

The Side Mount Reporter

VOL. ISSUE 01
57 JAN. 2016



MANITOBA 60



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PRESIDENT'S MESSAGE

BY NORBERT TOUCHETTE



advances and continues on its path after over five and a half decades, the members have hopefully benefited in many ways.

The calendar year is just about over; the club has just run elections for some positions on the executive for the upcoming 2016 year. Things seemed to have just zipped by this year; I am pleased and proud of the outcome of the efforts of the members, volunteers and the executive throughout the year. As they club

As the years go by, we must all adapt with changing times, policies, bylaws, innovations and technology. The club was started many years ago with the idea of preserving historical vehicles, its sometimes difficult to accept change. The leaders in the club try to balance the need to change and the need to retain, with care and balance to answer the needs of the club members... The activities committee is already drafting upcoming 2016 calendar tours, shows, visits and functions. My wife Eveline and I are anxious to see you all in 2016 at our great traditional functions as well as the new meets, and driving tours soon to begin. Wishing you all the best and a Happy New Year!

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



EDITOR'S NOTES

BY PAUL HORCH

Starting this month, a new Sidemount feature will list people who are celebrating a birthday in the current month. The lucky people for January are: Pam Lambert Jan 3, Darlene Gysel Jan 10 Sharon Wilson Jan 12, Phillip McLellan Jan 19, and Tom Tenhove Jan 26. We won't include the

year. Maybe we could make a contest out of it, but I don't think I want responsibility for that. Hopefully in future issues there will be a small column somewhere in the newsletter with the birthday listings.

I'm writing this paragraph on December 9, I just returned from Ed Turner's memorial service. It was very well attended by Ed's friends in the MCAAC, and the Model A club, and people who had

known Ed for years. Lots of good memories of Ed, and several of us even had an impromptu "swap meet" out in the parking lot after the service. I think Ed would have approved. See his tribute elsewhere in this issue.

In a rare sudden burst of energy, I was able to put some December 13th Christmas Party pictures on page 6 of this issue. Otto So sent enough great pictures for page 8. Really short notice, and I had to postpone some pages until another issue, but the pictures say it all. It was a great party. The kids were wonderful. The pictures speak for themselves. Thanks to all the ladies who organized the food, and thanks to Roberta for the excellent face-painting. Thanks to the guys who allowed themselves to be "ballooned". Some of you looked amazing!! The large attendance at the meeting was much appreciated. It shows what you get when free food is served!

Another year has come and gone and we're all a year older, if not wiser. Many good times and a few sad times, just like any other year which has preceded this one, and much like every year yet to come.. Here's to everyone in the MCAAC and friends in all the car clubs. Best wishes for much health and happiness in 2016.



Because I was not at this year's Fall Banquet to receive my President's Award, I thought I would show you a picture taken about 44 years years ago. An ancient MCAAC event. This was taken around 1971 at the MCAAC Fall Awards Banquet. On the left is a much younger Bob Rostecki, an even younger Paul Horch, and on the right, the late Al Srutwa, who was known for his meticulous auto restorations. Those were first place awards, but don't ask me which cars they were for. By the way, I still have that suit and it fits my "Grandson" Brayden.....for now.

Paul Horch

From the MCAAC Archives vault.



