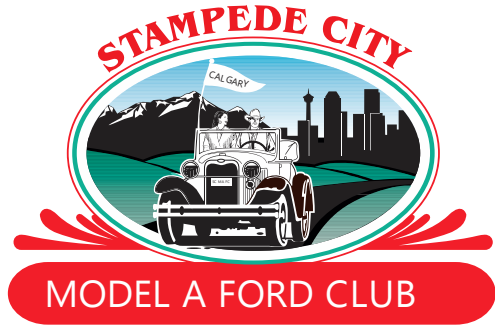


The Script

April 2025



SCMAFC members Adam and Eric Till are now proud owners of a 1928 Model A Tudor.



Featured in this Issue:

SCMAFC Activities Calendar 2025

Page 7

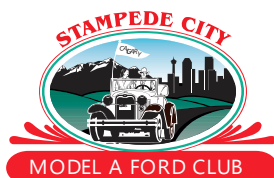
Model A Generator Troubleshooting Part 1

Page 12

Stampede City Model A Ford Club Mission Statement

The SCMAFC is devoted to the restoration and preservation of Model A Ford vehicles to protect our automotive heritage for future generations. Membership initiatives and objectives are demonstrated through workshops, tours and participation in community events.

The Stampede City Model A Ford Club publishes the 'Ford Script' monthly (except July and August). Articles appearing in the 'Ford Script' may be reprinted provided credit is given. All information in the 'Ford Script' is provided for your enjoyment and edification only. No one associated with the 'Ford Script' can be held responsible for errors, omissions, or misinterpreted information even though all efforts will be made to ensure correctness of the content.



Next deadline for submissions: May 11/25

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

Website: scmafc.ca

Club Email: scmafc@telus.net

Website Manager:
scmafc.webmaster@gmail.com

Membership fees are \$35. per family per calendar year. (add \$20. for mailed newsletter). Membership form is available on the club website.

E-transfer membership fees to:
SCMAFCMEMBERSHIP@gmail.com

2025 Executive

President	Ron Rigby
Past President	Colin Outtrim
Vice President	Geoff Cohen
Secretary	Bill McPhail
Treasurer	Chris Brancaccio
Memberships	Gary Callander
Publications Director	Al Friesen
Printer	Bill McPhail
Technical Editor	Sid Gough
Capital Assets Director	Paul Chudek
Clubhouse Custodian	Paul Chudek
Tours & Events Director	Colin Outtrim
Tours Assistant	Robin Wynd
Technical Projects Mgr.	Paul Chudek
Tech Talks Coordinator	Murray Walkemeyer
Librarian	Kathy Chudek
Revenue Advertising Mgr.	Keith Robinson
SVAA Liaison	Lloyd Glover
Web Site Manager	Adam Till
Advise & Assist Contact	Hank Biesbroek

President's Message



Besides expressing spring greetings to everyone I simply must acknowledge my pleasure with our ability to resume our Meetings at the Clubhouse! The Air Museum may serve the purpose but it does negate the more casual atmosphere and comradery associated with meeting at the Clubhouse, and our Members having access to the library, tools, etc..

As your club liaison with the NW Regional MAFCA group I recently reviewed that group's spring business meeting minutes which in essence continue to reflect our NW Region's struggle in its attempts to elicit various member clubs to host full-fledged Regional Meets such as those that were such a historical

mainstay within the Region. In that respect I must again congratulate Jack Remillard and his fellow Blue Mountain A Members for their decision to host a full-fledged Meet in 2026, as well as urge additional of our own Members to join MAFCA. I also encourage those of our MAFCA Members who may be interested to join us in Pendleton when the time comes. It is great to now be facing the onslaught of our Tours and Activities season and I urge all of our members to consider calling Colin in order to assist with various events that are of particular interest to them. While it is great of Colin to be reactivating a prolific set of tours and activities for the 2025 season, -- please feel free to contact him with any new activity ideas that may strike your mind as well as to offer to assist with our various tours and events. In most instances acting as a contact or assistant is not an unduly demanding task. Food for thought as you consider how best to contribute to the overall success of our club in 2025!

