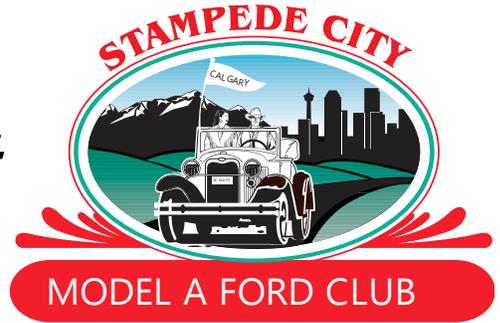


The Script

February 2022



The latest Biesbroek Restoration - A 1931 Slant Window Fordor
(See page 7 for the details.)



Featured in this issue:

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Stampede City Model A Ford Club Mission Statement

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

The Stampede City Model A Ford Club publishes the 'Ford Script' monthly (except July and August). Articles appearing in the 'Ford Script' may be reprinted provided credit is given. All information in the 'Ford Script' is provided for your enjoyment and edification only. No one associated with the 'Ford Script' can be held responsible for errors, omissions, or misinterpreted information even though all efforts will be made to ensure correctness of the content.



2022 Executive

General Information

Meetings are held on the second Wednesday of each month (September - June), normally at the Club Garage at 7:30 PM.

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

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

Website: www/scmafc.ca

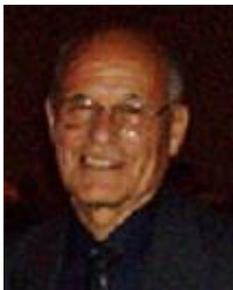
Email: scmafc@telus.net

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

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

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

President's Message



February greetings everyone, - - suddenly we are into the last half of our 2021 – 2022 Winter!

To begin I must say how pleased I am to have Al Friesen back with us after his recent hospital stay. Speaking of enthusiasm, I must also acknowledge how enthusiastic Colin Outtrim, and his 'Questionnaire Guru' Hank Biesbroek, are as they tackle the preliminaries for our 2022 Touring and Activities season. On a similar note I must also congratulate Keith Robinson for having elicited a revenue neutral replacement for the George Moir back page ad that has been a feature of the Script for so many years. Well done indeed!

With respect to our order of 50th year Membership pins, in spite of our supplier being overloaded with 2022 Olympic pin orders it now sounds as if ours could be scheduled for shipment following the Chinese New Year celebrations, but before the Olympics begin. Time will tell I guess but at least we are receiving confirmation of them being somewhere on the overall supply chain!

Lastly for now, with respect to the 'license plates restoration article' contained in this edition of the Script. Should someone plan on restoring a license plate or two and want to borrow one of the rollers mentioned in the article, I have one plus I may even have a bit of leftover black printer's ink. Should you want to buy your own, I found my supplies at the ACAD outlet at SAIT in Calgary but I am sure that all art supply outlets would also carry these items.

Wishing you safe travels and a healthy 2022”! Ron Rigby

Editor's Notes



With February here we are one month closer to spring! So far the southern/central Alberta weather has been tolerable.

For those that have classified ads listed on the website and in the Script could you please take the time to review your ad and advise me whether to keep it as is, modify it, or delete it, many thanks. Just doing some house cleaning! Email: 29modela@telus.net

Your editor is in need of articles from the membership, please consider putting something together for publication in the Script. It can be any length and include photos.

Please send it to me as a MS Word document, NOT a .pdf, thanks! An idea is to outline what Model A activity you have been up to during this Covid lockdown. I would think that many members have used this extra time at home to work on Model A projects! Let's get creative and fill our Script with local news and ideas!

With this issue we welcome a new advertiser who has taken the entire back page of the Script, welcome Terry Brige of 'Rust In Pieces'.

Stay safe out there and wish for an early spring!

Al Friesen



Meeting Minutes

SCMAFC GENERAL MEETING (via ZOOM)

Wednesday, January 12, 2022

Present: Colin Outtrim, Yvon Picot, Ron Rigby, Jim Leew, Glenn Smith, Lyle & Sharron Brooks, Doug Knutson, Gary Callander, Barry Osborne, Al Friesen, Jeff Brooks, Hank Biesbroek, Mike Hill, Keith Robinson, Bernie Burchill, Walter Pickles, Bill McPhail.

