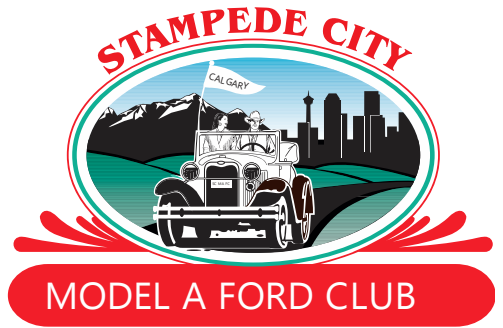


The Script

September 2025



SCMAFC member cars while on the 2025 Rocky Mountain Tour



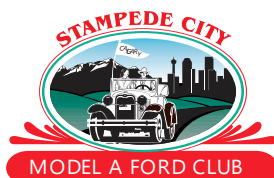
Featured in this Issue:

Advise and Assist Group Report	Page 6
Okotoks BBQ and Show and Shine	Page 7
Biggest Christmas Present Delivered—Final !	Page 8
Canadian Model A Production Era History	Page 10
Rocky Mountain Tour 2025	Page 11

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: Oct. 5/25

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: www/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



Greetings once again everyone! I trust that each and every one of you has had a great summer? With the help of specific organizers Colin and Robin's summer activities program has been a success again this year and I must express appreciation, both for the degree of membership participation involved and also for the effort involved by the various function Leaders.

Two noteworthy items this month are:

First, - - Once again I must remind you that we are only two months removed from our annual November election date, and regardless of whether or not any given member of our existing Executive Team may be willing to continue, I would urge each of you to consider competing for the position of your choice by either letting your name stand or by nominating someone to compete for a position as a member of our 2026 or a future Executive Team!

Secondly, - - As a matter of interest, Paul had previously initiated our relay of a few unused heavy tools for display by Pioneer Acres, and he has now initiated the disbursement of the accumulation of excess items from the Clubhouse attic.

Therefore, instead of a 'Tech Topic' this month we shall spend the time having members select items from the outside display in exchange for a most modest fee of their choice. Whatever the recipient decides!

In due course, from the leftovers Hank will select everything that might prove useful for his 'Advise & Assist program', - - and finally, the worthless items will head to charity or the dump.

Wishing safe travels as always to each and every one of you! Ron.

Editor's Notes



Despite a lot of rainy weather this summer seemed to fly by, hard to believe the kids are back in school and Halloween items are in the stores.

This issue includes some of our club touring events and a nice article from Michael Callander that summarizes the 15 year long restoration project that he has completed on 'Edsel', his 1928 Model A Roadster Pickup. Congratulations Michael on your achievement which I know was done with help from many club members!

Four of our member cars completed the 2025 Rock Mountain Tour and an article and photos of this major tour are included in this issue. Thanks to Geoff Cohen for all his efforts to put this together and to the participants.

As always - I am looking for membership content for the Script. If you wish to share a Model A related experience from this past summer please email it to me (scmafc@telus.net). Thanks in advance and photos are welcome as well.

We get back to monthly meetings and the September meeting is at the clubhouse starting at 7:30 PM. This one features a chance to purchase club items pulled from the attic storage area, this could be interesting!

As always, take care and be safe out there!

Al Friesen

Meeting Minutes

SCMAFC GENERAL MEETING

Wednesday June 11, 2025 Meeting called to order at 7:30PM

Members participating: Murray Walkemyer, Paul Chudek, Kathy Chudek, Al Shannon, Andy Vair, Keith Mouser, Terese Dunsmore, Mike Hill, Allan Tosh, Joan Tosh, Judith Potter, Dean Potter, Kevin Lisowski, Henriette Wynd, Robin Wynd, Brian Covey, Barry Osborne, Keith Robinson, Wynn McLean, Russel Moore, Gary Callander, Bobbie Callander, Marilyn Outtrim, Ray Djuff, Elaine Cohen, Geoff Cohen, Chris Brancaccio, Colin Outtrim, Rendall Sumlak, Rosemarie Sumlak, Bennett Till, Adam Till, Ross Rodman, Ron Rigby, Bill McPhail.

President's Remarks (Ron Rigby):

- Welcome to our last meeting before the summer solstice!
- Thanks to Paul and Kathy for the clubhouse preparations, doughnuts are being replaced by our visit to My Favourite Ice Cream Shop after our meeting.

