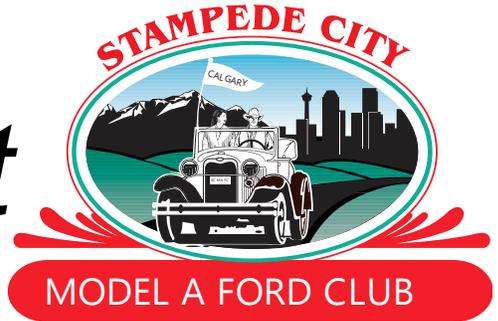


The Script

May 2020



1930 AA Truck - The Club's last award winning project in front of the Clubhouse



Featured in this issue:

- 2020 Tours and Events Schedule Page 4
- 1928 Sports Coupe Restoration Page 9
- Development of Electric Vehicles Page 11



President's Message



For the health and safety of our members we continue to practice personal distancing to ensure the reduced chance of contracting the COVID 19 virus. The health of our members is paramount. We will honour the directives of our provincial authorities and watch for announcements of relaxation of controls toward mid-May. We may, unfortunately, lose much of the touring season to these health concerns.

September could be a time for a group event to catch up on the limited activities and knowledge of the health and well being of our membership. Keep me posted if anyone becomes infected or is affected by others in their circle of friends.

We will continue to publish the SCRIPT on it's regular schedule for May and June so please keep feeding Al Friesen articles and information that may be of interest to the readers.

We have received the remaining steering and brake parts for the front-end assembly of the Tupper Coupe Project and will decide by late-May when to have a seminar on the completion of the brake and steering assembly. We will continue to listen to Deena Hinshaw for guidance.

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



As I began to type this message it occurred to me that the photo you see here is a bit dated, maybe I should replace it with one of me sporting my rather unkept hair and an N95 mask! No, probably a poor idea....

This issue is a bit shorter than normal as we had no general meeting last month which means there are no minutes to record. Also we have no events to describe. We do however have some articles provided by some of our members. Thank you to Ian Jarvis, Jim Leew, Dean Potter, Yvon Picot, and Ron Rigby for their work at providing us with some excellent content for the Script!

Also thanks to Gary Callander who stepped up to research and write the " News from the Past " while Jim is recuperating in hospital. Jim we hope you get better soon and return home!

Another special thanks goes to Sid Gough who writes his " Tech Talk " article every month and has been doing so for many years. Thanks Sid!:

An updated activities listing is included in this issue, note that everything is on hold until the end of June at this point. If things change the membership will be notified by email and via the web site.

With the May 2020 Script completed I will start to assemble the June issue which is the last one prior to the two month summer break. I have two articles already that have been submitted by Dean Potter and Ron Rigby but of course I am looking for more! Please consider sending me some at scmafc@telus.net. Thanks!

Stay safe everyone!

Al Friesen



May Birthdays

Bill Davidson 3rd	Marc Bremont 25th
Pat Neish 3rd	Gary Callander 25th
Wendy Knutson 9th	Andy Myram 27th
Diana Dacen 16th	Al Myram 28th
Andy Smith 20th	Ross Rodman 29th
Murray Walkemeyer 21st	Anne Marie Picot 31st
Michael Callander 24th	Paul Callander 31st

May Anniversaries

Lisa and Bart Campbell 1st
 Cheryl and Dale Case 5th
 Pam and Cam Bush 15th
 Joan and Denis Martel 18th



2020 SCMAFC Tours and Events Schedule

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 **POSTPONED.**

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

June 15 - (Mon.) AGE CARE CENTRE BEVERLY CAR SHOW, alternate Tuesday, June 16th.

Time: 1-3 pm, Cars in place by 12:45. Contact is Kathy Chudek. **TO BE DETERMINED**

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 8 - (Wed.) Stampede Tour and Pizza Night. Meet at Heritage Park, time TBD Contact Norm Devitt.

