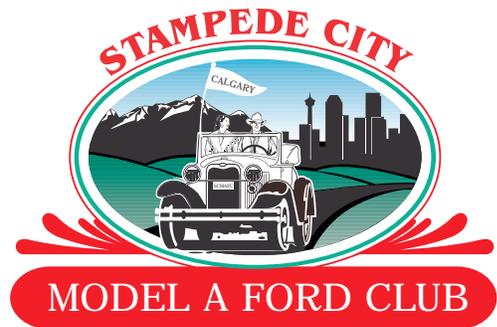


The Script



January 2019



Model A Tire 'Tech Talk' - December 12th, 2018



Featured in this issue:

Fourth Tupper Coupe Status Report	Page 6
Early Equalizer Brake System	Page 9
Thank you to our Advertisers	Page 9



President's Message



Hello Stampede City Model A Ford Club,

Welcome to 2019. I just realized that our 1929 Roadster is celebrating its 90th birthday this year! I will be sure to buy it premium gas and keep the tires full, wash it often, dust it off more often and maybe we will sing.

This will be another exciting year as we are well on our way with restoration of the Tupper Coupe project. The car is looking great and we have had several enthusiastic volunteers.

Also, this year the executive will revisit the usual long-range planning items and make sure we are thinking ahead, planning for the foreseeable future as the executive before has done with detail. We will look at reworking the Club Roster as it was last updated in 2015 and might even take some steps at archiving our library.

I hope you can make it out to Woodridge Ford for 7:30 Wednesday.

Gord Rouse

**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 (Sept-June), normally at the Club Garage at 7:30 PM.

Mailing Address:

Stampede City Model A Ford Club
1411 Southdale Place S.W.
Calgary, Alberta, Canada
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 Script)



2019 Executive

President	Gord Rouse	
Past President	Troy Dillabough	
Vice President	Colin Outtrim	
Secretary	Ted Lobley	
Treasurer	Brian LeBlanc	
Membership Director	Jeff Brooks	
Publications Director	Al Friesen	
Editor/Publisher	Al Friesen	
Printer	Jeff Brooks	
Technical Editor	Sid Gough	
Capital Assets Director	Paul Chudek	
Clubhouse Custodian	Paul Chudek	
Tours & Events Director	Russell Moore	
Christmas Function	Ron Rigby	
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	

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.



**Stampede City Model A Ford Club
Minutes for December 12, 2018**

1. Meeting Called to Order

The meeting was called to order at 7:30 PM.

Moved that the minutes be adopted as presented. Hill/Jarvis Carried

2. Room Provision

The group is grateful to Woodridge for the use of their boardroom during the winter months.

3. 2019 Projects

Projects discussed:

a. A new version of the roster.

b. Clubhouse options: we need to look at everything from moving to replacement.

4. Correspondence

The Restorer and a couple of cheques came in this month.

5. Treasurer

Deferred.

6. Membership

About 45 members have renewed for 2019 which is a good response rate.

7. Publishing

The Script is in good order. Members are encouraged to submit stories to Al Friesen.

8. Tours

Deferred.

9. Clubhouse

The clubhouse is prepared for winter. We shall return in the spring.

10. Health and Welfare

Ron Rigby is recovering well after a short stay in hospital.

11. Old Business

a. *Safety*

Should we invest in a defibrillator and training for members? Mike Hill is getting prices.

b. *Volunteer Opportunity at Heritage Park*

If you would like to take part, let Michael Callander know. They are looking for weekend personnel. Ron Rigby offered to be on standby status.

c. *Christmas Party*

The function was a success for all. Ron is looking at December 8 or 15. Chris suggested that tables be set up in sixes rather than fours. The L shape is admittedly difficult. The food was good; some thought it was skimpy and luke warm. Plate service appears to be the norm. A change has been made having us deal with the General Manager of the operation running the dining room rather than Legion. The Legion is no longer directly involved in managing the dining room. Drink prices were significantly higher than last and also higher than at Chapelhow Legion. The cost per plate was \$35 including GST and 18% gratuity after substantial negotiation. Last year we had 54; this year 52. Glenn suggested that we consider having the club subsidize the costs. It was noted that caterers were more expensive than the Legion. Paul had talked about the Glenmore Inn buffet at \$26 per person. The elevated area at the Inn accommodates 30. Gord suggested that we consider other locations. The Horton Road Legion has hosted events such as ours to the satisfaction of the clubs. In light of anticipated elections on the provincial and federal fronts, Ron suggested that we maintain the status quo. We might consider doing a joint event with the Foothills Model T Club.