Meeting call to order at 7:03 PM.

President's Remarks: (Ron Rigby)

Welcome to 2022! I wish to express my thanks to the previous executive team and welcome both the new and continuing members for 2022. The new executive team is listed on page 2 of the Script.

Vice President: (Hank Biesbroek)

Welcome to Hank Biesbroek as the new VP. Hank has a wealth of business experience as well as being a former SCMAFC President.

Recognizing the value of our relationship with MAFCA Hank has expressed interest in making sporadic contributions to the "Chapter News" column of their "Restorer" publication.

Hank remarked that he is also happy to work with Colin re: Tours and Activities as well as any others within the Club on our contributions to the "Chapter News".

Secretarial: (Bill McPhail)

- Bill McPhail has agreed to continue as Secretary for the coming year and will work with Colin setting up Zoom meetings.
- Motion to adopt the minutes for December 2021's meeting was made by Al Friesen and seconded by Doug Knutson, all in favour.

Treasurer's Report (Chris Brancaccio):

- Chris is very involved with the Model T Club of America in addition to his valued contributions to our club as well as being avid travellers! They are currently in Mexico and sorry they cannot attend this meeting.

Chris passed on that he will be reviewing our various insurance policies as well as reviewing banking signatures status.

Membership Report (Lyle & Sharron Brooks):

- Lyle and Sharron have been actively involved with the membership portfolio and are enthusiastic to continue now that they have been formally endorsed by the club to take on this responsibility.
- A contemporary edition of the club roster is in the works!
47 membership renewals at this point.



Publications and Website (Al Friesen)

- Al would like members to send him good quality photos of their cars so they can be added to the website listing as well for a potential use in a potential club calendar

Member content contributions for the Script would be very appreciated.

Advertising (Keith Robinson):

Keith and Ron will be contacting advertisers this month.

Capital Assets (Paul Chudek):

Paul and Kathy are in Arizona but passed on that all is well with the Clubhouse as well as its tool and library inventories. Paul has suggested plans be developed if for some reason these inventories eventually must be separated from the Clubhouse.

Touring /Events (Colin Outtrim):

- Colin shared a list of tour/activity ideas that is also listed on page 10 of this month's Script
- Members are encouraged to look through this list and offer to organize or contribute to specific events.
- Members are encouraged to email Colin with any other ideas or thoughts.

The idea of a car rally was suggested.

MAFFI/Heritage Park:

- MAFFI (Model A Ford Foundation Inc.) is willing to help organize Model A displays at automotive museums within North America.

We have contacted Heritage Park to see if they would be interested in participating in this initiative.

Meeting Adjourned

Membership Report:

Membership dues are continuing to come in for 2022 and **let's welcome a new member, David Farran of Calgary.** David has recently purchased a 1930 Model A two door sedan in fully restored condition. He also owns a running 1926 Model T Truck which can also be pulled by two horses as a Bennet Buggy. No doubt David will have a few entertaining stories!

It is difficult to put an exact number on membership as e-transfers are still coming in and there are a few cheques in the mail yet. There are probably a few members who are vacationing out of Canada and will deal with memberships when they get home.

Lyle Brooks



‘News from the Past’

30 Years Ago - February 1992 - President Gord Watt

- In his ‘President’s Ramblings’ Gord Watt described the powder coat process and his experiences with Calgary Powder Coating Inc. in getting several items of his Model A finished.
- A three page article taken from ‘Old Cars Illustrated’ discussed the sand blasting process in detail.
- Excerpts from a pamphlet from the American Lung Association outlined the lung hazards encountered in auto repair.
- Model A Generators and Starters were the topic of an article taken from the ‘Model A News’.

20 Years Ago - February 2002 - President Norm Devitt

- an in depth article discussed ways to repair damaged steering shaft threads.

10 Years Ago - February 2012 - President Ron Rigby

- Chris Brancaccio describes the Ruckstell transmission for the Model A Ford.
- Michael Hill discussed the pros and cons of an air filter on a Model A.
- A tribute to member Al Dillabough who passed away recently was published.