July 18 - (Sat.) Rosebud Theater - 'Chariots of Fire' Included is a buffet dinner. Contact Russell M.

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.



Gary Callander's 'News from the 'Past'

40 Years Ago, May, 1980 President - George Edworthy

- Howard Moore wrote an article describing the purchase of his Model A in 1943. He used it for hauling materials to construct his home in late 40's, including 110 bags of cement, 10 at a time. The cost of a complete engine rebuild in 1949 was \$50.15, a third of what he paid to buy the car. Probably required after hauling all that cement.

- Dennis Dovich announced that the cost of line-boring was going up to \$55.

30 Years Ago, May, 1990 President – Emanuel Cohen

- Paul Chudek was looking for the return of the club library's copy of "How to Restore Your Model A" Vol. 3. I wonder if it ever showed up?

20 Years Ago, May, 2000 President – Gary Callander

- A yard sale was planned to raise funds for expensive repairs to the clubhouse floor, which had gotten full of rot. But the sale had to be postponed until July.

- As president, I announced that there was a lack of interest in the club AA truck restoration. A volunteer was needed to step up and move it forward.

10 Years Ago, May, 2010 President – Chris Brancaccio

- Ron Rigby wrote a good article on the old National Park radiator badges.

- Club librarian Irene Rigby ordered replacements for the missing "How to Restore Your Model A" manuals. So I guess there is the answer to the above question!



Sid Gough's 'Tech Talk'



First I hope everyone is staying safe and healthy. These are exceptional times and our enjoyment of the hobby is limited. Staying home and washing the A three times a day is not as much fun as it once was.

On a more technical note: Things have changed greatly since the Model A was new. At that time a "blow out" (a sudden and rapid tire failure) was not uncommon. Our roads have improved (?). There are fewer gravel roads in major areas. The construction and materials used in the manufacturing of tires have had major gains in tire safety and reliability.

Very few people today have experienced a "blow out", a flat tire maybe. In the event of a blow out the control of the vehicle becomes very difficult. The sudden loss of tire pressure will cause the vehicle to swerve violently. If the proper reaction is not followed it could lead to a serious accident.

The first reaction may be to hit the brakes. **WRONG! DO NOT HIT THE BRAKES, STEER!** Once the vehicle is under control then apply the brakes slowly and pull over to the side of the road. Although it is easy to say, it may not be easy to do, **STAY CALM !** Be aware of the traffic around you as you move towards the side of the road. Original Model A's do not have four way flashers and today's drivers have no idea what hand signals mean so extra caution must be used.

Blow outs are usually caused by sidewall failure. As tires age they harden and develop cracks. Inspect your tires often to ensure there are no weak spots. Running on a soft or flat tire will weaken the side walls and increase the possibility of a failure when re-inflated.

Keep safe, stay at home and wash your A often.

Sid—Technical Editor



A 1930's era Overdrive unit!

Until inadvertently encountering this unit which had been installed in a 1931 Roadster located near Yuma but in California, I am sure that most of us were only aware of three types of overdrive units being installed in Model A's, the Mitchell from California which is currently so popular, the Ryan from Colorado which is installed in a couple of Club Member's cars, and the Borg-Warner units from the 1940's/1950's.



While 'Snow-Birding' in the Yuma area however Al Friesen and Ron Rigby had occasion to wander around the privately owned "Cloud Museum" which is owned by a chap whose surname is "Cloud" and which is located in the deepest S.E. corner of California.

The reason we mention this is because of the proliferation of Model A's and Model T's on display including a recently acquired and rusty 1931 barn find Roadster which contains the 1930's era after-market overdrive shown in the attached snapshot. This unit fits immediately in front of the differential 'banjo' and besides being surprised by Mr. Cloud's description of the unit we were also surprised to find it surprisingly small in comparison to the other three overdrives used on Model A's with which we are familiar. One learns something new every day!

Importance of Keeping Notes

I thought I would send in a note about keeping notes. As we get older our memory pegs tend to weaken. Some years ago I started a book with a page for each machine I have, lawnmower, rototiller, tractor and so on.