d. Coupe Project

The project is slowing down as winter closes in on us. Parts are spread across a variety of locations. Our attention has turned to body color and interior choice. We have the seat spring and backs. Following the decision to be made at this meeting on body color, upholstery for the seats will be chosen. That will enable us to purchase upholstery for the seats this winter. Ron will send out Update IV telling us when he plans on doing upholstery.

12. New Business*a. Coupe Project: Body Color & Upholstery Choices*

A decision is necessitated by the need to have Ron order the upholstery. Colin walked us through the color choices for 1928 49A and 1929 49A. It was remarked that it was a veritable buffet of colors. Canadian built cars used a forest green that is not included in the American judging standards. We think the coupe is an early 1929. There is no number on the frame. Wheels are already powder coated black. The car appears to be Vagabond Green.

Ron reminded the group that we are building the car to the Judging Standards Red Ribbon standard and shared with the group the upholstery options available to 1929 production.

Moved that the upholstery choice be brown. Hill/Brancaccio Carried

Moved that the car be painted Vagabond Green. Brancaccio/Hill Carried

13. Adjournment

The meeting was adjourned at 8:50 PM.



Editor's Notes



Happy New Year everyone! I hope that 2019 brings you much success and happiness.

After having to spend last winter at home in some rather nasty weather Sheila and I are pleased to be spending a few months this year in sunny Arizona.

The internet allows me to stay in contact with club members and still produce the monthly newsletter. If you have something to share via the Script please email it to the club email address (scmafc@telus.net) or to me directly (29modela@telus.net).

With fewer club activities being held in the cold months there is less content for the Script however it is a good time to catch up on technical articles and personal experiences that are model A related.

A special thanks goes to Barry Osborne who has his camera at many events and is responsible for many of the photos that have appeared in the Script lately!

Take care everyone, stay safe and warm!

Al Friesen



TECH TALK

Happy New Year to all!

My first high school physics lab was to " Find the coefficient of linear expansion of a brass rod" I knew that things expanded when heated but to find a ratio was beyond me. Later in the year we finally covered that subject.



Once out in the real world of mechanical work I realized the importance of that information. The ratio of expansion determines the clearances required to prevent two moving parts from seizing when heated. Designers calculate this information into the design of a device to allow for the operation in different temperatures..

In practical terms that when doing things such as rebuilding an engine it is very important to adhere to the specifications given in the overhaul instructions. Ring gap is a good example. Serious damage will happen if the gap is not correct. Clearance may change over time.

Some can be checked on a regular basis. Spark plug and distributor are two that most people think of. Brake clearances change with wear, when did you last check them?

Some gaps can only be checked during overhaul. Understanding the need for tolerances is important. "Good enough" is not an option if you expect perfect operation of a system.

Sid Gough - Technical Editor



Jim's technical tip

by Jim Cannon,

Radiator Hoses - Hard to Get On, Hard to Get Off!

For many years I had a hard time getting new radiator hoses on the engine to seal well. I would tighten the hose clamps to what I thought was reasonable, and they still seeped a bit of coolant. And years later, when I needed to remove the hoses, they seemed to be glued to the metal parts and I had to pry them off or cut them off.

A Master Mechanic shared his secret with me years ago. Apply a very thin coating of a specialized gasket dressing called "Hylomar AF" to the inside of the new hoses where they will contact the metal just before installing them. Install and rotate each hose back and forth, to spread the sealant out evenly. Now tighten hose clamps and you are done. It will not seep or leak. And years later when you need to remove the hose, it will come right off!

I get the Hylomar AF (Advanced Formulation) -- originally developed by Rolls Royce for their jet engines -- from an industrial supply place near me called W.W. Grainger. It's also available on Amazon and other places on the Internet. Compare prices because some places price it like it's gold!

There are several variants of Hylomar. You don't want the original "Hylomar Universal Blue" or the "Racing Formula". The Hylomar AF works best for our application. I also put a little on my oil drain plug threads, on the transmission and differential drain plugs, etc., to stop the drips. It gives a good seal but never hardens, so it's easy to take it apart later.