Wishing you safe travels and a healthy 2025! Ron Rigby

Editor's Notes



This month's weather looks great for getting our cars out.

In this issue our club member Mike Hill treats us to a great article regarding the Model A generator and trouble shooting techniques. This is Part 1 of his article and Part 2 will be published in the May Script.

I am pleased to learn that our monthly Script newsletter has been recognized by the Model A Ford Club of America (MAFCA) as the 2024 Best International publication. A list of all chapter awards is [HERE](#).

I wish to thank all those members that assist with supplying monthly articles, meeting minutes, special articles on their projects and proofreading.

Again this year Colin has assembled a very busy activities calendar for us. A current listing from January to September is in this Script issue. If you can provide assistance on any of these events please contact him, he would love to hear from you!

As always - take care out there everyone

Al Friesen



Membership Fees are due for 2025!



Please pay your annual dues of \$35 per family (add \$20. for mailed newsletter) if you haven't already done so.

You can use an E-transfer by sending to SCMAFCMEMBERSHIP@gmail.com, or mail a cheque to the club at 1411 Southdale Place S.W. Calgary AB T2W 0X8. You can also bring a cheque to the next general meeting. If you need to update any of your information, please complete a membership form from the club website and email to Membership Director Gary Callander at gcalland@shaw.ca, or mail it along with your cheque.

Meeting Minutes

SCMAFC GENERAL MEETING

Wednesday March 12, 2025

Meeting called to order at 7:30PM

Members participating: Murray Walkemeyer, Russell Moore, Michael Hill, Al Shannon, Rendell Sumlak, Adam Till, Brian Covey, Rawleigh Unger, Ray Djuff, Ray Watier, Raylene Watier, Barry Anderson, Doug Goodard, Lyle Brooks, Sharon Brooks, Andy Vair, Brian Muise, Wendy Muise, Henriette Wynd, Robin Wynd, Gary Callander, Bryan Williamson, Geoff Cohen, Colin Outtrim, Al Friesen, Ron Rigby, Bill McPhail

President's Remarks (Ron Rigby):

- Welcome all to the [Hangar Flight Museum](#), a pleasure to see everyone! Also, a reminder that our next meeting in April will be back at the Clubhouse.
- Thanks to Colin for bringing the doughnuts.

Ron thanked Geoff Cohen for submitting his article on license plates to "The Script"

Secretarial: (Bill McPhail)

Bill Moved that the minutes from February's meeting be accepted as written, Al Friesen seconded, all in favour.

Treasurer's Report: (Chris Brancaccio)

Chris was not able to attend

Membership Report: (Gary Callander)

Gary shared that there are 60 paid memberships so far and still waiting for 27 that are still unpaid. Gary will work on addressing the unpaid ones.

Publications: (Al Friesen)

- Congratulations to Al for his recognition from MAFCA for publishing the [Best MAFCA Club newsletter Internationally in 2024](#). It was noted that Al's newsletter has been recognized by MAFCA on previous occasions but now being recognized as the best internationally is a specific achievement considering how many clubs are under the MAFCA umbrella worldwide. Well done Al!
- Al asked for members to let him know of any technical topics or questions they are interested in so he can pass them on to Sid Gough for future editions of the Script.
- Al also thanked Geoff Cohen for submitting his article on license plates.
- Al thanked Adam Till for his ongoing work on our website, it is much appreciated.

The idea was mentioned about including our meeting tech talks in "The Script" but it was noted that the logistics of doing this would be prohibitive.

Website: (Adam Till)

- Adam mentioned the project of digitizing older printed issues of “The Script” so they can be easily accessed. Geoff Cohen had volunteered to digitize them and then pass the files on to Adam to keep on our website server.

Congratulations to Adam on procuring a 1928 Model A Tudor!

Capital Assets: (Paul Chudek)

Paul and Kathy plan to be back for our April meeting, thanks to their son David for keeping an eye on their property and the clubhouse in their absence.

