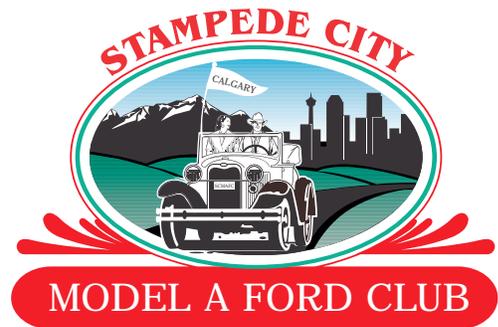


The Script



March 2018



2018 SCMAFC Snowbird Get-together in Arizona

(LtoR) Front:Irene Rigby, Elaine Dumville, Merlyn Bassaraba, Kathy Chudec, Judith Potter, Judy Hawley.
Rear: Ron Rigby, Phil Haggart, Dean Potter, Dave Bassaraba, Paul Chudec, Georgia, George Edworthy.



Featured in this issue:

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MAFCA Membership Offer	Page 11



President's Message



Hello Stampede City Model A Ford Club.

The time change this past weekend must mean good things soon for car fans! In fact, at 10:15 AM MST on Tuesday March 20th, spring will arrive!

As I mentioned last month, planning is well underway for our 2018 tours with our Heritage Park brunch and Spring Thaw Show and Shine scheduled for the end of April. The Spring Thaw will be held at Heritage Park for the first time and I am looking forward to the new venue.

If anyone has ideas for new events or perhaps events that the Club has not done in a few years like last year's progressive dinner or the car rally's, please forward your ideas. New ideas can be as good as rekindling old ones.

March and April monthly club meetings will be held at Woodridge Ford.

Sincerely,
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/scmafrc/

Email: scmafrc@telus.net

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



2018 Executive

President	Gord Rouse	
Past President	Troy Dillabough	
Vice President	Colin Outtrim	
Secretary	Ted Loble	
Treasurer	Brian LeBlanc	
Membership Director	Jeff Brooks	
Publications Director	Al Friesen	
Editor/Publisher	Al Friesen	
Printer	Dean Potter	
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.



SCMAFC GENERAL MEETING
February 14, 2018

Club President Gord Rouse called the meeting to order at 7:30 PM & welcomed the group of 17 members.

Secretarial: Gary Callander noted one correction to the January minutes. Ross/Gary approver/second, meeting minutes “accepted as amended”; all members in favor.

Treasurer: No report. Correspondence consisted of banking statements, receipts for our advertising and a notice of name change for George Moir's business to “George Moir Antique Auto Parts Ltd.” Effective immediately.

Membership: Jeff Brooks reported that we have 81 members listed from our 2018 membership matrix. The matrix is up to date and we anticipate 98 renewals.

Publications: Thank-you to Al Friesen for arranging the monthly publication. Please forward photos from club events throughout the year, if you wish, to Al as potential material for the SCRIPT.

Capital Assets: Nothing new to report. Paul asked that we have the April meeting at Woodridge if possible as Chudek's will not be back from winter vacation until after the April meeting. Keith Robinson will confirm with Gerry Wood.

Tours & Activities: Gord Rouse reported on Russell Moore's behalf that he has started a spreadsheet with activities for the year and will have an updated version posted as required on the web page. The latest version of the working copy will be sent to Al Friesen for publication on the web page.

Old Business:

- New batch of club anniversary pins arrived, Kathy Chudek has them for yearly distribution.
- Keith Robinson has received orders for those requesting letters for trailer tops as suggested by the RCMP. If you would like to order a set in either black or white, please contact Keith Robinson. The letters help identify trailers from the air.

New Business:

- Dates are set for the Spring Tune-up. Saturday May 26th will be inspection day and Sunday May 27th will be repair day. The event will be co-hosted by Brancaccio and Robinson.

Tech Talk: Brian Muise was scheduled to discuss painting in the March talk has requested shifting his talk to May. Murray Walkemeyer and Glenn Smith presented the monthly tech talk discussing Model A cam shafts.

Thank you to: Jim Callander for the treats. The meeting adjourned at 8:45 PM.

