

The Running Board

The Edmonton Antique Car Club Newsletter

Vol. 51 No. 3

April 2013



Spring has arrived and with it a new season of old car touring. Enjoy it like this happy wedding couple in a 1913 Model T.



Member of the Specialty
Vehicle Association of Alberta



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Spring Tour
Sunday
April 21

Deadline for April RB
April 20

Splinters From The Chair

by Mike Reid

On Sunday, March 17th the club held the St. Patrick's Day Brunch at the Sawridge Inn in South Edmonton. Approximately 35 members braved the weather and attended this event at the new venue. The brunch offered lots of choice and I think everyone had a good time and certainly had had lots to eat. Our next event – the Easter Parade (being held earlier than usual this year as Easter falls on March 31st) will be history by the time you read this report – hopefully the weather co-operated and we had some old car participation at the event.

For those of you attending our monthly meetings at the Old Timer's Cabin, I was just made aware of the fact there is an elevator in the building. Today access to the meetings (whether they are held in the lower or upper auditorium) means

taking stairs. For those who would like to take the elevator it is accessible off the main entrance and provides travel to both the upper and lower floors of the building.

As mentioned at the last general meeting I had planned to have the registration form for the 2013 Oldies Tour available for distribution at the meeting. I was unable to have these available as I am still negotiating with various hotels in Cold Lake. Remember to mark this event on your calendar – Thursday, August 15th through Sunday, August 18th. I will have the registration forms and information available for the April General Meeting and in upcoming Running Board Newsletters. An exciting bit of news – Ryan Surbey was given the blessing by the board to create a Facebook Page for the club. Over the last month Ryan has done an incredible job of creating both a

The Edmonton Antique Car Club

he Edmonton Antique Car Club is registered in the Province of Alberta as a nonprofit society, interested in historical motor vehicles and related collectible items. Our club is dedicated to the acquisition, restoration, preservation, salvage, maintenance of and promotion of interest in cars from the following categories.

The Horseless Carriage Era (1892 to 1905)

The Brass Era (1906 to 1915)

The Vintage Era (1916 to 1927)

Early Production (1928 to 1935)

Late Production (1936 to 1948)

Classics (1925 to 1948) (Defined by The Classic Car Club of America.)

Our objectives also include encouraging the retention of such vehicles in Alberta, promoting driving tours, displays and other activities our vehicles can participate in, and educating the general public in the historical contribution of the automobile in the development of our Canadian heritage.

Our membership is varied as to careers and cars, and extends country wide. To qualify as a member, new applicants must be at least 14 years of age; must complete an application form (which is submitted to the club executive for approval), and pay a nominal membership fee of \$40.00 per year (spousal, additional \$20). It is not necessary to own a vintage car, but merely to have an interest in antique auto memorabilia.

General Meetings are usually held on the first Wednesday evening of each month, with tours and events being dispersed throughout the calendar year. The Annual General Meeting is held each year in January.

Our club members participate in a variety of events and activities which promote social interaction among members, and give them an opportunity to drive their cars and display them to the general public. Annual events include the Klondike Breakfast, the Corn Roast, and mystery tours. Senior visits are a way for our club to give back to the community. Members also participate in community events such as Sunday in the City, Father's Day in the Park, Crystal Kids, and harvest festivals. Our club participates in the annual International Meet in which members from all corners of Western Canada and the Northwest United States come together for a wonderful exchange of camaraderie, trophies and good old-fashioned fun.

Our club publishes a monthly newsletter, *The Running Board*. Members are encouraged to submit articles and other items of interest to the editor for publication. As a member you are entitled to receive a copy of each issue and to run free classified ads in the "Swap Meet" section.

Club members as a group have a wealth of experience and knowledge of all aspects of the antique car hobby which they will share with you. Bring your particular problem to our membership and you will be probably be directed to an expert in that field.

The EACC Website

<http://clubs.hemmings.com/eacc>

Please submit any comments, stories, corrections or additions to Cameron Bain. email cbain@shawbiz.ca

The Stampede City Model A Ford Club

"The Script"

is available on their website

Your 2013 Executive

President	Mike Reid
Past Pres.	Ron Bodnar
Vice President	Steve Bemount
Rec. Sec.	Nels Anderson
Corr. Sec.	Dave Jeffares
Treasurer	Ken Huff
Tours/Events	Ted Horton
Membership	Bert Hoogewoonink
Publicity	Don Cameron
Historian	Bob Callfas
Editor	Arend Stolte
Assistant Editor	Ren Gusek
Dir.@Large	Dave Harwyluk

The Running Board

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Edmonton, Alberta. T5J 2G9

Arend Stolte, Editor

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Reprint permission:

Granted to non profit car clubs and related groups.

Please credit EACC's "The Running Board"

public and private Facebook presence for the Club. I would encourage all members to join the EACC Facebook community – it is a great way to keep connected with the club when you are away and to use the community to promote the club to others so they can see what the club is all about. Further updates on the clubs social media initiatives will be provided as we continue to develop them.

