

The Side Mount Reporter

**VOL. ISSUE 09
56 SEPT. 2015**



MANITOBA 60



THESE KIDS DIDN'T KNOW HOW GOOD THEY HAD IT



This picture was sent to me by Stuart Kaye. He's the little guy on the running board with his big brother. Stuart is now Dr Kaye, and asked me to identify this car from his childhood. I told him it was a Packard circa 1937. I was close, but Bob Rostecki verified that it is a 1936 Packard Model 1400 on a 127" wheelbase. It is the last year for suicide doors and wire wheels. The reason you don't see the spokes is because they are covered up by accessory disk covers, an effort to "modernize" the wheels. The side mounted spares on this car were optional. On the Packard Model 1400, the car usually came with the spare wheel in the trunk.

Thanks to Bob Rostecki for the additional information.

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PRESIDENT'S MESSAGE

BY NORBERT TOUCHETTE



By now most of you should have had a good amount of driving or show time with your car. With all the varied weather, your cooling system along with weather stripping would have been put to the test. Those of you that have more than one car on the road will certainly agree that it is a chore to keep our older vehicles up to

condition for these climates. Eveline and I are planning to take the tour to Iowa which Doug McRae has mapped out. It's a busy time for us this month since our daughter is getting married at the end of August. The 34 Fords are pretty much ready for the wedding day with just a quick polish and fill up. I'm a little more concerned about having the Roadster up to the task for the Iowa tour. I just sort-of figured out how to install the side

curtains with all the snaps and tacks going on the body and top irons. I now know why there were holes in the top irons! I took it out set up with side curtains for a quick road test. I certainly hope not to have to use this set up since the curtains like to flap in the wind even at lower speeds. I know it will be an experience on this trip and chose the Roadster for that reason. I believe our cars still have place on the open roads but realize that it is becoming a challenge to blend them in with the newer cars and drivers on today's roads. We must be vigilant and prudent but realize that our cars still belong on our roads we pay taxes for.

Eveline is too busy right now to even start packing for the tour but that shouldn't be a problem since there won't be much room in the rumble seat area for much more than a small tote bag. A few minutes for the bare necessities and we're off like honeymooners!

For those that can't take on the tour, may you take the time to enjoy the rest of the driving season and show your precious cars in our beautiful province. Happy motoring!

NEXT GENERAL MEETING • Thursday, Sept. 10 @ 7:00 p.m • Headingly Community Centre at 5353 Portage Ave.



EDITOR'S NOTES BY PAUL HORCH

Where did summer go? Every year it seems to go by faster and faster. We've had some pretty good weather and many good events in the MCAAC this year. There were lots of activities for those who chose to attend. We generally had good participation. Thanks to all who have been bringing

out their vehicles. I really enjoyed every event that I attended, except the MRI I had recently. Many thanks to Wolf and Stacey Fuhr for accompanying me to that one.

MCAAC member Ken Rigaux was in a very serious crash in his Model T. See the story and picture elsewhere in this issue.

Recently our Vice President, Ray Olson, lost his son after a long illness. On behalf of all members of the MCAAC I would like to offer sincere condolences to Ray and his family. Our thoughts have been with you as you go through this very sad time.

Best wishes to Wayne Hayes as he recovers from a shoulder replacement operation. Hope he will be back in the driver's seat soon.

Yvonne Mavins has had eye surgery, and is recovering at this time. Hoping that everything will go well.

"And the days dwindle down to a precious few." Hopefully we will still have some good touring weather in September and October. Enjoy the good days while you can.

INTERESTING STUFF... THE TERRY SAWCHUK STORY



If you remember, earlier this year producer Danny Schur was looking for an old car to take part in a movie about the life of hockey great Terry Sawchuk. Derek Thille offered the use of his '41 Buick for the shoot. Well the movie is all put together now and there will be a FREE screening on Saturday, September 26 at 8 PM at the Terry Sawchuk Memorial Arena, 901 Kimberly Avenue. Doors open at 7 PM. Why not come out and see it for yourselves?



From: Catherine Duffin

Date: 6 August, 2015

To: George Rogers

Hi George,

Just sending you a quick E mail to say a **HUGE THANK YOU** to your guys (and gals) for joining us this past weekend. What a show, it was awesome !

Thank you so much for your continued support, we at the PDC along with the passengers really appreciate you being out there. Such a fun event, probably my favourite of the year !

Many thanks again !