_____ *Gord Rouse for Ted Lobley* _____ SCMAFC Secretary



Editor's Notes

Finally we are seeing some normal seasonal temperatures, it's easier to think of our Model A's when we aren't shivering as much, now to get this record snowfall to melt!

I would like to bring to everyone's attention that MAFCA has a special membership offer this year. If you have never been a member in the past you are eligible for a free full membership for 2018 which includes the Restorer magazine as well as a digital version. Please see page 11 of this Script for the application form. Note that although the form indicates USA membership this is available to our club. If you wish to download and print the form directly on-line here is the link:

[http://files.constantcontact.com/0f1d301a501/06c4e3a8-d353-48c7-89f7-](http://files.constantcontact.com/0f1d301a501/06c4e3a8-d353-48c7-89f7-4da0281be43d.pdf)

4da0281be43d.pdf

As Russell Moore confirms the details of the 2018 tours schedule I will post them to the club web site as well as list them in the Script.

Take care everyone!

Al Friesen

*NEWS FROM THE PAST* by Jim Callander**40 Years Ago, - March, 1978 President – Leo Desautels**

- Norm Draper, owner of a '28 AR Tudor, joined the club.
- Dave Basaraba put on a Model 'A' wiring clinic.

30 Years Ago, - March, 1988 President – Trevor Dumville

- A 10 page report was published on the differences and similarities of the '28 Ford and the '28 Chevrolet.
- Retired S.A.I.T. Automotive instructor, Hank Rasmussen, put on a differential seminar at the club garage, on Mar. 26th.

20 Years Ago, - March, 1998 President – Ted Lobley

- Victor Rogalsky of Coaldale joined the club.
- Address labels were printed up and were for sale from Jim Rouse.
- March 21th saw a tour to the Aerospace museum.

10 Years Ago, - March, 2008 President – Yvon Picot

- Troy Dillabough and Murray Walkemeyer put on an engine assembly seminar at the clubhouse, Troy's recently rebuilt engine was used for the demo.
- A Seminar was held at J. Allen Custom Interiors in Okotoks. A vinyl top was installed on Dan Adam's 28' Coupe. 11 members attended.



TECH TALK

Repairing that scratch on an otherwise beautiful paint job does not have to be a total repaint. Small scratches can be buffed out.

The first step is to clean the area using a good wash and wax remover. To completely remove any loose dirt or debris use a clay bar to prevent any additional damage to the area when buffing.

The next step is use a compound colour restorer. Then use a waxing glaze and liquid wax to seal the area. Rubbing out the compound can be done using a buffer or by hand. Using a buffer requires special attention as it is possible to over do it. Too high an RPM or staying too long in the same spot can "burn" the paint. Rubbing by hand is easier to control but does require more effort. The choice may depend on the area to be covered.

Meguiar's has all the required supplies, although there are other brands on the market. You still have a few weeks before the first tour to get the job done.

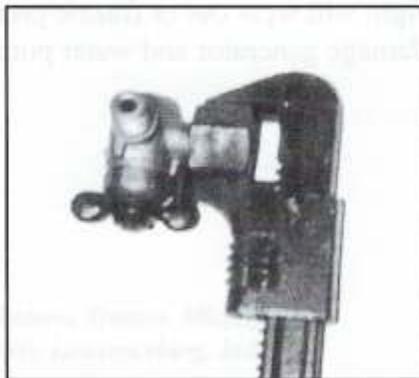
Sid Gough - Technical Editor



FUEL SHUT OFF VALVE

Easy removal or installation of Model A fuel shutoff valve from Model A gas tanks can be accomplished by procuring a 5/8 x 14 thread nut (NF) and hand tighten it on the outlet of the valve. This gives a surface to use a wrench without damaging the threads.

A quick, easy way to install a flywheel starter ring instead of using a torch is as follows: **CAUTION:** Do this outdoors and it works just as well in a barbeque pit or stand. Place the ring on the cardboard carton it came in or a pile of cardboard. In the center of the ring pour some charcoal lighter fluid or some flammable solvent and ignite it. Be ready, when the box is just ashes and hot coals, remove the ring with pliers and sit it on the flywheel. Another word of caution - make sure you have the ring facing the correct direction. It usually falls all the way on for me.