Tours and Events: (Colin Outtrim)

- Colin passed around a copy of the “Nice Old Cars” event list for 2025 and asked members to mark any that they would be interested in attending.
- There is a four month calendar of events in “The Script”, these are a work in progress and many things are still tentative.
- Michael Hill has arranged for us to attend the [Millarville Fair](#) on August 16th with the Model T club attending also.
- [Heritage Park Spring Thaw](#) is scheduled for Sunday, April 20th.
- The annual safety inspections will be held at Colin's place on Saturday May 24th, lunch provided! Details and the safety checklist are available on our website.
- The [Lougheed House](#) has many activities throughout the summer, Colin will work with them to see which event would be best for us to attend.

As always, please share any idea's you have for activities with Colin.

New Business:

None

The Business Meeting Adjourned at 8:05PM

Tech Talk:

Colin Outtrim shared a power point presentation on his recent engine rebuild with a counterweighted crankshaft.



Sid's Tech Talk



While researching the Cooling System article last month I found a few tips.

Preventive maintenance is a better option than repair. A regular inspection of the fan belt and fan can avoid a major problem on tour. Look for signs of hardening of the belt and cracks that can develop. Fix, change the belt! Losing a belt is a major problem. Carry a spare!

Belt tension is also very important. Too loose and the belt slips. This will cause the water pump to move the coolant slower and reduce cooling. Too tight a belt puts extra strain on the pump. This can lead to pump failure.

Another important inspection area is the fan. Examine the blades for cracks. Even very small ones can lead to blade failure and a new rad or hood. Fan blades can get bent, not often, but it can happen. With a bent blade the air does not move in the proper manner as one blade moves more air due to the angle of attack. This also puts uneven wear on the pump and causes a vibration and can lead to leaks and pump replacement.

Small defects can lead to large problems.

Sid Gough - SCMAFC Technical Editor

April Birthdays

Audrey Smith 3rd
 Cheryl Case 5th
 Erica Till 9th
 Hank Biesbroek 10th
 Rawleigh Unger 12th
 Walter Pickles 14th
 Carolyn Potts 19th
 Gord Rouse 21st
 Janet Carroll 29th
 Doreen Devitt 29th

APRIL							2025
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
		1	2	3	4	5	
6	7	8	9	10	11	12	
13	14	15	16	17	18	19	
20	21	22	23	24	25	26	
27	28	29	30				

Holidays and Observances: 15: Tax Day, 20: Easter Sunday, 21: Easter Monday

WWW.ZHANGMEDIUM.COM

April Anniversaries

Roni and Dennis Dovich 5th
 Terry and Hank Biesbroek 10th
 Janet and Chris Carroll 25th
 Rosemary and Chris Brancaccio 26th



SCMAFC Activities Calendar – 2025

This calendar contains the Tours, Events and Activities for the Club and a few additional events that are available to our members but organized by others. If you need more information or wish to suggest an event or organize an event, please contact Colin Outtrim at couttrim270@gmail.com. NOTE: This calendar is continuously evolving and should be viewed on the SCMAFC Website for the latest release.

January 2025

Wednesday, January 8th – 7:30 PM

General Meeting Tech Talk – with refreshments

The Hangar Flight Museum,
4629 McCall Way NE, on the corner of McKnight Blvd. and McCall Way

Saturday, January 11th – 10:30 AM

Breakfast at Blackfoot Truck Stop Diner

1840 9th Avenue SE, Calgary

February 2025

Saturday, February 8th – all day

Early Bird Swap Meet -- Southern Alberta Antique and Classic Auto Club_ Lethbridge

For more information click on this link

<https://www.saacac.com/earlybird-swapmeet.html>

Lethbridge Exhibition Park - 3401 Parkside Drive South, Lethbridge

Wednesday, February 12th – 7:30 PM

General Meeting Tech Talk – with refreshments

The Hangar Flight Museum,
4629 McCall Way NE, on the corner of McKnight Blvd and McCall Way, Calgary

Friday, February 14th – 10:30 AM

Breakfast at Phil's Restaurant

2312 16 Ave NW, Calgary,

March 2025

Saturday, March 8th – 10:30 AM

Breakfast at [Blackfoot Truck Stop Restaurant](#)

Good food and good chatter

Wednesday, March 12th -- 7:30PM

General Meeting Tech Talk -- The Hangar Flight Museum,

4629 McCall Way NE, on the corner of McKnight Blvd and McCall Way, Calgary

Colin Outtrim, will be highlighting the winter rebuild of his Model A engine with a counterbalanced crankshaft, lightened flywheel and enhanced lubrication.

