 5%. I do not yet have the 95% skills, so I learn to enjoy the work that I can do and look at the vehicle as a whole, not only one small section. In the coming year, I will use my blacksmithing skills to repair or reproduce tailgate hinges which are damaged. I found new hood panels at a swap meet to replace the original hood. I built a grooved backing bar to assist me in straightening the louvres. I must admit, I was very impressed with the end result. This coming summer I will have someone do the welding on the hood and then the hood will be done. The box will be finished this summer, and when I straighten the rear cab panel, floor pan and re-drill the holes, all that will remain of the bodywork is a little bit of welding. I did learn the skill of MiG welding during this restoration, but I now have the insight to decide that I will not do the important welding on this project, nor the painting. I have learned what parts I do and what parts I hire other people to do. I am so happy to soon reach the painting stage, because paint will totally transform the appearance of the vehicle and finally highlight all of the bodywork I have spent the last 6 years completing.

With all of the chassis complete, and the bodywork nearing completion, there was not much need right now for the gift certificates, so I am saving them for when I do the electrical system, upholstery, tires and other miscellaneous pieces. I did, however, work on the wood pieces I ordered with the gift certificates. The floorboards and wood pieces I ordered for the cab did not all fit, so I went to the wood shop of Model A club member Gord Rouse to repair them. He showed me how to plug the holes, cutting dowels of the right length, gluing them in, and then I brought them back home to re-drill the holes. One of them I drilled in the wrong place, so I will no doubt be seeing Gord again this year. He has also agreed to help me make the wooden boards that will go in the box, painted with a mix of varnish and body colour as they were originally done. The only truck I have ever seen with the wood painted body colour was our club's 1930 AA Express Truck. It was beautiful and I decided that I wanted to follow the factory specifications for my box as well.

I should add that work occurs for 4 months of the year. There are 6 months when I can work on it, and 2 of those months I go to university in the faculty of education. The other 6 months of the year are well below freezing, and I cannot work with my bare hands on cold metal for more than a few minutes.



One highlight of my summer was doing an interview for the local newspaper (the Calgary Herald) on what I do in my garage. I was asked about my project, my interest in the Model A hobby, and then submitted my pictures to the newspaper. You can read the article here: <https://driving.ca/ford/column/on-the-road/in-the-garage-santa-wish-comes-true>

One important transition that I noticed this year was that at the beginning I was very ambitious about having perfect panels and showmanship of this vehicle, and that I would work on this no matter how long it took to get it perfect. When I ordered new doors last year, I had decided that I really wanted to be able to drive it and that having the cost of new doors paid for would not be a disappointment. I do believe some day I would like to restore another Model A or other pre-war car, but for right now I'm really excited for the day I start touring and that is my main focus.





Confessions of a Model A Modifier – Model A Upgrades

Michael Hill, February 2020

I'm always interested when people want to add a more modern item to their Model A to improve performance or reliability and how much debate it garners around the validity of the various options versus staying stock. This applies to alternators versus generators, regular brakes versus floaters and many other retrofits. I really appreciate and enjoy the opinions on both sides and naturally I have my own! I also appreciate that the vendors are continuously improving their offerings. We are very lucky that we have these suppliers.

I like to experiment and tinker so below are some of the crazy and sometimes expensive things I have done to my Model A over the years. My objective with all of this is to improve my driving experience while preserving the authentic stock look of my Model A as much as possible.

So go grab your parts catalogue and follow along...

