

The Running Board

The Edmonton Antique Car Club Newsletter

Vol. 51 No. 4

May 2013



Club members check out Chris' speedster at the EACC Easter parade. See page 4. Photo: Blair Kolesnikoff



Member of the Specialty
Vehicle Association of Alberta



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Spring Tour
Sunday, May 5.
Vehicle Inspections
Saturday, May 11.

Deadline for June RB
May 20

Splinters From The Chair

by Mike Reid

The 2013 Easter Parade is now history having occurred earlier than normal this year on March 31st. The turnout for this event was very good considering the amount of snow and cool weather the city was still experiencing. As I am sure you are aware the Executive was given the job of investigating alternative locations for our general meetings given the Old Timers Cabin at the end of last year increased the rental rate for their facility by \$ 100.00 per month. Ed Surbey agreed to take this project on and over the last few months has reviewed over 25 alternative locations. Your Executive will be providing their recommendation to the members in attendance at the May General Meeting following which the members will have an opportunity to vote on their choice of facility for future club meetings.

I brought to the last general meeting the 2013 Oldies Tour Brochure and Registration forms and ran out of these after receiving requests for over 25. I have already received several registrations for the tour and would encourage those planning to attend to book their hotel rooms as soon as possible as the hotels in this area are in high demand over the summer. Dates for the Oldies Tour this year are Thursday, August 15th through Sunday, August 18th.

On May 11th your club is holding a Vehicle Inspection at Colrus Motors. Ernie Korchinsky is in charge of the registrations for this event and I encourage all club members to attend and have their vehicle undergo an inspection. We require a minimum number of participants for this event – if we do not re-

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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Please credit EACC's "The Running Board"

ceive this minimum number the inspection will have to be cancelled. As you are aware our vehicles are not legislated to have inspections performed and one of the best ways to ensure this type of legislation does not occur is for us to self regulate the safety of our vehicles on the road by hosting these type of events. As I mentioned there is still space available so please contact Ernie and let him know you are coming.
Until Next Month - Happy Motoring

Club Events

Alternative Meeting Location Recommendation

by Steve Bemount

Last year when our rental rate for a meeting at the Old Timers Cabin (OTC) increased from \$150 to \$300 initially and then to \$250, a decision was made to stay with the OTC through June 2013 but to investigate alternative meeting locations in the interim. Your Executive committed to bring a recommendation forward to the May General Meeting for decision by the membership.

Ed Surbey undertook to review alternatives on our behalf. Criteria used included cost, central location, capacity (80 to 100 minimum), parking, inclusion of chair and table setup and take-down, PA system and screen, stage and lighting. A total of 26 centrally located locations were investigated. Based on cost, availability and use restrictions, these alternatives were whittled down to just one candidate, the South East Edmonton Seniors Association (SEESA) Activity Centre at 9350-82 Street. A great vote of appreciation is extended to Ed for his extensive work in researching this issue.

The SEESA facility is not a residence but an activity centre for members including meeting rooms, arts and crafts rooms, gymnasium, library, woodshop, poolroom, and cafeteria. It is the cafeteria that is under consideration as an EACC meeting location. The centre is housed in a former school building; however the cafeteria and well equipped kitchen are in a new addition constructed in 2009. The cafeteria was set up for about 80 when a number of us visited but has a capacity of up

to 110. Current cost would be \$150 per meeting compared to \$250 at the OTC; both rates include coffee and setup. With nine General Meetings and one Annual General Meeting each year, that would represent an annual cost difference of \$1,000.00. It would require us to return to Tuesdays for our meetings; the first Wednesday is taken.