February Birthdays

Lyle Brooks 2nd
 Merlyn Basaraba 4th
 Mike Reid 8th
 Ewald Braun 10th
 James Saito 11th
 Len Quaghebeur 11th
 Chris Brancaccio 15th
 Kevin Walker 24th
 Barry Osborne 26th
 Terese Dunsmore 27th
 Carolyn Schiffner 27th

February Anniversaries

Sherri and Gord Rouse 25th



A 1931 Slant Window Fordor Project

I purchased this car in June 1998 after flying out to Aldergrove BC with Gord Watt to do an inspection and quick road test. It was registered with a serial number of CAS 8402, giving it a Mid-May '31 Engine build date. The engine had been changed to a 1930 block. I have driven it occasionally, used for a wedding or two, but mostly it just sat.

Although the car looked okay from 25 feet away, after finishing the rebuilding my '30 Coupe in 2020, I was anxious to get the Slant Window looking as good.

I took a series of pictures and videos in November 2020 and started the teardown and rebuilding process. I call it a rebuild, as I leave restoring to those who go the distance of researching each part back to date and time the car came out of the factory. I try my best but am not stuck on having that level of critical correctness. I want to drive these cars and not have to worry about a scratch or stone chip, or whether a bolt should be black, cad plated or unfinished.

I did a complete body off rebuild and found some surprising repairs and details about the car. It had been in a wreck at some point as the front spring perch, front fender bracket and front frame cross member were all welded in place, rather than bolted or riveted. The front frame cross member was 1/2" back of its proper location so you can imagine what sort of shenanigans were necessary in the steering and alignment to get it to go down the road and steer a straight line.

Anyway, I had fun getting it all apart and then properly straightened and riveted and bolted as it should be.

It had original wooden floorboards, and while it had been painted before, it had never been off the frame, or apart to the extent that I took it. The body was surprisingly rust free with only a small patch needed on the passenger side front cowl.

I had the engine re-babbited, and I replaced the rings, valves and installed a new 5.5:1 head.

Lots of other drive train parts and pieces were changed out along the way or de-greased and then bead blasted and painted. I installed Float – A – motor mounts to make it a good driving and touring car.

I stripped the interior and replaced the roof including all the wood and the front header which means splitting the front roof metal off on a Slant Windshield model.

I sent the body over to Andy at Mirror Image and he did another fabulous job for me back to correct colors for the car, Copra Chickie and Copra Drab, with black lowers.

Even though I took care in the disassembly, these old cars never go back together the same, so lots of tweaking to get everything lined up properly. Still some more to do after I drive it a bit and get everything to settle into place.

I re-installed the interior as it wasn't all bad, and I didn't want to spend another US\$5K. to replace it.

For driving safety, I added signal lights and an LED center brake light.

After 15 months of working on it, I'm looking forward to getting out and driving!

If you have 3 or 4 minutes, I put together a montage of pictures I took of the rebuild from beginning to end.
<https://youtu.be/O7BvIDjGudQ>

Hank Biesbroek



Harnessing Fusion Energy

Fission energy (splitting the atom) has been around commercially for the better part of 70 years but fusion (combining atomic nuclei) still needs to get off the drawing board. However, just recently we saw a report on the proof of concept of fusion energy.

I worked for a short time on nuclear systems and fielded questions about safety and spent fuel management. These two issues in addition to the construction cost dominated most of our time when justifying such projects. Firstly, the safety issue has largely gone away as the proliferation of reactors worldwide has overwhelmingly proven these power sources to be very safe. Secondly, the cost factor taking into consideration that of the nuclear fuel itself over the life of a reactor, comes out ahead of most other available sources of energy today. The sticking point, however, was always “what do we do with the spent uranium”. The latter is always a bone of contention. Spent fuel of course can be dangerous if allowed to leak radiation and it is a serious concern but there are acceptable ways of dealing with it. Spent fuel can also be valuable for reuse in enriched uranium reactors. Nevertheless, if fusion reactors could be commercially developed the waste fuel radiation would largely go away.

Fusion energy has been studied ever since I can remember. I started off my career in the electrical power industry and I was always interested in the subject of nuclear energy. I remember reading about fusion energy some 60 years ago. It has taken that long to come up with a proof of concept as reported last week in a newspaper article entitled “Milestone in Harnessing Fusion Energy”. This is exciting but the results will leave you perplexed since the source produced only a tiny amount of energy. There are many obstacles yet to overcome and it is my belief I would have to wait another 60 years to see a commercial operating system. The challenges to get there are astronomical not the least of which includes the confinement of plasma at the temperature of the sun. It is encouraging to see the level of research being undertaken in France and in the United States. The advantages of course are worth pursuing. Fuel sources (hydrogen isotopes) are abundant and waste fuel is minimized.