- **Float-a-Motor Engine mounts** – A generous guy gave me an extra set of his and I put them in. I was curious about why he was so eager to part with them at the time? In hindsight, I am not sure it was worth the trouble – the rubber doughnuts have since compressed and hardened. Fortunately, my frame hasn't buckled (yet) as some people claim it will. I did install the rear transmission support and believe it is necessary to be installed. I notice a lot of cars with float-a-motor mounts and the rear part not installed which allows the engine to shift backwards putting a lot of stress on the front engine yoke and the front and rear springs.
- **Oil filter** – this is a “feel good” thing for me as I still change the oil every 500 miles or once a year (well most years) regardless. With the filter I can now spend more money to change my oil and make even more of a mess each time as the filter mounts horizontally on the valve cover.
- **Air filter** – I installed the air filter gooseneck and the large K&N filter to make the air flow resistance as low as possible. I can't understand why you wouldn't use an air filter? Where would the bugs, dust and small animals have gone that got trapped on my filter?
- **Modern Starter Bendix** – I had a loose bendix bolt in my first Model A (which was not retrieved by the previous owner) which eventually jammed between the flywheel and the housing. This brought the car to an abrupt grinding and embarrassing stop one day in front of a crowd of shocked onlookers. Fortunately, there was no damage and the bolt came out easily using a magnet pick-up through the starter motor hole after I got everything unstuck by pushing the car backwards in gear. The old style bendix now terrifies me.
- **Cast Iron Drums and brake linings** –\$\$\$\$ - I consider the ductile iron brake drums a good safety and reliability improvement versus using the original steel drums. They are quite expensive but I also value good braking performance especially down a large hill (OK - I also gear down). I recently switched my woven brake linings over to bonded linings. I will say that the bonded linings had much better drum contact initially than my self-riveted linings which required some careful belt sanding to get a good fit. My research and experience is that you can use either woven or bonded linings with the cast iron drums. Probably not a real difference between the two lining types provided they are set up properly. The squeal of the rivets with a woven lining may help indicate a worn lining someday, however, I don't think we put enough miles on our cars that brake wear is a big issue. In addition, the need to service your front bearings occasionally forces you to do a brake lining inspection.
- **Brake floaters** – I installed “Ted's Floaters” (www.flatheadted.com) which allow the brake shoes to float and self-energize. There is absolutely no question in my mind the floaters improve braking responsiveness and ease. However, they are not the easiest to install and set-up. The instructions are in New Zealandese and made as much sense when I turned the writing upside down. They are really tricky to set up and you pretty much have to get on the road and adjust the brake adjusting wedges over 20 to 50 miles to get them dialed in - a lot of time spent on the side of the road on your knees with an infrared thermometer and a ½ inch wrench. Not sure I would bother again. These will not help a poor brake setup.



· **LED Brake Lights** – with my fantastic stop-on-a-dime brake setup, I was in huge fear I would get rear-ended. The LED lights make a huge difference in brightness as I suspect the halogen bulbs would as well. For safety, I think bright brake lights are a must.

· **LED Centre Brake Light**- huge safety upgrade from a rear visibility perspective when braking – a necessity for safety! Other safety tips: make sure your windows are safety glass, install a driver's side rear view mirror and make sure you properly reciprocate the "cruiser wave" to oncoming Harley motorcycle riders (left hand down, two to three fingers out, optional smile).

· **Engine Modifications** – When I rebuilt my engine, we installed a high compression head, Model B camshaft with an aluminum gear, an Aries muffler and we ported and polished the intake and exhaust ports. I didn't have a good prior reference point but I think the impact of all of these was huge. I am now firmly in the same group as most of our club members that claim their engine performance is the best in the club - going both up and down hills. The high compression head is an easy install and makes a big power difference. A very generous guy in our club lent me an NOS Model B touring camshaft to demo - which is still in my engine. My engine purrs along at 45 MPH with lots of higher-end room left. I studied the dyno test results showing the HP increase using the Aries muffler but the bigger issue was I could never really get my old repro muffler to properly seal to the manifold even after many hours of metal bashing, sleeves, gaskets and trying everything else. When I rebuilt my engine, I went with babbitt and hope I never have the opportunity to debate the merits of babbitt versus inserts again – touch wood.