Club Events

GENERAL MEETING HIGHLIGHTS, MARCH 6, 2013

by Nels Andersen, Recording Secretary

1. The meeting was called to order by President Mike Reid at 7:30 p.m. at the lower level of the Old Timers Cabin, 9430 - 99th Street, Edmonton. There were 54 members signed in, with one guest. The President informed members that future GM's will be held on the main level of the OTC.
2. Mike encouraged members to provide Bert and/or Arend with their e-mail address. He stated that a reduced membership fee for 2014 could be offered to those members taking the RB newsletter by e-mail, as printing and mailing costs represent a substantial expense item. The President also informed members that the registration deadline for the International ACM has been extended to April 30th. Hotel bookings, however, should be made ASAP.
3. Bert Hoogewoonink reported that 63 single and 24 family memberships have been paid for 2013.
4. Ernie Korchinsky confirmed that vehicle inspections are planned for May 11th at Colrus Motors. Cost is \$40. per vehicle. Participants were asked to complete an information form, available from Ernie.
5. Chris Bamford made a brief presentation on an upgraded, i.e. bright, LED light for Model T's. These units operate on 6 volts and are available from a U.S. supplier for a cost of \$60. These rear-mounted lights would significantly improve safety.
6. The 50:50 draw was won by Eric Adams.
7. A comprehensive photographic tour of the Hershey, (Pennsylvania) Swap Meet was presented by Bob Callfas. This event is one of the largest old-car gatherings in the world.

Introducing Tyler Kenyon, winner of the RAM Scholarship

I am Tyler Kenyon, A third Year Apprentice in the Automotive Service trade, and I would really love to be able to participate in the Reynolds-Alberta Museum Restoration Workshops. I am currently working with my dad at our family business, J&E Motors. Working on vehicles has been in my family for a very long time. My Grandfather was a mechanic in Barrhead, AB, at Stephani's Motors, the local Dodge Dealer. He was Shop Foreman for a few years, but he wanted to have a business of his own. His desire for his own garage is what brought him here to Wetaskiwin in 1966, where he opened a service station on 50th Avenue just east of the railway. He performed full automotive service, as well as selling B/A, and later Gulf, gasoline and oils. In 1979 He bought a piece of land on 49th Street and built a building which we are located in to-



day.

I have been coming in to J&E with my dad on weekends and whenever I didn't have school for as long as I can remember. I loved coming in to work on our old vehicles, especially our 1936 IHC Half-ton pickup. We spent many Saturdays piecing the truck together. That is probably where my love of old vehicles comes from. I really enjoy the history you can see in the way they designed and built the vehicles in the past. We have many old vehicles we personally own, but we also have a ton of customers with classic cars that come to us to get them serviced, because they know we will take care of them. I love working on older cars, it feels like they were actually designed to be worked on, not just looked at.

I would be very grateful to be able to make use of the Scholarship. Still being a student, and now paying rent, it would be extremely difficult to be able to take a week off work and on top pay for a week-long course. I also have a restoration of my own on the go right now. I am restoring my 1970 Ford F100 Pickup, and these workshops would help me immensely on budgeting this project. As it sits now, I am spending nearly every spare moment I get working on my Ford; mainly because I can't afford to let anyone else do the work on it. These workshops would bring invaluable skill sets that would allow me to accomplish a lot more work before needing professional help.

These workshops would also support me in my plan for the future. It is my dream to be able to work on mainly antique cars. My passion is with the mechanical and under-body, but bodywork has also been a huge curiosity to me and I have never really had the opportunity to try it. I would love to be able to restore cars and trucks to their former glory, make them look the way that they should.

Being granted this immense opportunity to be able to take part in the Reynolds-Alberta Museum Restoration Workshops would be an incredible experience. It will help me follow my dreams for my future and gain greater appreciation for the history and the minds at work in the past to create these marvels of engineering. I would be honored to take part in these workshops, it's like the old saying; "if you love what you do, you will never work a day in your life."



DIRTY CLUB JACKET??

-- WARNING -- BEFORE WASHING READ AND FOLLOW CLEANING INSTRUCTIONS ON LABEL:

1. MACHINE WASH COLD WITH LIKE COLORS, GENTLE CYCLE
- 2) DO NOT USE CHLORINE BLEACH
- 3) HANG TO DRY
- 4) IRON LOW SETTING (IF NEEDED)
- 5) DO NOT DRY CLEAN

JACKET WILL CLEAN LIKE NEW FOR YEARS TO COME BY FOLLOWING THESE SIMPLE INSTRUCTIONS!

Attention Members

All EACC members and their antique cars have unique stories to tell. Have you told yours recently? Please consider submitting a story or article to *The Running Board*.

Some Suggestions:

You and Your Car.

How did you get into the hobby? How did you acquire your car(s)? What improvements did you make. How have you used it? What plans do you have for your future?

Things You've Learned about Antique Cars and their Restoration.

Tell fellow members how you went about restoring your car. What did you do yourself? Who did you get others to do?

Handy Tips You've Picked up over the Years?

Write a "How to do" article. This could be anything from adjusting the timing or adjusting the brakes to detailing the body.

Raise Issues.

Are there issues around the antique car hobby that you are concerned about. Sometimes asking the question is as important as getting the answers.

Member Profiles.