On the page of a machine I record things such as oil and filter change, grease and so on. I put the date I did whatever and if important the amount of money I spent to do what I did. For my farm machinery I would make an entry for something that needs care before using it next time.

My Model A 4 door sedan has a whole notebook to itself as does my coupe. The 4 door was a square 1 project when I got it. Not much there and a lot of work. It was a barn find in pieces. It came with a short story.

The coupe came with a brown envelope containing some papers, some of them important but no story of the car's life for the last 30 or so years when it was supposed to have been restored. I have done a lot of work on this car and made good improvements but I do run into things that I wish I had notes on.

It would even be nice to know who a car belonged to in the past. who did work on it and what was done and even where it lived and went through its years. This note book is to stay with the car for future owners.

Jim Leew





Hello from Ian Jarvis!

This past July my wife Judy, daughter Katlyn and her husband Andrea (as seen in picture above) took in the Deuce Days car show in Victoria, BC. We left Calgary about mid July and took 3 days to travel, the first we night stayed in Salmon Arm at an enjoyable bed and breakfast. The gentlemen that lived next door was in his early 70's and as we learned had built and raced dragsters through BC, Alberta and northern US for the past 50 years. He now builds them and his son drives them. We learned all this as he was standing by our trailer in the morning and wanted to know what we where "haulin" as he put it. This of course led to about an hour of car conversation before we hit the road.

We spent the second night in Harrison Hot Spring's, an interesting place and we enjoyed the stay. Arrived at BC Ferries and got to donate \$368.00 to get the truck and trailer on board for Sydney and then into Victoria.

The car show has one day of show and shine and three days of jammed packed events and things to do. Downtown Victoria was filled with cars from as far away as Missouri and even one from Australia. Not enough time to see all the cars or talk to the many, many people. Headed home on the Sunday after the show and shine and arrived a couple of days later, again after BC Ferries got their \$368.00 donation.

We had a very enjoyable time, have gotten through winter and hope that spring starts to arrive sooner rather than later.

Be safe out there everyone and keep your distance.

Ian Jarvis



1928 Model A Sport Coupe Restoration Project—Dean Potter

April 28, 2020

In August 1996, I purchased my first Model A from Don Kincaid near Rouleau, Saskatchewan and towed it home to Calgary to restore. Whether the car was a 1928 or 1929 and a Sport Coupe or a Business Coupe will remain unknown as someone had dreamed of a hot rod and sawed off the window pillars and the entire roof assembly was gone. The car had a trunk rather than a rumble seat which may suggest the car was originally a Business Coupe. The engine that apparently was in the car before I purchased it had an engine number matching 1928 production. As you can see from the two photos, one with my dad, Lex Potter, at Don's farm and the other with my son, Drew, at age 8, this was a rough car for restoration, but Don did give me a good front window frame, doors and fenders from his collection and also a good Model B engine. The patina showed a history of color modifications from red to silver against the original green base as you can see in the 1996 photos. Possibly the original green color was Vagabond green in which case, the car would have been a 1929 Business Coupe. Rust was superficial as you would expect from a car found on the Prairies. Definitely the hardest part of the restoration was resurrecting the roof to original with replacement parts and getting the correct heights of the door posts so that the doors and windows fit properly.

The project took on a long history since 1996 and soon I realized the difference between a good restorable car and a 'basket case' was time, hard work and money. However, since this car was found by my Dad and I told him I would see the project through, it was never abandoned. Other Model As were bought and restored since 1996 but the Sport Coupe project never died.

