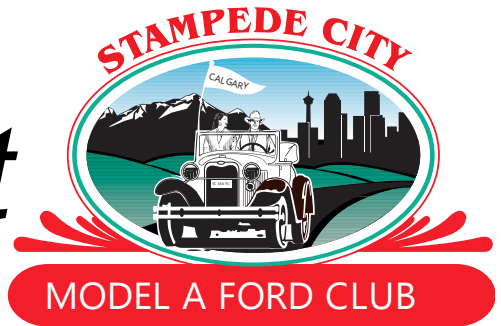


The Script

June 2020



Hank and Terry Biesbroek's recently completed 1930 Coupe



Featured in this issue:

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President's Message



COVID19 has kept us cooped up in various forms of isolation for the last 78 days (at this writing). We have now been allowed by AHS to relax this a bit for outdoor meetings of up to 50 people. So, On June 10th we will have our regular meeting at the SCMAFC Clubhouse. We will respect physical distancing and/or wearing of masks to reduce the possibility of passing along any infection. Following the meeting we will be celebrating the legacy of the ICE CREAM Social.

The summer is soon to be with us and we hope to re-institute a few or many of the planned city and region touring events.

We expect to have a report from the Tupper Coupe Project that might suggest a reactivation of "small meeting – seminars" on aspects of the restoration. The front brakes and steering parts are in and can be installed along with the engine and transmission that were rebuild last year.

Keep safe and healthy!

Colin Outtrim, SCMAFC President

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.



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Editor's Notes



This June issue of the Script marks our annual summer break where the newsletter is not published for July and August, the next one is in September.

Once again I wish to thank those members that have contributed material for this issue. We do have some talented writers in our club!

Congrats to Hank and Terry on the completion of there 1930 Coupe, they had planned to show it off at the June meeting but another commitment came up and instead have to settle for the cover photo. What a beautiful car!

Again this month we have no meeting minutes due to Covid-19 preventing us having a meeting. The current Activities are included but these are very much subject to change, you will be advised via email and web site updates.

Have a wonderful and SAFE summer everyone!

Al Friesen

June 10th General Meeting

All SCMAFC Members, spouses and family,

COVID-19 is not over yet, but we are proceeding with the June 10th GENERAL MEETING and ICE CREAM SOCIAL while respecting the guidelines of Alberta Health Services. Hope to See you soon!

- o Parking will be in the usual lot south of the Chudek's main property
- o Bring your Model A's and we will have a walk around gathering before the meeting.
- o The Meeting location will be Kathy and Paul Chudek's back yard and driveway.
- o We will have clubhouse chairs available but you may wish to bring your own lawn chair.
- o We will respect "Physical Distancing" throughout the event.
- o We will have a short business meeting at 7:30 PM.
- o Followed by the "Ice Cream Social" in the form of various individual prepackaged treats.
- o We will have coffee available but you may bring your own thermos if you wish.
- o We must record the names of ALL THOSE ATTENDING as this is required if there is a COVID-19 outbreak involving any of our attendees.
- o We will have to limit our total attendance to 50 people, therefore the first 50 in the gate will be permitted to stay. More than this will result in turning away the later arrivals (this should not be an issue).
- o We will have hand sanitizer available but you could help out by bringing your own. Thanks!



June Birthdays

Colin Outtrim 2nd
 Marilyn Decae 3rd
 Mathew Prior 10th
 Pam Forgie Thomson 11th
 Denis Martel 13th
 Randy Beck 19th
 Jessica Myram 22nd
 Neil Lewis 25th
 Ron Rigby 26th
 Rose Brancaccio 28th
 Keith Robinson 29th

July Birthdays

Doug Knutson 2nd
 Audrey Gough 3rd
 Phil Haggart 4th
 Trevor Prior 5th
 Jennifer Hibbard 6th
 Clint Cawsey 11th
 Sharron Brooks 14th
 Jim Leew 17th
 Trudy deBruyn 21st
 Kim LeBlanc 23rd
 Terri Biesbroek 25th
 Dan Adams 31st

August Birthdays

Anne Brander 11th
 Dianne Leew 12th
 Sheila Friesen 16th
 Bruce Brander 18th
 Roni Dovich 18th
 Joan Martel 19th
 Dan Wiebe 21st
 Eva Rouse 24th
 Karen Dreger 29th
 Helen Pickles 31st