Some of members have been in the club many years. We'd love to hear their stories from the past, especially their experiences with old cars.

Famous People and Old Cars.

We've had some excellent and informative stories. Are there more?

Articles from Archived RB's.

Are there articles that you would like to see reprinted?

Schedule Of Events

April

Wed	03	General Meeting 7:30 @Old Timers Cabin, 9430 Scona Road (99 St.)
Fri/Sat	5-6	Moose Jaw Antiques/collectibles show & Vehicle parts sale. Garry 306-692-4755
Wed	10	Executive Meeting
Sun	21.	Spring tour.

May

Wed	01	General Meeting 7:30 @Old Timers Cabin, 9430 Scona Road (99 St.)
Fri	3 – 4.	Red Deer swap meet.
Wed	08	Executive Meeting
Sat	11.	Vehicle inspections.
Sat	25.	Fort Assiniboine – Barrhead run. Contact Steve Bemount.

June

Wed	05	General Meeting 7:30 @Old Timers Cabin, 9430 Scona Road (99 St.)
Sun	2.	Chipman Car Crafters Show and Shine.
Sat	8.	Northpoint Church car show. Contact Jim Boomer.
Sat	8 – 9	History Road. Reynolds Alberta Museum.
Wed	12	Executive Meeting
Sat	15.	Callingwood Show and Shine.
Fri	21-23	J.C.(Jack) Anderson Charity Auto Auction at Olds
Fri	28 – 1.	International Meet in Olds.
Sun	30	The Ukrainian Cultural Heritage Village Canada Day Celebrations Show

July

Wed	3	Mystery Tour
Sun	14.	Klondike Breakfast.

August

Fri-Mon	2 -5.	Circle Tour. At Leduc West Antique Society Grounds.
Tues	6 –10.	Rock'n August.
Wed	7	Mystery Tour
Thurs	15 – 18.	Oldies Tour

September

Wed	01	General Meeting
Wed	11	Executive Meeting
Sun	15.	Fall Tour.

October

Wed	02	General Meeting
Wed	09	Executive Meeting

Novembers

Wed	06	General Meeting
Wed	13	Executive Meeting

"CANADA DAY"

MONDAY, JULY 1, 11:00AM – 4:00 pm

We need cars to represent EACC at the Alberta Legislature Grounds on July 1st. Access this year greatly is improved. The club receives an honorarium for this showing. Please contact Verna or Ron Eagleson, 780-469-7380, if you are able to attend. Thank you.

EACC 2013 SENIOR VISITS

Contact: Verna & Ron Eagleson 780-469-7380
Marilyn Huff marilyn.j@shaw.ca
780-484-2559

JUN 6 1:00 – 2:30 – THURSDAY
JASPER PLACE CONTINUING CARE
8903 – 168 STREET

JUN 10 1:30 – 3:00 – MONDAY
VENTA CARE
13525 – 102 STREET

JUN 12 12:00 – 2:30 – WEDNESDAY
LIFESTYLE OPTIONS TERRA LOSA
17203 – 99 AVENUE
**LUNCH – CALL VERNA/RON TO CONFIRM

JUN 15 11:30 – 2:00 – SATURDAY
SHEPHERD'S CARE VANGUARD
10311 – 122 AVENUE
**BBQ – CALL VERNA/RON TO CONFIRM

JUN 17 12:30 – 2:30 – MONDAY
LIFESTYLE OPTIONS HIGHWAY #39
108 WESTHAVEN, LEDUC
**LUNCH – CALL VERNA/RON TO CONFIRM
RAIN OR SHINE

JUN 20 1:30 – 3:00 – THURSDAY
EXCEL SOCIETY BALWIN VILLAGE
6920 – 129 AVENUE

JUN 26 12:00 – 3:00 – WEDNESDAY
LIFESTYLE OPTIONS RIVERBEND
200 FALCONER COURT
**BBQ – CALL VERNA/RON TO CONFIRM
Rain or Shine

JUL 9 1:30 – 3:00 – TUESDAY
EXCEL SOCIETY CLUB 55
101, 10604 – 178 STREET

JUL 12 1:30 – 3:00 – FRIDAY
CHURCHILL MANOR
5815 – 34 AVENUE

JUL 16 1:30 – 3:00 – TUESDAY
GRACE MANOR SAL. ARMY
12510 – 140 AVENUE

JUL 18 12:00 – 3:00 – THURSDAY
LAUREL HEIGHTS
3110 – 22 AVENUE
**LUNCH – CALL VERNA/RON TO CONFIRM

JUL 23 12:30 – 2:30 TUESDAY
DICKENSFIELD SENIOR
14225 - 94 STREET

JUL 25 1:00 – 2:30 THURSDAY
WILDROSE COTTAGE
9612 – 172 STREET (at rear)
K-DAY THEME

AUG 7 12:30 – 2:30 – WEDNESDAY
LIFESTYLE OP WHITEMUD CROSSING
4069 – 106 STREET
**BBQ – CALL VERNA/RON TO CONFIRM

AUG 9 12:00 – 2:30 – FRIDAY
ST. MICHAEL'S CONTINUING CARE
7404 – 139 AVENUE
**LUNCH – CALL VERNA/RON TO CONFIRM

AUG 14 1:30 – 3:00 – WEDNESDAY
CAPITAL CARE STRATHCONA
12 BROWER DRIVE
SHERWOOD PARK

AUG 20 1:00 – 2:30 – TUESDAY
SHEPHERD'S CARE MILLWOODS
6620 – 28 AVENUE
LUNCH WITH LES WERNER
**CALL VERNA/RON TO CONFIRM

