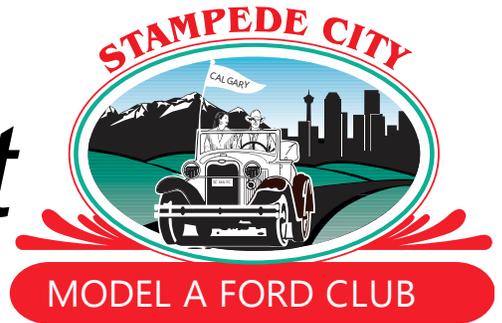


The Script

September 2020



Jim Leew's 1930 Deluxe Coupe

Featured in this issue:

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| Tours and Events Schedule | Page 4 |
| 1931 Roadster Project | Page 9 |
| Summer Events with photos | Pages 11 to 15 |



President's Message



The weather has been tremendous for touring, but unfortunately, COVID 19 has curtailed many of our planned events.

With great sadness we lost a stalwart member, Jim Callander in July. A beautiful funeral and reception followed with wonderful presentations by several of the family. A few of us attended, appropriately arriving in our Model A's in honor of Jim's and his family's dedication to the restoration hobby.

The Tupper Coupe Project Car has moved forward with completion of the suspension, brakes, steering and installation of the engine and transmission. Come to the clubhouse meeting on September 9th to see the progress.

Other events through the summer have included an in city Pizza and Ice Cream tour hosted by Chris and Rosemary Brancassio, starting at West Glenmore Park and concluding at "LICS - Leavitt's" ice cream in Parkdale; Kathy and Paul organized a Seniors residence visit in early July and my wife and I hosted a trip to "Marv's Classic Soda Shop" and "Vales Greenhouse" both in Black Diamond where we enjoyed a preordered dinner amongst the thousands of plants with Katrina Diebel giving us a historical presentation on her greenhouse. She devoted almost 90 minutes to our private (after hours) tour of her facility. Some of us purchased items to bring back to our Calgary area gardens.

This week George Edworthy is conducting his historical tour of the Edworthy Park – A true legacy of George's grandfather and the pioneer families of the late 19th century.

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.scmafca.ca

email: scmafca@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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| Web Site Manager | Al Friesen |

Editor's Notes



Where has summer gone? There seems to be a feel of fall in the air.

Although I had thoughts of putting together a special 'Summer 2020' edition of the Script it didn't happen due to the effect that COVID-19 had on our ability to complete our original list of tours and events. I must say though I am pleased that we did as much as we did and thank those that have provided reports and photos that you can see in this edition.

Thanks goes to Ron Rigby for spearheading the effort to get our backlog of printed Scripts completed and to Dean Potter for doing the printing.

Page 4 lists our remaining events and as usual changes will be announced via email and the club web site. I recently had to move the web site to a new provider and wish to thank Troy Dillabough for his expert assistance in doing that. The new address is www.scmafc.ca

Take care everyone and stay safe and healthy!

Al Friesen

September Birthdays

| | |
|------------------|---------------------------|
| Dale Case 1st | Bobbie May Callander 13th |
| John Potts 1st | Shirley Watt 19th |
| Lloyd Glover 2nd | Armand Mullie 22nd |
| Bill McPhail 2nd | Rod Wallace 24th |
| Paul Chudek 4th | Chris Carroll 25th |
| Cam Bush 5th | Alice Walker 25th |
| JR Smith 7th | Mary Reid 29 |
| Ted Dixon 11th | Glenn Smith 29th |
| Sheri Rouse 12th | Ted Loblely 30th |

September Anniversaries

Joanne and John Kuyltjes 1st
 Jeanette and Lloyd Glover 4th
 Karen and Leon Dreger 8th
 Shelleen and Marc Bremont 19th



Upcoming 2020 SCMAFC Tour/Event Schedule

September 8 - (Tuesday) Edworthy Park History walking tour. Time: 10:00 AM. Meeting place: Woodcliff United Church parking lot, located at 5010 Spruce Drive SW, Calgary. Contact George Edworthy.

