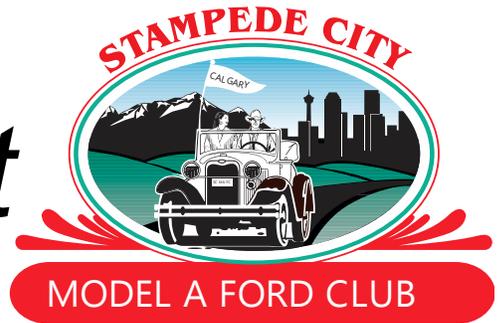


The Script

November 2021



**Two Model A's restored by Paul and Kathy Chudek
pose in front of the SCMAFC Clubhouse**



Featured in this issue:

- | | |
|----------------------------------|---------|
| Technical Assistance for Members | Page 6 |
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President's Message

I hope everyone had a Great Thanksgiving with some limited visits with family and friends. This Fall has been great for some personal outings.

The most notable club event for November will be the Annual Heritage Park Wainwright Hotel luncheon which will double as our Christmas event although a bit earlier than most years. I look forward to a good turn-out and hopefully we will have a dry sunny day for the event. There will be membership recognition awards for a few of our esteemed longtime members.

Did you know that on November 5th, 1919 Henry Ford ran for a US Senate Seat and was defeated by 1.6 percentage points by, then US Secretary of Navy, Truman H. Newberry. Newberry went on to serve one term as Michigan's Representative to the Senate. Newberry had

helped organize the Packard Motor Car Company and had been one of Henry Ford's rivals in many industry challenges in the early part of the 20th century.

See you at Heritage Park on November 14th.

Our 2022 Executive nominations, voting and appointments will take place at the General meeting this coming Wednesday. Please attend. The meeting will be held, via ZOOM, on November 10 beginning at 7PM. Meeting will open at 6:45PM for chat time. Join Zoom Meeting

<https://us02web.zoom.us/j/82333395743?pwd=WmRuK2RrMGFQYWWhTWExSeDk0eUJLUT09>

Meeting ID: 823 3339 5743 Passcode: 958023 Or by telephone (voice only) at 1587 328 1099 **Colin Outtrim**

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: www/scmafc.ca

email: scmafc@telus.net

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

E-transfer membership fees to:

SCMAFCMEMBERSHIP@gmail.com

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.



2021 Executive

President	Colin Outtrim
Past President	Gord Rouse
Vice President	Mike Hill
Secretary	Bill McPhail
Treasurer	Chris Brancaccio
Memberships	Sharron and Lyle Brooks
Publications Director	Al Friesen
Printer	Jeff Brooks
Technical Editor	Sid Gough
Capital Assets Director	Paul Chudek
Clubhouse Custodian	Paul Chudek
Tours & Events Director	Russell Moore
Technical Projects Mgr.	Paul Chudek
Tech Talks Coordinator	Mike Hill
Librarian	Vacant
Revenue Advertising Mgr.	Keith Robinson
SVAA Liaison	Lloyd Glover
Web Site Manager	Al Friesen

Meeting Minutes

SCMAFC GENERAL MEETING (via ZOOM Meeting only Due to COVID)

Wednesday, October 13, 2021

Meeting called to order at 7:12pm

Quorum was met

ZOOM attendees: Colin Outtrim, Bill McPhail, Glenn Smith, Ron Rigby, Al Friesen, Barry Osborne, Paul & Kathy Chudek, Mike Hill, Gary Callander, Russell Moore, J.R. Smith, Lyle Brooks, Jeff Brooks, Jim Leew.

Chairing: Colin Outtrim, President

Meeting Secretary: Bill McPhail

Motion to accept the Minutes of September 8th, 2021 by Al Friesen and seconded by Mike Hill

Treasurer's Report: No report available.

Membership Report: (Lyle Brooks)

- Currently 90 paid memberships.

New member, the Andrews from Longview.

MAFCA: (Ron Rigby)

Ron shared the updates that were included in October 2021 Script.

SVAA Report – No report Available.