AUG 23 1:00 – 2:30 – FRIDAY
COUNTRY COTTAGE
75 CRANFORD WAY, SHERWOOD PK
(behind Superstore)

AUG 27 1:00 – 2:30 – TUESDAY
ROSSLYN PLACE
10915 – 134 AVENUE

AUG 29 12:30 – 2:30 – THURSDAY
LIFESTYLE OPTIONS HIGHWAY #39
108 WESTHAVEN, LEDUC
**LUNCH – CALL VERNA/RON TO CONFIRM
RAIN OR SHINE

NOTE: “*”A HEAD COUNT IS REQUIRED FOR
THOSE PLACES PROVIDING LUNCH OR
BBQ.**

Chipman Car Crafters!

CHIPMAN 100TH ANNIVERSARY AUGUST 17

The Chipman Car Crafter Club is helping to organizing Chipman's Centennial Celebration and would like to display one vehicle from each year and hope you will be able to assist us. Our goal is to park one vehicle from each year 1913 - 2013 in numerical order on the main street of Chipman on Saturday, August 17th 2013, from 9:30 a.m. till 4:00 p.m. As much as we would like to invite all our car owner friends, we must limit our display to 101 vehicles due to space limitations. Breakfast will be provided for the confirmed participant and their partner until 11:00 a.m.

Please call Lana @ 780-363-2324 or email lanazips@yahoo.ca

The Chipman Car Crafters have a separate event "The Show & Shine" on Sunday June 2nd.

Do you use E-mail?

by Bert Hoogewonink, Membership Director

What a great way to communicate in this age of instant communication – regardless if you're immediately available or not. If you have an email address, help us keep the Running Board costs down. Please contact Arend Stolte , a_stolte@hotmail.com to receive your copy **EARLIER and IN COLOUR.**

Restoring Old Gauges

by Arend Stolte

One of the problems that restorers of antique cars face is how to restore the gauges of these prized vehicles. Often the ravages of time and weather take their toll on the gauges as well as other parts of the vehicle. Is there an easy way to make gauges look as good as they did when they left the factory?

I thought I had covered every aspect of the restoration process but obviously this is one area that I have missed. In the last month I have experimented with the art of restoring the gauges on my 1929 Whippet. The gauge cluster on this vehicle was in terrible and unusable condition. It had been out in the weather for probably half a century. Only the speedometer and the oil gauge were present. The gauge cluster was attached to the back of the motor for some reason. As you can see, the gauge faces were rusted and the numbers were illegible.



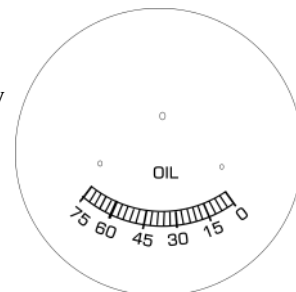
I acquired addition gauges and another three window gauge cluster from my friend Jack in Blackfalds. These were not in great shape either.

The first step in the restoration was the disassembly of the clusters. The trim rings were removed and cleaned up. The cluster was then sandblasted, sanded and painted.

The individual gauges were then taken apart carefully. They all seemed to be operational except one of the oil gauges was missing its needle. I checked with the Willys Overland Knight Registry Forum to find out which cluster, the three window or the four window, was the correct one for the car. I was told by John Stokes, the expert, that a 1929 Whippet had a three window cluster. The four window that came with the car was from a 1931 and the fourth window was for a gas gauge. I decided to restore both and put a temperature gauge in the fourth window.

The restoration of gauge dials involves a number of steps. First there is the graphics. Before the advent of computers, this

would have been a daunting task requiring considerable skill. With a good graphics program it's relatively easy to make almost an exact duplicate of a dial face. I used a free program called Inkscape. Others are available, GIMP being one. Since I had no experience with using a graphics program, it took me many hours to learn how to use the program. It was a steep learning curve but eventually it came together.



The finished graphic.

To do the graphics I first scanned the dial. Others take a picture but I think scanning is more accurate. I then import the picture into the program and found a font that is closest to what's on the dial. I then superimpose the lettering and lines over top of the original picture. This ensures that things are in the exact spot they are supposed to be. I put in a lot of extra reference lines and circles to keep everything straight. Once I was satisfied that things are in place, I removed the original picture and the reference lines. An advantage to using a computer program is you can enlarge your picture so you can fix details that would normally not be visible. The program also