Geoffrey Cohen, will present a proposal for a major touring event that we will be adding to the July or August schedule of activities.

Sunday, August 10th, HOODS ON HORTON Car Show -- 10:00-300 PM**Royal Canadian Legion #285, 9202 Horton Road SW, Calgary**

Horton Car Show N Shine Fundraiser supporting the Royal Canadian Legion #285.

If you have any questions, kindly contact Derek Seath, 2025 Hoods on Horton Car Show Coordinator Derek Smith at 587-777-5479. hoodsonhorton@rcl285.ca**Tuesday, August 12th – 10:00 AM to Noon.** (rain day August 13th)**Southwood - Intercare**

211 Heritage Drive SE, Calgary. Max 9 cars. - Coordinator Kathy Chudek

Saturday, August 16th – 10:00 AM to 3:30PM.**Millarville Fair and Show and Shine**

Todd Watkins of the Millarville Fair has invited The "T" and the "A" clubs to attend the event again this year.

Todd said our participation was a great crowd pleaser last year and he will be offering a more prominent location to set up and Show our cars. It was a great event in 2024, and a great success for our Model A and T clubs to have the opportunity to get together and Show these great cars to the Millarville Fair patrons.

Please let us know of your intension to participate by contacting Mike Hill at (403) 828-8283.

Sunday, August 17th – 11:00 AM to 4:00 PM**Okotoks Show and Shine, Downtown Okotoks**

Registration 8:30 to 10:45 AM at South Veterans Way. Non- Registered vehicles enter from North Veterans Way 9:00 to 10:45 AM; (as Posted on Nice Old Cars website)

Register soon at <https://www.okotoksshowandshine.ca/event-details/2025-okotoks-show-and-shine>

September 2025

Saturday September 20th 10AM- 4PM – Radium Hot Springs – Columbia Valley Classic Show and Shine

Registration on site over 1000 cars most years. There are Many draw-prizes and People's Choice Awards. Accommodation is scarce, so advanced planning is a must.

Saturday September 27th 8:00AM- 4PM - Annual SCMAFC – 2025 Memorial Tour of the Fall Colours

Leaving from Rocky Ridge COOP with additional gathering at Hwy 562 and Hwy 22 Shell Truck stop. Thanks to Gary and Bobby May Callander for hosting this event

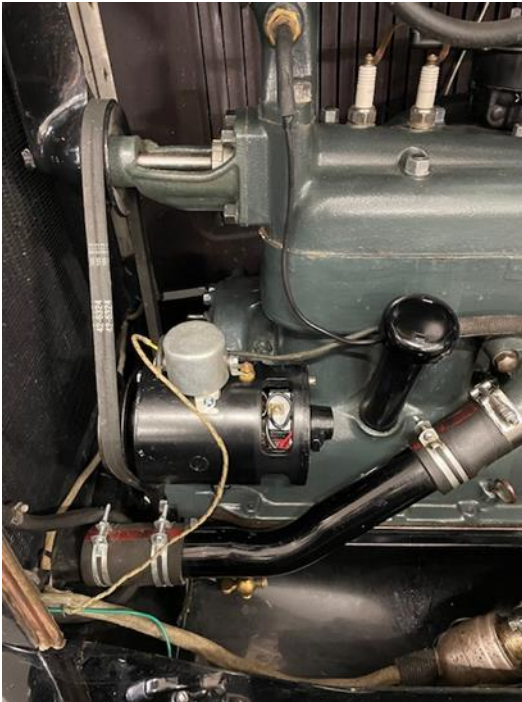


Model A Generator Troubleshooting – Tips and Tricks

Mike Hill, Steve Blancard

PART 1 – The Big Picture

Between the two of us, we have reconditioned, serviced and tested many Model A generators. The purpose of this article is to share some of our experiences with malfunctioning Model A generators. This article has been divided into two parts. Part 1 examines big picture items involved with a generator and car electrical charging circuit. Part 2 gets into the details on problems that would be identified upon disassembly of the generator in addition to presenting the benefits of installing an Electronic Voltage Regulator (EVR).



