

# **June 2023**





Al and Ev Myram accepting congratulations from SCMAFC President Ron Rigby on their successful winning bid on the 1928 Patternore Coupe Silent Auction.

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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.



### 2023 Executive

#### **General Information**

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

Mailing Address: Stampede City Model A Ford Club, 1411Southdale 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

**Publications Director** Al Friesen Printer Bill McPhail Technical Editor Sid Gough Capital Assets Director Paul Chudek Paul Chudek Clubhouse Custodian Tours & Events Director Colin Outtrim Technical Projects Mgr. Paul Chudek **Tech Talks Coordinator** Hank Biesbroek Librarian Kathy Chudek Keith Robinson Revenue Advertising Mgr.

Lloyd Glover

Al Friesen

**SVAA Liaison** 

Web Site Manager

## President's Message



Greetings once more before our summer Script solstice and our coincident return to the heart of our touring and activities season for the year!

To begin I must begin by congratulating Al & Ev Myram for winning the bidding competition for the Pattemore Coupe, to Paul Chudek and his compatriots for their effort and contributions toward assuring the car was up to par for them, to Al Friesen for having ridden herd on the bidding process throughout its duration, and to all the bidders involved for having contributed to the success of the auction. Al & Ev have been Club Members for about 25 years, they not only have a Tudor, but now they also have a great little Sport Coupe to enjoy during the course of future Club activities!

Speaking of Club activities, I must admit that in spite of not digging the Cabriolet out of mothballs as early as I usually do this season, I have managed to enjoy our Phil's and Blackfoot brunches, the Rosebud Theatre excursion, and the Okotoks Ford/Gerry Wood event - - and I look forward to more as the summer evolves!

Lastly for now, with the Club's first 50 years behind us, with its stable membership and financial bases, it is a pleasure to consider ourselves as founding members of the Club's second 50 year sojourn, - - and I urge any members who have yet to renew for 2023 to do so before Lyle and Sharron end up deleting you from their membership listing at the end of this month!

Wishing you all the best and safe travels as always! Ron Rigby

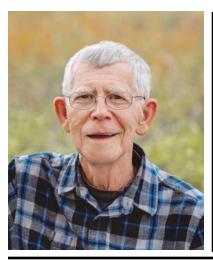


#### **Editor's Notes**

Our touring season is certainly well underway thanks to Colin Outtrim's planning and those members that are taking on the tasks of actually managing the events. His current 2023 schedule is contained in this edition of the Script but things do change so refer to the updated lists that will be published on the club website over the course of the summer months. Please remember to take a few good photos of the events that you participate in and email them to me so I can share them with the rest of the membership via the newsletter,

My message is short this month as Sheila and I are in the middle of a road trip but I have managed to sneak in some laptop work in between driving and visiting old friends and family. Take care everyone and hope to see you out at an upcoming club event soon!

Al Friesen



#### **Larry Ross Duncan**

April 11, 1944 - May 17, 2023

Sadly we announce the passing of SCMAFC member Larry Duncan.

He and Jackie have been members for 33 years and proudly drove their 1929 bright 'fire engine red' Roadster Pick Up. A great tribute to his many years of service with the Calgary Fire Department.

Our condolences to his family. Here is a link to the full obituary on-line:

https://www.tributearchive.com/obituaries/27967207/larry-ross-duncan/wall

# **Meeting Minutes**

#### **SCMAFC GENERAL MEETING AGENDA**

7:30PM Wednesday May 10th, 2023.

Members participating: George Edworthy, Barry Osborne, Mike Hill, Gary Callander, Russell Moore, Dave Basaraba, Lyle Brooks, Paul Chudek, Kathy Chudek, Anne Marie Picot, Yvon Picot, Hank Biesbroek, Ray Duff, Walter Pickles, Murry Walkemeyer, Ron Rigby, Bill McPhail

#### Meeting called to order at 7:38PM

#### President's Remarks: (Ron Rigby)

Ron opened the meeting and mentioned the draw for later in the meeting. Prizes were a bottle of wine donated by Ron and two posters donated by Gary Callander.