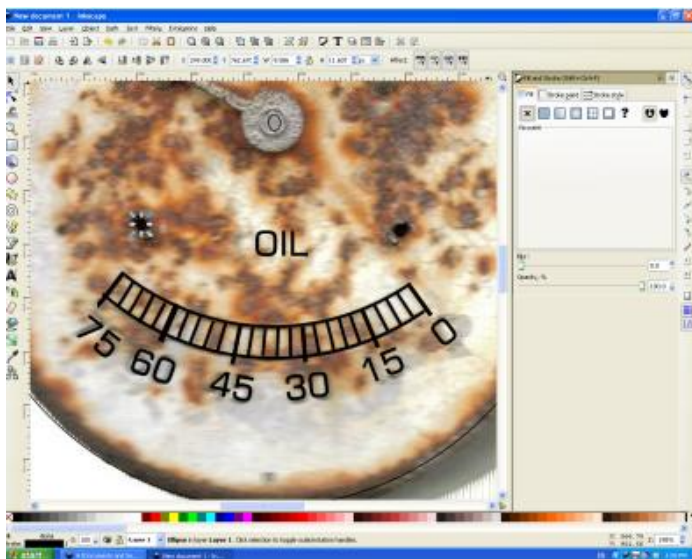
This picture shows the original scan and part of the graphic for the number strip for the speedometer drum for my '26 Chevy. It's important for proper calibration to get the spacing right.

has built in rulers so you can adjust the exact size. Putting in all these lines do take time

Once a graphics are done you print them with you inkjet printer on Inkjet Waterslide Clear Decal paper. I got mine off of Ebay and it came directly from China, free shipping. I think there is also decal paper designed for laser printers. Print them as photos. Once they are printed, you need to spray them with a clear finish since inkjet ink is water soluble.

The dial faces themselves are now cleaned up to bare metal. I used paint stripper and sandpaper. They are then each given a coat of gloss white paint. I used epoxy appliance paint that I already had. When that is dry, you apply the decal. This is the same procedure that is used to apply decals to models. Soak the decal in water for half a minute or more. Carefully slide the plastic film off the paper onto the dial face, using a paper tissue or cloth to careful smoothen it out and remove any air bubbles. Let it dry and you are done. If you mess up, simply print a new decal and repeat the process. Once it dries in place the decal cannot be removed. However, if you scuff the surface with coarse sandpaper the decal and the paint underneath it can easily be removed with paint remover.

Refinishing old speedometers is challenging. Typically you need to redo the speedometer drum and the odometer rolls. The drum for the Whippet speedometer is cone shaped and I found



A screen shot of the oil gauge with the lettering and lines superimposed on the scanned picture of the gauge.



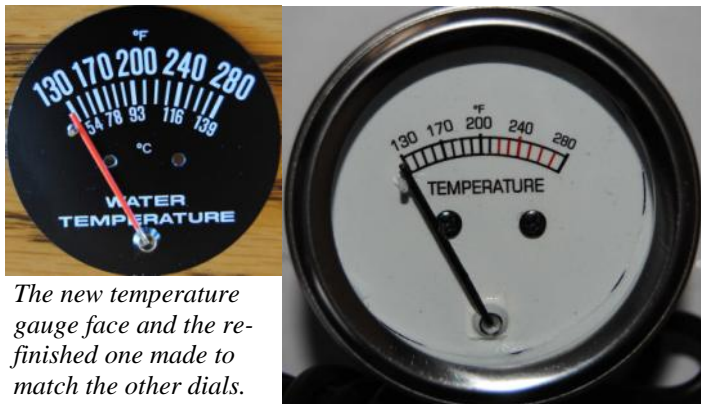
The original weathered Whippet speedometer drum and roll and the refinished result showing just the face.



it hard to get it right. However trial and error won the day. The odometer rolls I did as one piece. Again, the spacing has to be just right. After the decals were dry, I cut the individual pieces apart.

I wanted to have a temperature gauge for the fourth window even though this was not original to the car. My rationale was that I would like to find a Whippet mascot for the radiator so there wouldn't be a place for the motometer I already have. The gas tank has a gauge on the tank so don't need that.

I purchased a set of generic gauges at Princess Auto, on sale at \$16 for a set of three. I cut the gauge apart with a dremel and took the face off the temperature gauge. I then designed a dial



The new temperature gauge face and the refinished one made to match the other dials.

that was calibrated to fit the new gauge but matched the look of the others. It also had to fit the cluster so that it showed properly through the window. I think it turned out quite well..I used a permanent felt marker to colour the needle.

I had to make some adjustments to some of the faces which is easy to do. You just move things around on the computer screen so that things will line up with the cluster window.

Some of the dials needed needles. I had some spare clock second hands and these I modified to fit.

One thing I found strange with the Whippet gauges is that they seem to be mounted upside down from how they are usually installed in a vehicle. Thus the oil pressure gauge reads from right to left and the ammeter gauge needle point up. I have no idea why Willys Overland decided to do this.

One of the problems with this method of refacing dials is that inkjet printers do not print white. On the decals white

comes out as clear. This becomes a problem when you reface dials that have a dark background with light lines and numbers. This is the case with a lot of dials including those on my '26 Chevy. which I have just started working on. To do these you paint the dial the colour of the numbers. In my Chevy's case this is white but in other cases could be a light grey, for instance. I just did the speedometer face for the Chevy. It's difficult because the surface is not flat and the plastic does not stretch but rips easily. Any tears or cuts show up as white since



The scuffed up original and the new decal This original face actually looks pretty good but the one I have in the car has been painted over and has no writing on it.. This decal has all the printing on it including the tiny writing along the bottom. I needed a magnifying glass the read it!

the surface the decal sits on is white. This also uses a lot of black ink.