June Anniversaries

Sharron & Lyle Brooks 7th
 Kathy & Paul Chudek 13th
 Marilyn & Rene Decae 16th
 Ewald & Betty Ann Braun 17th
 Yvonne & Ted Dixon 23rd
 Audrey & Glenn Smith 25th

July Anniversaries

Sheila & Al Friesen 4th (**50th!**)
 Carolyn & John Potts 6th
 Ev & Al Myram 10th
 Trudy & Peter Debruyn 18th
 Helen & Walter Pickles 19th
 Kevin & Alice Walker 21st
 Judith & Dean Potter 14th

August Anniversaries

Doris and Dan Wiebe 1st
 Marlene and Armand Mullie 5th
 Sharon Wood and Rod Wallace 6th
 Irene & Ron Rigby 10th
 Jennifer Hibbard & Trevor Prior 12th
 Dianna & Dan Adams 19th
 Kim & Brian LeBlanc 25th
 Shaireen & Barry Osborne 30th



Gary Callander's 'News from the 'Past'

40 Years Ago, June, 1980 President - George Edworthy

- Denis & Joan Martel attended the MAFCA national meet in Reno, Nevada.

30 Years Ago, June, 1990 President – Emanuel Cohen

- The club spent a weekend touring to the Columbia Ice Fields, traveling up the Banff-Jasper Highway. We stayed overnight in cabins at Johnston Canyon.
- Norm Draper, as chairman of the '93 Calgary NW Regional meet, issued a questionnaire to the membership to find out who would be willing to volunteer for the organizing committee.

20 Years Ago, June, 2000 President – Gary Callander

- I told a story of encountering a broken down Model A carrying a young family in front of the office where I work. I diagnosed a plugged fuel line, blew it out and sent them on their way.
- Grant Alger invited the club to his cabin at Waiparous for a picnic.
- We held a work bee to repair the rotted floor in the clubhouse. Hank Biesbrook and Norm Devitt were the head carpenters. It poured buckets of rain all day, and I've never been more soaked while helping outside to trench-in a drain tube. We were successful, the floor is still holding up.

10 Years Ago, June, 2010 President – Chris Brancaccio

- Mike Hill gave a brief report of rebuilding the engine in his '30 Tudor. He learned a lot from his mentor, Glenn Smith.
- It was a busy month, with an ice cream social, Mayfair Care Center tour, Okotoks Ford show & shine, Summer solstice tour to Sheep River and a club yard sale.



Sid Gough's 'Tech Talk'



Ethanol has been used since it was isolated from wine in approximately 1100 AD. It was a very low grade and it wasn't until the 13th century that it was distilled into a purer form. At that time it was mostly used for cooking and lighting. It was often produced in home stills.

When the internal combustion engine was developed by Samuel Morey alcohol became the fuel. In the 1830's alcohol blends began to replace whale oil. Thirty years later whale oil was still being used but it was more expensive. Kerosene or coal oil as it was called was coming into use. Realizing they had a new revenue source to pay for the Civil War, the US Government started imposing taxes on fuels. To avoid these taxes a cheaper fuel was developed from a by product of kerosene.. and petroleum was born.

Alcohol was still being used with other oils during the 19th century. When "Horseless Carriages" began to appear gasoline was used to provide more power. Both fuels were used for a period. The Model T could be adjusted to run on either alcohol or gasoline. It was said that the T could run on anything that burns.

Both kerosene and gasoline produced pungent and smoky exhaust and alcohol based fuels were encouraged. Sound familiar? To encourage the use of alcohol fuels the tax was reduced. By 1918 alcohol and gasoline were being blended.

Prohibition created problems as some groups wanted all forms of alcohol production shut down.

Leaded gasoline was introduced by 1923 to reduce "engine knock". This become known as Ethyl. The fear of lead poisoning almost eliminated leaded gasoline. That led to the introduction of Tetrathyl lead to deal with engine knock.

During the "Dirty Thirties" most people could not afford gasoline so many alternatives were used. Once again home made alcohol became popular.

As demand for fuel increased oil companies started to flex their muscles in the debate on the use of alcohol fuel over gasoline. As we know the oil companies prevailed.

Since then a lot of research has been done to reduce the negative effects of carbon fuels. Alcohol still plays a part in fuel today.