Generator with EVR Installed

This article assumes you have some rudimentary understanding of the Model A generator and its electrical system. If you would like some high-level background on generator theory, please see the APPENDIX at the end of this article.

Steve has published some great information on YouTube (Steve B's Workshop) which is referenced below. If the links provided don't work, please search YouTube.

About the Authors

Steve Blancard – Located in Fredericksburg, Virginia, is a lifelong old car and motorcycle enthusiast. Steve currently drives a '31 pickup and '35 Fordor Touring car. He is a retired US Navy veteran, where he learned electronic and electromechanical skills. Antique 6 volt generator restoration and repair has been his hobby of over 30 years.

Mike Hill – located in Calgary, Canada, has a '30 Tudor and has been involved in the repair and restoration of many Model A cars and restores generators. Mike produces Electronic Voltage Regulators for the long-style and 3 and 5 brush powerhouse generators based on the Tom Wessenberg design which has been around for over 20 years.

PART 1 – THE BIG PICTURE

Electrical System

Abnormal ammeter readings are often the first indication the something is wrong with the Model A charging circuit. If the electrical system in the car is not performing well, it could be related to generator, cutout, car wiring or battery issues. People immediately assume the generator is at fault, however, this may not be the case. Below are some big picture things to consider.

Unstable ammeter readings - a fluctuating/vibrating ammeter needle may indicate an out of round or rough commutator, loose wiring connection or a faulty cutout.

Car wiring integrity and continuity - to check the car wiring continuity a 6V test lamp/bulb with wire leads is better than using an ohm meter as it induces current into the test process. With one end of the test lamp attached to ground (chassis), work backwards from the generator to the ammeter connections testing each connection point along the way. The intensity of the test bulb should not change from connection to connection.

Battery condition - batteries typically last 3 to 5 years depending on storage and use. Even though an older battery could start the car, a poor battery may be revealed by high and erratic charge rates. If in doubt

of the battery’s condition, check its specific gravity with a quality hydrometer and have it load tested at a local auto parts store.

Generator history – it is important to understand the history of the generator. Is there obvious damage especially things indicating the generator overheated? Did somebody try and rebuild it previously and it didn’t work? Was it rewired for 12V output?

Noise and shaft movement - a noisy generator, or pulley moving in or out, may mean the bearings or bushing are worn.

The easiest generator test is to see if the generator “motors”. Take the fan belt off the generator pulley and apply power from the negative terminal of the battery to the generator output post (assuming the car is still set up for positive ground). The generator should run slowly. Although this likely indicates a functioning generator, it may not indicate problems with the generator field coil circuit.

Third Brush Setting

The third brush controls the generator output so its setting affects battery, horn and light performance. The third brush setting also impacts the voltage output produced by the generator. High generator output voltages (>7.2 V) can impact battery charge rates and battery life. More on this in Part 2.

There are lots of resources on how to set the third brush. Steve has an excellent video on how to properly set the third brush:

[Ford model A generator 3rd brush adjustment.](#)

Poor generator output can be related to the third brush setting or the condition of the third brush. Is the third brush worn so that it is not properly contacting the commutator? Also check the third brush wire insulation. If it is worn or damaged the third brush output may be grounded. Make sure the brush travels freely in its holder and the brush has room to travel. Brush spring tension can deteriorate over time. Pulling back on the brush, tension should be 25 – 40 ounces and can be measured with an inexpensive trigger pull gauge. These checks also apply to the output and ground brushes.

With the Powerhouse generator, one needs to be very careful adjusting the third brush. Make sure the holding screw is fully backed off and the brush can move freely by hand. Often people force the brush which can result in the brush holder breaking.

Cutout Problems

The generator cutout disconnects the generator from the battery when the car is not running – otherwise the generator would attempt to motor and drain the battery. There are two types of cutouts – electromechanical and diode. Once the generator starts producing voltage higher than the battery voltage, the cutout allows the generator to provide electricity to the car and battery.