· **Alternator/Generator** – I originally switched out my generator for an alternator after I had electrical and related stupidity issues which resulted in me frying my generator. Never disconnect your generator and drive your vehicle! The alternator absolutely made a huge difference to headlight brightness (especially with a poor battery), however, it really didn't work well (or at all) at lower RPMs. I switched back to a meticulously well rebuilt generator and installed an internal Electronic Voltage Regulator (EVR). I like the stock generator look better and with the EVR I don't have to worry about overcharging the battery. I also had my headlight reflectors re-plated which worked great. There is no need to re-plate reflectors anymore as the vendors now have properly dimensioned reproduction aluminum plated reflector with the same reflectance as silver but won't tarnish.

· **Mitchell Overdrive** – \$\$\$\$ Definitely a plus for cruising down the road in terms of noise and gas mileage. It is nice to have 6 gears available instead of 3 and once you get good at gear splitting, the big gap between second and third gear is less of an issue with city driving. The overdrive is extremely expensive but I would say it was well worth it. Of course, what else would you expect me to say after spending a boat load of money on one of these???

· **Four blade fan** – My car came with the original Ford 2 blade fan but after hearing all the scary failure stories I couldn't replace mine fast enough. Every time I opened by hood I expected a fan blade to fly out and lodge itself in the middle of my forehead. I initially tried a four-blade fan but switched to an aluminum 2 blade fan which I meticulously balanced. I like the look of the two-blade propeller fan better and it even reduces the probability of having my fingers cut off by 50% versus the four blade. I have heard there is little difference in air flow between the 2 and 4 blade and neither is going to solve a defective radiator and related overheating problem. I had a radiator shop rod and clean my radiator and I have never had an overheating issue. Also, in terms of warming up your engine and keeping it at an optimum temperature, make sure you have a thermostat installed in the upper radiator hose.

· **Radiator overflow tank** – I got a little concerned about seeing people's radiators overflow on tours and the amount of sweet tasting antifreeze that was getting spewed on the road to attract animals. There is no question the Model A has to find its own radiator fluid level and there is always a bit of fluid urinated on the ground and spit on the front window during this process. People always seem to be topping up their radiator before a tour as a precaution whether they need to or not. The overflow tank means you never have to worry about the radiator level and it's good for the environment. Just make sure you have a good seal with the radiator cap.

· **Shortened pitman arm** – improved turning ease – definitely good bang for the buck. I can't figure out why this was not on the original car? It would have saved Henry some valuable dollars in metal costs!



· **Modern leak-less ball bearing water pump** – I could never get the water pump packing to work properly so I upgraded to the modern water pump seal system with a front sealed bearing. Part of the reason for my front bearing upgrade originally was that the fan belt needed to be tighter with an alternator that has a very small pulley to get the RPM range up. The water pump front ball bearing is pressed onto the shaft to eliminate end play. This was a big improvement, no maintenance, no grease entering the cooling system and I haven't had a leak since. But... there is no such thing as leak-less forever! A full front and rear sealed ball bearing pump is now available (www.leaklessapumps.com).

· **Turn signal buzzer** – a \$3 buzzer makes me aware my turn signals are on when I turn or change lanes. During tours I like to time how long it takes people to turn off their turn signals – I think the longest so far is 38 minutes and 27 seconds. For my signal lights I went with the electronic flasher. One thing I have noticed is that either the electronic or bimetal flasher is a good indicator of a deteriorating battery if the lights won't flash at idle when the headlights are on. I also converted my cowl lights to signal lights with amber lenses to improve oncoming driver visibility. The cowl lights previously weren't much use for driving.

· **Additional ground cable** – one cable from the battery to the frame and one cable from the battery to the engine on the flywheel housing – no issues with a sluggish starter. Vroom!