The body was disassembled and repaired ready for final painting and all the chassis was refinished and powder coated. The original trunk was converted to a rumble seat in the restoration. The frame was laser straight after a life on prairie roads. The Model B engine was rebuilt and now includes a Weber downdraft carb, 12-volt alternator, electronic ignition and wide belt pulley and plastic fan. The transmission was replaced with a Mitchell synchro-transmission and coupled with a Mitchell overdrive. The original 7 tooth steering gear was replaced with a Gemmer 2 tooth steering gear and a proper 1928 red steering wheel finished the project. A LeBaron Bonney interior and top was professionally installed, along with a body sound deadening kit and an insulated firewall. Thankfully, I bought all the proper interior components with the correct mohair wool upholstery while LeBaron was still in business for best quality and authenticity. The LED headlights are as bright as any modern car. Bert's Model A Ford Center in Denver and George Moir Antique Auto Parts in Edmonton offered lots of advice and parts throughout the restoration.

The car was painted Arabian Sand with Copra Drab accent color and a tan cloth roof as a 1928 Sport Coupe color. Finding original Sport Coupe landau bars was a challenge, but when you take over 20 years to rebuild a car, eventually the correct parts are found. I still have to get the pinstriping done to call the restoration totally complete.

The project was completed last fall and at that time, I paused to think about my Dad and the warm summer day I went with him and Drew in 1996 to collect the project. Don Kincaid told me this past winter that he never expected this project would be completed when we left his farmyard in 1996. This summer, I hope to get the mechanical inspection completed and take the car on the road, legally that is. I do need good Alberta 1928 license plates. The final product is quite a contrast to the car I brought home in 1996 and took more than a fair share of perseverance, but certainly worth the effort.

I think we will call the car 'Lex'.





The Development of Electric Vehicles

To appreciate the evolution of EVs we have to start at the beginning when batteries were invented. Alessandro Volta is largely credited for the invention of the voltaic pile in 1800 although there is some evidence of much earlier discoveries where electric current was used in the electroplating of metals. There is a school of thought that the Egyptians “invented” a source of voltage some 4000 years ago. Then as we all know what followed the battery improvements had to be an electric motive force in to harness this new source of energy in the making of conveyances for mankind. The obsession with the automobile drove inventors to very bizarre ideas. I’ve included some of those just for context in the following table, including wind sources for vehicles in battle. I wonder how you got out of a mud hole with that. Eventually the transition to electric motors took place.

As battery technology progressed over time we find the most frustrating aspect of them was that they were throw-aways after being spent which severely limited time or length of travel. And of course if you wanted to solve that problem you added more batteries unto your vehicle with the resulting diminishing returns due to the added weight. Then before the invention of rechargeable batteries the discovery of electrical generation had to be found and that credit goes to the British scientist Michael Faraday in 1831. It took another 28 years for the invention of the rechargeable battery by French physicist Gaston Plante in 1859. And by about that time period the steam generator arrived on the scene to complete the picture. As you can see from the table new EV designs happened very quickly after that. At the turn of the of the 20th century we find many new players in the field from France, Germany, Britain and USA which I did not include due to the proliferation and short lives of all of them. The one that stands out for me is the development by the Austrian engineer Ferdinand Porsche who in 1898 built the first German EV called P1 and could cruise at 15 mph. He won may races and of course became very famous in his field.

Fast forward to the present time. The love affair with gasoline powered vehicles which put EVs out of business at the beginning of the 20th century is coming to an end. As in two centuries ago there is much interest today in the development in EVs as is evident with all the car manufacturers trying to outdo themselves. The concern some people may have with overloading our electrical network in my opinion is not warranted. And the shifting of emissions to other sources is largely mitigated by the advent of renewable sources. The overloading of network current will also be negated since EVs have smart charging systems allowing time shifting power surges to off peak periods. The electric network generation capacities are intentionally overbuilt to accommodate peak needs and that capital goes under utilized at the present time. Time will tell but things have a way of adjusting themselves and that period of transition will probably last 20 years.