In lieu of no spring club swap meet perhaps we could have one before our September meeting.

Secretarial: (Bill McPhail)

Bill moved that the minutes from our May 2025 meeting be accepted as written, seconded by Colin Outtrim, all in favour.

Treasurer's Report: (Chris Brancaccio)

Chris reported that everything is up to date and the 2024 audit is complete. Thanks to Mike Hill and Dean Potter for their work on the audit.

Membership Report: (Gary Callander)

Currently we have 87 members with two that have not paid yet. The unpaid members will be removed from our membership list until such time as payment is made.

Publications: (Al Friesen)

Al not present but it was noted that the current edition of The Script is great as always!

Website: (Adam Till)

- The transition to our new web host is in progress.

Adam asked for content from members.

Capital Assets: (Paul Chudek)

- Paul is still working on a quote for the payment improvement at the clubhouse garage door entrance.
- One overhead light needs to be repaired in the clubhouse. Paul noted that he saved these fixtures from the old sandstone city hall renovation before they were scrapped.

Thanks to Paul for finding our club signs. They will come in very handy for future events

Tours and Events: (Colin Outtrim)

- James Fowler High School event went well. There were 7 cars present and approximately 200 students viewed the cars and were asking questions over the course of the event.
- McKenzie Town Retirement Residence event went well even though there were only a few of our cars present.
- Kathy Chudek reviewed some of the upcoming senior residence events

Please refer to our website activities page for a list of future events

Advise and Assist Program (Hank Biesbroek)

Hank was not present but provided a report that Ron emailed to members.

New Business:

None

The Business Meeting Adjourned at 8:06PM

Tech Talk: Our tech talk was replaced by our trip to the ice cream shop!



Fall Colours & Memorial Tour to Callander's Saturday, September 27th.



Join in on the club's annual Fall Colours and Memorial tour. We will depart from 12 Mile Coulee Co-op on Saturday, Sept. 27th 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 campfire if you want to BBQ. Note that the last 2 miles are on gravel roads.

Contact Gary Callander if you plan on meeting at the Shell station or somewhere else, or if you need more info.



----->>>>>>> [Visit our Website at SCMAFC.ca](http://SCMAFC.ca) <<<<<<<<<-----

Advise and Assist Group

Thanks to Paul, Bill, Barry, Mike, and Murray, we were able to make several visits these past few months.

A couple of carburetors were rebuilt and installed, assisted with two engines installs. Advice given on a failed engine that will only require a little TLC to get it back into the car and the car on the road. Advised on a front end that needs a new axle and then a rebuild. Made a call out for a '30 U joint housing cover, found one, cleaned it up and painted it.

Three or four phone calls for advice, a bit of glass bead blasting of some parts, a distributor rebuild, and then a whole bunch of advice and ideas to assist in trying to discover the source of an erratic misfiring.

While we couldn't get everything resolved in one visit, we never failed to offer a hand or advice when called upon.

We had more fun than you can imagine, and we learned something at every single session.

...Hank Biesbroek

September Birthdays

Dale Case 1st
 John Potts 1st
 Lloyd Glover 2nd
 Bill McPhail 2nd
 Paul Chudek 4th
 JR Smith 7th
 Ted Dixon 11th
 Sheri Rouse 12th
 Bobbie May Callander 13th
 Armand Mullie 22nd
 Chris Carroll 24th
 Doug Goddard 24th
 Glenn Smith 29th
 Ted Lobley 30th

September Anniversaries

Joanne and John Kuyltjes 1st
 Jeanette and Lloyd Glover 4th
 Karen and Leon Dreger 8th
 Erin and Stran Dyck 10th



Okotoks Ford BBQ and show and shine June 14/25

Seven Club Model A's attended plus Keith Robinson's Edsel



Although “Edsel” only has 183 miles on the odometer at the time of writing, Edsel has already lived so much through the journey of his restoration. Edsel has occupied garages in 8 different locations throughout the restoration, been worked on by kids as young as high school (excluding myself) all the way to the wise hands of our seasoned members, been featured in a local museum, and been in a Calgary Herald article by none other than Greg Williams. I couldn’t have imagined when I started this project how many people would be positively uplifted in some way by a little old truck.