UPCOMING EVENTS

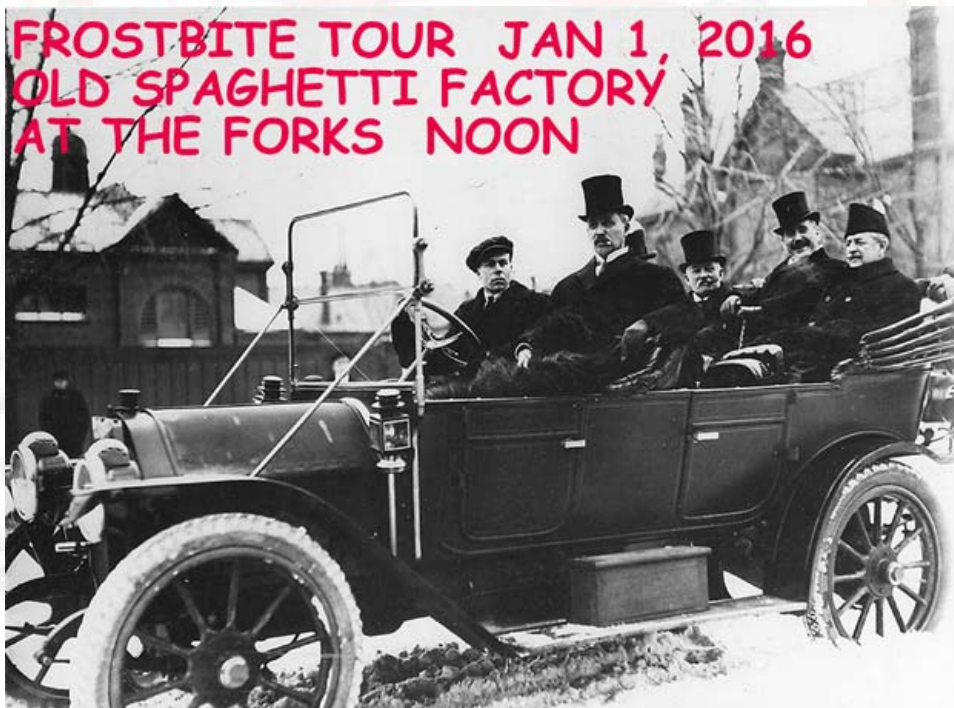
Mark Your Calendars



Date	Event	Location	Contact
Jan. 01 (Fri.)	Frostbite Tour	Old Spaghetti Factory at the Forks 12:00 Noon	
Jan. 10 (Sun.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave. 2:00 pm	
Feb. 14 (Sun.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave. 2:00 pm	
Feb. 15 (Mon.)	Half Moon at Noon Lunch	Lockport, MB 12:00 Noon	
Mar. 13 (Sun.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave. 2:00 pm	
April 10 (Sun.)	MCAAC General Meeting	Headingley C.C. 5353 Portage Ave. 2:00 pm	
May 12 (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	
Aug. 06 (Sat.)	Planes, Trains & Automobiles	Prairie Dog Central to Grosse Isle	

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



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126 River Springs Dr., W. St. Paul, MB R4A 2A4

Website - www.mcaac.mb.ca

2016 EXECUTIVE ELECTED OFFICERS

President - Norbert Touchette 204-257-9697
1969 Polanski Bay, GRAND POINTE, MB R5A 1H4

Vice-President - Ray Olson 204-831-8704
pro@intreptech.com

Past President - Bryne McKay 204-269-5037
58 Kendale Dr., WPG, MB R3T 5M4

Secretary (Admin. Asst.) - Venus Olson

Treasurer - Otto So 204-227-3377
233 Wales Ave., WPG, MB R2M 2S8

Activities - Russell Manhard 204-237-6081
146 Inkster Ave., WPG, MB R2W 0J6
auntyruss@hotmail.ca