After a thorough consideration of both the OTC and SEESA facilities, your Executive is recommending that EACC remain at the OTC for now with SEESA as a backup alternative in future and that we endeavor to clarify our OTC concerns regarding reliability issues and bathroom maintenance. This recommendation will be brought to a vote of the membership attending our May meeting. The following is a summary of the comparable advantages and disadvantages of the OTC and SEESA facilities:

OTC Advantages:

- Great ambience; the OTC is a “cool” place to meet that our members appear to relate to. This may have contributed to our growth in meeting attendance over the last two years.
- Abundance of space for refreshments and displays, elevator, good PA system, large screen, stage.
- Abundance of paved parking separated from residential areas.

OTC Disadvantages:

- Washrooms are on the lower level and have not always been clean and well stocked.
- We have occasionally been bumped to the basement. Reminders are needed regarding setup.

SEESA Advantages:

- Annualized cost savings of \$1,000. Air conditioned; portable PA system available.
- Washrooms are adjacent to the meeting area.
- Off-street paved parking area is well lit and visible from the meeting area.

SEESA Disadvantages:

- Must assume responsibility to lock up the facility after our-

Cont. next page



SEESA Cafeteria from south end looking north; entrance on right.



Cafeteria from entrance looking southwest toward windows and parking lot.



SEESA parking lot from north end; main entrance on the left

selves. This will require at least two more SEESA members within EACC.

- Off-street parking may become inadequate if more than one function held on the same evening.

- West facing windows without blinds may affect our ability to have slide presentations in May, June and September.

Easter Parade Pictures

Ernie Korchinsky



APRIL EACC GENERAL MEETING

by Nels Andersen, Recording Secretary

1. The meeting was called to order by President Mike Reid at 7:30 p.m. at the Old Timers Cabin. There were 68 members signed in with five guests:
2. Ernie Korchinsky informed members that only five persons have signed up for the vehicle inspections planned for Saturday, May 11th at Colrus Motors. A larger number of participants is needed for the inspections to go ahead. Ernie has the forms, please sign up.
3. Mike Reid provided detailed information on the Oldies Tour, planned for August 15-18, with overnight stops in St. Paul (1) and Bonnyville (2). Members were encouraged to pick up the brochures available. Hotel reservations should be made ASAP.
4. Ted Horton informed members that the "spring tour" scheduled for April 21st, has been re-scheduled for Sunday, May 12th, due to anticipated road and weather conditions.
5. The next General Meeting will be held on Wednesday, May 1, 2013, 7:30 p.m. at the Old Timers Cabin, 9430 - 99th Street, Edmonton.
6. The 50:50 draw was won by Carl Osadetz.
7. An excellent talk was given by Tyler Kenyon, the young, talented winner of the RAM scholarship sponsored by our club.
8. On behalf of the RAM, Wetaskiwin contingent, an intriguing presentation was made by Darren Wiberg on the transformation of a rusty wreck into a "better than new" 1955 Chevrolet Nomad. Darren also thanked our club for its substantial support, most recently the contribution towards restoration of a 1933 Ford.

Roster Update

Please add the following members to the 2013 Roster

BURGHARDT, DAVID

BURGHARDT, JANE

6207 - 179 Street

Edmonton, AB T5T 3B5

780-487-7453

davidwburghardt@shaw.ca

1929 Ford Model A 4-dr

My apologies to the Burghardts for the omission

Bert Hoogewoonink,

Membership Director



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.

May Meeting 50/50 Question

The draw winner will be required to identify the year and make of this car spotted recently near 50 St and 90 Ave.



The Spread of the Automobile in the Canadian Prairie

by Steve Bemount

By 1909 American farmers were fast taking to the Model T in an extraordinary wave that built as prices fell. It spread into rural