I was always thinking as a kid about going to work on the Model A. I'm sure my teachers learned a lot about Model A's from marking my assignments as I found creative ways to make it the subject of my schoolwork. One morning in junior high when I went into my locker to put on my indoor shoes, I felt something inside and couldn't get my foot in. I reached in and darned if I didn't pull out the upper steering column bushing for my Model A! I chuckled at myself as I thought of the odds of anyone else at my school having footwear malfunctions due to misplaced Model A parts.

While I was doing the body work, Heritage Park wanted to do a display on restoring cars. I was working as an interpreter in the Gasoline Alley museum at the time and they asked if I would feature my vehicle. I was as equally thrilled to display Edsel in a museum as my Mom was to get her parking spot back in the garage for a few winter months. A few of our club members volunteered and enlightened visitors on the subject of Model A's and restoring cars. At the same time, Greg Williams did 2 articles featuring Edsel in conjunction with Heritage Park's exhibit.

Once the Model A was done, learning to drive paralleled when I first learned to drive. Dad would take me out for driving practice. I would start around the neighborhood, do some hill starts, parking, and then go out on the road. He taught me how to double clutch, when to shift, where to set the gas mixture, and most importantly, to remember to use the horn when people wave! I'll admit getting the hang of shifting is a little tricky, and sometimes I find certain gears do not want to go in at first and I have to try a few times before it slides in. Once when giving my students a ride at the end of the school year, a student asked, "Mr. Michael, did you forget how to drive?"

I love people's reactions to Edsel out on the road or when it's parked. Recently I went on a test drive and pulled into a parking lot to adjust the fan belt. I pulled in front of a marijuana dispensary and the guy comes running out and says "Wow, I had to come out for 2 reasons. First, to see the car, and 2nd to make sure the fumes weren't getting to me!"

I will always remember my first club driving tour. Since I haven't installed the top yet, I'm always mindful of what the weather plans to do whenever I want to go for a drive. Initially I was planning not to attend the Stampede Tour in the Model A because it looked like it would rain, and getting caught in a rainstorm was not my idea of the perfect drive. At the last minute, it looked like it would only be a light sprinkling so I loaded up a tarp, borrowed some blankets, a change of clothes, and took my chances.

As we left the restaurant, a dark cloud appeared overhead, but I knew it would only be a light sprinkling because that's what the forecast said. I reassured myself that it was only a light rain when the first few drops fell. I was delighted to test out my new windshield wiper when a few more drops fell. I said to Murray, who I invited to ride with me, that it shouldn't be much longer. A few minutes later and I have one hand on the wiper and one hand on the wheel. Unfortunately, Ford did not think to install a windshield wiper *inside* the car or rear view mirror for when it rains inside the car. Good thing I had no roof so I could stick my head above the windshield to see. It must have looked funny to other motorists safe in their nice warm cars to see 2 guys out in an old car in a rainstorm with no roof. What an adventure! If it had been the 3 Stooges, I'm sure water would have poured out when I opened the door. It wasn't until after it stopped raining that I remember the 2 ponchos I had tucked behind the seat just in case. Thankfully, Edsel ran just fine and got us all the way to Lic's Ice Cream.

With the few miles that are on the speedometer, I'm sure there will be many more fun adventures to share. I'm sure many of you had some exciting adventures in your Model A's. It would be fun to hear some of your Model A stories in the script. Perhaps every Script could feature a Model A story from someone in the club. But that's an idea for another day. Happy driving and see you on the road!



A snippet of 'Canadian Model A Ford Production era History'

With the 'Ford Motor Company of Canada' having been established in Windsor, Ontario as of August 17th, 1904, and with the remnants of the SCMAFC's only 180-A two Door Phaeton having been discovered languishing in the back of a Windsor warehouse in 2005, it was interesting to read a complete 4-page article published by 'Postmedia News' in the 'National/Financial Post' on June 28th, 2025; -- and entitled: 'Ground Zero in the Canada-US Trade War – Windsor'.

The article was composed by a Trevor Wilhelm of the Windsor Star with historical contributions by a Dimitry Anastakis who is a Business Historian at the University of Toronto. The introductory dialogue reads, 'The Southern Ontario City lives and dies by the auto industry, which is hitting the brakes, thanks to Trump's tariffs. But the border city has been caught up in America's carnage before and kept on rolling.