· **Modern ignition points** – not sure on this one. The big reason to go this way is to get the condenser location further away from engine head and manifold heat. With the modern points the condenser is on the points plate and maybe the rotor acts as a cooling fan (LOL)? The original ignition point setup is easier to adjust which is a big plus recognizing this doesn't need to be done that often. I have the wireless bottom plate and I'm a bit nervous based on some feedback about it potentially burning out. Keeping an eye on it. I stayed away from the electronic ignition system as it would be too hard to fix on a tour and I couldn't afford a spare after purchasing the overdrive.

· **Rear Trunk** – I absolutely couldn't live without our rear trunk when we go on tours or trips. Where else would I put my 50 lbs of tools and all the spare parts I need to carry if all my modifications don't work.

· **Firewall insulator and floor insulation** - I installed the firewall insulator and put reflective insulation under my floorboards on the passenger side above the muffler. I topped it all off with a thick rubber mat underneath the regular floor mats. After all of this, the cabin is definitely quieter which helps my wife give me detailed directions, corrections and other constant driving tips.

· **White Walls** – They sure look great and I get lots of compliments, however, I curse them every time I need to clean them or brighten them up. The best whitewall cleaner I have found is VIM with bleach. I would also highly recommend using dynabeads in the tires to balance the wheels (www.dynabeads.ca). They work really well - especially when cruising at 100 MPH, are easy to install and are inexpensive.

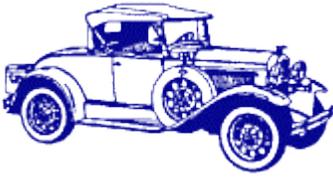
· **Front Seats** – I did my wife and me a huge favor by getting a good auto upholsterer to remove the front seat springs and rebuild the seats using foam. They still look authentic and it really makes the seats way more comfortable (definitely less bouncy) during a long drive. Too bad Henry didn't have foam back in the day!

· **Step plates** – I ordered a set a while back and they are still in the box. I am now thinking that too much "bling" may not be a good thing. I also considered the radiator rock shield, however, it makes it harder to pick the bugs out of the radiator fins (I use a regular household brush to do this quickly).

In terms of the biggest bang for the buck, my top three would be the high compression head, the rear trunk and the rear centre brake light.

What would be your top three modifications and why?





Classified Ads

For Sale: I have purchased a 1928 Model A Tudor and have made numerous upgrades. I just don't have time to enjoy the car. I have all the receipts and a lot of pictures. If anyone is interested please email me at: wingglen@gmail.com Price is \$11,500. Phone numbers: 403-563-7829 Cell and 403-564-4223 Home.

For Sale: Model "A" Ford parts: (Set) 1928-29 Cowl lamps, tail light, head light lens. Set of 1929 Alberta licence plates. Call: Harry @ 403-295-3229

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

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

For Sale: 1931 Ford Model A Coupe, 6 volt alternator, light blue vinyl interior. Definitely a driver, starts every time. \$17,000 or Best Reasonable Offer.....maybe. bdlcma@telus.net phone: 403-874-5505

For Sale: I have tons of Ford model A parts, also a lot of AR. Let me know what you need. Gary @ 250 404 0104 or Email sugarhill1955@gmail.com Located in Summerland, B.C Can ship.

For Sale: 1928/29 model A cab and miscellaneous parts for sale. Cab is disassembled. New roof , frame and floor woodkits. Cowls, cowl sections. Grill shell. Pair of rear steel fenders. Cab corners and hood. Please contact for a more detailed description. Grant in Edmonton 780 481 1570.

For Sale: Restored Powerhouse Generators – Original 1928 powerhouse restored generators for sale. Various P1, P2 & P3 models subject to availability. Cdn. & US Mfg. Price vary w/ exchange and core trade-in availability. For further details or inquiry Contact – Dan Adams (403) 238-9616 or Murray Walkemeyer (403) 809-5277. E-mail contact - ddada4@shaw.ca Location – Calgary , Alberta.