Catherine Duffin
Marketing Manager
Prairie Dog Central Railway



UPCOMING EVENTS

Mark Your Calendars



Date	Event	Location	Contact
Sep. 07 (Mon.)	Half Moon @ Noon Labour Day Lunch	Lockport, MB	
		Noon	
Sep. 10 (Thur.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave.	
		7:00 pm	
Oct. 08 (Thur.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave.	
		7:00 pm	
Oct. 12 (Mon.)	Half Moon @ Noon Thanksgiving Lunch	Lockport, MB	
		Noon	
Oct. 23 (Fri.)	MCAAC Annual Fall Banquet 1950's Theme	Shrine Temple 1155 Wilkes Ave.	Ray Olson 204-831-8704
Nov. 08 (Sun.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave.	
		2:00 pm	
Nov. 11 (Mon.)	Half Moon @ Noon Remembrance Day Lunch	Lockport, MB	
		Noon	
Dec. 13 (Sun.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave.	
		2:00 pm	

Boldface activities are exclusive MCAAC events.

Check your MAAC calendar for a comprehensive list of all the events across the Province or, check the MAAC web site at: www.maac.autoclubs.ca



Look for MCAAAC on Facebook

facebook.com/pages/Manitoba-Classic-and-Antique-Auto-Club/149022268597649



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2015 EXECUTIVE ELECTED OFFICERS

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Treasurer - Otto So 233 Wales Ave., WPG, MB R2M 2S8	204-227-3377
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Membership - George Penner 126 River Springs Dr. WEST ST. PAUL, MB R4A 2A4	204-334-8348
Club Projects - Phil Hoffer 42 Consulate Rd., WPG, MB R2V 3L2	204-334-0433
Social - Doug McRae	204-771-1229
Judging & Class. - Jim Drummond 305 Carpathia Rd. WPG, MB R3N 1T2	204-489-8315

APPOINTED OFFICERS

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Advertising - Wayne Pruden 12 Mirey Creek Dr., LOCKPORT, MB R1A 2S5	204-757-2949
Annual Show & Shine - Wolf Fuhr	204-224-3152

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George Rogers	204-896-0539
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The Side Mount Reporter is published monthly by the MCAAC in Winnipeg, Manitoba. It is distributed free by email and/or Canada Post to all members. All articles appearing in the publication express the individual opinions of the writers and are not necessarily those of the MCAAC. All items are subject to editing for both space and content. All information to appear in the Side Mount Reporter must be received no later than the Wednesday following the general meeting of the current month. It can be submitted by email or hard copy. All clubs are welcome to copy original articles including classified ads. Please provide appropriate credits. All prices quoted are at the discretion of those advertising in the Side Mount Reporter and the editor accepts no responsibility for the condition, availability or the value of the goods offered for sale. All articles appearing must relate to the hobby at large.

Mission Statement: The Manitoba Classic and Antique Auto Club is organized as a non-profit, non sectarian, limited liability organization. Its' purpose is the preservation, restoration and admiration of all vehicles twenty five years of age and older, the encouragement of this interest, and the showing of vehicles in tours and displays.

The Manitoba Classic and Antique Auto Club (MCAAC) Roster is not to be used without the expressed written permission of the MCAAC Executive.

Sidemount Reporter Yearly Advertising Rates

Business card size	\$ 80.00
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Note that MCAAC members get free Parts Wanted/For Sale ads. For further information on corporate advertising, please contact Wayne Pruden @ 757-2949. Members' classified ads may be forwarded to the Sidemount Editor.

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REFINISHES



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CAR OF THE MONTH



1956 MONARCH RICHELIEU DOUG McCRAE



The proud owner after the car's restoration>>>>



The freshly rebuilt engine>>>>

At one time Doug had all three of these vehicles



Photos by Doug McRae





CAR OF THE MONTH

1956 MONARCH RICHELIEU PHAETON

OWNED BY DOUG MCRAE

Although I have always liked 1956 Mercury cars, when I first got into the old car hobby in the early 1980's cars of the 1950's were not what I thought of when I thought of old cars.

To me at that time an interesting old car had to be from the 1930's or older, but as anyone in the hobby knows owning one old car can lead to owning another.

The first antique car I had was a 1930 model A Ford then later I acquired a 1950 Plymouth that had belonged to my dad when it was new. I had both of those cars for 20 years or more and they each have their own story.