As background information the uranium reactors in the world are largely based on enriched uranium except for those produced in Canada which use natural uranium. This fuel as it comes out of the ground is harmless and after processing it is packaged in bundles small enough to hold in one's arms (I have held such a bundle). When the bundles are loaded in a reactor, they immediately start their nuclear reaction to produce heat and they are then irradiated and cannot be handled by humans. Fuel replacement is handled by machines. A fuel bundle can last as long as two years in a CANDU reactor. The CANDU reactors tend to be more expensive than enriched uranium plants due to their physical size. The core of enriched uranium reactors is much smaller because of the high density of the fuel itself. Natural uranium (U238) has less than 1% fissionable metal (ie. U235). Enriched uranium contains 3% to 5% U235. The ongoing cost of enriched uranium is therefore higher due to the process of separating the isotope U235.

When costing the construction of new plants, the capital vs ongoing fuel costs are evaluated. Canada has not won any nuclear contracts for quite some time due to the high initial cost. The big disappointment was the China order that went to EDF (France).



From the Canadian government website:

Key facts

Canada is the second largest producer and fourth exporter of uranium in the world, with 13% of global production in 2019.

Nuclear power generation accounted for approximately 15% of Canada's electricity in 2018. Nuclear power is a source of energy that does not emit greenhouse gases.

In 2019, 75% of Canada's uranium production was exported for use in nuclear power throughout the world.

Canada has developed a unique nuclear reactor technology, CANDU; there are 18 CANDU reactors in Ontario, 1 in New Brunswick and 10 in operation outside of Canada.

Under Canada's nuclear non-proliferation policy, Canadian uranium can be used only for peaceful purposes.

Note it is strange the Becancour nuclear plant in Quebec is omitted – it is a copy of the Point Lepreau plant (600MW) in New Brunswick).

Little is known about how fusion plants will be configured, what will be the smallest power output unit, how will they be controlled to accommodate power demand fluctuations, etc. These questions of course will be addressed much later. In the meantime, nuclear fission plants appear to be the only true answer to our power needs due to their emission free operation in combination with renewable sources. The one drawback with these plants is their size. The standard CANDU systems presently offer 600MW units which are not able to be throttled back. There is much work underway here in Canada to develop SMR's (small modular reactors). I am very excited to see these units go into operation.

Yvon Picot, E.Eng

MAFCA Student Membership Application

MAFCA student membership is available to High School, Technical School and College students age 13-22.

The annual dues is \$5.00 per year and includes a digital only copy of *The Restorer* magazine.

PLEASE PRINT ALL INFORMATION

Name: _____ Age: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

School: _____

Email: _____

Please send this completed form and payment to :

MAFCA 250 S. Cypress Street La Habra, CA 90631-5515

or

Call MAFCA headquarters toll free at 866-379-3619

Nov 1 2018



Membership in MAFCA (Part 2)

Last month, I introduced the Model A Ford Club of America (MAFCA) to our members explaining the history and objectives of the organization, as well as explaining the long association of our club, Stampede City Model A Ford Club, with this organization. Many members of the SCMAFC have been long- time members of MAFCA and all speak of the benefits of MAFCA membership.

MAFCA offers much to members from the bi-monthly Restorer magazine, to conventions and tours, to publications, and possibly the greatest attribute being in association with others who share our common interest in our hobby. With that in mind, I would like to introduce how you can become a member of MAFCA and the benefits of membership if you are not already a member.

The SCMAFC is one of about 260 MAFCA chapters worldwide and to belong to MAFCA as a chapter, the club executive need to be members of MAFCA each year and the club pays minor dues. Chapter memberships also include liability insurance against any unfortunate events that may occur while out on club tours in both USA and Canada for a nominal annual price. The SCMAFC is also a member the Northwest Regional Group (NWRG) of chapters in western Canada and the Pacific Northwest of the USA and many members of our club have travelled to NWRG convention events that are scheduled annually . Our club successfully hosted the 1983, 1993 and 2003 NWRG meets with an overwhelming attendance from chapters in the group from south of the border.