Assistants - Paul Horch 204-586-2265
Wolf Fuhr 204-224-3152

Membership - Ray Olson 204-831-8704
pro@intreptech.com

Club Projects - Phil Hoffer 204-334-0433
42 Consulate Rd., WPG, MB R2V 3L2

Social - Doug McRae 204-771-1229

Judging & Class. - Jim Drummond 204-489-8315
305 Carpathia Rd. WPG, MB R3N 1T2

APPOINTED OFFICERS

Editor - Paul Horch 204-586-2265
phorch@shaw.ca

Librarian - Otto So 204-227-3377

Swap Meet - Gord Brunette 204-222-2298
90 Allenby Cres., WPG, MB R2C 3J2

Advertising - Wally Hemming 204-897-1306
7830 Roblin Blvd., HEADINGLEY, MB

Annual Show & Shine - Wolf Fuhr 204-224-3152

DIRECTORS

George Rogers 204-896-0539

John Ewing 204-896-0561

Wayne Pruden 204-757-2949

VOLUNTEER OFFICERS

Bus - Doug McRae 204-771-1229

Email Notices - Paul Horch phorch@shaw.ca 204-586-2265

Manitoba Association of Auto Clubs (MAAC) -

Bill Fleury 204-375-6540

Al Holmberg 204-831-0261

Cards & Recipes - Eleanor Brunette 204-222-2298

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 Wayne Pruden @ 757-2949. Members' classified ads may be forwarded to the Sidemount Editor.

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1952 CADILLAC 62 RICHARD REINKE





CAR OF THE MONTH

1952 CADILLAC SERIES 62

SUBMITTED BY RICHARD REINKE

Remember the days when you could recognize a car's make, model, & year from a half a mile away? Such is my recollection of the fifties cars, where car styles changed every two years, color combinations were wild, and chrome and white-walled tires were the order of the day. I got my driver's license in the late fifties, so I relate well to that era of cars. Although I had wanted a fifties something car, it wasn't until my third vintage car that I got my 1952 Cadillac. Of course my criteria were: chrome, white-walls, fins, and fender skirts. That's why while browsing through an April 09 Auto Trader I came across this car that sparked my interest.

After a brief conversation with the owner, my wife and I took a drive to Giroux, Manitoba to look at this car in person. It had been outside through the winter and so it bore the dust and grime of outside storage. The inside of the trunk had lots of papers and stuff, a flat spare tire, and other stuff. It did have decent looking bias ply tires, looked like a rust-free body, and a nice interior. I did hear the engine run, but there was a lot of exhaust manifold noise. I basically liked what I saw, but of course did not admit this to the owner. We left with "I'll think about it".

A week later, talking to Cadillac guy, Jack Harris, it was decided that this car was worth another look, and so he and I drove back to Giroux to get a better look, and maybe a test drive. The test drive was somewhat underwhelming, what with exhaust noises, wheel bearing noises, and numerous squeaks. The car seemed to have good bones though, and I still sort of liked it. But we left with another "I'll think about it".

Another week passed before I called the owner and explained that I thought the car looked ok, but I could see a lot of mechanical issues that worried me, and that unless we could negotiate a better price, I'd have to keep looking for a car elsewhere. Long story short, I drove it home on May 26, 2009.

As mentioned earlier, the trunk had lots of papers/documents, which actually have helped me piece together some of the car's history. It seems that it was in Wolseley, Saskatchewan from 1952 till 1980, when it got sold to a relative in Dryden, Ontario for a nominal sum. There, the documents indicate that it had an engine rebuild, new paint job, four new w/w tires, new upholstery, and some re-chroming done. I guess you could say, it got restored. It then must have been in storage in the 1990's, because the paper trail went dead in that period of time.

It changed hands in 2001, and went to Kenora, Ontario. There

it received a new headliner and dual exhaust replacement. Among the other stuff found in the trunk were two trophies for third place winner at Kenora Classic Car Club Carfest 2002 & Carfest 2003, Stock Car 1950-1954.

Documentation shows that it was sold at auction in East St Paul in 2008, and was purchased by a lady in Giroux, Manitoba. It is there that my involvement with this car began.

Since I've owned the car it has received the much-needed repairs, i.e. cracked exhaust manifolds have been repaired, rear wheel bearings have been replaced, radio repairs, etc. The bias ply tires were replaced with a good set of used radial tires c/w narrow white walls. The greatly improved handling inspired me to get five new American Classic wide white-wall tires in 2014. Also, power steering first became available as a factory option for Cadillac in 1952. With the resources that Norm Dumontier at Mid-Canada Suspension has, he was able to find a 1952 Cadillac with power steering at an auto wrecker in Oregon. After shipping, having it rebuilt, and the installation of the power steering system, the car handles amazingly well. Cleaning and detailing have brought back it's appearance, as evidenced by the attention it gets on the street.