It's "A" Puzzling Situation

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Find 10 differences between the photos.

(Answers on Page 14)



Remembering John Tupper Sept 9, 1929 – Dec 15, 2017

John's interest in antique cars began in his late 20's (1957-58) after he had moved from Nova Scotia to Port Alberni, BC. John and his fiancé Elaine were driving around and saw an old Model A for sale. It was 'love at first sight'. They hastily calculated that John was saving \$150 a year by switching to a pipe and that was the very price of the 1928 Phaeton.

It was reliable, however, and served them as their first car for over a year. Bit by bit John would improve the Phaeton and did a full restoration in the late 80's and early 90's. He also began collecting old car pieces and bodies in those early years.



When the family moved to Three Hills AB in 1977, the first truck load included the 'A' and all the parts. The next truck load brought the furniture! As John worked many summers for the County, often on remote back roads, he would keep his eyes open for old cars. From backyards to farmyards, from coulees to ads, he would scrounge for parts until he had quite a collection. It gave John great pleasure to talk 'A's with fellow enthusiasts and to search for just the right parts, which he often gave away.

John always enjoyed giving folks rides in his 'A', and never refused a local parade or a wedding or special event. The spring trip to Wetaskiwin and Reynolds Museum was always a highlight. Once, as they drove through a hailstorm on the return trip, John calmly pulled over, scooped the hail out of the open-sided Phaeton with his hands and carried on! Through the interest of half a dozen guys with antique cars in Three Hills he was connected with the Stampede City Model A Ford Club in 2004. He enjoyed the Christmas parties, the Tim Horton days and saved every issue of the Script!

A fuller biography and a place to send condolences may be found at Sunsetltd.ca.

::: Ted and Carol Tupper



Engine Rebuilders Magazine
By **Dave Sutton**

ZDDP: When, Where, What, Why How?

Government regulations and demands for lower emissions levels become more important than power and performance. Proven components are no longer acceptable and the inevitable changes occur – not always for the best.

Things seemed to be much simpler in the 1930s. Engine bearings were made from a soft tin/copper/antimony alloy, commonly referred to as babbitt. This alloy is relatively inert chemically and has the ability to absorb small amounts of foreign particular material. But, as engine horsepower increased, babbitt alloy surfaces proved to be inadequate to bear the increased loading on these surfaces.

Harder bearings of cadmium/silver, cadmium/nickel, and copper/lead construction were developed. These bearings were much stronger, but were not as chemically inert as babbitt and could be attacked by the acids generated from oil oxidation. They were also unable to absorb foreign material such as grit and wear debris into the bearing material and improvements in oil filtration were developed.

Bearing corrosion inhibitors, anti-wear agents and acid inhibitor compounds were developed to protect these new bearings. Protection for bearings against both corrosive and mechanical wear was needed and many of these compounds served both functions. These compounds included sulfurized sperm oil, organic phosphates, dithiocarbonates and dithiophosphates. In 1941, the oil and gasoline additive company Lubrizol developed Zinc Dialkyl Dithio Phosphates, or ZDDP.

Commonly referred to simply as “Zinc” in today's vernacular. ZDDP was first used in low concentrations (less than .3%) as a bearing passivator (meaning “to treat or coat a metal in order to reduce the chemical reactivity of its surface”). It also acts as an oil anti-oxidant. In addition, it was found to be a remarkably effective anti-wear agent, a true extreme pressure or EP additive for heavily loaded steel-on-steel sliding mechanisms such as camshafts and valve lifters or tappets.

For years, these additives provided sufficient anti-wear service in the early days of gasoline non-detergent motor oils. Diesel engines of the time, which generally operated at lower speeds and were more massively built, did not exhibit the same wear problems. But in a gasoline engine, the valve train is more heavily stressed due to the higher engine speeds.

This produces high sliding speed and friction between camshaft and lifters, which tend to be poorly lubricated since they are dependent on oil splash for lubrication. High impact loads also resulted from the reaction between cam lifter, pushrod, and the rocker.

Diesel engine oils contained detergent additives to combat the pollutants caused by diesel fuels and their combustion. There were many failures with heavy wear resulting particularly in the cam and tappets when attempts were first made to use diesel oils containing detergents or to introduce detergent additives into the oils of gasoline engines.