Sid Gough — SCMAFC Technical Editor



Early Ford Model A's: The AR story

Submitted by Dean Potter (Reprinted from the Dec. 2005 Script)

Numerous modifications were introduced throughout the Model A production period in response to reliability, performance and vehicle safety. Changes introduced were documented in monthly Ford Service Bulletins delivered to all dealers.

The Model A production began in October, 1927 with a superior braking system as compared to the Model T predecessor. Fords engineers introduced mechanical service brakes on all four wheels, plus an emergency braking system applied through a floor lever on the driver's left hand side, next to the cowl wall. A triangular 'Four Wheel Brakes' logo plate was attached to the rear fenders on early Model A's. A complex equalizer cross shaft mounted to the frame, with sliding pivots, delivered emergency or parking brakes evenly to all four wheels. Both the service brakes and emergency brakes were applied through a single set of brake shoes in each wheel drum. Wear, improper adjustment and catastrophic brake failure of the December, 1927, with over 5000 Model A vehicles manufactured in the US, Ford introduced significant changes to the Model A braking system in response to threats of legal action by several US states that demanded service brakes and emergency brakes be applied separately. Ford engineers quickly designed a new braking system that applied the emergency brakes to the rear wheels only through a centre mounted brake lever. Instead of the complex emergency brake cross shaft equipped on earlier models, a solid brake cross shaft was installed with two brake rods activating a separate set of brake shoes in the rear wheel drums. Ford redesigned the rear brakes with the larger outer shoes for the service brakes, and an inner set of shoes for the emergency brakes, all in one drum.

To accommodate these changes, the brake backing plate was designed with reinforcing ridges. The Model A wheel, wheel hub, wheel lugs and hub cap had to be redesigned to fit the new braking equipment. The service brakes were designed to be adjusted for maximum efficiency, but the emergency brakes were non-adjustable.

Model A vehicles with new braking equipment and wheels were introduced in February 1928 on vehicles delivered to states that were threatening legal action. By June, 1928, all US cars were manufactured with the new braking system, but in some plants, original braking parts were installed until all were used by October, 1928. In Canada, the braking modifications likely were not introduced until October, 1928.

The original 21" wheels introduced in October, 1927 were listed as Ford part number A-1015. When replaced in 1928 with wheels designed for the new braking system, the original wheels became relisted as part number A-1015A; the new wheels were listed as A-1015B. Because the manufacture of the original wheels(A-1015A) was discontinued, Ford changed the part number to A-1015AR with the 'R' suffix indicating that the part was no longer manufactured. Hence, the name '*Model A AR*' that we as owners and collectors associate with early 1928 Model A's. Ford never referred to early 1928 cars as AR models.

In November, 1928, the new solid brake cross shaft was described in the Ford Service Bulletin. Ford emphasized that the new shaft 'replaces the old style cross shaft and equalizer assembly, as the old assembly is obsolete and will not be carried for service.' The November 1928 Service Bulletin included a parts list and instructions for installation on existing cars, with any new parts 'furnished at the price of the part or parts so desired.' Owners had to wait a long time until Ralph Nader came along decades later and forced manufacturers to pay for 'recalls.' Emergency brake levers originally mounted on the drivers left hand side



could be adapted to the solid brake cross shaft. Brake rod holes through the frame cross members had to be enlarged for sufficient rod clearance. Brakes rods also had to be shortened to accommodate the new brake cross shaft.

The March, 1929 Ford Service Bulletin issued a warning not to apply original AR wheels to B brake drum and hub, and vice versa. The AR wheel does not fit tightly against the B drum when the hub bolts are tightened, resulting in risk of structural failure of the wheel. The space between the B wheel and the AR drum leaves insufficient threads on the hub bolts to securely tighten the wheel.

Most early Model A's were modified on customer's cars with the upgraded braking system supplied by Ford dealers. However, some owners chose to leave the early braking system intact. Efficient park braking had to be weighed against the risk of emergency brake failure.

This is the story of the Model A AR.