#### Secretarial: (Bill McPhail)

Ron moved that the minutes from the April 12<sup>th</sup> meeting be adopted as are, Hank seconded, all in favour.

#### Treasurer's Report: (Chris Brancaccio):

Chris and Rose were travelling and unable to attend.

#### Membership Report: (Lyle and Sharon Brooks) Not present.

About 30 members still unpaid. Lyle has sent out a reminder email to each and had some responses.

Membership pin status still pending.

Publications and Website: (Al Friesen) not present.

#### **SAIT Student Bursary:**

After some discussion Colin made a motion that "SCMAFC should proceed with the \$500 bursary for a student in the Auto/ Machine group along with a request that the winning student contact SCMAFC and be present at one of our meetings"; seconded by Hank, all in favour.

**Note:** Colin contacted SAIT after this meeting and SAIT requested a \$1000 bursary for each of the next three years. The SCMAFC executive voted and agreed to this request.

#### Capital Assets: (Paul Chudek)

- Paul gave an update on the Pattemore coupe.
- Paul thanked members who helped with the Pattemore coupe including Barry Osborne, Glen Smith, Gary Callander, Kathy Chudek and Murray Walkemeyer.

Paul arranged with Keith Robertson to do an appraisal on the coupe.

Auction online has had several bids.

#### Touring /Events (Colin Outtrim)

- Colin reminded everyone about the weekly calendar that he puts out to remind members of events coming up in the next few weeks.
- Colin and Al Friesen keep the website calendar up to date also to view events further out.

Some events coming up soon were discussed.

#### MAFFI/Heritage Park:

This continues to be a pending item.

#### **New Business:**

An order for name tags will be made to fill existing requests.

#### The Meeting Adjourned at 8:10PM

#### **Tech Talks:**

Colin gave an excellent presentation about converting his Roadster Pickup to a modern T-5 transmission.



The SCMAFC extends a warm welcome to new member <u>Greg Bilodeau</u> in Edmonton. Greg is the proud new owner of the Devitt's 1929 AR Roadster. As well as his car hobby in his retirement years Greg restores antique radios.

#### **Okotoks Ford Show and Shine**

June 10th was a great weather day for the Gerry Wood Okotoks function plus there was a decent turnout of collector cars, -- particularly by the Model A's and T's Clubs.

Our Club's participation was as follows:

Ernie & Mary Andrews, Hank Biesbroek, Chris Brancaccio, Paul & Kathy Chudek, Geoff & Elaine Cohen, George Edworthy & Georgia,
Barry Osborne, Colin Outtrim, John Potts, Ron Rigby, Keith Robinson & Wynn, Ross Rodman, Vic Rogalsky, plus Murray
Walkemeyer and Kathy.

#### Ron Rigby



#### **2023 Annual Safety Inspection**

We had a good showing of members and cars and conducted four inspections. Neighbors and interested passersby dropped in to say hello.

#### Club members included:

Paul and Kathy

Ron Rigby

Hank Biesbroek

Colin and Marilyn Outtrim (host)

#### Inspections were conducted on the following cars:

Gary Callander - '28 Sport Coupe

Andrew Jones - '31 Roadster Coupe Deluxe

Geoffrey Cohen - '28 Phaeton

Russell Moore - '30 Tudor

We have used the Club's "Vehicle Safety Checklist" for our Inspections.

Repairs and diagnosis were undertaken on a few cars that included generator malfunction, wiring issues, brake adjustments, re-seating and tightening exhaust to manifold clamp, setting correct wheel nut torque, tracing oil leaks, identifying spring sag, checking lubrication levels in transmissions and rear axle and observing tire wear. A variety of other items were observed. All inspections were signed off by the owners with the acknowledgment of critical items to be addressed.

We all had a great day with great weather, great friends and a great BBQ (Note; Thanks to Paul and Kathy who worked very hard at cleaning and repairs we were able to use the recently refurbished SCMAFC mobile BBQ.

**Thank you, Marilyn**, for taking great photos to record and remember the day.

The inspection reports will be delivered to Bill McPhail for club records and where applicable inspection stickers will be issued.

