

The *Side Mount* Reporter

VOL. ISSUE 04
57 APRIL 2016



MANITOBA 60



From the James Pearn collection, we have a 1920's Ford Model T. It looks like an early attempt at a do-it-yourself mobile home.



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PRESIDENT'S MESSAGE

BY NORBERT TOUCHETTE



This time of year, for me and many auto enthusiasts, gets us eager to pull the cars out of the garage and let them air out! At the March meeting we were selling Spring Fling tickets like crazy and I could tell the members present were already talking about the activities coming up for their first drive of the season.

The car "snowbirds" are migrating back from their southern winter locations to meet-up with fellow club members to exchange car stories and get ready to show and tour this summer.

The long term MCAAC Swap Meet organizers have all their prep work done, flyers are out, publicity and volunteer list ready

to go. Our swap meet is a well viewed in the eyes of many other car clubs it and answers the needs of thousands of goers. We need to keep going with this activity and I ask that new member consider joining the team to continue growing this activity.

At the meeting, I also talked about finding ways to answer the needs of pre 1940's automobile owners so that they may enjoy those cars on the roads and streets and be able to get as much out of their cars as the newer club cars. Our club was founded because of the early cars and we must remember that they still are a very important part of our heritage.

I will meet some of you at the indoor World of Wheels car show, but I much prefer meeting you at one of our outdoor club functions talking about your fine automobile.

See you soon!

NEXT GENERAL MEETING • Sunday, April 10 @ 2:00 p.m • Headingley Community Centre at 5353 Portage Ave.



EDITOR'S NOTES

BY PAUL HORCH

Is it possible that Spring might be a little earlier than usual this year? As I write this, the sun is shining brightly and the snow is melting. I'm a little disappointed by our snow melt. I was in Regina for a few days this week and there was absolutely no snow there. It was very Spring-like. It even rained one day. This is the time of year when we figure Spring is never going to get here, but eventually it always happens. When it does happen it will be time to get our cars and trucks out for another Summer of driving. I call it driving, I hate the term cruising. The word "driving" implies that we have some pride in our vehicles and a lot of care in how we drive them. The word "cruising", even if it's spelled correctly, implies more than a touch of laziness or lack of care. Whatever you call it, take care of your vehicle and yourself during the driving season.

We have some important club events happening in April, May, and June. April 24th is the Spring Fling brunch, this year at the Selkirk Golf and Country Club. See the notice in this issue. All members of the club executive will have tickets for sale at a very reasonable \$10 for adults and \$5 for kids 14 and

under. It's always a great way to start off the "Kruizing" season. (Sorry).

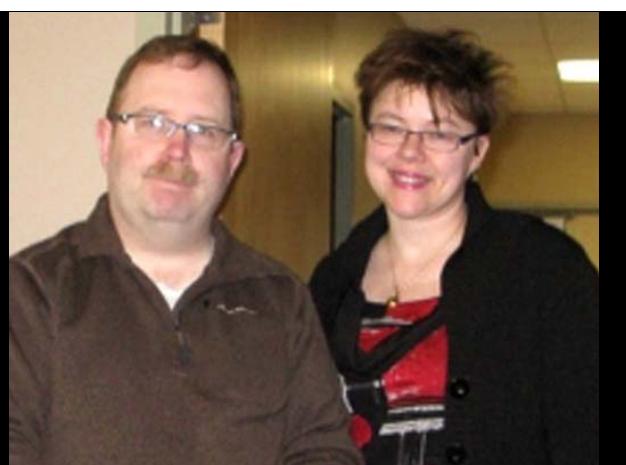
In May we have the annual MCAAC Red River Valley Swap Meet. It takes place on May 15th and, for a change, it's NOT on Mother's day. See the notice in this issue. We expect a good turnout for this one, so don't miss it. You may even find something you're looking for, and possibly things you are not looking for, but can't live without. Make sure you bring something for Winnipeg Harvest.

The Kildonan East car show which I mentioned in last month's issue, has unfortunately been cancelled due to construction on a couple of new school buildings, a body shop, and a bakery. What a great combination! Hopefully the show should be back on for next year.

In June we are having the 9th annual MCAAC Show and Shine. That's on June 11th or a rain date of June 12th. See the great big notice in this issue. Wolf and I, and many others put a lot of effort into this show every year, and are sometimes very disappointed at the lack of attendance by MCAAC members. We have hundreds of great cars in this club and sometimes we only have 20 of them at this show. Let's all make an effort to be there this year, and don't forget to bring something for Winnipeg Harvest. Now let's get on with Spring.