For a bit of Cadillac history, Cadillac observed it's 50th birthday in 1952. The V-shaped hood and rear deck emblems were done as gold plated castings to commemorate the 50th anniversary. The over-head valve V/8 engine got a four barrel carburetor, with dual exhaust and tail pipes that exited through slots in the rear bumper. Body styling still included fins inspired by the Lockheed P-38 fighter planes, first to appear on the 1948 Cadillacs. Large vertical fake air intake moldings in front of the rear wheel openings were added to Cadillacs in 1950, and carried through to the 1956 models. Rear fender skirts were seen on all models of Cadillac. Saginaw Power Steering was a new option in 1952, available at \$198.00 additional cost.

(Editor's Note: Since acquiring this car, Richard and Marline have attended many MCAAC events with it, as well as using it regularly in good weather conditions. Cadillacs of that era are big, beautiful, bold, and very reliable. I have personally driven Richard's Cadillac, because my own 1951 Cadillac hasn't restored itself. Every time I see Richard's car I'm torn with feelings of guilt that I've had mine for over 20 years and it's still not completed. At the start of every year I always say "This is the year I will make real progress on its restoration." Hopefully 2016 will be a good one for doing just that. Thanks Richard, for your story. Now that the rest of you see how easy it is to write up your car as Car Of The Month, why not do it? Don't put it off any longer.)





AROUND THE CLUB... CHRISTMAS PARTY



**MCAAC CHRISTMAS PARTY
DECEMBER 13, 2015**

continued on page 8



INTERESTING STUFF...

MPI CLAIMS POLICY ON RODENT DAMAGE

Several months ago at a General Meeting the subject of MPI's handling of a mouse damage claim was discussed. As possible rodent damage is a cause of concern for many of us I wrote to the Executive Director of Insurance and Underwriting at MPI for clarification. After consultation with MPI claims experts he provided the following information. I am hopeful that in the spring of 2016 we will have a representative of MPI claims address a meeting at which further questions can be addressed. Geo. Rogers

In 2008, Manitoba Public Insurance implemented a policy whereby vehicles that sustained rodent damage and worth less than a specific value, were automatically written off. (Vehicles worth over the determined amount were repaired and cleaned at specialized repair facilities.) This policy to write off vehicles was utilized regardless of whether a vehicle would have been determined a total loss by our standard formula of using the vehicle value, damage amount and salvage value to make that decision. I can confirm that this policy is no longer in use.

Today, instead of automatically writing off rodent damaged vehicles, the Corporation utilizes the services of select repair facilities that specialize in cleaning and restoring vehicles that have been subjected to contaminants. Vehicles sustaining rodent damage are now only written off if the cost to repair them isn't economically feasible, in keeping with our standard practice for determining repairability.

When the Corporation settles a total loss claim and pays the actual cash value (ACV), any remaining salvage becomes its property. This is outlined in section 68 of *Regulation 290/88 of The Manitoba Public Insurance Corporation Act (The Act)*.

Abandonment without consent

68 There shall be no abandonment of the insured vehicle to the corporation without the consent of the corporation, and if the corporation exercises the option to replace the insured vehicle or pays the actual cash value of the vehicle, the salvage, if any, vests in the corporation.

In the case of vehicles written off due to rodent damage, the Corporation (after paying vehicle owners' claims) retains salvage and crushes the contaminated vehicles. Doing so reduces the risk of anyone contracting the hantavirus due to contact with the affected vehicles. The Corporation's manager of Salvage Operations has ultimate authority over any variations to the policy on a case by case basis.