I'll continue to work on my Chevy gauges now that the Whippet's are done. Doing the graphics has been the most difficult part of this exercise. But like most things in life, the more you do it the easier it gets. For most of us a large part of our hobby is learning to do new things with old vehicles.



The finished gauge clusters. The colours really are the same..

38TH ANNUAL CIRCLE TOUR HOSTED BY HOWARD LENGERT AND FRIENDS

AT LEDUC WEST ANTIQUE SOCIETY GROUNDS
5 KM WEST OF LEDUC AB. ON HY WAY 39 TURN
NORTH ONTO COHNE DALE ROAD 1 KM NORTH TO
ENTRANCE

August 2, 3, 4 & 5. 2013

Join the tours, fun, and socializing for the whole weekend.
Bring your car, lawn chairs and a smile. Be prepared for a good time.

Friday Aug. 2. Check in from 3:00 pm – 8:00 pm at the Hooper Building. Stick around and socialize and meet the other tour people

Saturday morning, Aug 3, breakfast is provided from 7:30 am – 9:00 am. The tour starts at 9:15 am - bring your own bagged lunch. There will be a Pot Luck Supper at 5:30 pm. Bring a dish for supper and bring your own cutlery and plates. There will be entertainment to follow. The theme this year will be “Crazy Hats & Big Band Sound”. Don’t forget your hat.

For Sunday morning, Aug. 4, breakfast will be provided from 7:30 am – 9:00 am. The tour will start at 9:15 am - bring your own bagged lunch. An evening catered supper will be served at 5:30 pm. Bring your own cutlery and plates. The valve cover races and presentations will follow. There will be a supper and a social gathering around the fire pit after the valve cover races. Bring your lawn chairs.

On Monday morning, Aug. 5, breakfast is provided from 8:30 am - 10:00 am followed by farewells and the trip home.

On site camping and parking will be available in a designated area. Gates will be locked at night for security.
Hotel rooms available in Leduc are: Best Western -780 986 2241, Travelodge -780 986 2264 and Day’s Inn - 780 986 7570

Hotel rooms are in Leduc approximately 3 miles east from Leduc West Grounds. Please book your rooms early to ensure accommodation.

For More Information Phone Howard Lengert, H: 780

Registration:

Car & Driver \$50.00

Passengers \$50.00

Children under 14 \$25.00

Registrations must be mailed no later than July 20, 2013

No Refunds after July 27, 2013, Consideration will be given for health and family emergencies.

Circle Tour Registration

REGISTRAR: LAWRENCE GOULD

Driver Name _____

Address _____

Ph: (_____) _____

E-mail Address _____

Driver & Passengers: NO. ____ X \$50.00 = \$ _____

Children under 14 No. ____ X \$25.00 = \$ _____

Mail Registrations To:

Lawrence Gould, 4404 – 56 Avenue, Innisfail, Alberta T4G 1K9

Please make cheques payable to Lawrence Gould

Driver: _____

Passengers: _____

17th Fort Assiniboine to Barrhead Antique Car Run

by Steve Bemount

The 17th Fort Assiniboine to Barrhead Antique Car Run will be held Saturday, May 25, 2013. The Fort Assiniboine and Barrhead Historical Societies and the Town of Barrhead Recreation Department jointly sponsor this event. This year’s feature car is Harold Granger’s 1916 McLaughlin Touring. As always, this promises to be a rich full day of antique car adventures.

Those of us wishing to travel the 90 miles to Fort Assiniboine together will meet at the Husky on the west side of Highway 60 immediately south of the Yellowhead at 7:00 a.m. We will journey north to Westlock for a quick pit-stop and then west and north, arriving in Fort Assiniboine at our target time of about 9:15 a.m. This is based on a driving speed of 45 mph. Slower vehicles should leave earlier or consider going as far as Barrhead the previous day. In Fort Assiniboine we will take part in a show-and-shine next to the reconstructed heritage Fort

on the banks of the Athabasca River. A hot breakfast will be available in the adjacent Assiniboine Community Centre at a cost of \$7.00

We will leave for Barrhead at 11:30 a.m. Cars will line up for the official caravan based on oldest car to youngest car. We will complete the 25 mile trek to Barrhead together under RCMP escort. Be sure to wave and honk your horn at the locals who are often parked waiting along the way. A section of Main Street in downtown Barrhead will be closed to traffic to accommodate our afternoon show-and-shine. Food and beverages will be available. By late afternoon we will leave Barrhead for the 70 mile trip home.

Once again this year, I will be registering EACC participants with the Barrhead Rec. Dept. by email. There is no need for you to register individually. A sign-up sheet will be passed around at both the April and May General Meetings or you can give me a call and let me know your intentions that way. This is our inaugural touring event of the year and a great way to spend a Saturday. Please join us and help get the 2013 season launched in fine style.