MEMBERSHIP NEWS

RAY OLSEN - MEMBERSHIP CHAIRMAN



Kevin and Hope Winfield



UPCOMING EVENTS

Mark Your Calendars



Date	Event	Location	Contact
April 10 (Sun.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave. 2:00 pm	
April 24 (Sun.)	Spring Fling	Selkirk Golf & Country Club 11:30 am Brunch (see ad below)	
May 12 (Thur.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave. 7:00 pm (This is when we change to Thursday Evenings)	
May 15 (Sun.)	19th Annual MCAAC Swap Meet This year it is not on Mother's Day	Red River Exhibition Grounds 3977 Portage Ave. 8:00 am - 4:00 pm (see notice in this issue)	
May 23 (Mon.)	Victoria Day/Half Moon at Noon Lunch	Lockport, MB 12:00 Noon	
June 08 (Thur.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave. 7:00 pm	
June 11 (Sat.)	MCAAC 9th Annual Show & Shine	Headingley C.C. 5353 Portage Ave. 9:30 am - 4:30 pm (Rain Date June 12)	
Aug. 06 (Sat.)	Planes, Trains & Automobiles		Prairie Dog Central to Grosse Isle
Nov. 19 (Sat.)	MCAAC Fall Banquet	More info to Follow	

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 MCAAC ON FACEBOOK

[facebook.com/pages/Manitoba-Classic-and-Antique-Auto-Club/149022268597649](https://www.facebook.com/pages/Manitoba-Classic-and-Antique-Auto-Club/149022268597649)

SPRING

Sunday, April 24, 2016 Selkirk Golf & Country Club

100 Sutherland Ave.
Selkirk, Manitoba

Buffet at 11:30 AM

\$10.00 per person, children 8-14 \$5.00

(under 8 sneak a second plate alongwith an adult)

Menu as follows

Baked Ham • Bacon • Scrambled Eggs
Hash Browns • Toast/Muffins/Danish

Fruit Platter • Waffles • Juice/Coffee/Tea

Meet at Sobey's North Main at Riverbend at 10:30 AM

Leaving 10:45 AM sharp, for a scenic tour to Selkirk

Rain or shine. Old cars if possible, depending on the weather

Contact: Paul Horch • phorch@shaw.ca • 204-586-2265

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Vice-President - Ray Olson	204-831-8704
Past President - Bryne McKay	204-269-5037
Secretary - Venus Olson	204-831-8704
Treasurer - Otto So	204-227-3377
Activities - Russell Manhard	204-237-6081
Assistants - Paul Horch	204-586-2265
Club Projects Chairman - Phil Hoffer	204-334-0433
Social/Special Events - Doug McRae	204-771-1229
Judging & Class. - Jim Drummond	204-489-8315
Membership - Ray Olson	204-831-8704

APPOINTED OFFICERS

Publicity Rep. - Wally Hemming	204-897-1306
Librarian - Vacant	
Editor - Paul Horch	204-586-2265
Swap Meet - Gord Brunette	204-222-2298
Annual Car Show - Wolf Fuhr	204-224-3152

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VOLUNTEER OFFICERS

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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
1/4 page	\$150.00
1/2 page	\$275.00

Note that MCAAC members get free Parts Wanted/For Sale ads. For further information on corporate advertising, please contact Wally Hemming @ 204-897-1306. Members' classified ads may be forwarded to the Sidemount Editor.

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REFINISHES



SALES AND SERVICE



CAR OF THE MONTH

1931 PACKARD MODEL 826, 5 PASSENGER SEDAN



1931 PACKARD

NORM AND LILLIAN SPARKS



The Packard shortly after it was purchased.



CAR OF THE MONTH

1931 PACKARD MODEL 826

5 PASSENGER SEDAN

OWNER NORM SPARKS

"ASK THE MAN WHO OWNS ONE"

The old man escorted me to the garage door, all the while expressing his bitterness at having his car robbed the way it had been. I didn't know what to expect on the other side of that door. I was just following up on another lead from Vern Cook, chasing parts and info on my 1935 Packard 120. My first visit only gained answers that the garage door was frozen, and his car was older, but he wasn't sure by how much. The excitement started when the door opened and I stood looking at myself in the lacquer finish of a very large sedan. No junker, this beast. There was still a bit of air in the tires, and it looked quite comfortable in its final resting place. It had been insulated from contemporary events by a mish-mash of poster cards, newspapers, furniture, and what-have-you, these things barely allowing me to tip toe around avoiding, where possible, the critters of overstuffed garages that reach out in the dimness to impale unsuspecting souls. A Packard it was. The radiator said that quite clearly. There was little else left on the car, as the world's low life that had visited was very professional in removing everything else that could be unbolted. From distributor to door handles, all gone. What was left was fine original, although well used. Thump Thump Thump, my heart was picking up speed.....boy was I excited ! A Classic Car, right here in Winnipeg ! I thought that they had all been found, and all that was left were the stories of opening garage doors to find.....? "Will you sell it?" "Well.....I". I got used to hearing that refrain after 2 years of visits. Then by some strange chain of events and a bit more of my salesmanship, in July of 1981 he agreed to sell, giving me 5 years to return to take him and his sister for a ride. He was very generous in his requested price and method of payment. Me, I was flying. We made a deal, shook hands on it, and driving home that night I had a hard time believing he finally sold it to me. There were many there ahead of me, all pursuing the same result. He left me with the impression of relief that now he would no longer be pestered by bodies such as myself.