Around 2005 or 2006 I started to get bored with the model A and the Plymouth and began thinking about mid 50's cars.

Then one day I took three little boys and their dad for a ride in the model A and the dad told me about a car that his brother had that had belonged to their grandfather.

I was living at Warren at the time and he said that the car was in a garage over in Stonewall. He was not into cars and was not sure what it was but he thought it was a 1956 and was black with red interior. I was immediately interested and wanted to know more. He said he was sure his brother would be glad to show it to me but would never sell it because there were a total of five brothers and if one didn't want the car another would.

About a week later I was out for a drive in the Plymouth and decided to pay the brother in Stonewall a visit. He was quite happy to show me the car and took me across town to where it was in storage since 1987 in his mother in law's garage. I walked into what was the cleanest garage I have ever been in. There were carpet runners on the floor so you didn't have to walk on the concrete. On the far side was a large car under a tarp. When the tarp was removed I saw what appeared to be a pristine 1956 Monarch Richelieu Phaeton.

On closer inspection there were a few battle scars acquired over the years, but the car was in remarkable condition with near perfect interior and very little rust.

The engine however was frozen from years of sitting idle and to make matters worse one of the five brothers had tried about 20 years earlier to free it up, drained the oil removed the heads then decided it was too much work and left it open, so there was now considerable pitting on the cylinder walls.

I told him that I already knew the car was not for sale and I will not hassle you about it, but if the situation ever changed please give me a call. He agreed but added that the car would never be sold out of the family. I kept in touch with Don and we became friends, I often asked about the Monarch but as promised never tried to pressure him into selling it to me. Then in the summer of 2009 I decided it was time to get a mid 50;s car so to get the necessary funds I sold the Model A.

As soon as I had the cash in hand I phoned Don and told him that I was not calling to bug him about selling the Monarch, but I

was going to by a mid 50's car of some sort and would sure hate to buy one and find out that he was now willing to sell his. He answered that he was glad I had called because he was renovating his house and could use some money. He had checked with all of his brothers and none of them wanted the car. He said that he knew I would give the car a good home and if I wanted to come over the next Saturday

he thought we could make a deal. Needless to say I was on his door step bright and early Saturday morning cheque book in hand and trailer hooked to my truck.

As soon as I got the car home I started

removing trim and other parts to check for unseen rust and wear. The only major rust I found was under the wide trim strips below the doors the outer rocker panels were pretty much non existent and the area under the head light doors was rusted thin.

Mechanically, other than the engine, the car was very sound. The front end, brake drums and shoes showed almost no signs of wear. All wheel cylinders master cylinder and brake lines needed replacing.

That was in November 2009 and at that time my son was renting part of what had been an old Ford dealership in Rosthern SK. The building had been divided up and rented to various people but the old fellow who had run the dealership until 1978 was still around and kept a couple of bays to tinker in. When he found out that I had bought a 56 Monarch with a seized engine he told my son to tell me to bring it to Rosthern and he would rebuild the engine as a winter project.

I then had the underside of the car soda blasted to remove surface rust and to my relief found the floor and frame solid. I had new rocker panels and panels under the headlights welded in and had the lower body painted.

In February 2010 I trailer the car to Rosthern SK removed the engine so Eugene could rebuild it. Then, returned to Winnipeg with the transmission, so that it could be rebuilt.

In April I returned to Rosthern with my rebuilt transmission installed it and the now rebuilt 312 and drove the Monarch back to Winnipeg. That summer I added 10,000 miles to the odometers original 71,000 while attending many car shows including a trip to Lola WI., along with several other MCAAC members.

I had some bad luck that November when the Monarch was stolen from the underground parking garage where I live. It was taken for a joy ride and parked near a garage that was set on fire. Fortunately the damage was limited to paint, glass, tail lights and tires and MPI did not attempt to write it off, and to my pleasant surprise treated me fairly well.

Since first putting the Monarch on the road I have driven it many miles and this past summer the odometer turned over 100,000.

I have also become much more active in the MCAAC and have become good friends with people who were just acquaintances before that time. I am still enjoying the car and the club and hope to do so for some time to come.





SHOW AND SHINE AT THE GOLDEN LINKS JUNE 20TH



SHOWN ARE SOME OF THE CARS AND THEIR OWNERS WHO WERE AT THE GOLDEN LINKS NURSING HOME ON JUNE 20TH. THE RESIDENTS OF THESE PLACES CERTAINLY APPRECIATE SEEING THE OLD CARS. THANKS TO THOSE WHO TOOK THE TIME TO PARTICIPATE.