Theories abounded. It was erroneously thought that these detergents were either chemically attacking the metal or that these metallic compounds were actually abrading the metal surfaces. The problem is simply real estate – there is only so much metal surfaces for the boundary layer and anti-wear additives in the oil to attach.

And because most detergents do not have significant anti-wear capability, the surfaces become unprotected, and wear takes place where loads are the heaviest. To overcome this, a concentration of anti-wear additive, such as ZDDP, must be increased substantially to compete successfully with the detergent and get some measure of protection to these metal surfaces.

The American Petroleum Institute (API) standards for auto and diesel oils are represented by the alphabetical codes we see on the containers. The “S” is the automotive designation and this stands for “Service.” Heavy-duty diesel oils carry a “C” designation, which stands for “Commercial.”

Some are simply no longer useful: SA contains no additives and was designed for engines built before 1930; SB was for engines previous to 1951; SC for engines previous to 1967 and so on up to SH, now obsolete, which was for engines built in 1996 or older.

Today we can still find SJ-for 2001 and older automotive engines, SL-for 2004 and older automotive engines and the most current SM. The API service category for SM oil reads as follows:

“For all automotive engines currently in use. Introduced in 2004, SM oils are designed to provide improved oxidation resistance, improved deposit protection, better wear protection, and better low-temperature performance over the life of the oil. Some SM oils may also meet the latest ILSAC specification and/or qualify as Energy Conserving.”

In 1992, an API-rated SH oil contained 1,200 parts per million (ppm) of phosphorus; in 1996 SJ contained 1,000 ppm. It was not until 2001, when the rating went to SL, that we all started to see camshaft problems appear.

In 2001, SL-rated oil still contained 1,000 ppm of phosphorous, and it is the phosphorous that limits are set on. But this limits the amount of ZDDP an oil manufacturer can use. The rating was changed due to demands for increased engine cleanliness standards.

Impacts in this system start at the camshaft and ending at the valve stem were increased in severity as valve spring pressures and thus loading increased. These loads cause scuffing from metal-to-metal contact. Small additions of additives such as ZDDP were sufficient to provide anti-wear protection for these mechanical parts.

Higher levels of detergents were introduced to meet these standards and camshaft problems began. It was not until 2004, when SM rated oils, with their limited 800 ppm phosphorus were introduced, that cam failures greatly increased.

Why then, you ask, have API standards pushed for higher detergent levels and lower levels of ZDDP? ZDDP attacks or “poisons” catalytic converters. The same attraction properties that allow it to adhere to or “plate” cams and lifters also happens to the catalyst in converters, thus rendering them ineffective.



Conversely, detergents have the same “cleaning effect” on the catalyst as they do on metal surfaces inside the engine. I must point out that these phosphorus level mandates are on SAE 10W-30 and lower viscosity grades only.

Most higher viscosity grades have adopted lower phosphorus content levels, but it was not mandated. They still must meet the higher detergent and dispersant levels to meet the API cleanliness requirements of an SM rating.

The then-current CJ-4 rated diesel oil had a phosphorus limit of 1,200 ppm. There were no previous limits to the amount of phosphorus or sulfur in “C” rated oils. But the high level of detergents and dispersants in diesel oil still compete with the ZDDP for metal surface areas.

ZDDP is a “class” of additives today, not just one particular chemical. These additives are the predominant anti-wear agents. Because diesel engines tend to run considerably hotter around the piston rings, ZDDP tends to decompose and produces a lacquer on cylinder walls. But, because of their heavy duty design and superior metallurgy, they have fewer wear problems than their gasoline counterparts.

For simpler diesel oil, a more stable, less potent form of ZDDP can be used. When developing multipurpose motor oils, for gasoline engines and high-speed passenger car diesel engines, careful decisions must be made in selecting the form of ZDDP, or a balanced mixture of 2 or more types may be used.

This is also true when comparing break-in oil, API rated motor oils for street use and true racing oils. A different type or types are used to control the rate of time the additives work to “plate” and “maintain” their protective barrier shield.