A Classic! WOW ! Whoopie! Yahoo! What if he changes his mind? (We all need something to worry about if trained properly). Two weeks later I returned, armed to uncover the beast from its time lock. It had sat undisturbed for 30 years, save for one move, and its brush with the hobby's ferret population. The license said "1951", nice touch. The gravel and weeds that held the door shut, protested bitterly at being moved. Instant blisters! Then came the tire pumping. Those 650 x 19 tires hold a lot of air, and fortunately, continued to do so. The beast had settled in the gravel like an elephant up to its ears in Borg pile (carpet) and the view through the now opened garage doors reminded me of an old Duchess, time worn, but still the Lady, shuffling about in some forgotten abode, living off the interest. "The Dowager", two and one quarter tons of her. She was not treated too ladylike as we chained

her behind and hauled her into the sun. What a sight! The paint was fair, but all the makeup and jewellery were gone, and she looked rather indignant at being exposed to the world again in such condition. Many photographs later and off we went, the old man following almost as if to insure that the outcome of this sale was not going to become a street rod as others had, on occasion, threatened. Now I had a Classic, and a bad case of the jitters. Dowagers needing facelifts cost money, and my family had already refused my initial idea of one meal a day until the old girl was finished.

By the time we dragged her home, I had collected enough material to make her run. And boy, did she run! Blue smoke for two square blocks. One trip consisted of a trip down the lane and a push back. Paul Horch got nervous about coming over after a few rounds of this nonsense. Dowagers do not take kindly to being pushed either. The fuel tank was blitzed, as was the engine, so out cam both for whatever was required. A complete for one, and the welding of 47 holes in the other. OH what fun. The greater part of the next couple of years was spent overhauling the various assemblies and collecting the required missing pieces. In between these acts I drove her and the performance was more in keeping with her station. She remained quiet, and the attention given her was not caused by a blue haze.

As a footnote, I eventually pulled up in front of the old man's house with the car and gave him the keys. Off we went down the road, he was driving as if he had never put the old girl away so many years ago. One of my better moments in the hobby.

A Classic Car is recognized by the CCCA (Classic Car Club of America), is one of distinguished fine design, high engineering standards, and superior workmanship. The 826 five passenger sedan was Packard's least expensive offering for 1931. It sold for about \$2,400 FOB Detroit. For your money you received a 110 hp straight eight engine, 4 speed transmission on a 127 1/2 inch wheelbase chassis. Also a automatic BIJUR chassis lubricator, a pull cord cigar lighter in front, a normal lighter in the rear, window blinds, and two tone paint. Tires were blackwall. All additional appointments were at additional cost.

The car would cruise all day at 70 mph and pull away in high gear at 6 mph. With the exception of sheet metal stampings and the wood body frame, all metal parts of this car were machined during manufacture, some within 10 thousands of an inch tolerance. Some of the more interesting detail that stands out upon closer inspection: the Bijur Automatic Chassis Lubrication System. This unit uses a vacuum operated pump to lubricate 27 points on the chassis, in addition to the fuel pump drive. The piston skirts are all given a direct injection of motor oil when the car is started, by means of a metering valve connected to the choke. This prevents the skirts from scoring from raw gas when the engine is cold. Each 18 inch brake drum contains 3 shoes, they're needed. Detail— there are over 40 parts in a tail lamp— all required—from Packard's point of view. Packard built fine cars and the 20 year wait I put in for mine was, well— just "Ask The Man Who Owns One".

Norm Sparks August 1983 Sidemount



This is an extremely rare photo of a three-Packard wedding in 1982. Somehow, three lucky Packard owners let themselves get hoodwinked into driving for a wedding on a beautiful Summer day.

From left to right: 1948 Custom Eight Limo (Paul Horch), 1934 Limo (Doug Sparkes), and Norm Spark's 1931. That was a long time ago, but the cars ran well and we enjoyed the day. Not sure about how the marriage lasted, but all three cars are still around somewhere.

Photo by Paul Horch



INTERESTING STUFF...