Canada between 1909 and 1912. In one community after another, the automobile, usually a Ford, broadened horizons by breaking down the limits of time and distance associated with the horse-drawn wagon. Propelled by income from wheat crops and liberal credit sources (though not from Ford), an almost crazed flood of automobile buying ensued, with Alberta, Saskatchewan, and Manitoba representing the hottest markets. In their grasp of the automobile's transformative magnitude, prairie farmers became pioneers of modernity. Edmonton had had a Ford agency since 1904, a Ford traversed the Edmonton-Calgary trail in 1906, and on 26 July 1906 the Weekly Herald proclaimed that "the automobile is in Calgary to stay." The first good-roads convention in Alberta took place in Leduc on 19 August 1909, and the number of registered drivers jumped from 275 in 1909 to 3,733 in 1913. In Saskatchewan, the 22 cars recorded in 1906 shot up to 2,268 in 1912; in North Battleford, to pick one local among many with stories of Ford's sweep, the first automobile appeared in May 1909. That fall a local dealer sent a representative across the border to the auto exhibition at the Minnesota state fair to purchase a Ford. Six more appeared the following spring. In Manitoba... American consul general John E. Jones reported in early 1910 that dealers were finding it impossible to meet the demand, mostly for Canadian-built American cars.

Quoted from the biography of Gordon McGregor: Roberts, David (2006). In the shadow of Detroit. Detroit: Wayne State



Tyler Kenyon and the Skills Canada National Competition

On Wednesday evening, April 3, 2013, the winner of the scholarship for the annual RAM Automotives Course, Tyler Kenyon, spoke to the EACC membership about the course he recently completed at RAM, the Skills Canada competition in which he will be competing in Leipzig, Germany, in July, 2013 and his own restoration project, a 1970 Ford half-ton which he will finish in time for his wedding in three weeks' time. Tyler capably answered questions from the audience as he spoke. Tyler has been actively involved in automotives ever since he was eight years old. EACC members realized that the antique car hobby will be quite safe while the Kenyons, and other like them, are around to keep the old cars running. (David Jeffares)

The following article is written by Tyler Kenyon, the winner of the RAM scholarship sponsored by our club.

The Skills Canada National Competition (SCNC) is designed to encourage Canada's next generation in skilled trades and technology! It started in 1994 and remains the only event of its kind in Canada. It is the only national, Olympic-style, multi-trade and technology competition for young students and apprentices in the country. Every year, the event brings together over 500 young people from all regions of Canada, along with their parents and advisors, to compete in over 40 trade and technology areas. The competition provides an opportunity for young Canadians studying a skilled trade or technology to be tested against exacting standards and against their peers from across the nation. Students vie to win the honour of being crowned the best in their chosen discipline.



Every two years, competitors selected from the Skills Canada National Competition (SCNC) form Team Canada and compete at the WorldSkills Competition, against the best in the world! This will be the 12th annual international competition event that Canada will be participating in.

The 42nd WorldSkills Competition is being hosted in Leipzig, Germany from July 2 – 7, 2013. Over 30 Canadian competitors will be participating in 32 contest areas and will represent Canada at this prestigious international event that will involve more than 1000 competitors from 61 countries/regions.

WorldSkills is an international organization that actively promotes vocational training. The mission of WorldSkills International is to challenge young people, their teachers, trainers and employers to achieve world class standards of competence in commerce, services and industry, and to promote the status of vocational training.

The WorldSkills Competition provides a unique means of exchange and comparison of world-class competency

standards in the industrial building and service sectors of the global economy. The continued growth of WorldSkills International attests to the fact that traditional trade and craft skills along with the newer technology multi-skilled vocations make an essential contribution to the economic and social well being of people everywhere.

I was invited to participate in the 2011 Provincial Skills Canada Competition (PSCC) by the Alberta Apprenticeship board for getting top marks in my class for 1st year Automotive Tech Training, I won Silver. In 2012 I was invited again for getting top mark in my 2nd year Auto Tech Training, and won Gold, which allowed me to represent Alberta in our NSCC, which in 2012 was hosted in Edmonton at Northlands. Most provinces have their PSCC 2-3 months before nationals to prepare, the information is released showing some details of what they will be working on, but in Edmonton the PSCC was Thursday/Friday with the awards ceremony on Saturday afternoon, and the NSCC started the following Monday, so I literally only had one day going into the national competition. Somehow I pulled off a gold medal against all odds, and 2012 was a qualifying year for WorldSkills, so I was chosen to be on Team Canada for Automotive Technology. We have had two team meetings in Ottawa. I just returned from a training trip. I competed alongside competitors in the UK national competition in Nottingham, England.