Have a Model A Day!
Jim

copyright: Frisco IllustrationsOf.com/89401

The fourth "Tupper Coupe Project" Status Report.

As our Snowbirds depart and we enter this winter's relative lull in our project, I offer this fourth in our series of updates to keep you informed re: the status of the Club's "Tupper Coupe Project".

First, to recap a bit, - - subsequent to Ted Tupper's August 19th parts sale, the relocation of the Coupe to the clubhouse, and the subsequent action overviews contained in our previous three status reports, work on the project has continued unabated with a goodly number of club members contributing in various capacities and with opportunities identified for any and all members to become involved as they may wish.

In addition the outset March 2018 decision to proceed with the project, the October decision relative to how to move forward re: which of the three best motor options to pursue, and the December 2018 decisions re: body and upholstery colours to utilize as we move forward, have all been made collectively by our club members at well attended general meetings.

Subsequent to issuance of our last update, progress on several fronts and the acquisition of the related parts required has continued, such as:

Our team of experts has now decided to utilize the motor Troy Dillabough has offered the club at substantially less cost than he incurred to have it rebuilt; - - and after a partial disassembly to verify the integrity of its 'innards' they are now proceeding to reassemble it in readiness for both it and the transmission to be installed in the chassis next spring.

A set of re-chromed headlight buckets have been acquired to replace the 'unfinished' set that came with the car, - - and complete with the related support items involved the headlights assembly has now been completed in readiness to be utilized when the time comes.

Lastly of significance, with the seat spring and base that came with the car not being up to standard Paul has now arranged for a set of both seat and back springs and their respective bases, Ron has acquired a set of fabric samples and upholstery information from LeBaron Bonney, and it is expected that with the club having decided to utilize the original Ford Special Coupe fabric colour, the seat fabrics if not the entire interior fabric package may be ordered this winter such that the seat assemblies might be completed as a little 2018 – 2019 winter project. (Interested members may contact Ron Rigby in this regard).

We would also be negligent if we were not to thank Chris Brancaccio for his offer to utilize his shop during the course of the winter in order to work on the cab of the coupe. In that regard, it had been proposed that work on the cab could have been a winter project to consider but in view of our impending winter lull due to the weather, Snowbird season, and the possibility of more members possibly being interested in that aspect of the project next spring, work on the cab has been deferred for the time being.

With apologies for any oversights and in alphabetic order - -
'An overview of our Club Member involvements in the project to date reads as follows'.

Dan Adams: - - besides contributing quite a number of parts inclusive of a coupe style spare tire carrier to the project, he has both the generator and starter in order to restore them. Also, as our resident 'Special Coupe cab/body specialist' he has volunteered to provide guidance to our participant's during the course of the Coupe's body restoration.

Hank Biesbroek: - - has offered the use of his bead-blasting assembly for use on the project as may be required.

Chris Brancaccio: - - had offered the use of his shop as a possible winter alternative to the unheated Clubhouse had the Club decided to proceed with the restoration of the Coupe's cab this winter.



Bruce Brander: - - contributed a great set of 4 shock absorbers as well as the related arms and dog bones. Paul Chudek then completed any cleaning and painting required and assembled them all to the 'initial frame assembly'.

Gary Callander: - - participated in the initial motor disassembly seminar and has provided input with respect to several aspects of the project. Gary has also indicated he has enough lining compound on hand with which to reline the gas tank now that it has been steamed.

Paul Chudek: - - has proven to be an admirable leader for the project in multiple respects whether it be interfacing with each of the other Members involved, coordinating the restoration and acquisition of the various parts required, approving (or rejecting) participant's pleas relative to materials they may request/require, - - or in the case of the basic chassis and the analysis of the motor options involved, has spent a multitude of hours on the end of a wrench and getting his hands dirty, - - inclusive with the assistance of his son David's trusty welder, has modified a pair of long brake rods to serve as park brake rods.

Troy Dillabough: - - has contributed the motor being utilized by the Club at substantially less cost than he initially incurred to have it rebuilt;

Dave Dodd: - - has both restored the distributor and tested it via a temporary install on his own car.

Al Friesen: - - has published various Script items relative to the project and has kept Ted Tupper's available parts list posted on the Club website.