HARRY MORTIMER'S FIRST Two CARS



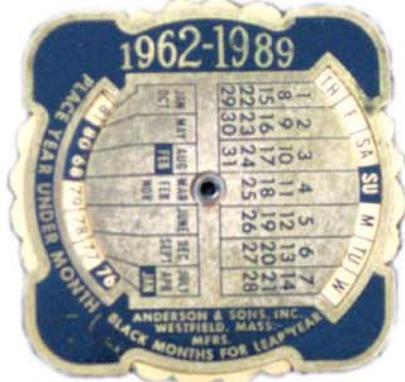
Harry's first car: 1953 Chevrolet



Harry's second car: 1958 Volkswagen plugged in for Winter



Two sides of perpetual calendar



Volkswagen auxilliary fuel valve



1962 Dodge Turbine Car



1962 Plymouth Turbine



<1963 Chrysler Ghia Turbine>

continued on page 7



INTERESTING STUFF...

HARRY MORTIMER'S FIRST TWO CARS

CONTINUED FROM PAGE 6

My first car was a 1953 Chev 4 door sedan, 210 model with a 235cid 6 cylinder engine rated at 108 hp, 3 speed transmission and black in colour. The only photo I have of my '53 includes my sister, my boss's two kids and my dog. If you look past the Chev you see the back of Dad's '52 Meteor.

Sometimes the trip and not the destination is the story. This is the story of my trip.

As a kid I would back Dad's '41 Ford out of the garage and wash it. Dad had bought the Ford brand new in Detroit in 1941 for \$800. and sold it 13 years later for \$500. Pretty inexpensive vehicle costs. The first opportunity to drive a truck presented itself when a neighbor needed someone to haul grain from his pull-type combine. This was going to be fun, not work, for a 13 year old. The 1931 Ford 1/4 ton had a dead battery so it was jump started and I was told the magneto would keep it running. Two things to remember: don't shut it off and don't stall it. The engine was pretty tired so I inhaled a lot of blue smoke that day. There was no resting between trips to load and shovel the loads off so I had enough 'fun' by the end of the day.

At 14 I was in high school and got a summer job working on a farm 15 miles from home. I got to drive the farm vehicles and admire the boss's '52 Pontiac Deluxe 2 door hard top. I had my driver license at 15 and one day I got to drive the Pontiac on an urgent matter. There was a beer strike in Ontario and the only non-union brewery was 20 miles away. The owner of the Formosa Spring Brewery had twin boys and they were in my class in high school. Enough said. I worked on the same farm for 4 summers. One fall the boss, his wife and friends wanted to go on a trip and I was asked to do the chores. No problem. I had milked the cows, fed the pigs, the calves and the chickens, collected the eggs, separated the cream from the milk, wash the milking equipment, and cleaned the stables many times. The only problem was that my school was 15 miles away and I did not have a car. I would use the friends '48 Chev to get to and from school. After school each day I would drop off friends and head for the farm. The Chev was good transportation but had a bad clutch so it was generally grind it into low gear and take off. It felt good to have my own wheels.

In the summer of 1959 instead of working on the farm I took a civil defense course. A precursor was my army cadet training in high school. The school had a 5 position shooting range in the basement. Our weapons were British Enfield 303's fitted with 22 caliber barrels. How long do you think that would last today? For the civil defense we were issued the new 7.62mm FN rifle and even got to fire the 105mm Howitzer. We travelled to different locations in the back of Canadian Army deuce and a half 4 x 6 trucks. These trucks were awesome. In 6 wheel drive they could go up an incredible incline. A friend was the driver and he would drop those of us from out of town at home at the end of the day. If I was last to be dropped off he would let me drive. Wednesdays were phys ed days and often that would be a trip to Sauble Beach on Lake Huron. One task was to wash the trucks and we would drive them out into the Lake. These trucks had sealed engines and driving in water up to the hood was awesome.

In the winter of 1959/60, I worked for my uncle who owned the Canadian Tire Store in Hanover. On Monday mornings Dad would drive me into Walkerton and meet the delivery guy for the Schultz Bakery in Hanover. I would board with my aunt and uncle during the week and it was the reverse procedure on Saturdays to get back to the farm West of Walkerton. Uncle John had purchased the building next to his CTC store in order to expand. My job was to keep the merchandise out of the way of the construction and to find it when a customer asked. My uncle never had a clearance sale and had all items not sold from day one. One day a customer

wanted a set of pistons for a Model T and we had them in stock.

The travel arrangements were getting a little tiresome. I was 19 and had a driver's license for 4 years. Uncle John rented out one service bay to a mechanic who always had a couple cars for sale. At this time the inventory was a '53 Chev and a '57 Chev. I didn't have the \$1300. for the '57. I didn't have the \$800 either for the '53 but a little financial bridging from my sister enabled me to purchase the '53.