How an Automobile Got Its Name

I pulled this off an e-mail that I received quite awhile ago. I have no idea who wrote this. There is some interesting history here.

Chevrolet

William C. Durant created GM in 1908 and lost the company to bankers in 1910. To get back in the game, Durant had a member of Buick's racing team create a new car. Louis Chevrolet obliged but left the company shortly after the car was launched in 1912. Oddly enough: The first V8-powered Chevrolet was produced in 1917, not 1955 as is commonly thought.

Chrysler

Walter Percy Chrysler rose through the ranks of GM until 1919, when he quit his job as Buick's president. Walking out with \$10 million, he landed at Willys-Overland before taking over Maxwell Motors. There, in 1924, he launched the Chrysler. Oddly enough: Willys built the Jeep during World War II. Jeep is now owned by Chrysler.

Dodge

John and Horace Dodge had made a fortune producing engines and transmissions for Oldsmobile and Ford. As Henry Ford moved production in-house, John and Horace decided to build their own car, which debuted in 1914. Oddly enough: In 1920, both brothers died: John of pneumonia, Horace of cirrhosis.

Edsel

Henry Ford's only son, Edsel, imbued Fords of the '20s and '30s with a sense of style that his father, Henry, lacked. Edsel died

of cancer and undulant fever in 1943. His son, Henry Ford II, named a line of cars in his memory in 1958. Oddly enough: A car derided for its ungainly looks was named for a man with an impeccable taste in design.

Ford

Until Henry Ford gave the world its first affordable car, the Model T, automobiles were playthings for the wealthy. The T changed that. Fifteen million were built from 1908 to 1927. Prices dropped to \$290 in 1924 from \$850 in 1909. Oddly enough: Ford Motor Co. was Henry's third company. The second was renamed Cadillac after Ford left.

Honda

Soichiro Honda started as an auto mechanic in the 1920s, and he built engines for bicycles before manufacturing motorcycles. The first bikes hit the U.S. market in 1959. Car production started in 1963 with the S500, a two-seat roadster. Oddly enough: Honda, not Toyota, was the first Japanese automaker to build cars in the U.S.

Maybach

Wilhelm Maybach engineered the first Mercedes. Son Karl topped him, producing a series of more exclusive, more expensive Maybach luxury cars. Production ended in the 1930's. Mercedes-Benz revived the brand in 2004. Oddly enough: Father and son first teamed up to produce engines for airships built by Graf Ferdinand von Zeppelin.

Mercedes Jellinek, Karl Benz

The world's oldest car company dates to 1886, when Karl Benz produced the first modern car - the Benz Patent Motorwagen. A separate company, Daimler, introduced the Mercedes in 1901, named for the daughter of Daimler dealer Emil Jellinek. The companies merged in 1926. Oddly enough: Mercedes-Benz cars were sold in the U.S. by Studebaker dealers during the 1950s and '60s.

Olds

Ransom Eli Olds' future was assured when a fire ripped through the Olds Motor Works in 1901. The only car rescued - the 7-horsepower Curved Dash Oldsmobile - was a huge hit and became the first mass-produced car in America. Oddly enough: Olds left Oldsmobile in 1904 to start Reo, builder of the Reo Speedwagon truck. The rock band came later.

Rolls-Royce

When a Decauville automobile he had bought proved unreliable, Henry Royce decided to build a better one. By spring 1904, he produced his first car, which caught the attention of Charles Rolls, who locked up the rights to sell it. Oddly enough: The Rolls-Royce hood ornament, named the Spirit of Ecstasy, was modeled after actress/model Eleanor Thornton.