Brian LeBlanc: - - is tracking the financial progress of the project inclusive of the general value of components contributed by members not involving a cash outlay by the Club.

Jim Leew: - - besides restoring both spring assemblies has been prime in the restoration and modification of our 7-tooth steering column assembly into a combination 7-tooth (upper) and Gemmer 2-tooth (lower) unit.

Barry Osborne: - - had the gas tank steamed prior to relaying it to Colin to be mated with the firewall/cowl assembly. One discussion at our September meeting related to the merits of now lining the tank as well as having had it steamed. (Also see Gary Callander in this regard). Barry has also been a team member re: the assessment and reassembly of the Troy Dillabough motor.

Colin Outtrim: - - Colin has not only been instrumental re: the cleaning and painting of the frame and the restoration of a multiple number of the sheet metal items (fenders, splash pans, firewall and cowl assembly, etc.) but to date has been and continues to be instrumental in the restoration of all of the sheet metal components involved excepting for the cab itself. In addition Colin led the body and fabric colour selection process (Vagabond Green with the Brown Upholstery option), - - and in conjunction with Andy Smith will be jointly consulted by Paul with respect to how the final painting process for the project should proceed.

Dan Rigby: - - reluctantly agreed to purchase new Firestone whitewall tires for his own Roadster in order to release his existing 'gently used' Firestones for use on the Club coupe project.

Ron Rigby: - - further to a variety of project support efforts has dealt with the project's front-end and rear-end assemblies, completed restoration/provision of all of the 5 wheel assemblies, dealt with both the flywheel housing and the bell housing/pedals assembly, completed the provision and assembly of the coupe's headlights unit, - - and anticipates being prime re: this winter's seats upholstery project.

Keith Robinson: - - besides his role in having the radiator rebuilt, in conjunction with Dan Adams donated the bell housing that Paul and Ron subsequently worked on.



Ross Rodman: - - purchased Ted Tupper's spare Model A frame which had been stored in the coupe project shed, which provided a welcome increase in the available coupe project storage space available.

Andy Smith: - - as the proprietor of the Cochrane area based 'Mirror Image' facility will be available to be consulted by Paul with respect to how the final painting process for the project should proceed.

Glenn Smith: - - has rebuilt the carburetor, is rebuilding the transmission, has contributed a good U-joint to the project, has contributed the use of his shop for he, Murray Walkemeyer, Paul, and Barry to deal with the Troy Dillabough motor, and has partnered with Jim Leew during the fabrication of the combination '7 tooth/Gemmer 2 tooth' steering assembly.

Ted Tupper: - - besides having originally contributed the project coupe to the club is currently updating his available parts listing in readiness for Al to post it on our website for the impending 2019 activities season.

Murray Walkemeyer: - - as our most respected Model A authority and historian has provided advice and assistance on a number of fronts to date inclusive of having spent a substantial amount of time relative to both the Coupe's original, - - and the replacement Troy Dillabough motor.

With sincere appreciation to the aforementioned +/- 20 participants involved to date for such a successful 2018, we wish you one and all a great Christmas Holiday season and look forward to further success in the new year!

Ron Rigby on behalf of everyone involved!

NEWS FROM THE PAST by Jim Callander

40 Years Ago January , 1979 President – George Edworthy

- John Robakowsky showed how a line boring centering device was used on the Model 'A' engine.
- Dennis Martel gave a slide presentation.

30 Years Ago, January, 1989 President- Harry Clarke

- A skating party was held at Bowness Lagoon on Jan. 22nd.
- The club treasury purchased a 5 year, \$2000 GIC at 10.75%.
- New members were Bryan Williamson, Merv Graham, Ernst Eichelbaum, Don Smutko and Dennis Reid.

20 Years Ago , January, 1999 President – Ted Loblely

- Gord Watt gave a tech talk on the difference between Model 'A' and 'AR' brake drums and also about engine coolant foaming.
- Paul Chudek reported on the 'AA' truck work session regarding the repair and installation of the rear end and springs and brakes.

10 Years Ago , January, 2009 President - Yvon Picot

- The cover page featured Doug Knutson's 1929 Tudor.
- Keith Robinson offered to store a valve grinder from John Robakowski's collection.
- Glenn Smith discussed engine valves, springs and bearings. Murray Walkemeyer talked about water pump kits.