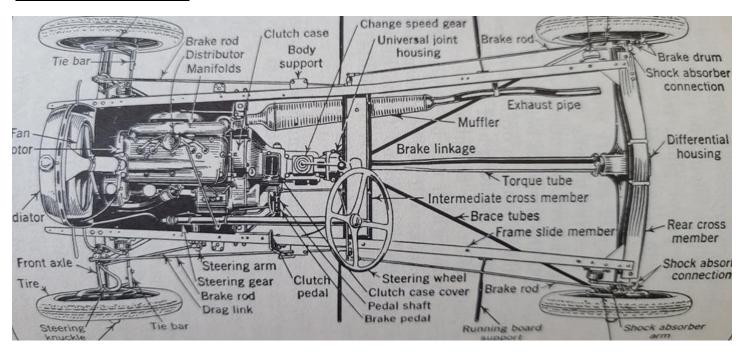
#### Colin



#### Model A Ford – 5 Speed Upgrade - T5 Tremac Transmission Installation

Carried out by Colin Outtrim on his 1928 Model A Ford Roadster Pick-up (Model 76B).

#### **Index figure for discussion**



<u>Raise chassis and drop the rear axle then:</u> Remove the following: Battery, Floor boards, brake rods and brake cross shaft, Exhaust pipe and muffler, torque tube and drive shaft with pinion gear assembly, starter, transmission, bell housing, flywheel, clutch assembly.

#### History of the T5 and Obtaining the correct T5 Transmission

Over 200 versions of the T5 transmission have been used by 15+ manufacturers during the period 1982 to 2002. These include GM S-Trucks, Camaro, and Firebird, FORD Mustang, T-Bird and Capri, CHRYSLER Jeep, JAGUAR, TVR, HOLDEN Australia, IZZUZU, NISSAN, BTR Racing, and many more. The best configuration for Model A application is the 1981-1994 Chevy S-10 Blazer and Pick-up. In 1984 a series of changes occurred to improve the unit to what they called (WC) or "World Class". Modifications continued on the T5 through 2005 when they were boasting 500 HP capabilities. Several front bolt pattern changes have occurred over the years from GM wide spacing to Ford tight spacing but either can be used for your Model A conversion. I chose to use the 1994 model S-10 that had the Ford bolt pattern. The overall length of the transmission from front bolt plate to the middle of the transmission rear mount (not including the input shaft) perfectly aligns with the front edge of the Model A cross member.

#### T5 Transmission from 1994 S10 Blazer

When installed the shifter position is about 5 inches in front of the front seat and the transmission mount is in the middle of the main cross member.

#### **Unique Clutch and Input Shaft components**

Ron Derry refaced, trued, and balanced the flywheel (optional function)

A 1930's Ford 9-inch clutch pressure plate and a modern 9-inch GM S-10 clutch disk were paired to match the

Input Shaft spline. Aaron Machine Shop lengthened the Input Shaft 1.25 inches to match the bell housing depth and the adapter plate thickness and re-cut the clutch spline; The Release Bearing Sleeve (or collar) was replaced with one 1.25 inch longer and 1/4-inch larger diameter to match the original Model A Clutch Release Bearing; Aaron also machined a longer Input Shaft pilot bearing tip to match the Ford Model A Pilot Bearing 0.60 inches.

#### Clutch Release Bearing Sleeve, Adapter Plate, and Bearing Retainer

The clutch Release Bearing Sleeve was machined to accommodate the length and diameter of the Clutch Assembly, Release Bearing, and Adapter plate. The Adapter Plate is cut to match the outer profile of the transmission and the Bearing Retainer circle "index circle". Note the bolt locations in the Adapter Plate are drilled to match the transmission bolt locations. To ensure close tolerance I used slightly larger bolts than the originally T5 metric bolts and drilled the Adapter Plate and transmission holes in a single operation. The bell housing is inserted over the index circle and the bolt holes are located and drilled in the adapter plate. I cut a counter sink on the transmission side of the adapter plate and welded bolts into the adapter plate. The welded bolts act as studs extending, forward from the Adapter Plate and through the Model A bell housing.