Photos by Ray Olson



THE HALF MOON ANNIVERSARY CELEBRATION JULY 11, 2015 Photos by John Ewing and Paul Horch

Some of the fine cars and people at this event. In show biz, a "Ham" is sort of a show-off. Probably derived from the name "Hammond" as seen in the photo below. Looking good Gary. You cleaned up nicely.





SPOTTED....



Photo by Matt Hermiz Postmedia Network Used by permission



12.08.2015



12.08.2015



12.08.2015

Three photos by Bruce MacLean

This is what is left after Ken Rigaux's 1926 Model T roadster was rear-ended by a semi on the Trans Canada Highway near Portage LaPrairie MB on Saturday, July 25, 2015. Ken was thrown from the car before it rolled several times. Ken was immediately air-lifted to the Health Sciences Centre in Winnipeg. Ken was very seriously injured but apparently had no broken bones. He was recovering and was scheduled to go home, but, while still in hospital, he suffered a major medical setback. He will probably be hospitalized for a while longer. We are all hoping for a complete recovery for Ken.

This "accident" should raise a lot of questions, some of which may upset some MCAAC members. The main question should be Why could the "professional" semi driver not see Ken's car? This was a sunny clear day, and visibility was almost unlimited. Why didn't the driver see the bright red spare wheel on the back of Ken's car? One could wonder if the driver was driving "distracted". This is becoming increasingly common as a cause of many accidents. Will the competency and ability of the driver be questioned? Chances are good that we may never know the outcome of any charges against this "professional driver".

Some people have questioned whether or not we should be driving very old, slower vehicles on very busy highways. Yes, we do have the "right" to be on those roads.....so far, but how safe do you feel with the attitudes of most drivers these days? Things have changed in the past 55 years since this club was formed. Back then most people were happy to see our old cars on the road. These days most people have a "me first" attitude and will do almost anything to get ahead of the car in front of them, with little regard for the safety of themselves or anyone else. As seen by a recent accident which caused the deaths of two people, there are no great consequences for even those whose bad driving takes peoples' lives.

We do have the right to use any road, but does that mean it's going to be safe? We had a recent event where every one of our cars left at the same time for a tour on one of the busiest two lane highways in this province. The cars were travelling at slow speed and in a group of about 15 vehicles with no space between them for faster vehicles to pass safely. This produced some very scary moments watching modern vehicles trying to pass a whole group of slow moving vintage cars. It was a very uncomfortable tour. If we wish to continue touring, we are going to have to make some very strict rules about travelling in a group. Older cars are going to have to leave earlier and make sure they leave sufficient space, I would suggest about 1/2 a mile, between them. There is no reason for us to travel as a large group. Almost everyone today carries a cell phone in case of trouble.



FROM OUR KITCHEN TO YOURS CRAB LOG

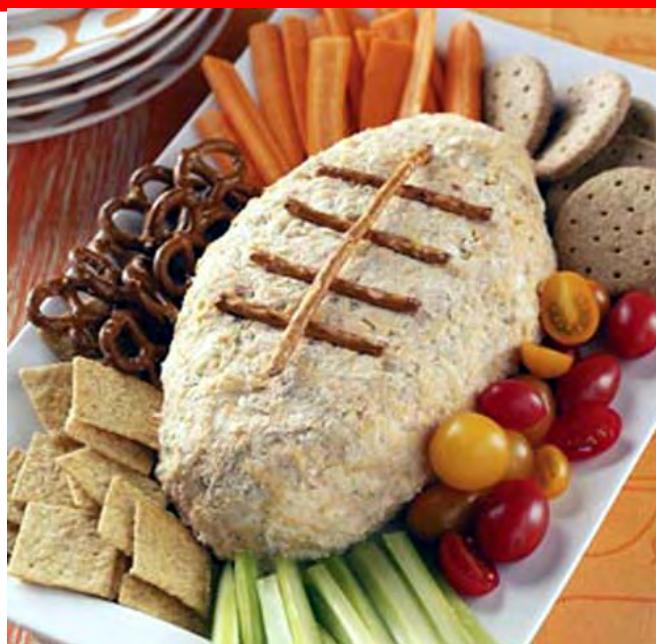
SUBMITTED BY **EVELINE & NORBERT
TOUCHETTE**

Ingredients:

- 1 large French bread
- 1½ cups Hellmanns mayonnaise
- 2 packs crab chunks
- 8 ounces cream cheese
- 2 cups shredded marble cheese
- 3 green onions chopped

Method:

- Mix cream cheese and mayo.
- Add marble cheese and green onions and mix well.
- Stir in crab chunks.
- Cut top off bread and scoop out.
- Fill bread with crab mixture and sprinkle garlic powder on top.
- Put top back on bread and wrap in foil.
- Bake at 300 for 2 hours.
- Serve with bread that you have scooped out and crackers.