2020 SCMAFC Tours and Events Schedule - updated June 8/20

May ? - Reynolds Museum Tour, shared with the Foothills Model T Club. Contact Tom **POSTPONED**

May 9 - (Sat.) 10 AM Tour to Marv's Classic Soda Shop, Black Diamond C, Rendezvous at Shaughnessy Walmart SE at 10AM with departure for Black Diamond at 10:30AM. Arrival at Marv's at 11:30AM, Contact Colin Outtrim **POSTPONED**

May 30 - Safety check, place to be determined, Gord Rouse to coordinate **POSTPONED**

June 10 - (Wed.) Ice Cream Social following General Meeting at the Clubhouse,. Contact Ron/Paul **WILL BE HELD OUTSIDE THE CLUBHOUSE BEGINNING AT 7:30 PM**

June 13 - (Sat.) Tour to Okotoks Ford/Lincoln. Sponsored by the Wood Automotive Group. Contact Keith Robinson. **CANCELLED**

June 15 - (Mon.) AGE CARE CENTRE BEVERLY CAR SHOW. Time: 1-3 pm, Cars in place by 12:45. Contact is Kathy Chudek. **THIS IS A GO**

June 23 - (Tues.) Manor Village Varsity, meet at Dalhousie Co-op at 1:30 PM. Contact Colin O. **POSTPONED**

June ? - Tour to Pine Lake area for Scouts All Section Camp. Contact Jeff Brooks **POSTPONED**

July 18 - (Sat.) Rosebud Theater - 'Chariots of Fire' includes a buffet dinner. Contact Russell M. **CANCELLED**

August ? - Pioneer Acres, Irricana Coordinator TBD

August ? - Edworthy Park History walking tour. Contact George Edworthy.

September ? - Calgary downtown history walking tour. Contact Russel Moore

September 13 - (Sun.) Fall Colours and Memorial Tour to Callander's near Water Valley. Contact Gary Callander.

September 30 to October 4 (Wed. to Sun.) NW Regional Meet in Spokane.

October ? - Heritage Park Brunch in the Wainwright Hotel Saloon. Contact Ted Lobley.

December 13 - (Sun.) Christmas Party at the Springbank Heritage Club. Contact Ron Rigby.



Electric Ford vehicles in the Model T era - by Dean Potter

As a additional note to the article submitted by Yvon Picot on electric vehicles in the May 2020 Script, I would like to add some context to his topic as related to early Ford vehicles.

Henry Ford and Thomas Edison became friends in the late 1890's when Ford worked for Edison in one of his utility companies in Detroit. Later they worked cooperatively on many projects, many related to the manufacture of Ford cars and trucks. The two friends were also famous for their annual camping trips to promote travel in motorcars on better American roads and promoting a network of service stations and motor hotels or motels. Those annual trips were spent with their friends John Burroughs, a naturalist and Harvey Firestone, another industrialist.

Thomas Edison may be known for his invention of the incandescent light bulb but he also registered over 1000 patents on numerous inventions and chemical processes including storage batteries, the phonograph and the first motion picture camera. He is credited with turning electric power generation into a business with distribution of electricity to homes and factories by Edison Electric. Prior to the First World War, the supply of rubber was sourced from abroad and this led Edison, along with Henry Ford and Harvey Firestone, to develop an American supply of plant based rubber from a native plant in his laboratory.

Henry Ford and Thomas Edison together considered steam, electricity and gasoline as the most practical energy source to power mass produced motor vehicles in the early 1900's. Edison thought electric batteries were the best source of energy for Ford cars and less expensive than the family horse while Ford thought the supply of gasoline in hardware stores locally would be the logical energy source for the internal combustion engine he had been perfecting. Gasoline powered Model Ts were already common on the road when Ford and Edison announced plans in 1914 to manufacture an electric Ford car within one year that could travel up to 100 miles between charges using Edison's improved battery design. The electric vehicle project failed at Henry's expense, yet the unfortunate results never tested the friendship of these two men.

Edison biggest contribution to the Ford Motor Company was his design of the electrical system in early Model Ts for Ford engineers, followed by design of the electric starter on Model Ts and finally, development of a battery suitable for practical daily use.

In 1921, Ford and Edison researched the design and manufacture of an electric Ford truck with 100 miles of range intended for practical city or town use. Edison individually led Ford engineers on this project in truck design and battery application. With extra weight in the truck for batteries, the batteries could not be loaded onto the rear axle and still have useful truck payload capacity. Edison proposed placing the batteries under the driver's seat to better distribute the weight as well as to allow easy access for the driver for maintenance and daily charging of the batteries. He felt the batteries would last twice as long with proper maintenance. Unfortunately, the truck project was dropped in 1922 and Ford did not revisit manufacture of an electric vehicle until recently.