Colin shared that SVAA noted there has been about one car every few months reported as stolen and usually not recovered.

Advertising: No Report Available.

- There was discussion on extending free advertising due to Covid for advertisers that would normally pay but this was tabled until our next meeting.

Also noted that Woodridge Ford advertising remains free of charge as a thank you for using their facilities for our winter meetings.

Capital Assets: (Paul Chudek)

- White trim on clubhouse scraped and repainted by Kathy Chudek.
- Paul and Kathy Chudek volunteered to clean eavestroughs.

Thanks to Chris and Rose Brancaccio for supplying lumber for porch repairs.

Touring /Events: (Russell Moore)

- Fall Colour Tour not possible due to Covid concerns and the Callanders battling Covid themselves. Thanks was shared for the Callander's faithful hosting of this event in past years. The memorial aspect of this may be included in an upcoming event (perhaps the Heritage Park brunch).



- Heritage Park bunch was discussed, and Russell Moore will follow up with a confirmed date, most likely in late November (which is different than was in the minutes in the last issue of the Script).

The Christmas party unfortunately had to be cancelled due to Covid uncertainties, but we may be able to include some Christmas aspects in the Heritage Park brunch.

Executive Positions and Nominations: (Ron Rigby)

- There are candidates for all positions except President as well as ongoing discussion with a potential Vice President candidate.

Various potential candidates were contacted regarding the Presidency but with no success. This is the first time that we have been in this position so members are encouraged to recommend anyone that they feel would be suitable so Ron can follow up.

Safety Check Procedures and Responsibility

- Colin Outtrim is willing to host in 2022, the event will most likely be in June with one day for inspections and potentially a second day for repairs.

Noted that Dean Potter previously offered a venue for this event. Colin will follow up with Dean.

Tupper Project Car Disposition:

Purchased by and delivered to Hank Biesbroek last month. Hank's intention is to complete the restoration, but this may be delayed for a year or so.

Congratulations to Glenn Smith on the long-awaited completion of this '28 Leatherback!

- Thanks to the dedicated team that assisted Glenn with this!!
- Thanks to Mike Hill for the story of the history and restoration that is included in the October Script.

Glenn related the history and story of his car to the group.

Other Business

Name Tags and 50th Anniversary pins:

- No requests for name tags at this time.

50th Anniversary pins should be available before the end of the year. They may have to be mailed out depending on timing.

Provincial Societies report filing:

- Filing was done in September by Colin.

Discussion on the discrepancy between the fact that we operate on a calendar year and we are set up with the province with a September year end.

Motion to adjourn (at 8:18pm) by Colin Outtrim, seconded by Gary Callander

Upcoming Events:

November 14, Sunday, **Heritage Park Brunch**, Wainwright Hotel Saloon, contact Russell Moore. **NOTE NEW DATE**



Editor's Notes



This month we are fortunate to have articles from two of our club members, Mike Hill and Yvon Picot. Thank you both for taking the time to do this and for keeping our newsletter interesting with your writing skills.

I recently came across a tip that I wish to pass along. In a recent SVAA newsletter Al Riise described a method to stop those annoying robo phone calls for those using TELUS service. This is done by accessing the 'My TELUS' website and activating a free service named 'Call Control'. Once activated, calls to your number are intercepted with a prompt to input a single digit before the call can proceed. Since the robo call computer cannot do that the call is dropped. Of course a human caller can dial the requested digit and the call goes thru. You can also populate a list of up to 25 callers that bypass this process and also make a list of blocked callers. We seemed to get a lot of these calls and since setting this feature up have not had any. You can set this feature up for both landline and cellular services.

For those planning to attend the November 14th event at Heritage Park please remember to contact Russell Moore and advise him.

That's it for this month, stay safe everyone!