To begin, if you (or anyone in your family) have never been a member of MAFCA, you can become a new member at no cost for one year and during that period, you will have full membership rights and receive 6 copies of the MAFCA Restorer magazine in digital form. In subsequent years, your active membership will include the Restorer in hard copy and digital form. No risk in trying out MAFCA and for the first year, you have access to the ‘members only’ section of the MAFCA website with so much information for the Model A enthusiast from technical discussions, to era fashion, to classified listings of Model A vehicles and parts.

If you are a student, including those in university or college attendance up to 22 years old, membership is only \$5 per year and includes delivery of digital copies of the Restorer six times per year. MAFCA recognizes the need to attract younger members and, in addition to reduced rates for student membership, annually awards education scholarships to qualifying student members. MAFCA youth awards to date include two SCMAFC recipients, Michael Callander and Sydney Campbell.

I have attached an international MAFCA member registration form as well as a MAFCA student registration form and hope you will consider joining this organization that really expands your scope in the Model A hobby. Eleven thousand other Model A enthusiasts cannot be wrong!

Dean Potter

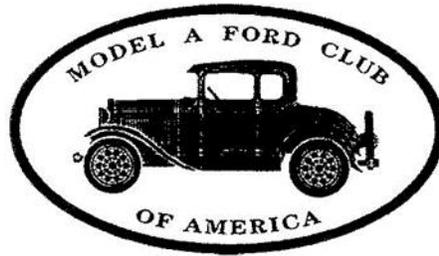


Model A Ford Club of America
Over 25 Years on the Web - 1997-2022
"The Largest Car Club in the World Dedicated to One Type of Automobile"

MAFCA Website:

www.mafca.com





Free 1st Year Membership 2022
International Application

Please Print

Name: _____

Spouse: _____

Address: _____ City, State/Province: _____

Zip Code/Country: _____

Telephone: _____ Email: _____

Sponsoring MAFCA Chapter: _____

I give MAFCA permission to publish my name and contact information: Yes No

Requirements for Free Membership

Only families never having held membership in MAFCA may apply for free Membership.
Must be sponsored by a MAFCA Chapter.

Free membership provides a Digital Copy of *The Restorer* magazine from the time the application is received by the MAFCA office.

Visit mafca.com to view merchandise store

Popular MAFCA Store Items Include:

*The Coupe Book, The Tudor Book , The Victoria Book
Mechanics Handbook Vol I, Vol II & Troubleshooting by Les Andrews
Model A Restoration Guidelines and Judging Standards, Paint and Finish
Guide*

Mail Application to:

Model A Ford Club of America

250 S. Cypress St.

La Habra, CA 90631-5515



A note from the VP Hank Biesbroek

It has been many a day since I was involved in the Club, but I am happy to offer my time and energy for another ride around the block.

I thought I would report on some early findings of the survey that was emailed or mailed out to all of you.

Social gatherings involving dinners have incurred a 59% positive vote

Heritage Park Opening tops the list of **Local events**, Sundre Museum and Pioneer days is high on the local short-day trips with Nanton and the Sheep River close behind.

Longer trip favorites are Going to the Sun Road, Stettler Big Valley Train, Rocky Mountain House, and Canmore, being the leaders in each of the directions.

Garage Tours are high on the list of other activities. I'd like to host one of those, but they may almost qualify for an overnighter, as I am 35k NW of Cochrane. LOL

Alternating Saturday breakfasts are high as well.

Thanks to those of you who volunteered to help with one or more tours. I will be passing your names on to Colin who is heading the Tours Committee this year.

I'll add more next month, after I get a larger sampling of the members responses.

If you haven't responded, please do so as this gets in your thoughts and comments on these topics.

If you need another copy of the Survey, send me an email at hankbies@gmail.com or give me call at 403-470-4423.

Note that the survey is anonymous unless you add your name in as a volunteer for one or more tours.

Also, if you have a question or need a hand with something Model A related that you are having trouble with, give me a shout as well. If I don't know the answer or can't help, I will gladly steer you in the right direction to get you back on the road.