To determine whether you have a diode or electromechanical cutout, using a multimeter, connect the meter leads to the two cutout terminals, then reverse the meter leads. If you have a diode cutout, the meter should show near zero resistance in one direction but show infinite resistance in the other direction. There should also be no continuity between the cutout case and the terminals. If there is continuity in both directions, or to the cutout case, the diode cutout may be damaged.

It is important to understand the proper orientation of the cutout or it will not work. As shown in the picture below, the feet are not centered on the cutout but offset to one side. The terminal closest to the feet connects to the generator output stud. The other terminal to the wiring harness and battery.



Generator Cutout Orientation

An electromechanical cutout needs to be grounded to the generator body for proper operation. Be sure to scrape away a little paint on the generator where the cutout feet mount. Put a very thin film of dielectric grease under the feet to inhibit corrosion.

A 6V battery at rest should read around 6.35 volts. For the cutout to conduct electricity, the generator output voltage needs to exceed the battery voltage. For a properly adjusted original cutout, the points should close between 6.5 – 7.0 volts. A diode cutout requires no adjustments and can be considered an electrical one-way valve. When making measurements on a running car, an analogue electrical meter is required. Electrical interference from the car ignition system will result in erroneous readings using a digital meter.

When the engine is not running there should be no continuity from the battery terminal on the cutout to the generator terminal on the cutout. This can be measured using a multimeter on the “Ohm” setting. If there is continuity it indicates the cutout points are stuck closed with an electromechanical cutout. This condition is fairly rare and easy to diagnose as the generator would motor and quickly drain the battery. When the car is running, with an electromechanical cutout, the voltage at the generator output terminal should be the same as at the terminal on the other side of the cutout indicating the cutout is engaged. With a diode cutout there will be a voltage drop across the cutout, but the voltage difference should be within 0.5 to 0.6V.

If the electromechanical cutout is not engaging, it needs to be repaired or replaced. Steve has an excellent video on how to properly test and adjust cutouts: [*Service, adjustment and repair of a Ford model A cutout.*](#)

Armature and Field Coils

In our experience, if a generator was functioning properly and now isn't, it is likely not due to a faulty armature or field coils. The exception is if these items were physically damaged, or the generator was overheated and the field coil and armature wiring compromised.

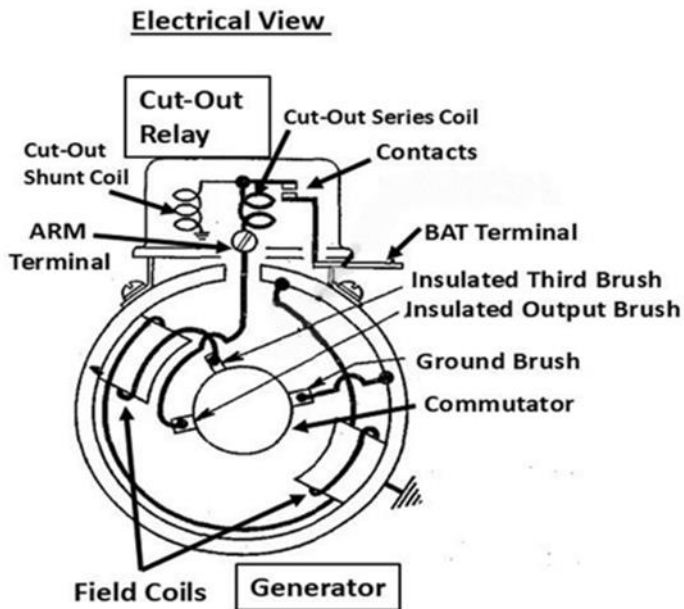
Disconnecting a generator from the battery with the engine running causes a runaway effect resulting in high currents to the field coils and commutator arcing ultimately creating high temperatures which can destroy the generator wiring. As a precaution, always ground the output post of the generator if the generator becomes disconnected from the battery while driving.