September 13 - (Sunday) Fall Colours and Memorial Tour to Callander's. Join in on the club's annual Memorial tour. We will depart from 12 Mile Coulee Coop on Sunday, Sept. 13 at 9:30 AM. Travelling on the Lochend Road, there will be a brief stop at the Shell station at Hwy 22 and Big Hill Springs Rd. Then up Horse Creek Rd through Water Valley. Bring a picnic lunch, we will have a fire if you want to BBQ. Note that the last 2 miles are on gravel roads. If weather doesn't cooperate, we will have Sept. 20 as a rain date. Contact Gary Callander at gcalland@shaw.ca or 403-253-6022 if you plan on meeting at the Shell station or somewhere else, or if you need more info.

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

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

Vintage Ford Forum

There is a rather new forum on the Internet entitled the "Vintage Ford Forum". It covers the Model T, Model A, and both early and late Ford V8.

You can post a question, answer another poster's question, look at the technical reference area and view an area on fine point judging for our Model A Fords.

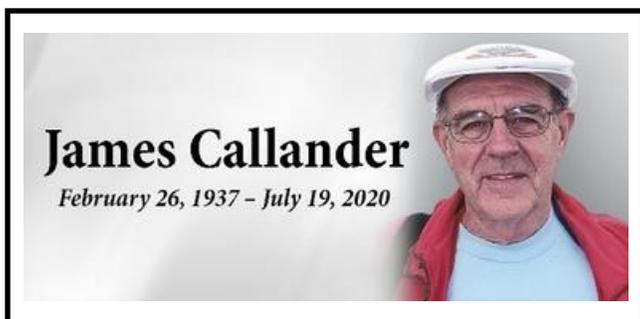
There is no cost to join. You can visit the site at:

www.vintagefordforum.com

It is with great sadness that the family of James Callander of Calgary, AB, announce his passing on Sunday, July 19, 2020 at the age of 83 years.

Jim and Mary were long time members of the SCMAFC, having joined in 1975. They were very active and participated in many club tours with their 1928 Tudor. For many years they acted as greeters at the annual Christmas Party.

Besides his loving wife, Mary, Jim is survived by his children, Gary (Bobbie) and Lynn (Keith); and four grandchildren, Jill, Vicky, Michael and Paul.



There is Always Something New !

One thing about the Model A's hobby that keeps it so interesting is that besides it being so multi-faceted there is always something new to learn.

This was illustrated in spades for me recently when I backed our perfectly running '29 Open Pickup out of the garage only to have it quit for no apparent reason as soon as the sun hit it. With it failing to re-start or even fire, between using the starter and some pushing I returned it to the garage to begin my analysis.

Considering it quit so suddenly my inclination was that an ignition problem was involved, perhaps a condenser failure which many of us have experienced on various occasions. Upon initially lifting the distributor cap to snoop a bit I was surprised to find that the rotor & cam were able to rotate freely in spite of supposedly being connected to the camshaft via the oil pump/distributor drive gear.

As I proceeded to unlock and remove the distributor and its shaft I was having visions of the connecting tabs on either the distributor shaft or drive gear having broken, something having happened to the drive gear unit, or perhaps even a timing gear or camshaft failure!

With the tabs on the end of the distributor shaft being sound my next task was to remove the carburetor in order to access and remove the oil return pipe and valve cover so that I could check the drive gear unit.

Surprisingly all seemed well in all respects at that location so I proceeded to re-install and re-lock the distributor and its shaft in place. All seemed normal and the reason for the camshaft having initially turned freely remained a mystery. After re-setting the timing and buttoning everything back up I proceeded to start the engine.

No such luck however and upon beginning my analysis again but with more attention to the details, I first discovered that as before the rotor and shaft would turn freely in spite of during my reassembly, having assured all was well.

What I discovered was that in-spite of my having locked the distributor in place it had risen just enough to allow the distributor shaft and drive gear tabs to become disconnected. How could that be?

To begin let me say that the round base of the distributor casting which inserts into the head involves two guide rings separated by an indent, this indent being where the lock bolt that enters through the side of the head enters the distributor's base in order to prevent any vertical movement of the distributor and its shaft. In this instance, with the distributor having been fully inserted into the head the lock bolt was striking the lower of the two guide rings instead of being aligned with the indent.