Early Equalizer Brake System

Does your car have the original cross shaft assembly for the service brakes? My early Tudor does and I decided to keep the car original. If you have the equalizer system and have ever spent time lying on your back looking at the cross shaft rod with the yoke around the part commonly called the 'dog bone' you may have realized that if it became disconnected, you would have no service brakes. Because of this possibility this system was later replaced in November 1928, with the one piece Cross Shaft, that remained in production until the end.

On the original system two stops were punched out of the centre cross frame to keep the yoke connected. With reference to the yellow covered Model A Service Bulletins book, page 8 fig. 412 deals with the adjustment of this early system and then page 73 fig. 582 mentions a squeak at these points so the stops were removed. Instead it recommends installing a new brake pedal to cross shaft rod 5/32" longer, to provide a new limiting stop to keep the yoke in place. This was fine if there was no wear in the parts. It was a serious safety problem.

In a service letter dated Sept. 10th Ford issued the only known Model A recall. It concerned installing a small bracket called a Brake Cross Shaft Stop A-2476 to the centre frame cross member, to prevent the cross shaft coming apart. You may have read the excellent article in the May/June 1996 Restorer by Dr. Jack Richard, he figures there were 250,000 vehicles in operation with this serious problem, so they needed to fix it very quickly. When a car came in for any service work part A-2476 was to be fitted free of charge. No mention of this in the Service Bulletins.

My Tudor didn't have this new part, and I was sure I would never find one. What to do? To provide a new stop I decided to lengthen the rod. I removed it and carefully filed the extension round and tapped a 5/16" NC thread on it, then screwed on a 1 and 1/8" coupling nut using Loctite. Connecting the rod on the pedal I now found it was a little too long, but after grinding a 1/16" off the nut I now had a nice .035" clearance at the cross member, and a new limiting point to prevent the yoke coming apart when the brake pedal was released. I hope you didn't drop off while reading this rather "long winded" article, but if you have the old system it's worth checking out. My Tudor has 14,000 miles on it now, and no failures.

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.



Photo Puzzle

Merry Christmas and Happy New Year



1.

2.

3.

4.

5.

6.

7.

8.

9.



Can you find the 9 differences between these photos? Answers are on page 12.



Model A Tire 'Tech Talk'



Photos by Barry Osborne



January Birthdays



Dan Rigby 4th
 Rene Decae 6th
 Sydney Campbell 9th
 James Rouse 9th
 Nikki Eichelbaum 11th
 Shaun Myram 11th
 John Kuytjes 13th
 Loretta White 14th

Betty Ann Braun 15
 Al Friesen 16th
 Andy Vair 17th
 Vivienne Dodd 20th
 Ron Carey 24th
 Joyce Creasser 29th
 Bryan Williamson 30th

January Anniversaries

Bobbie and Gary Callander 6
 Jessie and Russell Moore 16th
 Vivienne and Dave Dodd 28th



Sadly we announce the recent passing of former SCMAFC member **Merv Graham**. He and his late wife Cec joined the club in 1988 thru 2014. They participated in club events with their 1929 Roadster.



Answers to puzzle.

1. Snow bank on left side.
2. Window missing on building to left of station
3. Shadow in middle of road different
4. Sign above service bay missing
5. "Co" in Co-Operative missing
6. Model A front license plate missing
7. Light next to door missing
8. Barrel between Model A and building is missing
9. Santa Clause and his package on the roof



Classified Ads

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 sugarhill@shaw.ca .Located in Summerland, B.C Can ship.

For Sale: Model A carburetor Zenith 2 in excellent condition \$150. Ph 403-217-4900

For Sale: I have some original used Model A Ford parts on Kijiji including most of an engine, an exhaust system, some 19" rims, a couple of diffs, and a half axle housing. Call Jim at 403-993-6648.

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 tradein availability. For further details or inquiry contact – Dan Adams (403) 238-9616 or Murray Walkemeyer (403) 809-5277. E-mail Danadams@shaw.ca Location – Calgary , Alberta.