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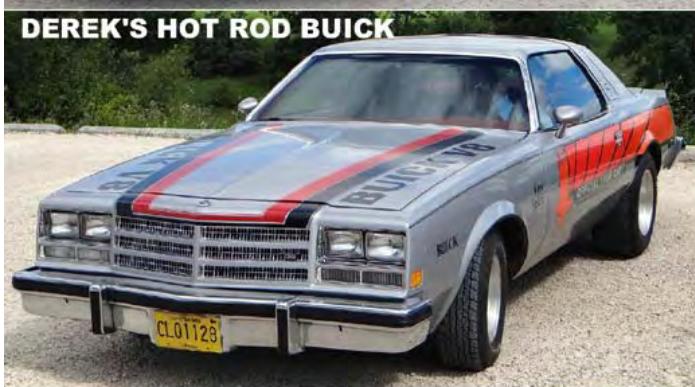


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THAT'S ALL FOLKS !!



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Contact: Gary at lambert_1@shaw.ca or 204-338-9090 for further information. Serious persons only please.

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For Sale:

- Chevrolet/Pontiac Cast Iron Wonder Engines and Cylinder Heads:
1950 to 1953 head for 216.5 CID engine, \$100; 1941 to 1948 head for 216.5 or 235 CID engine, \$100; 1937 to 1940 head for 216.5 CID engine, \$100; 1937 to 1940 whole 216.5 CID engine, probably from a 1939 car \$200; 1949 Chev 235 CID engine from 3/4 ton truck with 45,000 miles, \$400. Also have 1949 Chev truck 4 speed transmission \$200. The heads appear to be new or reconditioned as they are very clean and dry. All prices are FOB Lorette, Manitoba and crating and shipping are extra. Will ship anywhere.



Contact: Denis at 204-878-2474

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- For 1953 Meteor Lower rear door trim.

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For Sale:

- 1960 Chevy Impala Nice Condition, 4 door hardtop, Continental kit, Fender Skirts, Standard transmission, 3 on the tree, 80% restored, 6 cylinder, 235, 52,278 original miles, exhaust minimal rust, Asking \$8500

Contact: Cindy 204-895-0337 or e-mail cinleicam@hotmail.com

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For Sale:

- 1927 Chevrolet Four Door, 4 cylinder Appraised at \$20,000, #2 Condition, Very Good Shape, Reasonable Offer Accepted. Car is in Winnipeg

Contact: Jim 204-254-2781, MCAAC Member



For Sale:

- Chevrolet Guide Tiltrey glass headlight lens 8 inches in diameter, casting number 415986, my guess, fits 1936 or earlier but likely not 1937 or 1938 and definitely not 1939. Not perfect but close. \$25 plus shipping and handling.



Contact: Denis at 204-878-2474

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For Sale:

- Chevrolet/Pontiac Cast Iron Wonder Engines and Cylinder Heads:
1950 to 1953 head for 216.5 CID engine, \$100; 1941 to 1948 head for 216.5 or 235 CID engine, \$100; 1937 to 1940 head for 216.5 CID engine, \$100; 1937 to 1940 whole 216.5 CID engine, probably from a 1939 car \$200; 1949 Chev 235 CID engine from 3/4 ton truck with 45,000 miles, \$400. Also have 1949 Chev truck 4 speed transmission \$200. The heads appear to be new or reconditioned as they are very clean and dry. All prices are FOB Lorette, Manitoba and crating and shipping are extra. Will ship anywhere.



Contact: Denis at 204-878-2474

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For Sale:

- Parts for 1967 Dodge Dart 2door will also fit 1968 & 1969. 1 passenger side door 2 side windows and 1 back window. \$375.00 OBO takes all.