<u>Cross member replacement</u> An 11-inch section is cut out of the chassis cross member to create space for the T5 Transmission. A custom cross-member made from 2" square tubing is inserted to replace the top surface of the original cross-member and adds side and bottom mounts for the "four-link" suspension and the transmission tail shaft mount.

#### Rear axle pinion shaft replacement

Summit Racing provided the shaft, universal joint yoke, bearing retainer, bolts, seals, and gaskets. Mitchell Overdrive supplied the pinion shaft puller and installation tool. Note the Summit Racing Pinion Shaft had to be machined to accommodate the Ford Model A double locking nuts ahead of the bearing. An alternate combination of a collar and shims could be used however, I preferred the way "Henry" designed it to be adjustable.

#### **Comments regarding the Unique Fabrication of Certain parts**

To achieve this conversion there are a few custom requirements which include transmission input shaft modification, a hybrid clutch assembly (GM and Ford) with a modified sleeve for the clutch release bearing and return spring, replacement of the cross member and ball mountings to incorporate a four-link suspension for the rear axle, modifications to the service brake cross-shaft by creating a hoop from the original cross-shaft which passes under the transmission, an open driveshaft and, finally a mounting plate for the parking brake assembly.

#### What Speeds (MPH) are achieved at various Shift Points (RPM)?

Ratios vary somewhat depending on the T5 chosen but my conversion results in the following speed calculated at the shift points of 1500 RPM, 2000 RPM, and 2200 RPM (with a 3.78:1 rear axle ratio and tire circumference of 7.98 feet).

MPH	MPH	MPH			
Gear	T5	at 1500	RPM at 20	00 RPM	at 2200RPM
1 <sup>st</sup> -	- 3.76:1	10	13	14	
_	- 2.37:1	15	20	22	
3 <sup>rd</sup> -	- 1.49:1	24	32	35	
4 <sup>th</sup> -	- 1.00:1	36	48	53	
5 <sup>th</sup> -	0.86:1	42	56	61	

#### You might be asking What did it Cost?

The total cost of this transmission upgrade was \$5758 (CDN), but that included \$525 for machining and balancing the Flywheel and clutch assembly. This would not be required in many conversions. In round numbers, it cost \$5000.



- 1. Front Wishbone (original)
- 2. Bell Housing (original)
- 3. Adaptor Plate
- 4. T5 Transmission (GM)
- 5. Service Brake Cross-over hoop (modified original)

#### Cross-member underside

- 7. Transmission Rear Mount (GM)
- 8. Four-Link lower pair (adapted from original)
- 9. Four-Link upper pair (also in the image Below)
- 10. Parking Brake cross-shaft (original)
- 11. Slip sleeve and yoke on T5 spline (GM)
- 12. Universal Joint (GM)
- 13. Below Open Drive Shaft
- 14. Below U-Joint Yoke
- 15. Pinion shaft and bearing retainer



## Sid Gough's 'Tech Talk'



As we age things can become more difficult. Every effort should be made to work smarter not harder. Look to physics to for help. Look at the tools you can use to increase mechanical advantage. Levers, wedges, hoists, are examples. They can make those extra pounds you have gained work for you. Use them whenever possible.

Think about it., do horses pull a cart or do they push against their harnesses? Push is when the applied force is behind the item. Pull is when the force is ahead of the load. Think about how a lever can be used to move an object. You can push or pull depending on the situation. The longer the length above the fulcrum the more force is applied to the load.

Even if you have to 'pull a load, wrapping the rope behind you allows you to push as well as pull. Your weight is working for you by pushing in the direction you want to go. You are also using your legs to push you backwards.

Levers can be used to move loads in two directions at the same time. They can lift and direct depend on their location.

One factor that applies to all tasks is safety. First do not try to move anything that is too heavy. Even with all the help of the above mentioned ideas things can slip or break. Be very aware of what could happen if that occurs. Leave an "escape route".