Wanted: Looking for warehouse/garage space for my vehicles, current have them at my company warehouse which will be closed next spring due to retirement. What I need: space for 1931 model A Victoria and 1956 Chevy. Have a lift so would need 13 – 14 foot ceiling. Also a pick-up truck and some wrap up company inventory. So need high ceiling for lift or enough floor space for 3 vehicles, require access 2-3 time a week summer and winter. Contact Ian Jarvis 403 471-5512 and/or email ian@jarvisenterprisesltd.ca

Wanted: Grill shell for '30 Model A Ford. Ron 780 678 4019, email: ron.felzien@gmail.com

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

Wanted: Canadian National Parks Buffalo emblems. Louise Fentiman 778-517-1119 Email rlfenti@shaw.ca

Wanted: I'm looking for original Champion 3X Canada Spark plugs ,wheel stem hardware (Dill or Schrader) and other rare CDN parts, will pay top dollar, these are so hard to find. Can also trade a few goodies. Thank you Kevin. Email ahoogakev@gmail.com or phone 403-248-8575 collect.





**THE ONLY
ENGINE OIL
GOOD ENOUGH
FOR YOUR
FLAT BOTTOM
LIFTER ENGINE**

Specifically formulated with 1600 PPM ZDDF

www.camoils.com for an outlet near you.

MIRROR IMAGE

Automotive Restorations

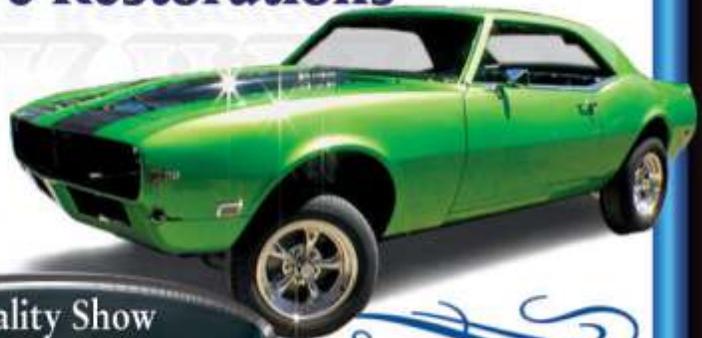
Andy Smith

403.561.3733

Cochrane Alberta

Andrsmi596@hotmail.com

www.mirror-image-restorations.com



Quality Show
Winning Restorations

PRECISE
ENGINE REBUILDERS



(403) 287-1655



1321 Hastings Crescent SE

Calgary, Alberta



Legends is a division of Thomson Schindler
Green Insurance & Financial Services Ltd

Exclusively underwritten by
Intact Insurance

INSURING YOUR LEGEND LIVES ON.

Insurance for your Antique, Vintage,
Custom or Modern Collector Vehicle and Motorcycle.



Calgary Office

Suite 700, 1815 Crowchild Trail NW
Calgary, AB, T2M 3Y7
Phone: 403.723.9416 Fax: 403.723.9421
1.800.830.9423 smoss@legendsinsurance.com

Medicine Hat Office

#100 Chinook Place, 623 4 Street SE
Medicine Hat, AB, T1A 0L1
Phone: 403.526.3283
1.800.830.9423 info@legendsinsurance.com

Brooks Office

128 2 Street West
Brooks, AB, T1R 1C3
Phone: 403.501.5123 Fax: 403.501.5133
1.800.830.9423 gskriver@tsginsurance.com

Bassano Office

434 2 Avenue
Bassano, AB, T0J 0B0
Phone: 403.641.4988 Fax: 403.641.4989
1.800.830.9423 info@tsginsurance.com

1.800.830.9423 www.legendsinsurance.com

A DIVISION OF
TSG
INSURANCE



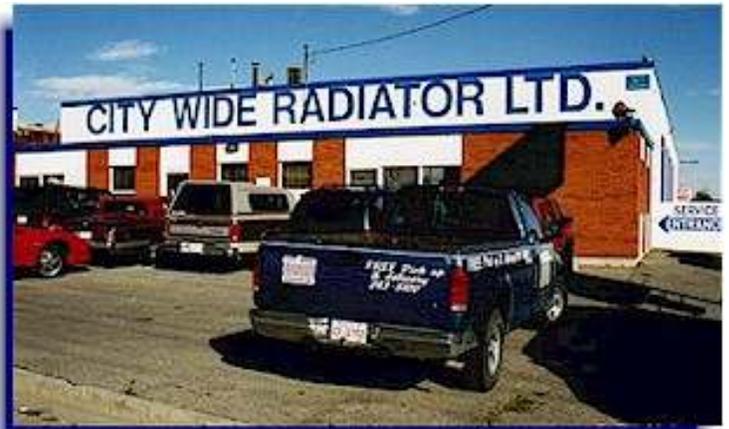
CITY WIDE RADIATOR LTD.