Therefore, when one thought the lock bolt was in place it was actually against the lower guide ring and in spite of providing some resistance to vertical movement, was not fully adequate to that purpose. By drilling a lock bolt indent into the distributor casting I have resolved my problem but the root cause of the misfit remains a mystery.

Because the distributor base and the head move in tandem excess head planing or gasket thickness are not factors to consider so whether the fault lies with the position of the rings on this particular distributor casting, or the lock bolt tap on the side of the head being out of position, is unknown. For what it is worth however, my experience can serve as a reminder for us to always double check to assure the lock bolt has indeed been screwed in to its intended depth instead of just assuming that because it has reached some resistance all is well!

RWR



Northwest Regional Group Meeting Minutes

September 3, 2020 as a digital Zoom Meeting, 7:00 p.m. PDT

President Don Gibbard called the meeting to order at 7:02 p.m. on September 3, 2020 via Zoom. Roll call of Officers found Don Gibbard, Jan Jackson, and Linda Harding present at the meeting. Carrie Dira was absent. Representatives from the following Chapters were also present:

Apple Valley A's Beaver Chapter Big Sky A's Columbia Basin A's
 Enduring A's Henry's Lady Inland Empire A's Pacific A's
 Stampede City A's Treasure Valley A's Walla Walla Sweet A's

Jan Jackson welcomed our past MAFCA Directors John Firth and Garth Shreading.

The Minutes from our August 2019 meeting at Bellevue, WA were summarized by Jan Jackson. A motion was made and seconded to accept the summary. The motion carried. Linda Harding gave the Treasurer's Report. She reported an \$1500.00 donation from the Evergreen A's following the last regional meet held in Bellevue, WA. The money was split by adding \$1000.00 to the meet seed money and \$500 to the youth food program for future meets. The only expense in 2020 has been the State of Oregon Corporation renewal. A motion was made and seconded that we accept the report. The motion carried. Twenty-seven Chapters have paid their dues for 2020 or beyond.

Don called on Jan Jackson to give a report of the Regional Meets. He began by listing the future meet schedule as follows: 2021 Boise Treasure Valley A's, 2022 Spokane Inland Empire A's (Hub Tour style), 2023 Portland Beaver Chapter, 2024 Missoula/or Big Sky A's or Victoria BC Van Isle A's

Jim Borchers, from the Treasure Valley A's, gave an update on the plans for hosting next year's NWRG Meet in Boise, ID on June 21-25. It will be a full event with fashion workshops, technical seminars, tours, car games, and plenty of eating and visiting. Car and fashion judging will be offered if there is enough interest from NWRG members. He asked that NWRG clubs send him a head count so they can plan appropriately. There was some group discussion about the dates and attendance, but all seemed interested in making the trip.

Jackie Bonner gave an update on the canceled Spokane hub tour and assured us they are ready and anxious for us to join them in Spokane in 2022. The dates will remain in the Fall to take advantage of the changing colors and the many sites to see.

David Adair gave a brief update on plans for the Beaver Chapter to host us in Portland in 2023. Last, we asked Garth Shreading to consider having the Big Sky A's host the meet in 2024. He promised to bring it up at their next meeting.

There was no action by the AFC (Allocation of Funds Committee).

Old Business: Jan reminded us the Treasure Valley A's are still looking for volunteers to lead tech seminars at the Boise Meet. Please let Jim Borchers know if you would be able to lead a seminar and they will take it under consideration.

Jan also asked for a report on MAFCA Liability Insurance for small non-sanctioned Regional Meets. Garth Shreading informed us the events would be covered under our current insurance policy. New Business: Don asked David Adair if there was any news about the Portland Swap Meet for 2021. At this time, the dates and facility have been reserved, but there is no commitment until the COVID-19 pandemic is better contained. In light of all the cancellations this year of car events, Don asked what Clubs have been doing this year for activities to keep their members engaged. There were a number of good ideas around driving and picnicking with social distancing. The discussion went around the group. The next meeting of the NWRG is tentatively scheduled for April 10th in Portland. A digital meeting is also still a possibility.

There was no further business and David Adair made a motion to adjourn. It was seconded and the motion carried.