Al Friesen



November Birthdays

Marleen Mullie 3rd
 Peter Debruyne 7th
 Shaireen Osborne 10th
 Judy Hawley 12th
 Dean Potter 17th
 Florence Robakowski 17th
 Kathy Chudek 19th
 Bart Campbell 20th
 Mike Hill 20th
 Dennis Dovich 21st
 Jeannette Glover 24th
 Mary Callander 29th

November Anniversaries

Audrey and Sid Gough 16th
 Dianne and Jim Leew 24th
 Doreen and Victor Rogalsky 30th



'News from the 'Past'

30 Years Ago — October 1991— President Brian Prior

- Ted Weale wrote an article about engine enamels.
- An extensive article described a method to remove a stubborn broken stud from an engine block.
- An article discussed engine oil leaks, how to diagnose them and how to cure them.

20 Years Ago — October 2001 — President Gary Callander

- Gord Watt supplied plans for a Model A engine stand.
- There were write ups about the October 14th Clubhouse Anniversary tour and the October 17th Foremost Industries tour.

10 Years Ago — October 2011— President Chris Brancaccio

- Michael Hill submitted an article titled 'Overcoming My Generator Phobia' which described his Model A electrical issues.
- George McKenzie provided a photo of his 1928 Roadster along with it's description and history.

Technical Advice and Assistance for Club Members

One of the great strengths of our Club is its multi-faceted nature for not only are our members involved in the various aspects of sourcing, restoring, and maintaining their cars, but our activities list also includes items such as technical seminars and work bees, tours of varying dimensions, display opportunities, social functions, varying degrees of interest in era fashions, and the cohesion provided by having an excellent Clubhouse complete with a comprehensive historical and technical library as well as a finely tuned website. With this diversity however comes an equivalent diversity of membership and various members therefore harbour various interests and skill-sets, which of course means that while some may be technical and mechanical wizards, many are also in a position to occasionally desire and appreciate a bit of technical advice and assistance. In that regard any members desiring a bit of advice and assistance may elicit same by either sending an e-mail to the Club for our Publications Director to relay, or by contacting any member of the Executive listed on page one of the Script, who will either respond or re-direct the query or request. Should a request be for a garage tour instead of just for advice or information, it should be relayed to the 'Tours and Activities Director' to be integrated into our regular activities schedule.



Sid Gough's 'Tech Talk'



This month marks the 125th running of the London Brighton. The latest entry is 1904.

We have come a long way since then, but we still rely on carbon based fuel.

Coal and wood were used to power the early steam powered vehicles as far back as 1769.

They did not last long and there are no known examples on the road.

Steam cars used kerosene and it was not until 1886 that gasoline came into use.

Electric cars are not a new idea. They were first tried as far back as 1832 although they did not actually become viable until 1896. Their demise was contributed to the lack of range and speed. Some still blame the oil companies.

We are now faced with the possibility of gasoline being phased out.

One idea suggested was converting antique to electric. What would that do to the hobby?

Gasoline powered cars have been around for over 130 years.

How many of today's electric cars will exist in 100 years? Batteries are still a major factor in using electric cars. The material used to manufacture the batteries is not renewable. Cost is a current factor.

Paris, France parked it's fleet of electric taxis due to the cost of replacing the batteries.

Where do we go from here?

It is possible that a few well preserved cars could remain in a museum. But with the newest generation having little interest in history, except to criticize it there is little hope that the hobby will continue as it is. So! Get out and enjoy your Model A whenever you can.

Sid Gough—SCMAFC Technical Editor

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



Solar Flare Disruptions

By Yvon Picot

What do these mean to you: the Carrington Event, the Quebec Blackout, numerous Aurora Borealis activities, and many more unexplained heavenly happenings? They are all related to solar flares. I even experienced an incident which almost cost me my job. I will get to that later.

The activities of the Sun's sunspots can be very detrimental to our infrastructures, and they are unpredictable. The eruptions from the sun occur on average at about every eleven years and major ones at about every 100 years. It appears we are getting close to the next big one, called a solar superstorm.

Sun flares are a result of sudden explosions of energy on the Sun's surface caused by tangling of magnetic fields near sunspots. They are called coronal mass ejections or CME's. CME's cause geomagnetic storms on Earth that can cause damage to electric power grids and severely disrupt communication networks. Satellites and transoceanic cables are at risk. Disruptions are transitory but can last several hours. However power systems can experience permanent damage especially in large extra high voltage (EHV) transformers as we have seen in past storms. EHV transformers are not a commodity that is easily procured.