In the fall of 1959 I had worked on a farm at Sanford MB. In the spring of 1960 I returned to Sanford in my '53 Chev. On the farm, the keys were always left in the ignition and you used whichever vehicle was convenient or appropriate. One day Cecil used the '53 to take a part to the blacksmith in Sanford to be welded. While there a customer asked him if the Chev was his. He was informed that it was full of smoke. Cecil had thrown a cigarette out the side window and it entered the rear window and lodged between the seat and the headliner. There were no flames so all was well.

I stayed on the farm at Sanford that fall and went to United College. I would pick up fellow student Fred Erb in Oakbluff each day. One day as I slowed to pick up Fred, the engine developed a terrible noise. After school Fred towed me back to Sanford. Did I mention that Highway 3 was under construction and we took a dirt road across country? The tow vehicle was a large grain truck and my Chev was attached via short chain. Fred thought the best way to keep the chain tight was keep his foot on the gas. At times I couldn't even see the back of the truck for dust. What a ride. At Scotty's Service in Sanford, garage owner Lindsay MacDonald knew I didn't have money for an engine rebuild so he used pistons from another engine that was in for an overhaul. A few days later I was on the road again for under 100 bucks. The Chev was still running fine when I traded it.

In 1961 I got a job at Russell Motors Plymouth/Fargo/Chrysler dealership at 730 Portage Ave. I started out as a car jockey and got to drive every make, model and size of vehicle. My favourite was Russell's yard vehicle, a 1940's Canadian Army Jeep. The short wheelbase and four wheel drive in snow was a blast. In 1962, Chrysler was displaying their work with turbine engines. Russell's had one in the showroom for a day. The engine was smooth, quiet and ran on any petroleum or alcohol based liquid. The exhaust was clean in a showroom full of people. The engine was installed in a pearl white '62 Plymouth Fury. I went for lunch with the engineer who accompanied the car and learned that the car did not require a transmission and only needed a TorqueFlight transmission for reverse

About this time the body on my Chev was showing the results of its life with road salt in Southern Ontario. I said goodbye to old faithful as I traded it for a nice 1958 Volkswagen from Carter Motors. I guess they didn't have employee based pricing at Russell's.

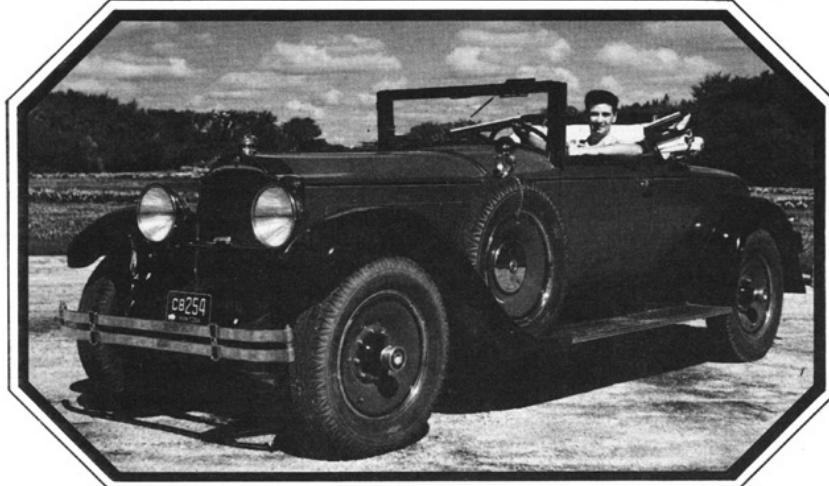
The Bug was a nice car, light bronze metallic and a sliding fabric panel roof. It was hard to start in cold weather and one morning in mid winter it refused to start. After work a mechanic friend and I borrowed Russell's orange Fargo tow truck to retrieve the VW. It was after dark so all rotating lights and flashers showed up well. We even boosted a couple cars enroute courtesy of Russells. A second battery was installed under the rear seat to provide more cranking power. A few mods improved the heat. It had a Westwind gas heater but it used the same amount of fuel as the 36 HP powerplant. Ignition was via spark plug and turning it on equated to lighting a gas BBQ with the lid down. VW's of that era did not have fuel gauges. The fuel pick up had two inlet pipes. When the car died, you turned a lever inside the cabin and the shorter pipe became the inlet and gave you another gallon of fuel.

In 1963, Chrysler introduced its fourth generation Turbine engine. This time it was in a bronze coloured coupe designed by Ghia of Italy. I returned to Russell's that day for a visit as I had left and started a career with Manitoba Telephone System.