You also asked what appeal options are available to customers who disagree with values established for written off vehicles. Customers have the option of asking an adjuster's supervisor or manager to conduct additional review of a vehicle value. Alternatively, customers may contact the Corporation's Fair Practices & Customer Relations department to request an examination of an adjuster's established ACV. While this department does not have authority to change an ACV, it can make a recommendation if there is support to do so.

Section 70 of *Regulation 290/88 of The Act* details a legislated appraisal process to resolve claim repair and payment disputes, including those involving ACV disagreements. Appraisers are tasked with resolving ACV disputes and any decision made in accordance with section 70 is binding on customers and on the Corporation.





AROUND THE CLUB...

CHRISTMAS PARTY

CONTINUED FROM PAGE 7





FROM OUR KITCHEN TO YOURS

LINGUINI WITH CLAM SAUCE

SUBMITTED BY KATHY PRUDEN

Ingredients:

- 1 clove garlic, mashed
- 2 teaspoons olive oil
- 1 medium onion, finely chopped
- ½ cup dry white wine
- 2 cups chicken broth
- 2 – 5 oz. cans baby clams (Gold Seal is good)
- 1 – 4 oz. can shrimp (optional)
- 1 – 7 oz. can crabmeat (optional)
- dash of fresh ground pepper
- 3 dashes Tabasco
- 1 teaspoon oregano
- 6 oz. cream cheese (cut into small pieces)
- 1 lb. linguini noodles
- grated parmesan cheese
- fresh parsley, chopped

Method:

- In a 4 quart (4L) saucepan, sauté garlic in hot oil.
- Add onion and sauté until soft. Do not brown.
- Add wine and chicken broth, then clams with liquid.
- Add seafood if desired, and pepper, Tabasco and oregano.
- Simmer for 30 minutes.
- Add cream cheese and stir into sauce until well blended.
- Cook linguini in salted boiling water according to package directions. Drain well and add to sauce.
- Let pasta rest in sauce for 3 to 4 minutes to absorb flavors.
- Serve on a large warmed platter, sprinkle with parmesan and parsley. Serve immediately. Serves 6



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SPOTTED....

1930 CHEVROLET STORY

BY CLIFF BURTON



In June 1972 after returning from our honeymoon, we were driving from Winnipeg into Portage La Prairie and on the north side of the highway just inside I spotted this 1930 Chev parked in front of an auto body shop which is still there under a new name. We turned back into the parking lot to look more closely. It had a "For Sale" sign in the front window. I asked the auto body owner, who owned the car and how much were they asking.

The auto body owner said the person had been asking \$1000.00 but reduced it to \$650.00. This was high for those years considering I had bought a 1930 Ford coupe for \$325.00 the week before but it was not as good condition as the Chev.

I phoned the owner from my in laws home in Portage and went over to see the owner. I found out he was the second owner and it had 53,000 miles on the car. The first owner bought the car new in Portage at a garage dealership at the beginning of Portage la Prairie.

We went home to Winnipeg and thought about it. We phoned him back and said we would pick the Chev up the next day. He said we could drive the Chev home on the highway with a transfer sticker. Three quarter the way home the car boiled over but I had brought a tow bar that bolts onto the straight front axle. We got home safely and filled the radiator. We drove all around Charleswood all that evening without trouble.

I did a lot of cleaning of interior and engine etc. The body paint needed doing and so I got that done the following winter for \$115.00. The tires were in really good shape but I decided to dress up the car by adding white walls.

Once the kids came along I hardly used the 1930 Chev. It took me about 6 years to get around to put new brakes on the car. I did the brakes and taught myself how to set the mechanical brakes so that they pull evenly. I then started driving a bit more with kids to garage sales. One thing that was very popular was when the kids had birthday parties I would drive every one from play ground to playground blowing the horn spending 15 minutes at each of the many playgrounds in Charleswood and then back for birthday cake. A good time was had by all.