Minutes prepared by Don Gibbard, President, Northwest Regional Group



Sid Gough's 'Tech Talk'



With the latest change in the weather it is a reminder that summer is almost over. Soon it will be time to put the A to bed for it's long winter nap. Indoor projects will be the focus. Looking at some articles from another time I found a few that may still be relevant.

Using caulk can help reduce some annoying problems. Those noisy rattles that can not be fixed by just tightening the bolts. or that leak that gets the interior damp.

One example is the floor boards. Over time in our dry climate wood shrinks. This can allow the boards to move slightly. A small dab of caulk can hold the boards in place. Does your licence plate rattle? A dab of caulk can stop the metal to metal contact and eliminate the noise and reduce the wear that occurs when metal rubs against metal. Think of other areas where there is metal to metal contact.

This material can also help in these areas. You do not have to use great globs, just enough to cushion the parts.

You know your car. Do you have an area that might need attention?

While sitting inside watching the snow fall, think about any problems that could use this fix.

Remember we are not past this virus thing so be careful and stay healthy.

Sid Gough Technical Editor

-- And for this edition's 'Technical Tips Topic' we offer the following!

Every once in a while conversation turns to the mystery of how the differential in one's car does it's thing. In that regard, members may find the following link to a video depicting a filmed 1937 explanation of interest!

Either 'typing' or 'copying and pasting' the following link into the Google search window should do the trick!

<https://youtu.be/yYAw79386WI>



I bought this engine last summer. It is a very early one with a clean out on the bottom of the oil pan and an early starter switch.

I cannot get a serial number off the block and after many tries am sure there isn't one.

This engine came off of a water well drilling machine.

The cylinders are in nice shape and original.

There is part of a governor with it.

I told Colin Outtrim about it. He said "probably good as it did not do thousands of miles of gravel roads sucking up dust"

Jim Leew



The 1931 Roadster project

Almost 20 years ago, I bought a 1931 Deluxe Roadster in Santa Rosa, California and had it transported back to Calgary. The car had been on a farm or orchard near Sacramento with a previous owner. Many mechanical issues were dealt with before driving the car in Alberta, most notably the front-end suspension, steering and wiring. The one disappointment about that car though was the rather poor paint job and possible telltale signs of body filler in spite of the good body condition.

Last fall, I finished the 1928 Sport Coupe project after over 20 years and needed a new project. I have my 1952 Mercury pickup that we have pictures of me driving on the farm at about age 9 as well as Lyle Ford's 1932 5 Window Coupe, both in line for restoration. Of course, the 31 Roadster won and over the past winter when I was home in Calgary (that is another story, later), I proceeded to disassemble that Model A with plans to lift the body off the frame and have it repainted. While the body is off, I will also have the fenders repainted and new upholstery and a cloth top has been ordered from Classique.

With the body ready to lift off, turns out there is no body filler nor rust as you would expect for a car from the dry Sacramento climate. I made the decision (or conviction) to only do minor body work, repaint to the correct color in blue and not touch anything mechanical. Well, while the body is off, I might as well put in new wiring throughout and there is always the temptation to install a Mitchell overdrive.

With the car loaded inside my trailer at my hangar and ready to transport to Martyn Izod at Mulsanne Motorcar in Blackie, life has taken a bit of a turn with this virus. We all avoided anyone with a cold to escape getting a cold virus and we dreaded getting a virus on our computer, but neither of these compare to the turmoil now affecting our lives. As many of you know, I got conscripted in early November 2019 to return from semi-retirement to be CEO of an oil company in Calgary. The 31 Roadster project was my evening pastime during weeks back in Calgary all winter, followed by longer stretches back in Phoenix. On March 15th, Jude and I loaded the pickup and headed for the border, including a non-stop day from Las Vegas to our summer home at Mabel Lake, BC. So here I sit isolated in the mountains in BC, far from any human contact and virus threat and running an oil company from my home office. The 1931 Roadster project will have to wait now for that paint job. Luckily, I do have my 1931 Deluxe Coupe in the garage here and will soon be on the road for local drives.

Stay healthy,

Dean Potter

April 5, 2020





June 10 - Ice Cream Social at the Clubhouse



The group 'social distanced' on the lawn outside the Clubhouse for a short meeting.