The Carrington Event, named after the amateur astronomer who observed it, occurred on Sept 1, 1859, and it was a disastrous eruption caused by CME's on the then only known form of communications, the Telegraph, which was widespread across the world. This was a rudimentary form of internet service. There were reports that in some areas the current induced in the wires from electromagnetic activity caused insulations to burn due to the intense heat. Ice core samples show that the Carrington Event was twice as big as any other solar storm in the last 500 years prior to the event.

The Hydro Quebec network which generates some 37,000 MW (3 times larger than the Alberta network) is vulnerable to outages due to their extremely long lines, especially from James Bay which are closer to the north pole than most and where the electromagnetic field intensity is greatest. They have had many disruptions due to solar flares but none as intense as the March 10, 1989 event. The entire province went black for nine hours starting at 2:45 am while 6 million people were out of power. They have had large transformer failures which are costly to replace. As a result of this blackout they have taken measures to mitigate the outages by adjusting tripping limits and reducing power flows when sunspot activities increase.

I remember while living in Winnipeg northern light events were a big deal as the spectacular colour lighting around the city dazzled everyone. The events though, as I recall, were less frequent than what we are experiencing now. We are seeing unprecedented amounts of northern lights or aurora borealis reaching further and further south even down to the lower States. Is this a sign we are on the cusp of a superstorm?

The increase in radiation due to sunspot activity also has the effect of ionising the ionosphere layers which in turn reflects and redirects HF and VHF radio signals. In the late 70's I had arrived at a critical milestone on my provincewide mobile radio network installation project for NB Power. The event was critical for me as I needed to prove the concept of a new VHF radio service for the power company after convincing the executive committee they should be funding a large sum of money to revamp a badly needed system. As we commissioned the first phase of this project we suddenly became aware we had a lot of interference from other users. After much anguish over the matter, and me getting a black eye of course for my dream project, we realized the interference came from a fleet of fishing trawlers from either Portugal or Spain who were presumably illegally poaching on Canada's eastern shores. Frequency coordination for offshore rigs of course was not something we would normally do and especially not for foreign fleets who would not



admit to poaching. I for one was quite worried as beside admitting defeat I would be faced with a large bill for visiting all mobile units as well as base stations to install new crystals (yes crystals in those days). We knew that in time the issue would resolve itself but the sting seemed to last much longer than I was prepared to suffer. The problem as I recall lasted a few weeks and it faded away.

Sunflares will always be with us, but it is anyone's guess when they will happen and at what intensity they will be. The research conducted by Hydro Quebec will be beneficial I'm sure as in my experience all utilities around the world freely share their findings. The technology I am most concerned about though would be satellite disruptions as we are so reliant on modern communications, not the least is GPS. I worry that aircraft pilots have lost the ability to fly by dead reckoning.

Energized particles from the Sun slam into Earth's upper atmosphere at speeds of 72 million km/h, but our planet's magnetic field protects us from the onslaught. As Earth's magnetic field redirects the particles toward the North Pole, the dramatic process transforms into a cinematic atmospheric phenomenon that dazzles and fascinates scientists and skywatchers alike.

Enjoy the Northern Lights while they last but remember there are consequences to the effects of corona discharges in the sky.



MAFFI Newsletter Minute-October 2021

MAFFI Model A Day at the Model A Ford Museum in Gilmore Car Museum is BACK! After having to cancel the event in 2020 we were so happy to see so many Model A enthusiasts come out to celebrate with us. About 200 Model As arrived and parked on the Gilmore Museum grounds. The theme this year, "Model A First Responders" included fire trucks, police wagon, and ambulances from the Model A Era.

This year visitors could take rides around the Gilmore Museum grounds on the Huff & Puff bus and Model A cars. I heard one group of riders singing "The wheels on the bus go round and round" as the rode through the grounds. The swap meet was the biggest and best to date. There were silent auction items up for bid, 50/50 raffle tickets, Model A Day T-Shirts and pins for all to purchase.