As age begins to take affect things seem to get heavier than we remember. Just because you moved something last year it may not be as easy now. Work smarter and safer, and use tools, so you can work smarter not harder

**Sid Gough** - SCMAFC Technical Editor

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

#### Iron Horse Park tour:

We had a pleasant tour to Iron Horse Park in Airdrie on Sunday, May 28. Mother Nature cooperated with a warm, sunny day. Six cars departed from the Co-op store on Symon's Valley Road. We were joined by more club members after arriving at the park. It was great to meet Louise Fentiman there; we haven't seen her for a while. We started with Gary giving a short tour and talk about the place, followed by a train ride led by one of the "diesel" powered locomotives. We got set up at the picnic area on site that we had booked, then were offered a special ride behind the park's CPR model steam engine. This engine looks and sounds just like the real thing. The track is about 1.5 miles long and the ride takes about 20 minutes. There are bridges, tunnels, buildings and mountains on 11 acres of park land. We then had a nice picnic and friendly chatter amongst ourselves. After that, everyone headed for home.

Those attending were Gary, Bobbie and Michael Callander; Geoff & Elaine Cohen; Barry and Shaireen Osborne; Paul & Kathy Chudek; Colin & Marilyn Outtrim; Keith Robinson & Wynn; Glenn & Audrey Smith; Mike Hill & Terese Dunsmore; Al & Sheila Friesen, Walter Pickles & friend Deanna; Louise Fentiman.

Gary





# **June Birthdays**

Colin Outtrim 2nd

Marilyn Decae 3rd

Mathew Prior 10th

Pam Forgie Thomson 11th

Denis Martel 13th

Mike Capato 27th

Ron Rigby 26th

Rose Brancaccio 28th

Keith Robinson 29th

# July Birthdays

Doug Knutson 2nd

Audrey Gough 3rd

Trevor Prior 5th

Jennifer Hibbard 6th

Clint Cawsey 11th

Ray Djuff 13

Sharron Brooks 14th

Jim Leew 17th

Brian Colpitts 18th

Trudy deBruyn 21st

Kim LeBlanc 23rd

Terri Biesbroek 25th

Dan Adams 31st

Yvon Picot 31st

## **August Birthdays**

Annette Bailey 9th

Anne Brander 11th

Dianne Leew 12th

Barbara Spencer 14th

Sheila Friesen 16th

Bruce Brander 18th

Roni Dovich 18th

Joan Martel 19th

Eva Rouse 24th

Karen Dreger 29th

#### **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

# **July Anniversaries**

Sheila & Al Friesen 4th

Carolyn & John Potts 6th

Ev & Al Myram 10th

Trudy & Peter Debruyn 18th

Judith & Dean Potter 14th



# **August Anniversaries**

Marlene and Armand Mullie 5th

Jennifer Hibbard & Trevor Prior 12th

Dianna & Dan Adams 19th

Kim & Brian LeBlanc 25th

Shaireen & Barry Osborne 30th

#### Calgary History Walking Tour - June 8/23 - East Village and Inglewood

Russell Moore provided a fabulous Walking tour that covered some 15 city blocks of the 1875 to1920) Calgary townsite. The list of sites included, The Metis Cabin, one of Calgary's oldest building which dated back to the Hudson Bay Company in about 1875; Dean House, its gardens and the chronology of its several moves; Reference to Fort Calgary as a NWMP fort; MainStreet, Suitor House, 1911 Fraser Block; 1908 Aull Block; the use of sandstone and brick as lasting construction materials; Alberta Government Telephone; The Fire Station No. 3; The 1912 Carson Block which after a difficult early history the building became Calgary Public Library for the period 1920 to 1939 (information gleaned from internet); several churches with colorful histories of changing allegiance over the decades. Russell demonstrated his knowledge of Architectural details and unique brick styles, color, and period; The history of "The Garry Theatre" from its opening as a movie house in 1936 to the present included a time when Russel had a singing 'gig' there. The building is now home to Ironwood Stage and Grill. The location of the filming of the first episode of Fargo on the doorsteps of the Empress Hotel. We heard of the changing of names throughout the 90 year history of the Bank of Commerce building to Imperial Bank of Canada and eventually the Canadian Imperial Bank of Canada. The Livery is now a Marketspace next to the National Hotel, now "The Nash" Restaurant, and some of the CPR history and abandoned railway right-of-ways that, today, form quiet walking routes through the Inglewood Community. One highlight, previously unknown to Russell, and located on 8th Avenue included the first home of Paul Chudek's parents, circa 1930 (before Paul).