Dad's "S"tuff Heading for Australia...

by Chris Bamford

Imagine my surprise at the 'phone call from Jim Booi in the Reynolds Alberta Museum restoration shop a couple months ago — he was retiring after many years of service, wanted to let me know RAM was finished with the 1908 Ford Model S body parts they borrowed from my Dad (who passed in 1999!) and would I like them back?

News to me, but YES. Dad sold his Model S project 15+ years ago — that buyer had since sold it on and the trail has been lost... so the search was on for a new home for these 25 assorted wooden body parts and patterns (below centre). The search ended with Andrew Brand of Melbourne, Australia, who has been collecting Model S parts for years (right, with Matilda) and even has sheet metal but no body wood. Not only that, but he has two friends with bodyless Model S chassis — they plan to build three reproductions from Dad's patterns.

The Model S will share his new 1,150 ft² shed/garage/workshop with a 1910 FN (Belgian), 1904 Ford AC, and 1909, 1911 and 1926 Model Ts. Andrew's beautiful Canadian-chassis RHD 1911 T Torpedo, below, was a six-year restoration project and has been toured extensively in Australia since 1989.

Ford Models N, R, and S were manufactured from 1906-08 with very similar body and mechanicals (4-cylinders, 15 hp, 84" wb, 28"x3" tires/roadster 30"x3", RHD). Total Model S production was



2,350 units over 17 months, and according to the New York dealer's advertisement below, it made the "Ideal Vacation Car". Hmmm.

RAM used Dad's parts as patterns during construction of a new body for the museum's 1906 Model N (far right, looking on as Jerry de Jong and I load them onto my old Dodge).

Andrew's goodies will get crated next week and make their way by slow boat to Melbourne sometime in the summer.

Dad would have been very, very pleased.



Ideal Vacation Car.



Model S Roadster, 4 cyl. 15 H. P. \$750.00.

Ford Motor Company

Brooklyn Store, 20 Halsey Street.
Newark Store, 518 Broad Street.

1721-1723 Broadway, New York.

FORD—High price quality in a low price car.

Swap Meet

For Sale

1912 Model T Ford Engine block, head, tran, magneto coil field, rear springs, dash for a 26 coupe, rear axle, box of 18-20 T-coils, 35/36 Ford rear axles, front & rear drums, trans, rebuildable v8 engine block. (0413)

Ray (Airdrie) 403-226-6327

Large 38 year collection of 1930 - 60's NOS and NORS car and PU parts at reasonable prices. (0313)

Dale McFarland 780-939-3247 or 780-460-0325

1963 Galaxie XL 300 convertible, red with new black top, 390, PW, PB, PS. (0313)

Dale McFarland 780-939-3247 or 780-460-0325

Parts: Armature, drive and centre plate for N. E. starter that fits Dodge Brothers from 1925-28. Complete rear-end housing and headgasket that fits 1928, 29, 30 Plymouths. Overdrive transmission for Toyota 1960?? (0313)

Walter (Wetaskiwin) 780-352-4827

Parts for Sale; 1965 390 Ford engine and automatic transmission; 1969 351 Cleveland engine and automatic transmission; numerous winter and all season tires of various sizes eg. 13, 14 and 15 inch in very good condition; various 1934 Ford parts for sale such as a radiator cap, cowl lights etc. (0113)

Peter Wieler 780-466-9872

1927 Original Model T coupe. We believe it has the original front and spare tire. Not restored at all. \$5,000

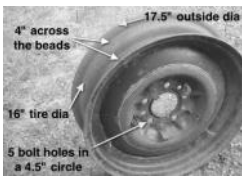
1927 nice green Model T coupe. Older restoration. Fast car. Complete with Ruxstell Axle. \$7,500

1940 Chev coupe. New stabilizer kit, new wiring, new running boards (not installed), new white wall tires (not installed), new upholstery. \$6,500

1939 Chev 2 door, no rust, excellent body, was in two movies. \$2,500 (0413)

Bill Price 403-933-4101

Wanted



Mopar 16" wheel to suit my 1947 Dodge per photo (to replace my bent spare rim). (0313)

Chris 780-445-0156
chrisjbamford@hotmail.com

2 or 4 Used 600x16 tires for use while rebuilding a 1/2 ton truck waucoin@telusplanet.net (0413)

Wilf 780-484-3505

Genuine Ford porcelain parts sign. (0413)

Ray (Airdrie) 403-226-6327

Model T Accessories: period foot throttle assembly, two of 4" diameter Hartford-type friction shocks, large and small drum Ruckstell rear axles. (0313)

Chris 780-445-0156
chrisjbamford@hotmail.com

Pickup Truck: late 40's to late '50s, complete, original paint, running or almost running condition and halfways presentable in a scruffy sort of way. Please do not mention this advert to Lady Michelle. (0313)

Chris 780-445-0156,
chrisjbamford@hotmail.com

Parts for my 1931 Chevrolet: Radiator in good condition; Pair of cowl lights;; Trunk and trunk rack; Steering wheel in good condition; Cylinder head in good condition or rebuildable for 194 cubic inch engine;

1966 Ford Galaxie 500 wheel lip mouldings and rocker panel mouldings (0113)

Peter 780-466-9872

Services

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Ted Nordquist (theoflo@telus.net) 780-466-1456

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Ph. 780-464-0421

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Dale McFarland 9502 - 90 Ave, Morinville

Note: Printing the above ads does not imply an endorsement by EACC. OCPC means "Other Clubs Please Copy"

Old Bobs' Photo Corner



Here is a then and now photo of Cascade Hall in beautiful Banff, Alberta. I can't make out the year on the plate of the 1940 Chev in the early photo. I do know that the accompanying photo was taken in June of 2012 on the fabulous EACC anniversary tour.