Of the 4 full newspaper pages the article comprises, 5 paragraphs in particular are noteworthy with respect to the early years of Ford production in Canada. Complete with a couple of supplemental comments they read as follows:

Lessons From History:

Despite various efforts over the years to diversify, Windsor has always been predominately an auto and manufacturing town. "Most of the Windsor area really relies on the automotive sector." Unfortunately, there's no other business as prominent in Windsor. It's been that way since 1904.

Windsor helped pioneer the auto industry – in another time of tariffs. Henry Ford, who founded the Ford Motor Company in Detroit on June 16th, 1903 was looking for a way around a variety of levies established by the British Empire against non-Empire countries.

Supplemental Comment: Levies precluded Ford USA simply exporting USA Fords to British Commonwealth countries. Ford Canada and Ford in Britain were established to evade the levies involved. Component parts, as opposed to vehicles, qualified for lower rates which resulted in some low volume components such as 68-A and 180-A bodies being shipped to Canada to be assembled on Canadian manufactured chassis. Also of interest was that Fords destined for other Commonwealth countries were produced in Canada with the first such shipment emanating from Windsor and heading to Calcutta, India.

Canadian Gordon McGregor, who ran a failing wagon-making outfit called 'Walkerville Wagon Works' handed the initial opportunity to Ford. At the outset Walker raised \$125,000 in capital and promised Ford 51% of the shares. Henry Ford signed an agreement for McGregor to produce the Model C Ford, handing over the plans and patents. On August 17 th, 1904 the 'Ford Motor Company of Canada' was founded in Central Windsor. The Model C Ford started rolling out of the former wagon factory in September of 1904 and they made 117 Canadian Fords that year. The first Canadian overseas shipment went to Calcutta.

A few years later, the booming business moved to a larger facility in a section of downtown Windsor still known as 'Ford City'. That plant is now shuttered but Ford still employs about 1,800 people in Windsor at the Essex engine plant. A rare bright spot in the current tariff war, that plant remains at full production.

McGregor's early deal with Ford was the start of an integrated cross-border system that both countries still depend on. In 1904 there was a 35% tariff on US cars entering countries within the British Empire but components considered individual parts carried lower duties, so McGregor imported some US parts for assembly in Canada. Other companies quickly saw the advantage. Supplemental Comment: Multiple, but mostly now defunct car companies, also opened in Windsor in the early years. Amongst them were Studebaker, Packard, Maxwell, Chalmers, General Motors, and Chrysler. In addition, although Ford manufacturing was primarily based at Windsor, Ford did establish 'assembly plants' at locations such as Winnipeg and Vancouver. As the car companies rolled in, so did the secondary and tertiary industries, thus making Windsor a tool, die, and mold-making mecca.

The second 'Industrial Revolution' which the auto industry is so famous for – the moving assembly line, mass manufacturing, mass consumption – all that stuff associated with Henry Ford and Fordism really took root in Windsor said historian Anastakis.

Rocky Mountain Tour 2025

Three nights and Four Days. (Researched and Designed by Geoff Cohen)

All participants (Ron, Robin, Henrietta, Liv and Bonny; Gary and Bobbi, Chris and Rose, Colin and Marilyn, Geoff and Bill) made it home by 9 PM September 6th following the grueling heavy traffic from the Mountains late in the evening. Robin followed Chris and Rose home (in car 150) on Hwy 1A (via Exshaw) and noted a few serious road warrior wanna be's! Chris can regale all interest ed in the European Vacation maneuver in Cochrane.

Total Distance 877 miles; Towns and sites included:

DAY 1 - Canmore (fuel), Johnson Canyon, Morant's Curve, Lake Louise (fuel), Spiral Tunnel, Field Travel BC, Natural Bridge, Golden (fuel and hotel).

DAY 2 - Roger's Pass, Construction delay, Revelstoke Railway Museum (fuel), Shelter Bay Ferrie, Galina Bay Ferrie Terminal, Nakusp, New Denver (Nikkei Interment Memorial Centre), Nakusp (fuel and hotel).

DAY 3 - Sandon Power station and Museum, Moyie River Paddlewheel Museum at Kaslo, Balfor Ferrie, Crawford Bay Ferrie Terminal, Windell (fuel), Creston, Cranbrook (hotel).