Toyota

The success of the Toyoda Automatic Loom Works led Sakichi Toyoda to nurture son Kiichiro in a different line of business. Kiichiro decided to build automobiles in the 1930s under the name Toyota. Oddly enough: Why the name change? Toyota in Japanese takes eight brush strokes, Toyoda requires 10. Eight is considered lucky; 10 is bad.

JACK ANDERSON OLDS COLLEGE CHARITY AUCTION

by Bob Callfas



Olds College began in 1913 offering farming and home economics programs, today they remain true to their roots, evolving with the changes that tend to occur over a period of one century. It is the largest agricultural college in Al-

berta and is responsible for 25 percent of the English speaking graduates in that field in Canada. Other courses covered at the college include land and environmental management, business and fashion.

Jack Anderson is a Calgary area businessman and rancher, who is clearly impressed with the work that Olds College has been doing and is helping in a grand way to celebrate 100 years of it's existence. He is offering at no-reserve over 100 antique and collector cars from his personal collection. The auction takes place on the Olds College grounds on Sunday, June 23, at 10:00 a.m. sharp, Michener Allen is supplying the auction expertise, they, and many other companies and individuals have generously gotten on board to make this a great event.

In no small way a large group of Calgary area old-car enthusiasts have been donating their time and expertise over the last several months to ready many of these cars that will be hitting the auction block. Most have not seen much use in a while so fuel systems are being cleaned, oil and other fluids are being checked and changed, and electrical systems are being analyzed etc. I had the pleasure of seeing these pros in action and the auction cars several weeks ago at a very large former Ford dealership in Airdrie where the vehicles are being prepared for the big sale. The variety and condition of these treasures cover a broad spectrum and just about any old car fan should find something they like.

See <http://www.flickr.com/photos/oldscollege/sets/72157632941708914/> for more pictures (Editor's note).



A 1939 Packard



An overview of one of the large rooms in the former Ford dealership.



A Model T pickup



A nice 1934 Hupmobile

Schedule Of Events

May

Wed 01 **General Meeting** 7:30 @Old Timers Cabin,
9430 Scona Road (99 St.)
Fri 3 – 4. Red Deer swap meet.
Sun 05. **Spring tour.** Leaving from Holes Enjoy Cen
ter, 101 Riel Drive St. Albert at 1:00 p.m.

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**
Sun 11. **Tour to Reynolds Alberta Museum.**
Thurs 15 – 18. **Oldies Tour**

September

Wed 01 **General Meeting**
Sun 08. **Corn roast.**

Wed 11 **Executive Meeting**
Sun 15. Hinton show and shine
Sun 22 **Fall Tour.**

October

Wed 02 **General Meeting**
Wed 09 **Executive Meeting**

Novembers

Wed 06 **General Meeting**
Wed 13 **Executive Meeting**



2013 Oldies Tour Exploring the Lake Region August 15th – 18th, 2013 Registration Form

Driver's Name: _____

Address: _____

City: _____ Phone: _____

E-mail: _____

Passengers:

1. _____

2. _____

3. _____

4. _____

Make of Car: _____ Year: _____

Model: _____ Style: _____

Car & Driver\$48.00

_____ Passengers @ \$48.00\$

TOTAL\$

Drivers' Signature: _____

Date: _____

PAYMENT DETAILS

To book your space on this tour, please send this form with
full payment ASAP to:

Edmonton Antique Car Club

C/O Mike Reid, 557 Estate Drive, Sherwood Park, Alberta,
T8B 1M2 (checks payable to EACC)

Cancellations: No refunds after July 10, 2013

All tour cars must be in safe driving condition, equipped with
safety glass and a fire extinguisher.