The motor used to clatter on start up. I decided to correct this by adjusting the shims in the rods and main bearing. I took the engine pan off and found about one inch of solid sludge in the bottom of the pan. While having the pan off, I got my oldest son who was about 12 to lie under the motor, keep his hands by his sides. I slowly turned the motor over with the crank. All I could hear was "WOW !!!". I then explained what was happening. I think this started his real interest in motors and cars. All the shims were still there.

I sold the 1930 Chev in about 1991 to a fellow in Selkirk and some years later he sold it to his brother also in Selkirk. I believe it is still in Selkirk to this day.





SIDEMOUNT AUTOMOTIVE CLASSIFIED ADS

(OTHER CLUBS PLEASE COPY)

Wanted:

- For 1953 Meteor
Lower rear door trim.
Contact: Chuck
Ingram 204-661-8380
thegoodbeamer1@shaw.ca

• •



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 Tilttray 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

• •



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

• •



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:

- 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

• •

For Sale:

- 3 Shelby Cal 500 Mag Wheels 15 inch, 4 bolt 5" center to center. Best offer.

Contact: Karl Sisson 204-668-8592



• •

For Sale:

- Set of four 205/75/14 Cooper Weathermaster ST2 winter tires on GM (Buick) rims, tires have been on a car part of one season, used sparingly, no measurable wear. \$200 for the set. The Weather-Master S/T² is Cooper's premium stud-able winter passenger tire designed for drivers looking for excellent traction on snow and ice.

Contact: Terry at 204-995-0088

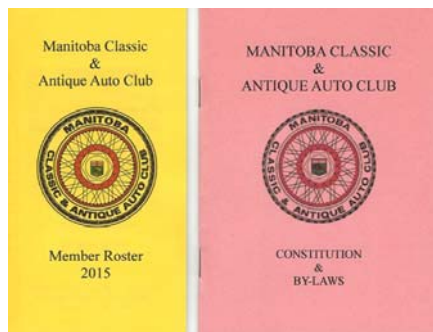
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For Sale:

- 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

• •



For Sale:

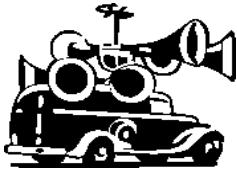
- 1967 beetle asking \$15,500 obo Appraised @ \$17,500 US. List of options/upgrades done: alternator conversion, dual

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

• •





MINUTES OF MCAAC GENERAL MEETING RECORDED BY BRIAN LADAGE

Headingley
Community Centre
Sunday, December 13, 2015

At 2:05PM, the general meeting was called to order. President Norbert Touchette welcomed the members attending this meeting and offered Christmas greetings in several languages. Norbert also welcomed a guest of Ken Shaw. Dennis is an owner of a restorable 1929 Pontiac, which has been in the family for a couple generations.

Minutes from last Meeting

No errors were reported in the last meeting minutes and the minutes were passed as published.

Correspondence

Received Headingley C.C. invoice, Assiniboine CU account statement, Newsletters for the Totem Times and The Brass Lamp. An email request from RBC Conference centre for cars from the 1950's for display at the New Years Eve Bash. Donors would be offered free entrance for 2 to the event. Contact Venus Olson for contact details. An email request for a donation to assist in the repair of the Ford Model T World Tour car was received. The Executive committee approved a motion to provide \$100.00 for the repair.

New Business

Nominations for 2016 Executive

Bryne McKay reported the following people have offered to form the 2016 Executive Committee. As there were no further nominations all were elected by acclamation.

President – Norbert Touchette	Vice President – Ray Olson
Treasurer – Otto So	Membership – Ray Olson
Secretary – Venus Olson	Activities – Russell Manhard
Ass't Activities – Paul Horch & Wolf Fuhr	
Projects – Phil Hoffer	Advertising – Wally Hemmings
Social – Doug McRae	

2015 Christmas Party

The Annual Christmas Party was held immediately following the end of the Club Meeting.