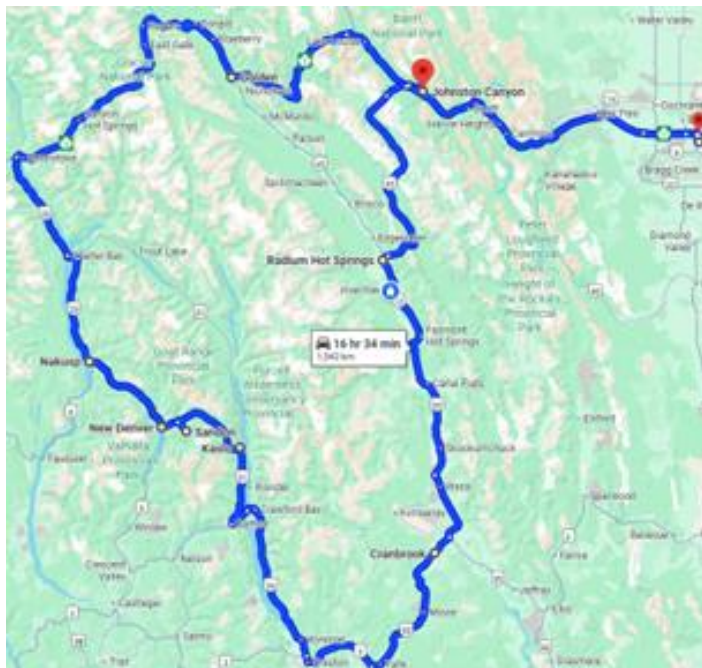
DAY 4 - Fort Steele, Radium, Canmore and home.

Fond memories include Ron's Tim bit lunches, Colin's electrical gremlin with his ammeter (resolved in a New Denver campground), Geoff's Brake stand in Cranbrook, Gary's tour assistance with the Selkirk Locomotive in Revelstoke, Bill's chauffeuring of the club's Vice President and Chris & Rose's tasty road snacks - noting our "Christmas Beef Convoy" (well lighted five or more transport trucks) during our Creston to Cranbrook leg. All of us do sincerely thank Ron for his emergency preparedness with his "vulture wagon" which he said was getting a respectably low fuel consumption because he rarely drives it at the Model "A" speed of 70 kmph. Gary and Bobbi had the only mechanical hiccup as a tire was not holding air on the last morning. We are glad no one had to use Ron's trailer to get home! As well, thanks to Chris and Rose for their generous Road trip Goodies/supplies. And, major thanks to Geoff, for the significant effort in the design, research and execution in putting this trip together.

Thank you all for the great Rocky Mountain memories.

This article was prepared using contributions from Ron, Robin and Colin.

...Colin Outtrim





L to R: Colin, Bobbie May, Gary, Bill, Chris, Rose, Geoff.



A stopover at the Rogers Pass National Historic Site



Seniors Resident Show and Shine at Manor Village / Staywell Manor - August 22/25 . Photo courtesy of JR Smith



SCMAFC cars on display at the Prominent Way Retirement Community - August 23/25. Photo courtesy of JR Smith



The Marsuri Festival of cars - Photos courtesy of JR Smith



Classified Ads



FOR SALE:

Early 1928 Roadster. Previously owned by Jack Harris, my uncle who was well known in the Pioneer Auto Club. Keith Richards knows the car. It runs and has dual side mounts, it has a rumble seat and rear rack. It needs tires and the brakes are really heavy. As with all these old cars it will need some work to get up to speed. Accordingly, I am pricing it at \$18,500. A fair price I believe. Bob Harris 403-863-7689. email is RK harris@shaw.ca

1928 Ford Model A, rumble seat, steel body, new battery, 95% restored, runs great, needs convertible top. Vehicle located in Osoyoos, BC. Price \$16,000 Contact Wendy Martins 604 966-1073.

1929 Model A roadster convertible. Good condition, runs great. Has rumble seat. Asking \$18,000. Contact Ross 403-350-4743

1929 Fordor Leatherback. Not a perfect car, but is an unrestored original. I have had someone tell me it is possible the paint is original, as there appears to be red primer under the paint, but I can't confirm this and it seems too good to be true given the condition. It could use some cosmetic fine tuning no doubt, but it does run and drive well. Any of the parts that were replaced, I still have the original of (headlights, door handles, radiator shell, etc). Tons of paperwork including an original manual. Top is in excellent shape, as is the original headliner. Comes with lots of spare parts. Asking \$14,000 CAD OBO. Located in Medicine Hat. Phone number is 403 928 3340. Strand Dyck.