The day included seminars, the youth event featuring the Mishawaka High School restoration project, and featured guest, Wayne Carini from "Chasing Classic Cars".

The day concluded with a General Membership Meeting where recognition was given to event organizers and MAFFI volunteers. Check out the MAFFI web page, <https://www.maffi.org/> for pictures of the event. Hope to see you at the Museum next year.

There is a complete showing of the Model A Day Pins sold to date by MAFFI on page 13 of the September-October 2021 Issue of the Model A News.



Bitten by the Model A Bug

The Chudek Model A's

By: Michael Hill

When Paul Chudek was 13 he decided thumbing a ride to school was easier and faster than taking the bus. At the time Paul lived in Ogden and attended Colonel Walker School. Ray Clement regularly stopped to pick Paul up in his '28 Model A Coupe on his way downtown. The car was equipped with a great heater and frost shields on the windows which made Ray's generosity particularly comfortable in the cold of winter. Paul was instantly smitten with Model A's.

In 1958, Paul joined the Hot Heads Rod and Custom Club in Calgary and found himself cruising around Calgary in a friend's '30 Model A Deluxe Sedan. This further convinced him he needed a Model A. It wasn't long before a car showed up for sale on a farm west of Airdrie. This '28 Leatherback Sedan was in decent condition and a deal was quickly struck for \$75. The next step was getting the car back to Calgary – in the dark, in the pouring rain, with no insurance, licence plate and very dim headlights. Along Highway 2A passing Balzac, a bright display of flashing lights led to an introduction to an RCMP officer who was luckily sympathetic to Paul's tale and it being Paul's first run-in with the law. The instructions were to "go home and don't even think about driving the car until it was insured and licensed".



Paul and his '28 Leatherback



Paul fixed up the Leatherback but quickly realized a Coupe would have a more sporty appeal for the ladies looking to go on a date with a fine young man. With his young brain drunk on hormones, a search for a coupe was underway. In 1961, a '30 Model A coupe was found deep in the grass on a farmyard east of Olds equipped with 3 – 21 inch wheels and one 19 inch wheel. Also missing was the hood, headlamps, glass, carburetor, water pump, generator and many other very important and critical pieces. The good news was that at least 6 coats of house and other paint slapped on had preserved the body metal. A complete lack of common sense prevailed and Paul traded his drivable Leatherback for a Project Car on the spot. Paul believes he got the better end of the deal (not sure about that!).

Over the next two years, Paul worked on restoring the Coupe to its former glory. An almost new engine was found for \$200 and there were many introductions to people through the Pioneer Auto Club who could contribute (sell) him NOS parts. Paul was also introduced to the Meek brothers, two mechanics in Bowness, who had worked on cars since the early 1920's and were very familiar with Model A's. They very slowly spent the winter getting the chassis in perfect driving condition and hardly charged him for their labor. In reality, they were grateful to work on a Model A.

The next step was stripping off the 6 layers of paint using a blowtorch and a putty knife and then it was off to a neighbor to fix the body cracks and dents followed by a trip to Hillhurst Paint and Body for a paint job. The car was painted maroon and black – the color maroon signalling sophistication, ambition, confidence and vitality. In June 1962, Paul now had the Model A he wanted and not a moment too soon as he was about to meet the girl of his dreams in August.



Paul's 1930 Maroon Coupe



Kathy was a bit more circumspect about meeting Paul – "...a man, with a car and a job – what more would you want". However, from Paul's perspective, the coupe lady-magnet strategy was clearly working. Paul and Kathy were married in 1964. Paul believes he got the better end of the deal (sure about that!). At the end of their honeymoon they drove the car to Banff for the International Meet which was the first long journey for the car and it ran well.