INTERESTING STUFF CLASSY CLASSICS

From a MTS staff publication early 1960's Submitted by Jack Mavins



Bob Rostecki, Plant Department, vice-president of the Manitoba Classic and Antique Car Club proudly presents his 1929 Packard Convertible Coupe. Expertly restored by Bob to its original running condition, this rare car boasts a straight-eight engine with a piston displacement of 385 cubic inches delivering 106 horsepower. Top speed for the 18-foot, 5700-pound Packard is 90 mph. Judged "Best Classic" at the Winnipeg Roadster Show at the Arena last May, the Packard has recently been driven to Minnesota and New York. No trouble was experienced on these trips, attesting to the quality and dependability which this antique possesses.

CLASSY CLASSICS



BOB ROSTECKI



Jack Mavins, Plant Dept., enjoys motoring with his family in this gleaming black 1912 Model "T" Touring Car which he is presently restoring. The brass trimmed "Tin Lizzie," factory priced new at \$1200, is smoothly powered by a four cylinder, 22 horsepower motor and can open up to a top speed of 42 mph. Jack tells us he has given more than 500 hours of his spare time toward the restoration of his '12 Ford. A member of the Manitoba Classic and Antique Car Club, Jack and his Model "T" took second prize in the Antique Class of the Winnipeg Roadster show in May.

The Manitoba Classic and Antique Car Club, of which Bob and Jack are members, was formed in 1960 by automobile enthusiasts dedicated to restoring, preserving and driving vintage autos. Presently there are 71 members in the club who own and drive 120 old-time automobiles.



JACK MAVINS



FROM OUR KITCHEN TO YOURS

BROCCOLI BACON SALAD

SUBMITTED BY
ELEANOR BRUNETTE

Ingredients:

- 1 large bunch broccoli separated into florets
- 1 small red onion coarsely chopped
- 1 cup raisins
- 10 to 12 bacon strips, cooked and crumbled
- Mix together.

Dressing:

- 3 tbsp. vinegar
- 1/3 cup mayonnaise
- 1/3 cup sugar

Method:

- Mix vinegar, mayonnaise and sugar with hand blender until smooth.
- Half hour before serving, pour dressing over vegetables and mix well.
- 6-8 servings

*If anyone has a favourite recipe they would like to see published, please contact Eleanor Brunette
204-222-2298*



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AROUND THE CLUB...

THE ROADSTER PICKUP IN THE BARN

WORDS BY GEORGE ROGERS

Sometime in the early 80's a colleague told me that a farmer named Ray near his home town had an old truck for sale, and he thought I might be interested. He didn't know anything about the truck but assured me he was a good farmer and took care of his equipment. He also mentioned that Ray had some deficit. He may have used the word retarded - this was a long time ago when people said things like that - but he had a wife (a mail-order bride) and he managed well. It seemed like a long shot, but I decided to at least give the guy a call.

Ray told me that he hadn't used the truck for many years and he couldn't recall the make of the truck or the year or even about how old it was. When I asked him what size it was he couldn't say. I gave examples of 3 ton, half ton, quarter ton - he didn't know, but he was able to tell me how many bushels it could carry. If I were a farm boy that probably would have given me a clear picture but I'm not and it didn't. However there was one point on which Ray was clear, and which he kept coming back to as we talked, the top was missing. He couldn't say if it had been a canvas top or just what the top had been like. As I reflected on that point, I could not stop my imagination from flirting with the remote possibility that it could be a ... Roadster Pickup. I refused to allow myself to picture a 1932 Ford Roadster Pickup sitting

in the corner of the barn covered by dust and pigeon poop, but who knows? I once did not go to Kenora because I could not believe the one-line newspaper ad offering an Allard. The Allard is an extremely rare Cadillac-powered sports car, a very valuable car. I later learned that another Winnipegger had gone and returned with the Allard. If you don't go look you'll never know what might have been, so one frigid January day my father-in-law and I set out to find Ray and his mystery truck. It took a lot of driving on country roads as Ray's directions weren't all that clear but we finally located the farm late in the afternoon. After introductions, he led us out to the barn. At the door he turned and took us around behind the building, plowing through deep snow until finally he stopped. Mostly buried in drifts was the frame of what had once been a rather large farm truck, later used as a saw mill. When Ray had said the top was missing, it seems he meant everything above the frame.

It was a quiet drive home and we decided to stop to pick up Chinese food. When we got in the house I popped the bag of food in the oven to keep it warm while we washed up. I may have forgotten about it. I was reminded by the smell when the bag caught fire. Dinner up in smoke along with my dream of a roadster pickup. A fitting ending to the day.

OH, WHAT MIGHT HAVE BEEN !!