We rounded out our tour with lunch at Spalumbo's Restaurant in the heart of Inglewood. Many more sights, tales, and real estate history (historic and current) were shared. Russel advised us that he has enough additional material to do another tour of the area.

Attending the event were Paul and Kathy Chudek, Geoffrey Cohen, Chris and Rosemary Brancaccio, Shaireen Osborne, Marilyn and Colin Outtrim and of course Russell Moore.

Russell has invited us to attend "Calgary History Week" - July 28th to August 7th, 2023. Check out the following website.

https://chinookhistory.ca/historic-calgary-week











#### Rosebud Theatre Tour - June 7/23

We had a great day for touring out to Rosebud to see their presentation of "Sound of Music". The Rosebud School of the Arts put on a great luncheon buffet, and a fantastic performance of over two hours of singing and acting. I'm not usually one of those that like musicals, but this one had its fun times, emotional times, and serious, even sensitive 1930s political moments. It was very well done.

In attendance were, Ron Rigby and his sister Amy, her husband Ted and daughter Amanda along with Marilyn and myself,.

The picture is of the main entrance to the Opera House.

#### **Colin Outtrim**

**A tandem wheeled trailer is looking for a new home.** It has ramps and handles Model A's or T's well. In recent years it has been used to haul construction materials and make dump trips which is why the removable protectant wood was added. It is currently located in the Crowsnest area. Contact Ron Rigby at 403-282-9655 for details.





### **Classified Ads**



#### For Sale:

A tandem wheeled trailer is looking for a new home. It has ramps and handles Model A's or T's well. In recent years it has been used to haul construction materials and make dump trips which is why the removable protectant wood was added. It is currently located in the Crowsnest area. Contact Ron Rigby at 403-282-9655 for details. **Photo available on www.scmafc.ca** 

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

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

For restoration 1930 pickup. Motor trans and front end rebuilt back in early 80s. I have owned this for 40 plus years. Call Marc or text 250 514 4468. OR email rightanglebuilders@icloud.com

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

**New Price!** New ring and pinion set, never been used, still kinda oily, asking \$500. Canadian plus shipping. Paul Bourgeois, Cell 604-807-3634, email vicky31a@ shaw.ca

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

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

1928 Model A Tudor Sedan 55-A. Asking \$25,000. Calvin 604-992-4633 Photo available on www.scmafc.ca

( Updated July 28/22) Bargains for Club Members! Since beginning to do restorations in 1993, I have accumulated a variety of Model A items excess to my needs. Many of them are the kind of items one usually doesn't accumulate so feel free to contact me before searching farther afield or calling a retailer for something you might want. Ron. 403-282-

9655. <rwrigby@telusplanet.net>

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

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 - <a href="mailto:ddada4@shaw.ca">ddada4@shaw.ca</a> Location – Calgary, Alberta.

#### Wanted:

Two 1928-1931 Model AA Chassis and running gear (or portions thereof) for two shop truck projects. Please contact Doug Warren with the Fort Edmonton Volunteer Carvers group. Email: dwwarren@telusplanet.net















email: calgarymuffler@shaw.ca www.calgarymuffler.ca

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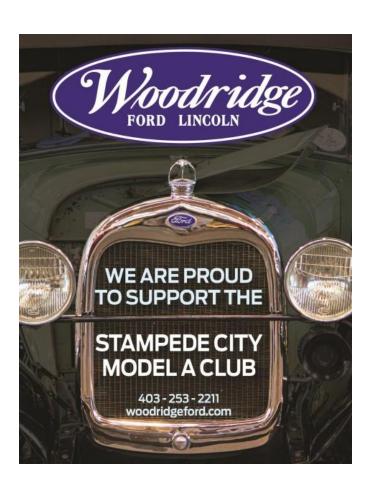
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