Chair Reports

President

Norbert presented a President's Award to Past President Bryne McKay for the years work and dedication he provide to MCAAC. Norbert also presented Paul Horch with Paul's "keeper" trophy as part of the President's award he received in November.

Lastly, Norbert thanked the outgoing Executive committee members for their work in participating and assisting on past events, and keeping the club strong.

Vice President

The Shriner's Club venue has been booked for the 2016 Annual Banquet on October 8, 2016.

Treasurer

Otto summarized the financial status of the Club.

Membership

Ray reported that he has now received 84 renewals for 2016. In 2015, we had 174 members.

Club Projects

Phil Hoffer reported he will be away for the next 3 months. Several members have not yet picked up their magnetic name badges.

Activities

The Frost Bite Lunch will be held January 1, 2016 at the Old Spaghetti Factory at the Forks.

SMR Editor

In December, the emailed and hard copies of the January newsletter should be sent out around December 24th provided there are no complications.

MAAC

Bill Fleury reported MAAC elections saw the Vice President and President switched roles. The current Treasurer remains and MAAC was looking for a Secretary to fill all Executive positions.

Treasurer reported on MAAC's current account balances as of the end of November.

Bill also reported that during the November MAAC meeting, a requested change to the Constitution recommended by MCAAC was denied in a 14 to 5 vote. The term "the voice of" will remain in the constitution.

George Rogers presented to the memberships his intent to pursue a Notice of Motion to call for MCAAC to withdraw from MAAC. A full text of his Notice of Motion appears in the January hard copy issue of the Side Mount Reporter, and will be emailed as a separate item with the January issue. Discussion on this motion will occur in the January General Meeting.

With no other business or comments, Norbert stated that the next general meeting is on **Sunday January 10th at 2:00 PM** at the Headingley Community Centre.

At 3:15pm, a motion to adjourn was made and seconded.

ANNOUNCEMENTS

Sincere condolences to Marilyn Schultz and her family upon the passing of her Father in November. Remember all the good times you shared with him and be glad you had him in your lives for a lot of years.



Ed's first car, a Model T in 1932

Ed Turner 1914 - 2015

Ed Turner, a long time MCAAC member, passed away November 28, 2015 at the age of 101. Many MCAAC members were proud to have called Ed a friend. He was a kind and considerate man with a wealth of knowledge about vintage automobiles. He was always

willing to share that knowledge with anyone who asked. Many of us can remember the mini Swap Meets held at his Headingley home on special Sundays during the Summer. Times of fun and visiting with Ed and his wife Joyce, and just enjoying the day. Most importantly, Ed always seemed to have just the right car parts a person might be looking for. Ed was fairly active up until relatively recently, and was still able to share his first hand knowledge from days gone by. A year ago he gave me a lesson about the club's Model T bus. He knew it all

To Terry and Lorraine Turner and the rest of the family: be thankful for the great life that Ed had, and that he touched so many peoples' lives in a good way. Rest in peace Ed.



Ed at a car show in 2014



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ASK FOR DAVE
OR MARTY

NOTICE OF MOTION

I move that the Manitoba Classic and Antique Auto Club terminate our membership in the Manitoba Association of Auto Clubs.

This motion is supported by all three Directors of this Club.

This is tabled for discussion and voting to take place at the MCAAC General Meeting on January 10, 2016.

Following is a statement by the three Directors outlining a number of the issues we consider important concerning our membership in MAAC, favorable and unfavorable.

MCAAC is a charter member of MAAC which was formed some 20 years ago.

MAAC offers the benefits of an events calendar to help clubs avoid timing conflicts with activities and to publicize clubs' events. MAAC maintains a program of Liability insurance which member clubs can purchase at favorable rates.

If MCAAC members decide to end our membership in MAAC we could arrange liability insurance in a program offered by the National Association of Automobile Clubs of Canada of which we are a member. Alternatively we could simply purchase our own coverage directly, as we did before MAAC. We currently have a quote for \$2,000,000 of coverage at an annual premium of \$500.00. This is \$115.00 more than we paid to MAAC for membership plus insurance last year.