**Canada's Largest
Cooling System Specialists**

- **New Complete Radiators**
- **A\C Condenser**
- **Heaters**
- **Charger Air Cooler Oil Coolers & Gas Tanks**
- **Repairs to All Industrial Radiators**
- **Repairs to All Automotive Radiators**
- **Repairs to All Plastic Tank Radiators**
- **Complete Air Conditioning Service & Retrofitting**
- **Aluminum Welding & Repairs to Commercial Heating & Cooling Units**
- **Repairs to All Gas & Fuel Tanks**
- **Custom Built Radiators Designed & Manufactured**
- **L & M Radiator Repair Specialist**



When Workmanship and Dependability make the difference, CITY WIDE RADIATOR leads the way. Proudly serving Central Alberta for over 20 years, our qualified staff are sure to give you the service and dependability you require. All repairs come fully warranted, including our exclusive "LIFETIME WARRANTY" on new complete radiators. Set your mind at ease that when we fix your heating and cooling systems, nothing but the best is what we offer and deliver



4420 Blackfoot Trail S.E. Calgary Alberta T2G 4E9
Phone:(403) 243-5100 Fax:(403) 227-7243 Toll Free: 1-800-661-8620
Email: citywide@telusplanet.net

www.citywideradiator.com

**CUSTOM BALANCING
&
BLUEPRINTING**

**Hines State of the Art
Computerized Engine Balancing**

Internal Balancing

Shot Peening to Almen Specs

Precision Machining / Blueprinting

Meta-Lax Vibrational Stress Relieving

E.D.M.

Qualified Toolmaker

**Ron Derry
(403) 277-0505**

**263079 RR# 293
Rockyview County, AB T4A 0N4
(Formerly Balzac, Alberta)**

H & H

Auto Service

Bay 101, 4711 - 13th Street NE
Calgary, Alberta

Phone: 274-2669

Larry Lee

Bruce Christie

Repair Shop

**Model A Out Of
Province Inspections**



Murray Walkemeyer

General restoration services to all models
of antique and classic automobiles.

Twenty five years experience

Mobile Repair Services

Complete restorations to maintenance

Distributor rebuilding for early V8's on
Original 'Stroboscope'

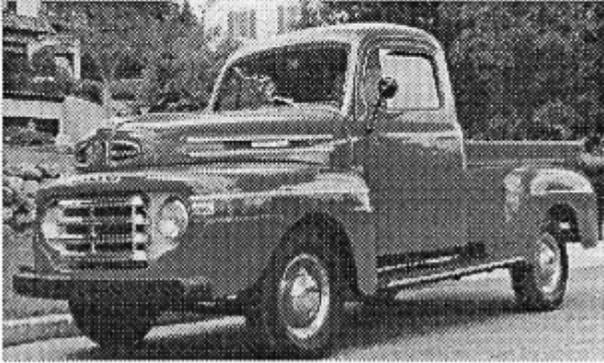
403-809-5277

This

Space

Available

George Moir Antique Auto Parts 1971 Ltd.

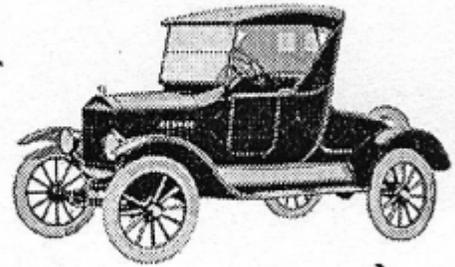


1 Boulder Boulevard
Stony Plain, Alberta T7Z 1V6

Phone: (780) 963-7334
Fax: (780) 963-6187

Canada's largest stock of Model T, Model A,
V8 and pickup parts.

Call today for a
parts catalogue!



Model T	\$4.00
Model A	\$5.00
V8	\$5.00
Pickups 1948-56	\$4.00

Plus Postage & G.S.T./H.S.T.

Serving the hobby since 1971

Canadian distributor for Coker Tire!