Contact: Norman 204-475-3080

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For Sale:

Model T Ford Parts, 3 engine blocks; 2 rear fenders; 2 rear end housings; 1 side of a hood; 3 steering wheels & columns; 2 head lights; front & back springs; 6 coils; 2 cowl lights; rear end grease springs; 6 door catchers; 3 water pumps; 1 set gas tank straps; 1 front cross member; 1 differential; 1 front axle; 2 oil lamps; 4 21" tires and tubes as well as other small parts.

Contact: Pete Hiebert 204-488-8949 or maur3@mymts.net

• •

For Sale:

- Need a winter project? 1926 Chrysler 2 door sedan, 4 cylinder engine. Engine turns over. Very complete. Needs restoration.



Contact: Bill 204-254-5368 (Other Clubs Please Copy)

• •

For Sale:

- 1927 Chevrolet Four Door, 4 cylinder Appraised at \$20,000, #2 Condition, Very Good Shape, Reasonable Offer Accepted. Car is in Winnipeg

Contact: Jim 204-254-2781, MCAAC Member





MINUTES OF MCAAC GENERAL MEETING

RECORDED BY BRIAN LADAGE

Headingley
Community Centre
Thursday, August 13, 2015

At 7:10PM, the general meeting was called to order. President Norbert Touchette welcomed the members attending this meeting and thanked the members who continue to volunteer their time.

Norbert also welcomed 2 new members to the meeting, Lorena and Richard Michurski, own a 2 door white on red, 1957 Oldsmobile. Although Lorena and Richard are new members, several years ago the car had been a MCAAC club car through her father.

The attending members did not report any errors or omissions in the published July General Meeting minutes in the Side Mount Reporter, and a motion to accept the minutes was made and seconded.

Correspondence received included the July editions of the July edition of Brass Lamp newsletter, and the Assiniboine Credit Union account statements. The Club also received a Thank You card from Karen Hart of Deer Lodge for our attendance on July 17th. We also received a \$50.00 honorarium from Action Marguerite for our attendance on July 24th.

Show and Tell

Eveline Touchette provided a quiz for the attending members with the prize being any Club Gear at a 50% discount. The quiz consisted of identifying the year and model of vehicle for several Hub caps and wheel covers.

New Business

The coming events for August and September were reviewed. We are looking for members to volunteer to help at the Corn Roast on August 23rd. Help is needed to set up and clean up as well as some help to prepare the corn. The corn roast is held annually at the Mavins' farm.

Tickets for the Annual Banquet will also be available at the Corn Roast.

Paul Horch briefly reported that the Selkirk Car Show drew about 500 cars displayed around the city. Wally won a 1st prize award during the Selkirk parade.

Wolf Fuhr reported that the recent Kenora Car show was well attended by Car owners, and he was required to park on old highway 17, further from the activities and still had to pay the registration fee.

Doug McRae reported that 80 cars attended the Market Square Car Show in the Exchange District.

Doug also reported that about 10 Club Cars attended the Miami Car Show. About 100 cars were on display. Norbert's Ford Roadster received a Participant's Award at the Miami show. At the Grant Mill car show we had about 5 Club Cars in attendance.

Chair Reports

President

Norbert stated that he recently noted an increase in the number of Facebook additions and other activities associated with the Club. He appreciates the work MCAAC members do through the year to help promote the club and support club events.

Treasurer

Otto summarized the financial status of the Club.

Membership

George reported that we have 174 members.

Club Projects

Phil Hoffer is still contacting members to pick up the new magnetic name badges they ordered from him. He also told the attending members, that the best price for these is when he can order 10 or more badges at a time.

Activities

The Riverside Seniors Show and Shine listed in the Club's activities, had a date change from the 19th to the 13th of August. This change was emailed to all members.

The annual Corn Roast will be on August 23rd and will not conflict with the Beausejour Show which is set for the following week. Paul Horch sends out weekly reminders for events of interest to club members.

SMR Editor

Paul is looking for stories and photos from members about cars they own. These will be included in future Side Mount Reporter editions. Paul also reminds members that the cut-off for changes must be received by the 15th of every month. People wanting to include, change, or remove an advertisement should contact Paul via email before the cut-off date.

Social

Doug reports that 6 members and spouses will be participating on the coming road trip to Spirit Lake Iowa on August 27th. With no other business or comments, Norbert stated that the next general meeting is on **Thursday September 2015 at 7:00 PM** at the Headingley Community Centre, and at 8:15pm, a motion to adjourn was made and seconded.



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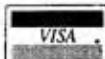
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