Wanted: Weaver Auto Crane (Wrecker) Model A or T period correct. Contact Ron 780 678 4019

Wanted: I'm in need of 2 or 4 19" tires in good shape. The ones I have are not good enough for any long trips. Thank you, call or email. Paul 604-807-3634 vicky31a@shaw.ca

Wanted: Working 1930 Model A Horn. Please contact me with a price at 403-382-0369 or email drogalsky@hotmail.com

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

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

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

Wanted: I am looking for a Canadian 1928-29 model A pick up cab for a model AAC 1 1/2 ton truck restoration. Please contact me with price and location. Thank you, Malcolm Murray 204-841-0203 Neepawa, Manitoba

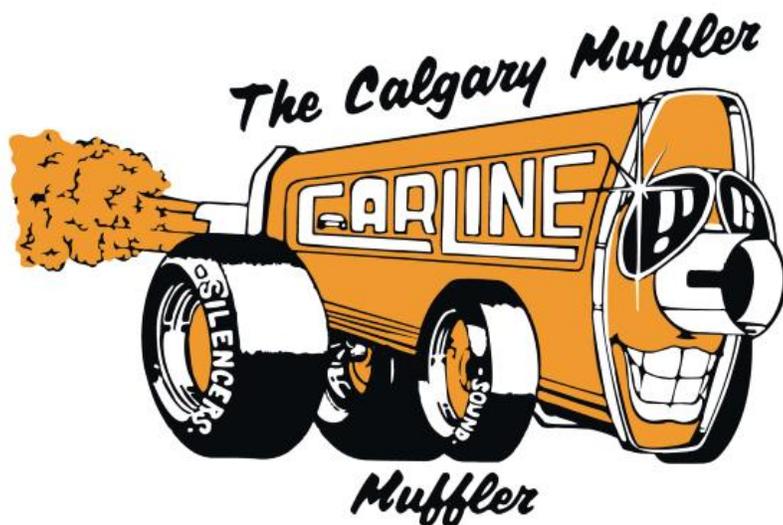
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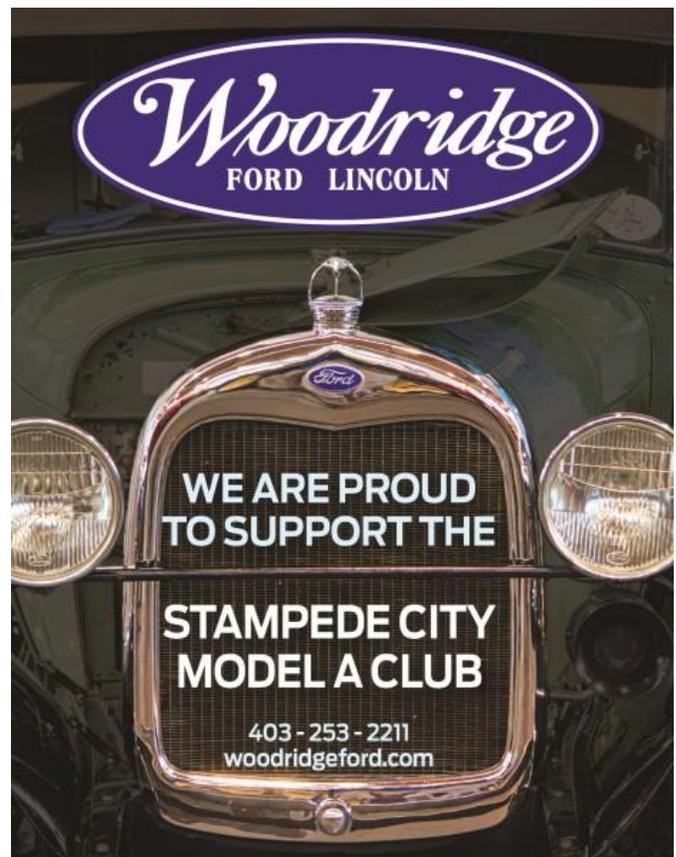
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