17th Fort Assiniboine to Barrhead Antique Car Run

by Steve Bemount

The 17th Fort Assiniboine to Barrhead Antique Car Run will be held Saturday, May 25, 2013. The Fort Assiniboine and Barrhead Historical Societies and the Town of Barrhead Recreation Department jointly sponsor this event. This year's feature car is Harold Granger's 1916 McLaughlin Touring. As always, this promises to be a rich full day of antique car adventures.

Those of us wishing to travel the 90 miles to Fort Assiniboine together will meet at the Husky on the west side of Highway 60 immediately south of the Yellowhead at 7:00 a.m. We will journey north to Westlock for a quick pit-stop and then west and north, arriving in Fort Assiniboine at our target time of about 9:15 a.m. This is based on a driving speed of 45 mph. Slower vehicles should leave earlier or consider going as far as Barrhead the previous day. In Fort Assiniboine we will take part in a show-and-shine next to the reconstructed heritage Fort on the banks of the Athabasca River. A hot breakfast will be available in the adjacent Assiniboine Community Centre at a cost of \$7.00.

We will leave for Barrhead at 11:30 a.m. Cars will line up for the official caravan based on oldest car to youngest car. We will complete the 25 mile trek to Barrhead together under RCMP escort. Be sure to wave and honk your horn at the locals who are often parked waiting along the way. A section of Main Street in downtown Barrhead will be closed to traffic to accommodate our afternoon show-and-shine. Food and beverages will be available. By late afternoon we will leave Barrhead for the 70 mile trip home.

Once again this year, I will be registering EACC participants with the Barrhead Rec. Dept. by email. There is no need for you to register individually. A sign-up sheet will be passed around at both the April and May General Meetings or you can give me a call and let me know your intentions that way. This is our inaugural touring event of the year and a great way to spend a Saturday. Please join us and help get the 2013 season launched in fine style.

TIME TO RENEW YOUR MEMBERSHIP

by bert Hoogewonink, Membership Director

It's actually past time to renew your membership. If you have not already done so, please renew **NOW** – Single: \$40.00

Family: \$60.00

Make your cheque payable to:

Edmonton Antique Car Club (EACC)

Mail to:

Box 102, Edmonton, AB, T5J 2G9

There will be NO phone out reminders. **Memberships not renewed by April 12, 2013 will be struck from the Roster.**

ROSTER UPDATE

Check your copy of the 2012 Roster – is your information accurate? If any of the information was not accurate, changed, or was accidentally omitted please contact Bert Hoogewonink – berth@nait.ca or 780-410-1113 (please leave message). Deadline: April 12, 2013.

Eight-Month Odysseys Come to a Close

by Chris Bamford

Your reporter was delighted to help with two eight-month adventures ending in March.

Members have read occasional reports in this column, of the incredible journey by our English friends Guy Butcher and Eunice Kratky. They departed Baltimore on July 27 to drive their 1928-ish Austin 7 Tourer across the continent and up to Alaska. After a relaxing ferry ride to Bellingham, WA, they proceeded to motor south through the Western USA, Mexico, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica, Panama, Ecuador, Peru, Chile, Argentina, then back into Chile to finish their journey on March 22 in the port of Punta Arenas (main photo) at the bottom of South America. The car is travelling back to England by boat, Guy and Eunice by air.

Of course, I love a good road trip in an old car and would love to have been along for at least part of the journey — my role, sadly, was limited to providing hospitality and a service stall in Edmonston, arranging same through a fellow KissekKar owner in California, and regular contact through e-mail and Skype. The mighty Austin cruised at a respectable 42-43 mph for the 18,300 mile jour-



ney, entirely under its own power save for a 100-mile hitchhike into Los Andes, Chile with broken timing gears (photo right).

Aside from those pesky timing gears, their only other mechanical mishaps were a failed wheel bearing and numerous broken spokes in the heavily-laden rear wheels.

www.bespok.com for pictures & more



Much closer to home, I've had the pleasure of meeting and occasionally helping Jay Mauer who has, since August, been rebuilding and fettling the very slick Model T Speedster pictured above and above right.

Jay's little racer was built by Eric Wieberg of Red Deer a number of years

ago and saw relatively few miles since. However, thanks to a cracked transmission drum, the power train had to come out and by the time it was on the road again in late March was sporting all new transmission drums, pistons, babbit bearings and assorted other goodies.

The car runs smooth and strong, and



cruises happily at 45+ mph. It's great to have another all-weather speedster nut in the neighbourhood!

Jay is also building a vintage Harley Davidson which EACC members can see during our garage tour at his place later this year.