Concerns for the poisoning effect caused by ZDDP to catalytic converters have caused restrictions for its use in some countries. Japan has maintained a maximum limit on phosphorus of 0.05% for many years, while most countries have a limit set at 0.1%. In October of 2010, API SN/ILSAC GF-5 oils hit the shelves.

The requirements for an SN rating are the same 800 ppm maximum of phosphorus, but a new test has been added. A phosphorus retention test that may require the use of different or alternative ZDDP compounds.

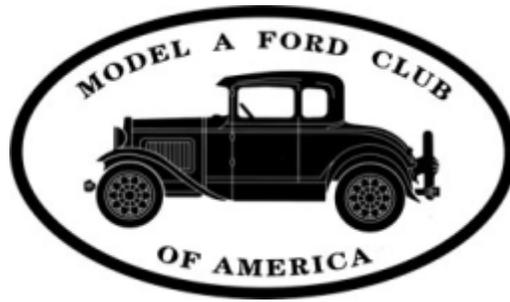
The effects of these alternate additives on older flat tappet camshafts and valve train are just beginning to be seen, but can include roller camshaft wear! More changes are slated to come. California is even debating legislation that would require the complete removal of some additives, including ZDDP.

Some of today's motor oils can have strong negative effects on older, non-roller lifter design engines as we all have found. It becomes more important as valve train loads increase to use oils that are designed specifically for flat tappet camshafts, as in the use of high performance camshafts and high-pressure valve springs.

Dave Sutton's sources for this column include Lake Speed, Jr – Certified Lubrication Specialist & Member of the Society of Tribologists and Lubrication Engineers; The American Petroleum Institute web-site; www.gf-5.com website; and the “SAE Automotive Lubricants Reference Book.” You can reach Dave at dsutton@enginebuildermag.com.

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Shipping Charges...Up to \$10.00=\$5.75 / \$10.01-\$23=\$9.85 / \$23.01-\$50.00=\$11.95 / 50.01-\$100=\$14.25			
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Requirements For Free Membership

Only families never having held membership in MAFCA may apply for free membership
Free membership includes The Restorer magazine from the time the application is received by the office. Past issues may be purchased at the regular price depending on availability.

**Return Free Membership Form To MAFCA 250 So. Cypress, La Habra, CA 90631-5515
Questions: 562-697-2712**

March Birthdays



Ev Myram 1st
 Lisa Campbell 3rd
 Grace Wingenbach 8th
 Jessie Moore 8th
 Lois Craig 9th
 Emma Campbell 13th
 Lillian Myram 13th
 Dianna Adams 15th

Rachael Quon 20th
 Russell Moore 21st
 Norm Devitt 22nd
 George Edworthy 24th
 Dave Dodd 26th
 Dave Basaraba 27th
 Victor Rogalsky 30th
 Jacqueline Price 31st

March Anniversaries

Wendy and Doug Knutson 2nd
 Grace and Glen Wingenbach 18th
 Merlyn and Dave Basaraba 20th
 Megan and Al Myram 23rd



We are sorry to announce the passing of John Tupper and his wife Elaine, both active members of the Stampede City Model A Ford Club until a year ago. They passed within a few days of one another in December 2017. Our heartfelt condolences go out to their family.



It is with great sadness that we announce the sudden passing of Helen Shannon on February 8th, 2018. She and husband Al were founding members of the Stampede City Model A Club and have maintained their membership since 1972. Our sincere condolences go out to Al and the family.

The 2018 SCMAFC Snowbirds Get-together in Arizona

Once again Kathy Chudek called everyone that had converged on the Mesa and Fountain Hills areas this season with the result that 13 of us had the pleasure of catching up with one-another's news and enjoying a group brunch at a favoured early era style diner that never seems to lose its ambience.

In addition the get-together provided an opportunity to present anniversary pins to Phil Haggart and Judy Hawley (10 years) as well as to Dean & Judith Potter (25 years), both of whom had been unavailable at the time of our Christmas function presentations in December.

A most enjoyable sunny Arizona Sunday get-together indeed!



Classified Ads

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: For 1930 Model A Ford, one new pressure plate, asking \$240.00 Contact Jim at 403-249-4180

For Sale: 1929 leatherback Ford Sedan. Original unrestored Briggs body deluxe. This is an original vehicle with 40065 miles, paint, upholstery, chrome are all original, . Engine #CA6092. Body model # 60A. Best offer Phone #250-417-3444. Len.