1932 Ford Ute Australian Pickup

Photo: Internet



SIDEMOUNT AUTOMOTIVE CLASSIFIED ADS

(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

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:

- 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:

- New model A parts, 2 each polished stainless steel tire covers 19 inch \$450.00, 1 set upholstered rumble seats ,coupe or roadster plain faced no channels brown crushed vinyl \$450.00

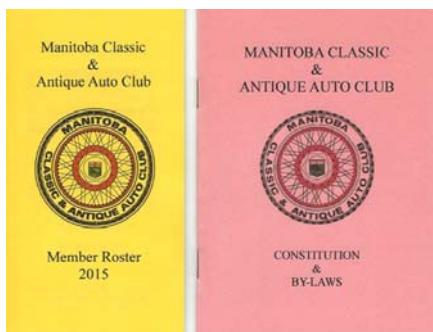
Contact: Rick Strauss 204-477-0974 or composer@mts.net

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For Sale:

- I can make these available to MCAAC members for \$1.00 each Member Roster Booklet (5.5" x 3") and Constitution & By-Laws Booklet (5.5" x 4"). Member Roster for 2015 is available now. The 2016 copy will be available on February 15, 2016.

Contact: Ray Olson pro@intreptech.com or 204-831-8704



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Wanted:

- 1928 - 1931 Ford Model A two door Sedan only. Any condition from restorable to restored.

Contact: Murray Johanson MCAAC member, Langruth, MB 204-445-2183

• •

For Sale:

- 1967 beetle asking \$15,500 obo Appraised @ \$17,500 US. List of options/upgrades done: alternator conversion, dual carbs, header and performance exhaust, front disk brakes, chameleon style paint, shaved door handles with door poppers, starter, power one piece windows, and much more. Vehicle currently stored for the winter. Can be seen at any time. **Contact:** Rolf @ 204-230-1967



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For Sale:

- 1980 Buick LeSabre Limited 4 door sedan. Only 128 k. Buick 350 4bbl Buick chrome wheels. AT/PS/PB/PW Needs driver's floor and R rear pass floor, and a rear brake line. For restoring or parts. I've got too many cars and not enough time. \$1,000 OBO

Contact: Paul Horch 204-586-2265 phorch@shaw.ca

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Wanted:

- Water temperature indicator for a 48-53 Dodge/Fargo truck (fits most Chrysler flat head 6 engines).



Contact: Harry Mortimer, 204-878-3069, m0rtimer@mymts.net

• •

Wanted:

- Radio to fit 1953 Meteor/ Ford Customline. Also want windshield washer bag, prefer logo, but not necessary.

Contact: Chuck 204-661-8380 thegoodbeamer1@shaw.ca

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MINUTES OF MCAAC GENERAL MEETING

Headingley
Community Centre
Sunday, March 13, 2016

This meeting was held at the Headingley Community Centre, 5353 Portage Ave. Winnipeg, Manitoba. Minutes recorded by Venus Olson

The meeting was called to order at 2:00 p.m. by President, Norbert Touchette.

Norbert thanked everyone for attending and reminded members to sign the museum guest book.

As per the Agenda, the following items were discussed:

Introduction of new members and guests:

No new members or guests.

Minutes of our last Regular Meeting:

Norbert asked if there were any errors or omissions in the minutes for our February 14th regular meeting as published in the Sidemount Reporter. Hearing none, he asked for a motion to accept the minutes. It was moved by John Davidson, seconded by Ross Smith that the Minutes be accepted as published..... CARRIED

Business arising from the Minutes:

There was no new business arising from the minutes.

Correspondence:

Venus Olson read a letter from April Klassum, the Chairperson of the Armstrong's Point Heritage Committee, inviting us to tour the houses and general neighborhood of Armstrong's Point. Wayne Pruden asked for a show of hands from those who would be interested in going. Venus will call her to see if there will be new houses and gardens to tour.

Old Business:

Wayne Pruden spoke on the Spring Fling, reminding people the tickets are \$10 each and children 14 and under are \$5. He also mentioned that we are getting a discount on the tickets because the club is subsidizing \$5 for each ticket. The location of the Spring Fling is the Selkirk Golf & Country Club in Selkirk, 100 Sutherland Ave. Those attending can meet at 10:30 a.m. at Sobey's on North Main Street and depart at 10:45.

New Business:

Wayne Pruden talked about the Portage Air Show in June. There would be free admission if we bring our cars and have a car show. The point was made that some road trips are too fast, some of the cars can't keep up. An idea was made that an amber magnetic light can be purchased and put on the cars during tours. This is also a great safety feature.