I am not sure how Edison was proposing to supply sufficient electricity for widespread use of electric vehicles, nor am I sure where the electricity source will come from with today's vision of electric vehicles.

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Harry Wigle's, now Ron & Irene Rigby's, 1930 Type 68-B Cabriolet Convertible

In the mid-1980's, having set himself the objective of locating and restoring a type 68-B Model A Cabriolet, Harry's first challenge, considering that at the time there were few editions of this relatively rare model in western Canada, was to determine where to start and how to progress.

Considering the search for the body and top components would be most challenging, he began by obtaining a 1930 chassis to restore while he searched for the unique Cabriolet body and convertible top components he would require.

It was the remnants of a 1930 Cabriolet body that were languishing in Saskatoon that gave first impetus to the second phase of the project following which he scoured for parts across the continent with some top components coming from the southwest coast of Oregon, the fabric from LeBaron-Bonney in Massachusetts, and other components being acquired from a multitude of locations in-between.

During the 1990's while also hosting the Club's restoration of the 'Fentiman Coupe', his own Cabriolet project, although being well advanced, had come to a standstill because his replacement knees and hips resulted in his no longer being able to either get under or into it.

It was at this time that Ron Rigby who was participating in the Fentiman project offered to purchase Harry's Cabriolet but Harry's personal pride in having not completed the project made him reluctant to sell. The net result involved both Ron and Harry working off and on as mutual opportunities to do so presented themselves in order to complete the project to Harry's satisfaction.

Considering the type 68-B was one of Ford's more prestigious A's and was normally well equipped with the options of the era, Harry had also decided his Cabriolet should also be well equipped - - both visually and with respect to its ability to be used effectively as a touring car.

The net result was that in addition to the chrome side-mount covers, stone guard and trunk that Harry had previously installed, it was not until items such as a Ryan overdrive, cast brake drums, dual side-mount mirrors, step plates, etc. were added - - that in September of 2003 Harry formally declared the project complete.

The net result was that having declared the project complete to his satisfaction he suggested we first photograph him with the car in front of the Clubhouse and that he would then accept Ron's original proposal to purchase the car.

Subsequent to our club's hosting of the 2003 NW Regional Meet, that picture adorned the cover of the October 2003 edition of the Script, and Ron & Irene have subsequently enjoyed the car since then. Both they and the club admire Harry's perseverance in salvaging this fine example of Model A history!





Classified Ads

For sale: Disassembled motor number CA36686. (Approx. May of 1928?) Pistons are 40 thou over c/w like new piston rings. Crank is 30 thou under. Most if not all parts needed to restore and reassemble this unit are stored with it. (I also have a few other components on hand that are excess to my needs). Contact Ron at 403-282-9655 or rwrighby@telusplanet.net

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: 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: 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: 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: 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.

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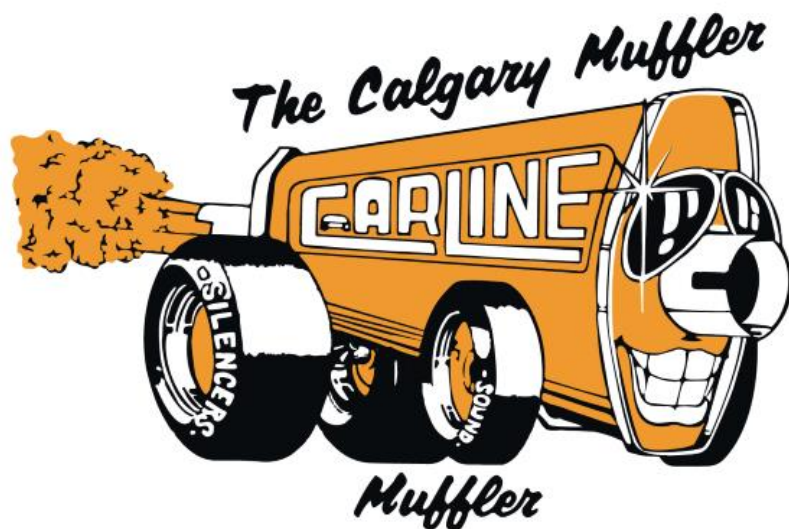