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

For Sale: 1928 AR Closed Cab Pickup. This is a 'project truck' which was running and complete before being disassembled with the intent of restoring it. I have now abandoned hope of restoring it myself but have continued to keep it in a dry indoor shop environment on Oras Road NE of Rocky Mountain House. Asking \$2,000. Stacey Pankrat. Cell. 403-660-7650. < spankrat63@gmail.com >

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 contact - Danadams28@shaw.ca Location – Calgary , Alberta.

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: A garage car lift suitable for my Model A. Call JR Smith at 403-607-5866.

Wanted: Would appreciate purchasing some original tools for my 1930 Model ATudor Deluxe. Please call JR at: 403-607-5866.

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

Wanted: Looking for a 1931 or 32 Ford Model A Deluxe in good condition. Hopefully an all steel, Canadian car with tan paint and brown leather interior. Several in the USA for sale but prefer to buy in Canada if possible. Contact Rob Wadsworth at 403 828-6270 or at wad_ca@yahoo.ca

Wanted: Looking for a Complete stock Model A or B Chassis! Wheels not important, doesn't need to be restored. Also would look at a A-B motor or a B distributor! Also looking for whole 27-31 bodies Any T, A or B parts will be considered, Let me know what you have! Mike, Acme Alberta 1-403-994-1529 northcootys@hotmail.com

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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Puzzle Answers

- 1 - Blue sign on wall missing.
- 2 - Black coupe front wheel reflection.
- 3 - Pick Up's hubcap missing.
- 4 - Propeller on aircraft shortened.
- 5 - Quail right bottom missing.
- 6 - Mail truck number reversed.
- 7 - Woman standing behind coupe.
- 8 - Coupe hinge missing.
- 9 - Red flag on suitcase missing.
- 10 - Pick Up's tailgate chain missing.



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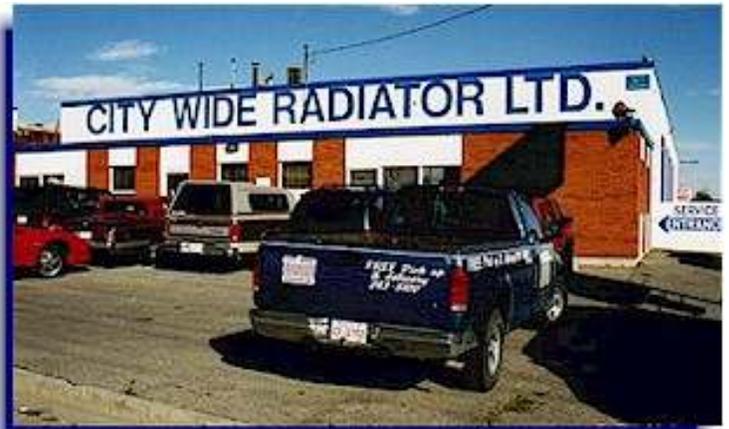
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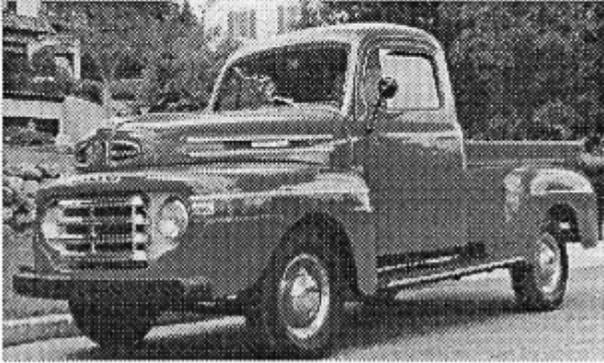
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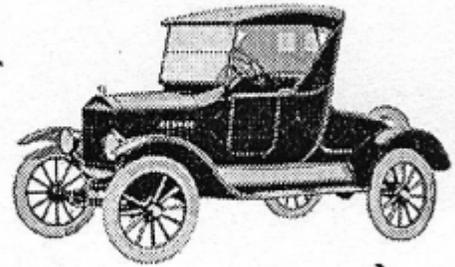


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