Swap Meet

For Sale

1972 Ford LTD Station wagon Country Squire. One owner, excellent condition. Matching custom built trailer to haul an antique car. Prefer to sell as set but would consider separate sale. Asking \$11,000 for the pair but will consider offers.(0513)
Jackie Rawson 780-465-0595

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

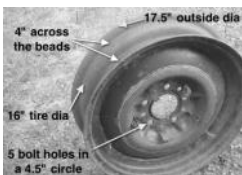
Large 38 year collection of **1930 - 60's NOS and NORS car and PU parts** at reasonable prices. (0313)
Dale McFarland 780-939-3247 or 780-460-0325

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

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
1939 original 6 cly motor comes complete with trans, ready to drop in.\$250
1950 Chev Torpedo, 66,000 original miles, fender skirts, complete sun visor over windshield. \$2,500
1956 American Pontiac Chieftan air conditioning (first year), 46,000 miles, have extra front fenders and grill. Nice car.\$7,000
1953 Special Edition Buick, very nice car, could drive across Canada \$7,000 (0513)
Bill Price, Black Diamond, AB 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

Services

Old Steering Wheel Repairs (0809)
Ted Nordquist (theo@telus.net) 780-466-1456

Vintage Ford Car and Pick-up parts. 9502 - 90 Ave. Morinville Business Park. (0809)
Dale McFarland Ph. 780-939-3247

Antique Radio Repair, (auto or household.) Licensed electronics technician. (0809) **Call Jack** Ph. 780-470-3157

Insurance Appraisals Antique, Classic. Post War. (1009)
Springfield Restorations.
Lorne Schmidt Ph. 780-464-0204

Auto Appraisals by Trefko
 Auto appraisals, purchase advice, locating, detailing and photography
Glen Trefanenko Ph. 780-909-2645
 e-mail: glentref@shaw.ca, www.Trefko.com (1209)

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 Ph. 780-464-0421
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Heated, secure, indoor storage for antique cars, rods, motorcycles. Secure fenced outdoor storage for autos, RV's, and boats. 24/7 access, manned 10:00 - 4:30 M-F.(0712)
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Note: Printing the above ads does not imply an endorsement by EACC. OCPC means "Other Clubs Please Copy"

Restoration Corner

The Steps Involved in Refacing Gauges

by Arend Stolte

Last month's article on Restoring Gauges seems to have generated a fair amount of interest from other clubs. I have heard from such diverse clubs as the Oldsmobile Club, the Willys Overland Knight Registries, and a Rover Club in England who are interested in reprinting the article for their newsletters.

Since I again find myself short on articles I thought I would print a step by step outline of the procedure.

1. Scan the dial face.
2. Import the scanned image into Inkscape or another graphics program.
3. Pick a font that is as close as possible to the original. Superimpose numbers and lines above those on the scanned image.
4. Delete the scanned image.
5. Complete the dial image. Resize your screen so that you can see and fix the smallest details. Use the fancy features of the program to make reference lines and circles. Make these very thin so that you can line things up exactly. Lines can be made as thin or as wide as you need them to be. Numbers and words can be stretched or condensed as needed. Words can bent or curved. Use the built in rulers to make things the exact size needed. I used a very light grey to tint the white background to an off white.
6. You can export the file as .jpg file and print it through your word processor or you can size it in Inkscape and print it from there. Print it on Inkjet Waterslide Decal paper. Once you have the image as a file you can print as many copies as you like. Print at least two and expect to mess up the first. This paper costs from \$1.00 to \$2.00 and up a sheet so place the images on the paper to get the most value for your money.
7. Cut off the part of the sheet with the decals and spray it with a clear finish such as Krylon.
8. Clean off the original dial face to bare metal with paint remover and sandpaper.
9. Paint the dial with gloss white spray paint. If your background is a different light colour, paint it that colour.
10. If your dial has any pins or other things sticking out above the surface, cut slits at the appropriate spots on the decal.
11. Soak the decal in water for about 40 seconds or until the plastic decal slides freely on the paper backing.
12. Slide the decal on to the dial. Carefully move it around until it is positioned correctly. Squeeze out water and smooth out wrinkles and air bubbles with a paper tissue or cloth.
13. Allow the dial to dry. The instructions that came with paper, if I understood the "Chinese English instructions" correctly, suggested putting it in an oven to bake at about 100 to 140 degrees for 20 minutes or so. This would speed up the drying process but tended to orange peel the paint.
14. Reattach your "new" dial face to your gauge.
15. If you are not satisfied with the result, scratch the surface of the dial with coarse sandpaper and remove the decal and the paint with paint remover. Repaint the dial and put on a new