A postscript from my son, Paul, the PHD scientist, who has a concern about the viability of transporting heavy batteries in a car as a permanent solution, let alone the environmental impact in building batteries, the constant acceleration and braking requiring heavy duty frames to maintain the integrity of the body as he sees it is not a long term solution for replacing petroleum-based fuels. He would prefer the use of the alternative synthetic liquid fuels such as SASOL – developed a over half a century ago – as we used in our cars while in South Africa which is a fuel derived from carbon and water and heat. Great idea.

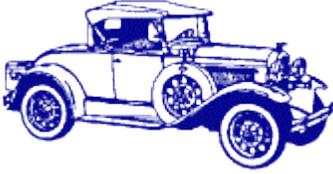
Happy emission free motoring.

Yvon Picot, E. Eng



Early EVs (and other bizarre versions)				
Period	Inventor	Production	Characteristics	Notes
C 1300	Guido von Vigevano (Italy)	?	Windmill-powered battle cars	May be first ever propelled vehicles
C 1500	L. DaVinci (Italy)	?	Wound Spring energy	
C 1600	Simon Stevin (Flemish))	?	Wind Chariot	
1624	Giovanni Branca (Italy)	?	Steam engine toy car	
C 1775	Nicolas Cugnot (France)	Tricycle	Steam-powered	Canon transporter
1784	Richard Trevithick (Britain)	?	HP boiler	
1808	Francois de Rivaz (France)	1	Internal combustion engine H and oxygen	First ever ICE produced
1835	Sibrandus Stratingh (Netherlands)	1	First small scale EV?	
1839	Robert Anderson (Scotland)	1	Electric Carriage	
1842	Robert Davidson (Scotland)	1	First electric locomotive using disposable batteries	Tested at 4 mph
1851	Charles Page (USA)	1	First electric locomotive	
1873	Robert Davidson (Scotland)	1	First working EV	Disposable batteries
1882	Ayrton & Perry	1	½ HP motor & 1 st rechargeable battery	Excessive battery weight
1884	Thomas Parker (Briton)	1 st successful production	Rechargeable batteries	
1886	Radcliffe Ward (Briton)	Cars and the start of bus and van mfr	8 mph	Also built first electric railway in Briton.
1888	Magnus Volk (Briton)		Electric propelled Dog Cart	Later version carried 4 passengers





Classified Ads

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: 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 sugarhill1955@gmail.com Located in Summerland, B.C Can ship.

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: Weaver Auto Crane (Wrecker) Model A or T period correct. Contact Ron 780 678 4019

Wanted: I'm in need of 2 or 4 19" tires in good shape. The ones I have are not good enough for any long trips. Thank you, call or email. Paul 604-807-3634 vicky31a@shaw.ca

Wanted: Working 1930 Model A Horn. Please contact me with a price at 403-382-0369 or email drogalsky@hotmail.com