Hank Biesbroek

Update from SCMAFC Snowbirds:

Not much going on here in Arizona. Covid is high, over 25,000 a day here but deaths are around 50 +. We are doing the masks when shopping or an odd restaurant visit. Mostly stay home. We visit with friends for a bit of 'whine' and snacks but our group is fully vaccinated and boosted as well so feel fairly safe. We see Paul & Kathy Chudek most days. Dave goes Fridays to a car show with the Kharman Ghia. I play pool with the ladies. So our busy life goes on. Hope everyone is doing well in the club. Hello to all.

Dave & Merlyn Bassaraba



Sid Gough's 'Tech Talk'



Most if not all Model A's are in storage. What about their batteries?

A fully charged battery can hold a charge for quite a while if kept in the right conditions. Those left in a cold location are subject to freezing. This not only leads to reducing the life of the battery but could lead to the battery case breaking due to the water expansion when frozen.

A leaking battery can cause serious damage to the surrounding area but also personal injury when it comes time to move the battery.

Too warm a location leads to faster chemical action that can reduce the level of the fluid level in the battery.

In both cases checking the battery often is a good step in keeping the battery properly charged and ready to use. Most 6 volt batteries allow for checking and servicing the battery. The plates must remain covered. Over filling will dilute the solution of acid and water and will reduce the chemical action that creates the battery's charge. Using a trickle charger from time to time will help keep the battery alive.

WARNING: Sulfuric acid is a dangerous chemical! It can cause serious burns to the skin Always use gloves and safety glasses or better a full face shield. A rubber apron will help protect your clothing and the skin under it. Keeping a container of baking soda is another safety precaution as it will neutralize any spilled acid.

Removing the battery and keeping in a safe place will allow better access for servicing. Keep charged and keep safe!

Sid Gough - Technical Editor



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



How to Refinish License Plates By Bob Dunham

With thanks to the Packard Club for the use of this article.

Many owners of antique cars like to display on their vehicles license plates contemporary with the model year or year of manufacture. This practice reveals a nice nostalgic touch which reveals not only pride of ownership but answers the often asked question – "What year is it?"

Although a lively market seems to exist in used license plates, there is relatively little hope that a owner is going to find a mint set for an eighty or ninety year old car. At the time they were made license plates were considered to be an expendable, one year item, and it is remarkable that so many have survived as well as they have. Nevertheless, the as-found condition is not likely to complement a freshly restored car, so if one is to indulge in this affectation, some means of restoration will probably have to be used. In the past, many owners have refinished plated by hand brushing, a tedious process and one likely to leave brush marks which reveal the owner's handiwork (or lack of it). Is there a better way? We think there is, and Bob Dunham has worked out a process which anyone should be able to duplicate with a little time and effort.

Briefly, the process involves the following:

1. Removal of old finish. A new, durable, and attractive finish cannot be applied over the old paint. Strip off the old paint with a chemical paint remover or the equivalent. Any rust should be removed by hand sanding or light sandblasting.
2. Application of primer. Apply a universal primer compatible with the paint to be used. Avoid the thick filler type primers which are too thick for plates.
3. Application of a background coat. Obtain paint which matches the original background colour of the plate and spray on two if not three light coats.
4. Application of finish to raised letters and numerals. Up to this point the refinishing has been entirely conventional, but here's where the trick to the process comes in. The finish is applied to the raised characters with a rubber roller, it's that simple. Bob uses a fingerprint roller but instead, artwork or photo print rollers are available from various art supply outlets. Select one that has a firm but flexible rubber roll which can follow the surface of the raised characters in case they are the slightest bit uneven. What kind of finish to use? That is the secret to the whole operation. Do not use paint but *printer's ink*.

From this point on there are two basic variations to the process. If the letters and numerals are black, ordinary black offset printer's ink can be used. Apply some of the ink to a glass plate and roll it out with the roller. Pick up a thin but uniform layer on the roller and transfer it to the characters on the plate. Work slowly and carefully, always keeping the roller in contact with two or more of the raised characters if possible. Allow the ink to dry and the job is completed.

If the characters are in colour, rubber base printer's ink should be used as it is available in a wide range of colours. The rubber base inks do not however dry naturally so it is necessary to let them semi-dry for 24 hours before spraying a clear coat over them to 'fix' the ink.