The Chudek's attention soon turned to family creation matters and the Coupe was put in storage for 13 years but for the occasional drive in the summer. In 1978, the Chudek family joined the Model A Club and the car was pulled out of storage with a view to engage the entire family in club tours and activities. Paul and Kathy in the front and their children, David and Lisa, were in the rumble seat. David rode looking over the roof to capture every view there was to offer and Lisa rode with her head below the seat to protect herself and her very carefully done 80's hair style. The car was soon adorned with a fresh coat of paint - in year and month correct Brewster Green with straw-yellow wheels and pin stripe. In 1979, a Lebaron and Bonny upholstery kit was also installed with the help of Dave Basaraba.



Chudek's Re-Restored '30 Coupe



Paul and Kathy have many fond memories of the Coupe. Paul recalls skiing behind the car in open farmland south of Calgary using knobby rear tires and a set of chains for traction. Another adventure was going to a regional Model A meet in Spokane. Prior to the meet, the hosting club had a bit of a breakup and things quickly became ad-hoc. For the main tour, different and partial instructions were distributed to the attendees resulting in everybody getting lost and Model A cars randomly crisscrossing all over the city. They also recall how even strangers were willing to help when a Model A was in trouble. One weekend, when pulled over with a broken water pump in Banff, a man stopped to ask if he could help and within an hour he sourced a replacement locally and Paul and Kathy were back on their way. Most enjoyable and rewarding were the many friends they met through the Model A club and participating in the social and driving events.

As we are all aware, not all Model A fixes are quick. After a breakdown prior to a tour, Paul and Kathy found themselves riding in the back of a Sedan admiring how quiet and comfortable it was. Better yet, they had another couple to talk to.

It was not long after that the search was on for a Sedan. Kathy caught wind that there was a Sedan for sale at a farm auction in Buck Lake Alberta on Thanksgiving weekend in 1984. There were plenty of people showing an interest in the car, however, the fact that the engine was not running discouraged many bidders. The interior wood was also gone resulting in a metal shell which swayed back and forth in the wind. The bidding started at ten-thousand dollars but quickly came down to \$50 and began increasing. Kathy was so determined to have a Sedan in the family, at one point she was bidding against Paul. With the car back home, Paul corrected the junction box wiring, put water in the radiator, gas in the tank and darned if the car started up right away. The restoration resulted in Paul's friends swearing they would never do autobody woodwork as this particular aspect turned out to be a huge challenge. However, with the help of Al Shannon and many others, the car was reborn in 1994.

In 1994, Paul heard of a 1928 Roadster Pickup which was still owned by the original owner's daughter on a farm east of Rocky Mountain House. It had sat for 36 years beside a barn on the farm and had a tree growing up through the frame. After promising not to hot-rod it, Paul was able to buy the truck and trailered it home. Once again, this car needed a lot of work but the first challenge was seeing if the engine would run. After scraping the oil out of the pan, bolting on a working carburetor, adding new plugs and condenser, the truck was then towed around a field to loosen things up. Paul turned on the ignition and the engine fired right up. This car would also take 10 years to restore.



1930 Sedan Before and After



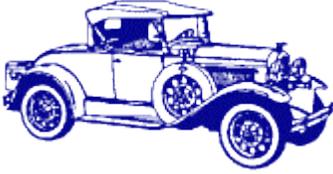
At the end of all this, Paul has become a knowledgeable Model A mechanic, an accomplished auto body repair person and a competent upholsterer. He has also developed a network for sourcing parts and services like chroming and pin striping which we all continue to benefit from as club members. Kathy also brought her talents to bear helping Paul install engines, trim and wiring and when things were all finished making sure the cars were kept immaculate.

Paul and Kathy would sum it all up by saying that when the Model A Bug gets a hold of you it leads to many great experiences, great friends and, of course, a lot of interesting but rewarding challenges.



1928 Roadster Pickup





Classified Ads

For Sale: 1928 Model A Tudor Sedan 55-A. Asking \$25,000. Calvin 604-992-4633 (Photos on website).

For Sale: 2 new brake drum reinforcing bands. Also, a pair of used but nice tan coloured 19" spare wheel covers. In addition I have a good Tillotson carburetor and a general variety of Model A parts excess to our family fleet's needs. Ron. 403-282-9655.