Wanted: Wheel Wrench for 30" Hayes wire wheels 2 1/4" across the flats. This is the wrench that removes the outer hubcap. 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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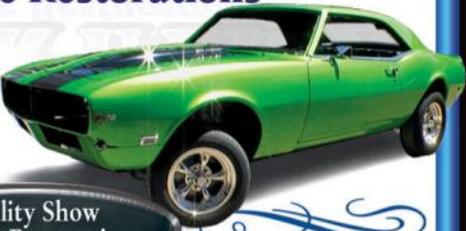
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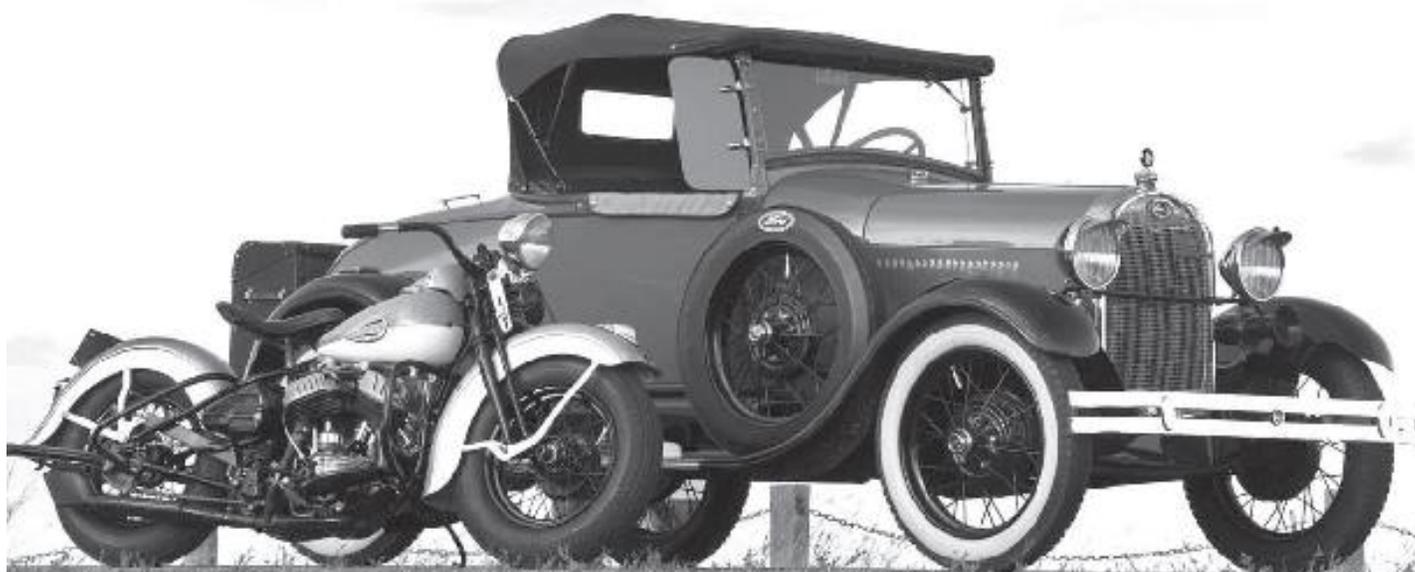


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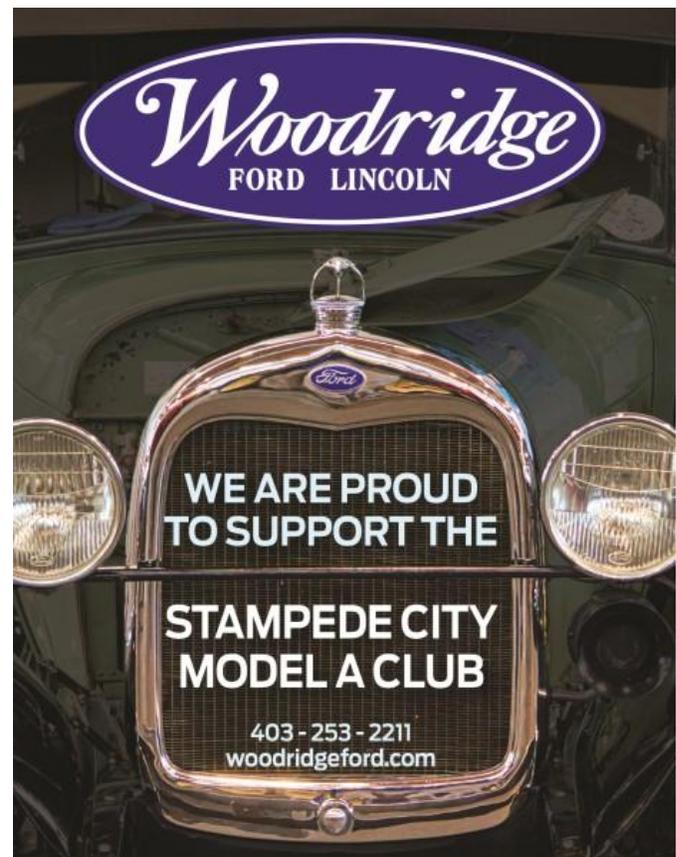
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