Also, if the correct colour of rubber base ink is not available it is necessary to mix ink colours in order to obtain the correct colour.

That's the process in a nutshell and with a little practice you should be able to master the details very easily. Remember, for black letters only, you may use ordinary black offset ink which dries with no further treatment.



John Pott's 1931 Model A.

It is a 1931 Model A 1/4 ton pickup, I started to restore this truck way back in 1974. Some parts were given to me that had belonged to my father. I started with a truck cab, motor, tranny, frame, head lights ,rad ,rad shell and few other parts, I collected parts over the next few years to put a truck together, It has been taken apart a couple times over the last forty five years, I have painted it a couple times and changed out the first engine with one that had been rebuilt, My truck is not a points truck, it is a driver. Carolyn and myself have done all the work on this truck. It has been to just about every small town parade and car show in the southern Alberta area.

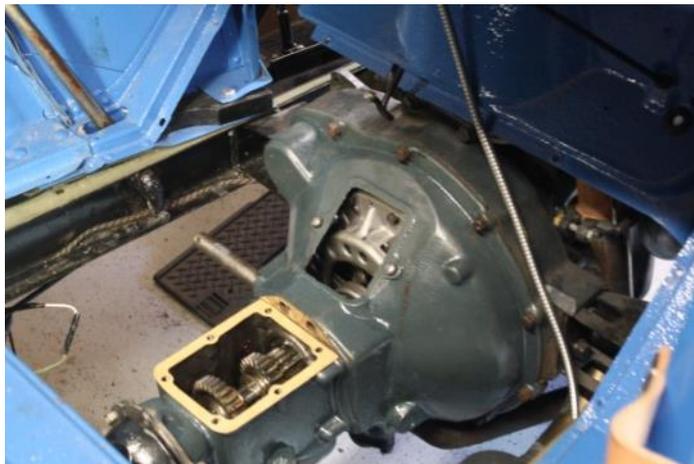
I have been keeping busy while this covid thing is going on. I have put two Model A and one Model B engines together with all the parts to make them run. I helped a friend to get his 1928 Model A Roadster running again. He has owned it since 1964, last running was in 1974. He had body and paint done this summer but never ran it. I rebuilt the carb and distributor, set the timing and we started it up and it ran great, drove around and later found clutch was no good. It is a early model 1928 with multi disc clutch that was worn out so he and I changed it over to the later flywheel and clutch that I just happened to have the spare parts for, it runs great now.

I am sending some photos of the 1928 Roadster I helped a friend Ritchie with and one of the Model A engines I put together as well as my 1931 model a pick up. I hope we can get some in person meetings going this year! and maybe talk Ritchie into coming as a guest. I received my 30 year pin in the mail, Thanks - John Potts.



1931 Model A 1/4 Ton Pick Up restored by John and Carolyn Potts.



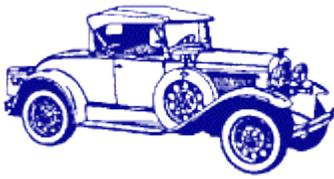


Model A engines restored by John Potts.



The 1928 Roadster John Potts helped a friend Ritchie restore.





Classified Ads

For Sale:

- 1928 Model A Tudor Sedan 55-A. Asking \$25,000. Calvin 604-992-4633 (Photo on website.)
- 2 new brake drum reinforcing bands. Also, a pair of used but nice tan coloured 19" spare wheel covers. In addition I have a good Tillotson carburetor and a general variety of Model A parts excess to our family fleet's needs. ***Absolute bargains for Club Members! Ron. 403-282-9655.***
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- 1929 Model A Ford Coupe. Model 49 A (Henry's favourite) Older restoration, solid body and runs well. A very presentable, great driving Model A. See photo. \$15,000. Contact bearwatch2021@gmail.com (photo on website.)
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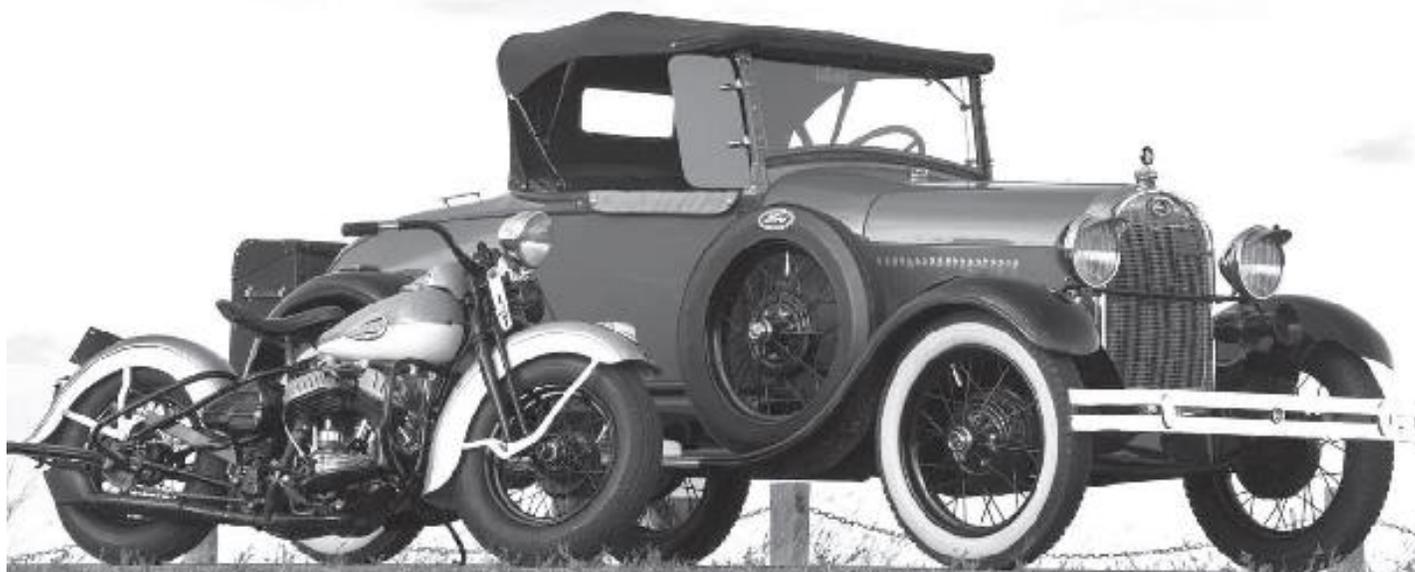


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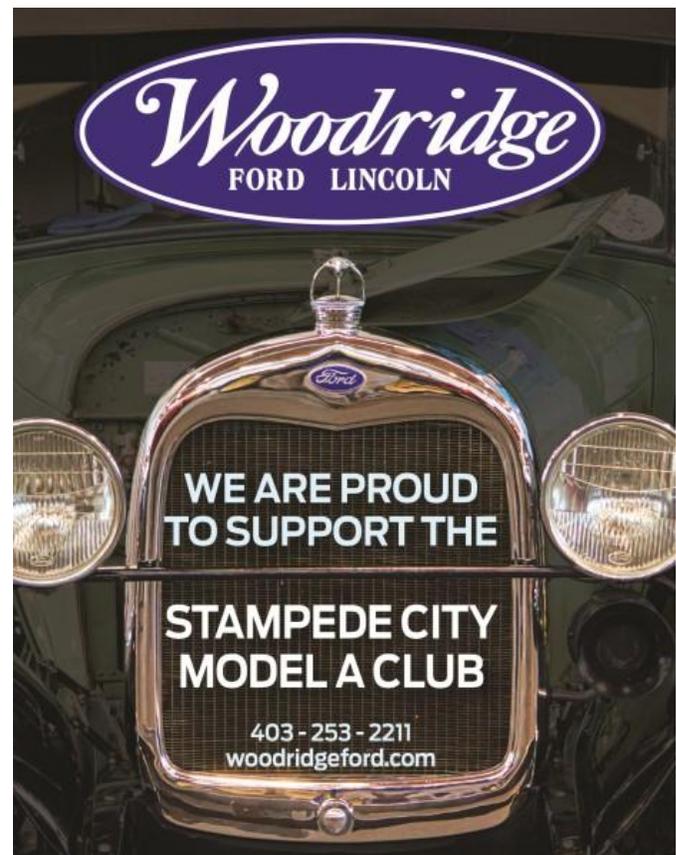
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