Over the years MAAC has morphed, without consultation with member clubs, into a group that by all appearances believes they are the sole authority and spokesmen of the automotive hobby in Manitoba. Despite the widely varied interests of member clubs - from antiques to hot rods and customs to off-roading and racing organizations, MAAC claims to be the sole voice of all interests. This is practical only in matters that are common to all, such as safety inspections and events promotion. It is relevant to note that, even in this, MAAC is now exerting what can be considered unfair prioritization of club events where one club can "own" a date according to the new MAAC Events Guide policy. MCAAC opposed this, but were not "heard."

For 55 years the members and Executive of MCAAC have represented this Club's own interests very effectively and continue to do so. For example, MCAAC worked with the Manitoba Government to develop the Antique category of registration (the white "VINTAGE AUTO" plate), and continues to deal with the Registrar on approving permitted uses and improving the program. We have also met with MPI and appeared before the Public Utilities Board. Despite this, MAAC claims to be THE voice of the hobby and the sole point of contact between all clubs and any government authorities. MAAC claims that both MPI and the Winnipeg Police have said they wish to deal with MAAC concerning the car hobbyist. This is not accurate based on our correspondence with MPI and WPS. In response to a question posed to the Executive Director of Insurance and Underwriting at MPI, he has written "I assure you MCAAC continues to have a voice with MPI." The WPS states "MCAAC does absolutely still have a voice with the WPS." We have asked more than once that MAAC change the

statement from THE voice to A voice of the hobby. In fact three of the largest member clubs made the same request. MAAC continues to insist they are THE voice and denied this change in the constitution by a simple one-club one-vote recently. The fact is, MAAC is NOT The voice of our hobby, no matter how much they wish to be recognized as such.

During the 10+ year period of development of the Collector Vehicle Program MAAC did not consult members of MCAAC for advice or provide any details of what was being discussed. In developing the insurance coverage they had a significant misunderstanding of existing MPI lay-up coverage. The result of their efforts is a program that does not benefit most of the members of our Club, but which could be improved. They have shown no interest in working with us to improve the program. This is disappointing.

During the recent revision of the MAAC constitution, MCAAC provided suggestions for changes on important issues, as well as offering corrections to spelling and grammatical errors. They did not act on any of these suggestions and when the Constitution was finalized they had not even corrected the many spelling errors. They claimed our submission was late, although it was sent many months before the Constitution was concluded. Not making these corrections is inexcusable.

The original intent of an association of clubs was to provide a facility for clubs to advertise their events. MAAC does publish a calendar of events that is widely used. However, rather than simply permit clubs to list their events and allow people to decide what event they wish to attend, MAAC rules state where there are conflicting events the MAAC executive will make the final decision on what will be listed in the Event Guide. That is unacceptable.

One issue of concern to many hobbyists in recent years is the damage done to older fuel systems by ethanol. A number of large organizations have come out with statements in opposition to ethanol. These organizations include the SEMA Action Network, the American Motorcyclists Association, the Antique Automobile Club of America and the National Association of Automobile Clubs of Canada. On at least two occasions we have asked MAAC to consider this issue and take a position. One of these occasions was when MAAC executive came to a MCAAC meeting to hear our concerns. MAAC has failed to address this issue. This is appalling.

To renew our MCAAC membership in MAAC implies that we accept MAAC as OUR voice and we accept the lack of appreciation of our interests. It is apparent to us that MAAC wishes to dictate our interests, is not interested in our input, and we feel our membership in MAAC is of limited to no value.

Therefore we recommend that MCAAC terminate our MAAC membership as they do not appear to represent our Club's interests and indeed disregard them.

Submitted December 2015 by:

John Ewing, Wayne Pruden, George Rogers

Directors, Manitoba Classic and Antique Auto Club