Old Bobs' Photo Corner

By Bob Callfas



Here's a clue, for you to view, of something new, at the C&C Garage.

- decal. You cannot remove the decal by soaking or tearing it off once the decal has dried.
16. You can use the same process to make any other type of decal, whether on the dash or the exterior. You can also use them to make craft items. (The last perhaps a suggestion for the ladies!)
 17. Your gauge cluster and dash can look like they just came out of the factory.
 18. There are two types of Inkjet Waterslide Decal paper - clear and white. If you use the clear type then what is white on your graphic will be the color of your painted background. If you use white then white will show up as white. You do not have to paint the dial if you use the white decal paper.
 19. You can also buy Waterslide Decal paper for a laser printer.

Instructions Supplied With Decal Paper Try Interpreting This!!

Operation process

- 1: print graphic printed directly on the water transfer printing paper
 - 2: ink on paper after drying, uniform spray glazing oil
 - 3: light oil non-stick hand will draft bubble in the water after a few seconds, loose paper, base paper and membrane separation.
 - 5: the film is pasted on the cup, with a soft paper to dry paving, water vapor.
 - 6: electric hair dryer can be placed, natural drying can also be.
 - 7: after drying the image spraying varnish, the cup is done.
- Note:
- 1 the product printing without mirror.
 - 2 print must add potential (or dry glue is not easy to peel).
- The 3 transfer materials shall be clean the dirt, after thorough curettage of blisters.
- 4 oven 120 degrees `140 degrees (15`20 minutes) can be sprayed or scratch.
 - 5 dry transfer up to scratch (as would be required to wear Please add light oil painting).

The Bamfords' Garage Page

Model T Humour

By Chris Bamford

Old Henry built some 15,007,033 Model T Fords from 1908 to 1927 and it has been said there were close to that many jokes told about his remarkable contraption. Ford didn't mind — his response was to smile and remark that "every joke sold another car"

The Model T Ford Club of America (www.mtfca.com) offers a wonderful set of four humorous postcards with period artwork illustrating some of the most frequently retold Model T jokes from the era, including the three printed at right.

Basic transportation is perfect fodder for good-natured ridicule and the following list, pulled off the internet and originally reflecting the joys of owning a Yugo, works equally well for Model Ts after a few minor edits.

Model T Ford Q & A

Q. How do you make a Model T accelerate 0 - 40 mph in less than 20 seconds?

A. *Push it off a cliff.*

Q. What is found on the last 2 pages of every Model T owner's manual?

A. *The bus schedule.*

Q. What did the parts counterman say when the customer said "I'll take four quarts of oil for my Model T"?

A. *"Sounds like a fair trade to me".*

Q. What do you call a Model T at the top of a hill?

A. *A mirage.*

Q. What do you call two Model Ts at the top of a hill?

A. *A miracle.*

Q. How do you double the value of a Model T?

A. *Fill up the gas tank.*

Q. What do you call a Model T with brakes?

A. *Customized.*

Q. How do you make a Model T go faster downhill?

A. *Turn off the engine.*

Q. Why don't Model Ts sustain much damage in a front end collision?

A. *The tow truck takes most of the impact.*

Q. What do you call Model T passengers?

A. *Shock absorbers.*

Q. How to improve the appearance of a Model T?

A. *Park it between two Chevrolets.*