Ron Rigby handed out the ice cream treats from his Model A tailgate.



June 15—Beverley Age Care Centre Car Show

Another successful showing of our Model A's as organized by Kathy Chudek. The members who attended the Beverly on June 15th: Ron Rigby, Barry Osborne, Ross Rodman, Chris Brancaccio, JR Smith, Paul Chudek and Kathy Chudek.



Line up of Model A's in front of the Centre



Kathy and Paul with their 1930 Coupe



July 10th - Stampede Model A Drive 2020

All told there were 25 warm bodies involved plus 7 Model A's, 2 other collectibles, and a couple of newer model vehicles. The group initially spread out in South Glenmore Park to enjoy some Boston Pizza Chris and Rose had arranged to pick up for everyone and then with Stephen Ave. Mall being closed this year we proceeded to 17th Avenue via Elbow Drive and 2nd Street SW. The 17th Avenue food outlets were busy which provided a good opportunity to display the old cars and following which the group transited to the ice cream shop located at approximately 35th St SW and Memorial Drive before dispersing. Everyone enjoyed the excursion and being able to see one-another again, and even the weather was perfect throughout the evening. Attendance was as follows: Chris and Rose Brancaccio who were the organizers, Jeff Brooks and his two youngsters, Gary, Bobby May, Mary, Michael, and Paul Callander, George Edworthy and 'Georgia', Ian Jarvis, Bill McPhail and 'Margaret', Russell Moore, Colin and Marilyn Outtrim, Yvon and Anne-Marie Picot, Ron and Irene Rigby, plus Gord and Sheri Rouse and their two youngsters.



August 8 - Tour to Black Diamond

In attendance were 17 people with six model A's and two modern cars. Attending were: Chris and Rosemarie Brancaccio, Ian Jarvis, Ross and Caroline Rodman, Kathy and Paul Chudek, Mary, Gary and Michael (+1)Callander, Lyle and Sharron Brooks, Hank Biesbroek, Colin and Marilyn Outtrim.

We returned to Calgary after a successful afternoon in mixed sun and cloud with some periods of westerly wind. The tour was from South Glenmore Park, Calgary to Black Diamond, and return but not before picking up our preordered dinner at "Marv's Classic Soda Shop" and then going to "Vale's Greenhouse" where we ate and mixed and where Katrina, the owner manager, gave a brief history of Vale's Greenhouse and the immediate area and her own 30+ years history of working at and now owning the Greenhouse. She propagates plants one two and three years ahead of market. She has 70,000 square feet of greenhouse space. We browsed the shelves, pathways and gardens to see just a sampling of the hundreds of varieties she nurtures. Katrina was a wonderful host and invited us back for a similar visit in 2021. Given a date and time, then, she will invite the towns people to join us in a SCMAFC event at Vale's Greenhouse. We were her very first car rally visit. She would not want it to be the last.

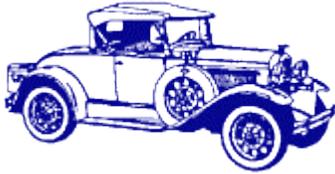


September 7 - Revera Centre Show and Shine

About a dozen cars from our Club and the Nifty Fiftys participated. The cars were well received by the residents and the unsettled morning weather gave way to a generally sunny and comfortable afternoon.

Club participants were: Paul & Kathy Chudek, George Edworthy and Georgia, Russell Moore, Barry Osborne, and Ron Rigby.





Classified Ads

For Sale: 1928 Model A Ford Tudor – Dawn Gray color with black fenders and trim. Ground up restoration in 1974. Completely new wiring, brakes, generator, radiator, tires at a cost of \$10,000 to ensure it is road worthy and safe. Documents available. Have put on 1,000 miles since purchasing in 2008. Excellent shape and very well maintained. Great car and so much fun but needs a younger owner to enjoy and show it off. Contact Phil at 403-860-2800 or email phil2151@yahoo.com

For Sale: 1930 Coupe. Jane and Al have for sale, her late father's Model A Coupe. The car is said to have been fully restored and has not been allowed to sit outside overnight or to get dusty. It has also been stored in a climate controlled garage since restored. They are looking for 'the right' person to buy it. Located near Fort St. John, British Columbia. Please call Al or Jane at 250-787-6789.