For Sale: 28/29 speedometer. Can't remember if it works or not. Make me a reasonable offer and I will get it to Calgary for pick up. Assume I replaced it as I bought one rebuilt years ago. Call René 306 361 4975.

For Sale: 1929 Model A Ford Coupe. Model 49 A (Henry's favourite) Older restoration, solid body and runs well. A very presentable, great driving Model A. See photo. \$15,000. Contact bearwatch2021@gmail.com

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: 19" wheel for 1928 Model A. Chrome or stainless steel radiator stone guard Ernie Andrews. 587 438 9228. or 403 558 3791.

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 ahogakev@gmail.com or phone 403-248-8575 collect.

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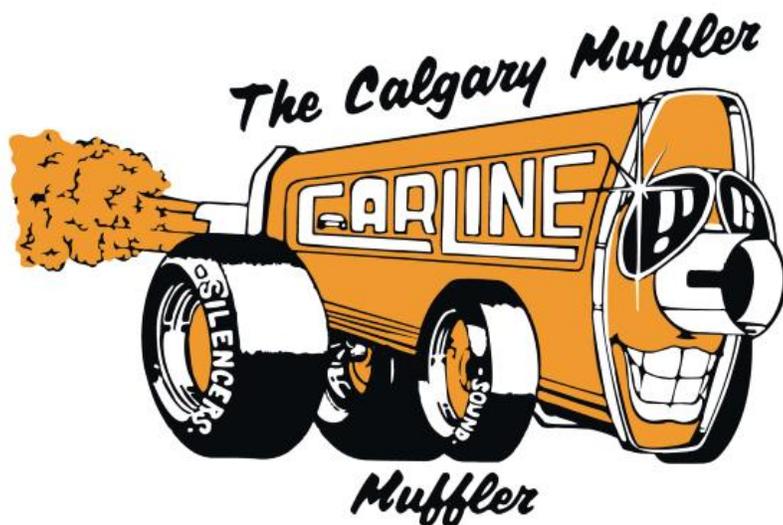
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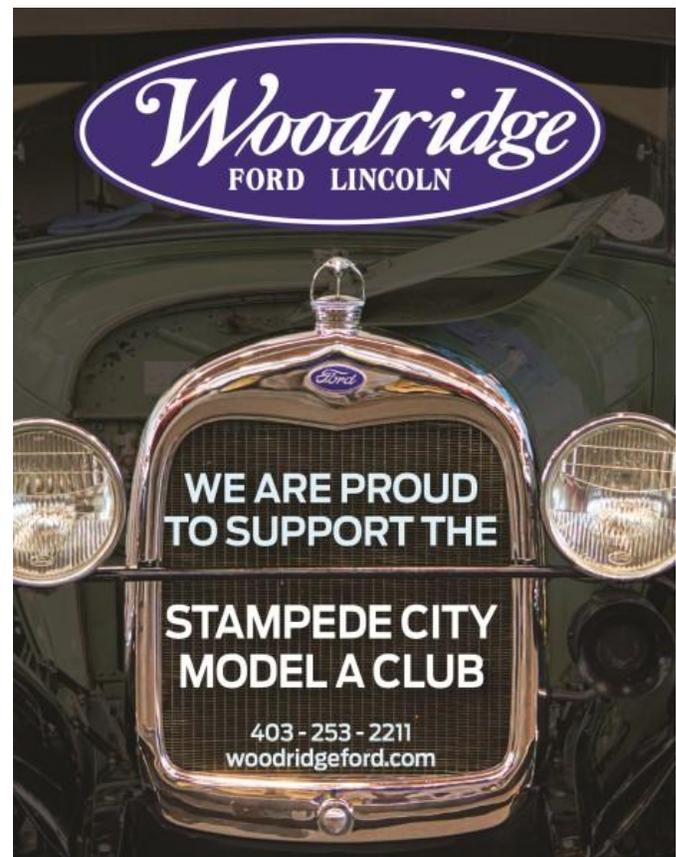
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