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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. Mary 587-438-9228

Set of four 19" tires with tubes suitable for a rolling chassis or yard driver. Jim 403-637-241

Unrestored 1931 4 door Sedan Deluxe, slant windshield, dual side mounts, for sale. \$10,000. Bart 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 Dan Adams 403-238-9616 or Murray Walkemeyer 403-809-5277

WANTED:

6 volt electric windshield wiper for use in restoration of a 1928 Tudor. Contact Randy Slaladan at 250-260-0194 or email at skladan2@telus.net

Looking to buy **working or restorable Zenith Model B carburetors**. Adam Till : adamktill@gmail.com



Email your ad to: scmafc@telus.net





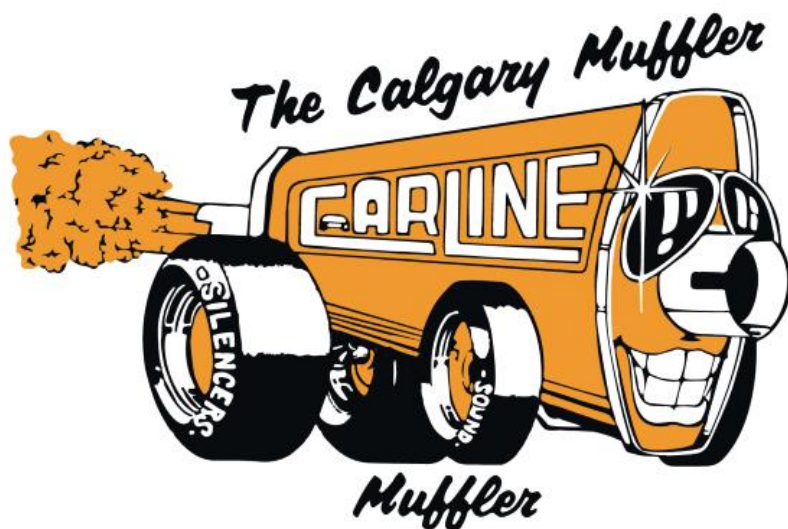
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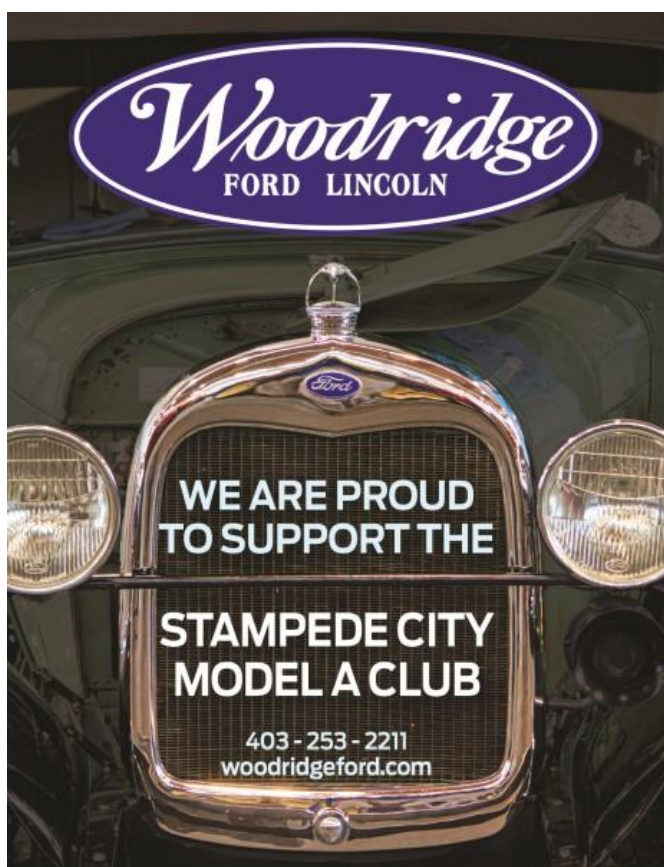
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