Steve has a video on how to properly test the generator armature: [*Testing a generator armature on a growler for opens, shorts and grounds.*](#) Complicating things further, the armature wiring can experience a “flying short” caused by the armature windings shifting as the armature spins. This is a result of a deterioration of the winding insulation or poor wiring contact with the commutator bars. If the generator output is less than 2V, it is likely that there is a problem with the field coils. A generator, with a faulty field coil circuit will usually put out a voltage of less than 2V based on the residual magnetism in the field poles.

Although the continuity of the field coil circuit can be tested with an ohm meter, the condition of the field coils is best tested using a variable power supply. One side of the power supply should be connected to the generator case and the other to the field coil wire lead (disconnected from the third brush or with an insulator placed

APPENDIX - Generator Theory (adapted from article by Joseph Marsh)

At some point we may have learned Faraday's Law of Magnetic Induction which essentially says that by moving a wire through a magnetic field, you will induce a current into that wire. That is the basis on how generators and motors work.



The Model A generator has two key parts. First are the field coils which generate a magnetic field when current flows through them. Remember making that electro-magnet in grade school by wrapping a coil of wire around a nail. That is effectively how the field coils work. They are stationary and located on the outside of the generator case. The field coil wiring encircles the generator pole shoes which are effectively the same as the nail in the example above. Also remember how the nail retained some magnetism – this is the same as the residual magnetism that remains in the field poles.

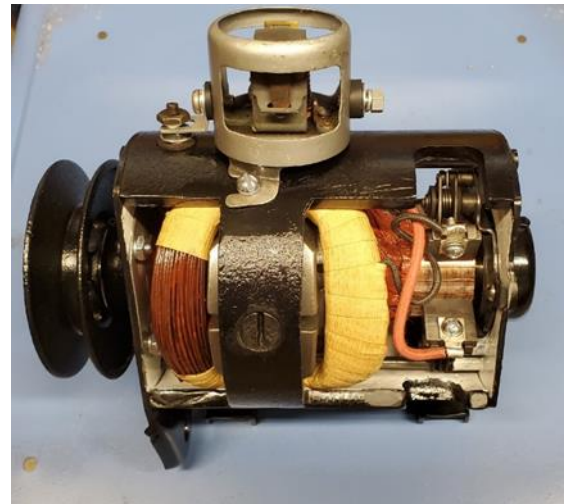
The second part is the armature which are also coils of wire that rotate or move through that magnetic field that is produced by the field coils. As the armature rotates through the magnetic field produced by the field coils, a current is induced in the coils of the Armature. That current is the generator output current. Connections are made to the

armature windings through carbon type brushes rubbing on copper bars called the commutator. One brush goes to ground (case) and the other connects to the output wire.

Model A generators prior to the late 1930s also have a third brush rubbing on the commutator. The purpose of this third brush is to pick up current from the armature and feed it to the field coils to create that magnetic field that the armature coils are passing through. The location of this brush on the commutator governs how much current goes to the field coils. The higher the current, the higher the generator output. The third brush has a special mount and can be rotated closer to the output brush or further away. The closer to the output brush, the stronger the generator output will be because you will be feeding more current to the field coils creating a stronger magnetic field.

When the generator starts, current is initially produced by the residual magnetism in the field poles. This small current then feeds the field coil circuit through the third brush thereby creating a stronger magnetic field in the field poles. This positive feedback loop continues until it becomes limited by the third brush setting and ultimately the electromagnetic field dynamics and saturation.

The generator output can't be directly connected to the battery because if the engine wasn't running the generator would act like a DC motor and drain the battery. To prevent this there is a cut-out relay (electromagnetic switch) external to the generator that is open until the generator is producing a voltage and enough output current to close the cut-out relay and connect the generator to the battery. This cut-out relay is found on top of the generator.