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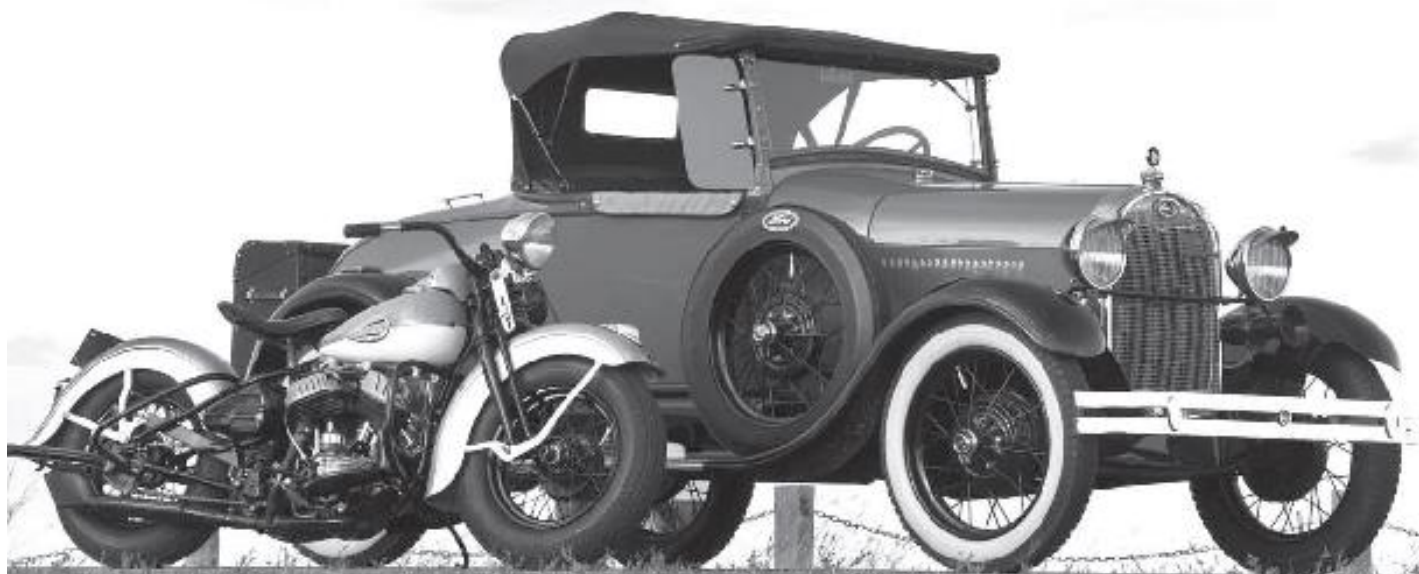


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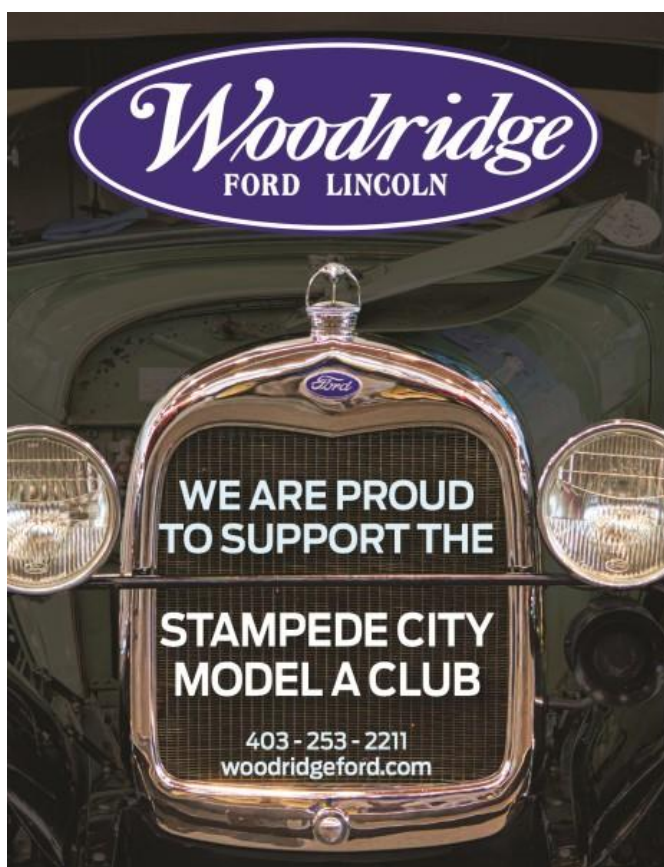
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