Chair Reports:

President:

Norbert asked if anyone has an event or wants to host a garage hop or if you know of anyone who could be a guest speaker at one of our monthly meetings, to please let him know so we can include it in our calendar as the year goes on. Also, in the year 2020 we will be celebrating our 60th anniversary. At our last executive meeting we started talking about what we should do to celebrate this occasion. We all agreed we should put together a subcommittee for this, so if anyone is interested in being on this 60th anniversary planning committee please don't be shy to come forward.

Break: 2:45 Reconvened at 2:55.

After the break Eveline Touchette presented a video from the Johanson Farm. This video was brought in by Bill Fleury. It was a very interesting, informative video. Thanks for showing us. There was also some discussion about attending the Austin Thresherman's Reunion.

Vice President:

Ray Olson presented a demonstration of our new online Calendar which was well received. He also presented his membership report noting that we have 165 members in our roster.

Secretary:

No report submitted.

Treasurer:

Otto So reported an overall bank balance of \$16,177.

Otto then introduced & welcomed our new Librarian, Ian James.

Club members recognized Otto So's work the past 12 years as librarian.

Club Projects:

Phil Hoffer was absent. – Eveline sold 50/50 tickets.

Activities:

Russ Manhard absent.

Paul Horch reminded members about the Half Moon on March 28th. Some members will be selling tickets for the Spring Fling at the Half Moon.

Social and special activities:

Doug McRae absent.

However, Rick provided us with a great joke again..

Advertising:

Wally reported that he is continuing to get more advertisers for the Sidemount.

Swap Meet

Gord Brunette talked about the 19th Annual Swap Meet on May 15th. Volunteers are needed. Gate help is needed. If you can help out it would be very much appreciated. Registration of vendors is at 6:00 a.m. Help is also needed for traffic policing, and vehicle and movement of people. Let Gord know if you can help out.

Annual Car Show:

Wolf Fuhr reminded everyone that June 11th is our 9th annual car show. He would like to see a good turnout and wooden spoked wheeled vehicles are encouraged to attend and are very Welcome! We have more than 500 vehicles in our club, so here's hoping that more than 30 cars show up.

MAAC

Bill Fleury presented his report. MAAC has \$57,890 in their bank account.

2700 collector plates have been issued, they expect that number to increase to 4000 by next fall. Treasurer position is filled.

July 8 collector car appreciation day, possibly by the Legislative grounds

Rodarama will have a car corral...for people wanting to sell their car.

Collector multi use plate is still on the table.

Public meeting in April or May with MPI about collector plates.

ADJOURNMENT:

Eveline did the 50/50 draw. Winner of \$28 was Jim Fielder.

On a Motion by Brian Ladage, seconded by Gary Farkas the meeting was adjourned at 3:35 p.m. Next meeting is Sunday, 2:00pm, April 10th 2016.



MANITOBA CLASSIC AND ANTIQUE AUTO CLUB

19th Annual Red River Valley Swap Meet

Sunday, May 15, 2016 Red River Exhibition Park

3977 Portage Ave. Winnipeg MB

ADMISSION: \$5 per adult. Children 12 and under are free when accompanied by an adult.

SHOW AND SHINE: Open to all vehicles 25 years and older. Street Rods, Modified, Special Interest. Vehicle and driver admitted free.

**HOURS: Vendor set-up starting at 6:30 AM
Gates open at 8 AM and close at 4 PM**



VENDOR SPACE RENTALS \$15 PER SPACE All spaces outside. Rain or Shine.
Vendors supply their own tables.

CAR CORRAL: \$15 per vehicle for sale. 25 years or older, or special interest.

**CONTACT: Gord Brunette 204-222-2298 brunette@mymts.net
Mort McKechnie 204-889-9970**

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**CONTACT: Richard at Star Sportswear
701 Henry Ave ph 204-774-0063**



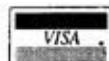
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OR MARTY



**MCAAC 9TH ANNUAL SHOW AND SHINE
SATURDAY JUNE 11, 2016 RAIN DATE JUNE 12
HEADINGLEY COMMUNITY CENTRE 5353 PORTAGE AVE
9:30 AM UNTIL 4:30 PM**

**PRIZES FOR VEHICLES BEST IN CLASS
FOOD AVAILABLE ON PREMISES
NO ADMISSION CHARGE. OPEN TO ALL VEHICLES**

**THIS IS OUR ONE AND ONLY CAR SHOW FOR THE YEAR.
COME OUT AND SUPPORT THE MCAAC. BRING OUT YOUR
CARS OR TRUCKS AND SHOW THEM OFF. WE HAVE MANY
RARE AND INTERESTING VEHICLES IN THE MCAAC. GIVE
THE PUBLIC A CHANCE TO SEE SOME OF THEM.**

SUPPORT YOUR CLUB

Contact: Wolf Fuhr 204-224-3152 or Paul Horch 203-586-2265 phorch@shaw.ca