**Part 2 of this article will appear in the
May 2025 issue of the 'Script'**



Classified Ads



FOR SALE:

Restoration Project : 1928 Phaeton. Canadian car, requires full restoration. All metal parts available, no interior or top fabric. Car has been disassembled down to the frame but restoration has not been started yet, so complete it as you prefer. Asking \$5000. OBO. Contact Adam Till. Email: adamktill@gmail.com

Restorer magazines. 86 issues, 1989-2020. in binders, a must for new members. Dave 403-938-3411

Preserve the authenticity of your Model A engine and extend your battery life. **Electronic Voltage Regulators (EVRs)** available for all generator types. Refurbished Long-style generators ('28-29 and '30-31 style) with or without an EVR. Contact Mike at 403) 828-8283.

Recently finished 1929 Model A restoration, many extra parts left. Steering columns (2), Horns (3), Windshield wiper assembly, carburetors (2), water pumps (2), brake shoes (no pads), emergency brake handle, wheel bearings (2), U Joint, front and rear fenders, tires (2), 1929 single Alberta license plate. All parts in good condition. Contact Peter (SCMAFC Member) at: padams56@shaw.ca for pictures and details.

19" wheel. \$50. Generator, distributor, distributor cap and coil. \$40. Les Andrews Model A mechanics manual \$50. Motometer-wings \$30. Heavy duty trailer jack \$40. Contact Mary at 587-438-9228

Set of four 19" tires with tubes suitable for a rolling chassis or yard driver. Inquire with Jim 403-637-2412.

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

Unrestored 1931 4 door Sedan Deluxe, slant windshield, dual side mounts, for sale \$10,000. Bart email: bart.campbell@telus.net

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 inquiries contact anyone below. Location - Calgary , AB Contact Dan Adams 403-238-9616 or Murray Walkemeyer 403-809-5277

WANTED:

I am looking for an original style Starter Bendix in good working condition. Mike Hill, 403.828.8283 Cell
mfhill@missioncapital.ca



Check the ads on the Lions Gate Model A Club - click [HERE](#).



Email your ad to: scmafc@telus.net



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Grant Cave

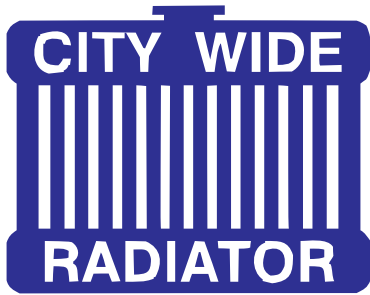
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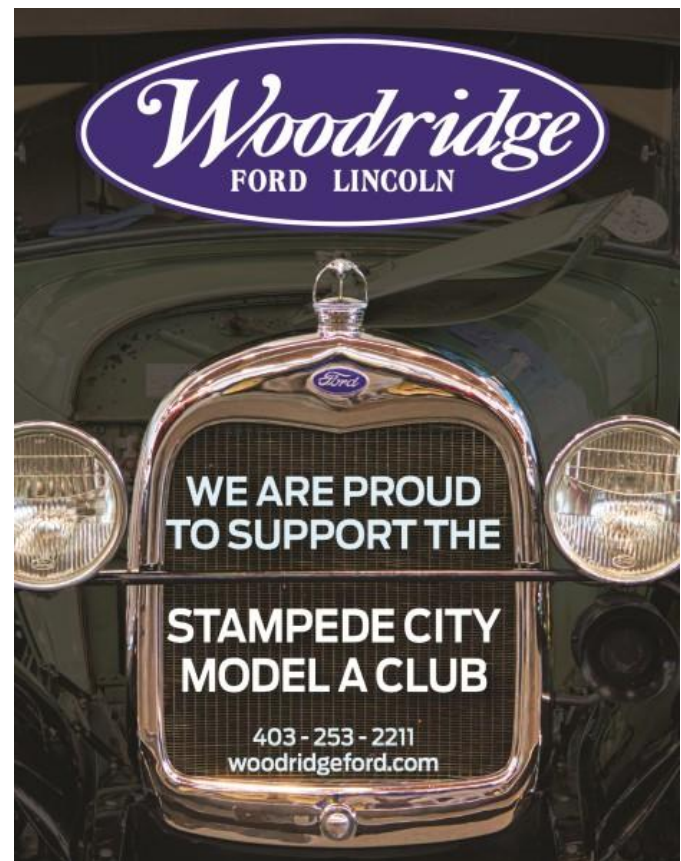
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