For Sale: I have parts to sell for a 1930 model A sedan. I have sold the body but I have most everything else. I would also like help with pricing on these parts. I live in Red Deer. My name is Marc, cell number 403-304-2271

For Sale: Disassembled motor number CA36686. (Approx. May of 1928?) Pistons are 40 thou over c/w like new piston rings. Crank is 30 thou under. Most if not all parts needed to restore and reassemble this unit are stored with it. I have now retrieved my entire parts trailer from its storage location in order to add and retrieve a few items plus update my inventory record. Should you be looking for some specific bargains while I have ready access to them just give me a call. Ron at 403-282-9655 or rwigby@telusplanet.net

For Rent: Rural inside storage space for rent. Jim 403- 637- 2412

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 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.

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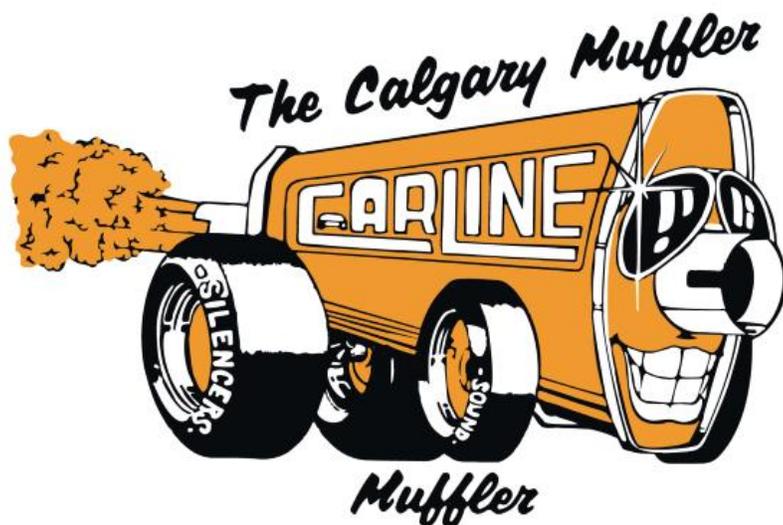
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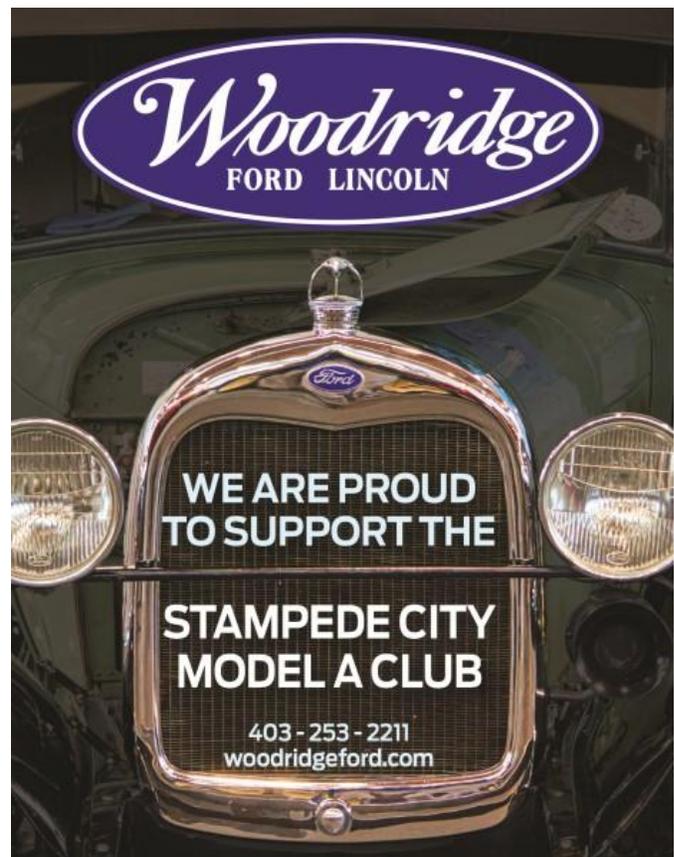
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