

The Running Board

The Edmonton Antique Car Club Newsletter

Vol. 54 No. 5

June 2016



This sculpture in the Louwman Museum relates to two stories featured in this issue. How do they connect? See p. 3 and 6.



Member of the Specialty
Vehicle Association of Alberta



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**International Antique
Car Meet**
June 30 to July 3

Deadline for July RB
June 20

Splinters From The Chair

by Bert Hoogewoonink

We had a much improved turnout for Safety Inspections on May 14th - 13 vehicles were inspected. My thanks to Ralph for performing these inspections and for Alice for the coffee and donuts. I'm not mentioning names, but a few minor items were discovered that the owners didn't know existed proving the value of having an independent inspection. Please consider bringing your vehicle to this annual event next year and help mitigate the risk of our government introducing uninformed/ill-

informed legislation/regulations with negative impact on our hobby.

SPEAKERS CORNER: Once every decade our club has the great privilege and honour of hosting the International Antique Automobile Meet. The 55th annual event – this year titled *Be Seen in '16* - is rapidly approaching (June 30th through July 3) and we need you to help us make this a memorable event. Please consider volunteering. Please donate an article of value.

The Edmonton Antique Car Club

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

The Horseless Carriage Era (1892 to 1905)

The Brass Era (1906 to 1915)

The Vintage Era (1916 to 1927)

Early Production (1928 to 1935)

Late Production (1936 to 1948)

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

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

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

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

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

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

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

The EACC Website

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

Past editions of *The Running Board* can be found on this site. Please send articles or pictures to *The Running Board* Editor.



Your 2016 Executive

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The Running Board

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Please credit EACC's "*The Running Board*"

Ron Bodnar, Chair of this year's committee, is looking for volunteers to assist us in directing traffic and in serving lunch. The more we have, the lighter the load. Volunteers are required to direct traffic at critical points along the route to/from Reynolds Albert Museum on Friday, July 1 and for the tour to Lengert Collection/Leduc West/Leduc #1 on Saturday, July 2. As well, volunteers are required to distribute lunch bags at Leduc West. And I'm sure that Ron has a few more odds and ends he could use assistance with. Please add your name to the sign-up sheet available at the June 1st meeting.

Our event will be holding a fun casino/auction (fake money), a raffle (real money) and a silent auction (real big money) and we need quality items for this. Check out your garage, your basement, your neighbour's ... (never mind) for items of value/use that you would want but can donate to the cause. Examples of what we've received already: a litre of oil, a set of wrenches, a trunk caddy (great for organizing golf accessories), a scarf hand knit by a monk in Tibet. **Please bring to our meeting June 1** or contact Lorne Schmidt (carsntrains@shaw.ca or 780-464-0204) to arrange getting your donation to him.

We've Always Done It That Way!

contributed by Bert Hoogewoonink

Does the expression "we've always done it that way" ring any bells? The North American standard railroad gauge – distance between the rails – is 4 feet, 8 ½ inches. That is an odd number! Why was that gauge used? Because that's the way they built them in England, and Irish, Scots and English expatriates built the North American railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that is the same gauge they used. Why did they use that gauge? Because the people who built the tramways used the same jigs and tools they used for building wagons, which used the same wheel spacing.

Annual Run to Hinton & Jasper

by Bert Hoogewoonink

If you've joined us in recent years you know how much fun we've had. This year is 'new and improved'. If you've not joined us in recent years, you've been missing out.

We leave Friday, September 9th, avoiding #16 for much of the trip, for a scenic drive to Hinton and a fellowship dinner at a great restaurant! Stops along the way are in the planning stage. Saturday we'll join the West Central Alberta Classic Car Club for their annual Show & Shine, this year at Griffiths Ford (bigger and better). A shopping shuttle will be available. Following the Show & Shine we'll have some fun activities before convening for a Bar-B-Q at the Brookes' beautiful acreage overlooking the Athabasca river valley and Rocky Mountains. On Sunday we head for the mountains in Jasper National Park with a stop or two along the way and more fun activities in Jasper.

Tour stops and hotel details have not been finalized as of press time – will be available in the July Running Board. Or, contact Bert at berth@nait.ca or 780-410-1113.

So why did the wagons have that particular odd wheel spacing? Well, if they tried using any other spacing, the wagon wheels would break on some of the old, long distance roads in England – because that's the spacing of the wheel ruts. So who built those old rutted roads? Actually, the answer is Imperial Rome which built the first long distance roads in Europe and England for their conquests and those roads had been used ever since.

So what about the ruts in the road? Roman war chariots are responsible for forming the initial ruts, which everyone had to match for fear of destroying their wagon wheels. Since the chariots were made for and by Imperial Rome, they all had the same wheel spacing.

The North American standard railroad gauge of 4 feet, 8 ½ inches is derived from the original specifications for an Imperial Rome war chariot. Specifications and bureaucracies live on forever! So the next

Continued on p. 4.

Schedule Of Events

June

- Wed 01 **General Meeting @7:30** Old Timers' Cabin, 9430 Scona Rd.
- Wed 08 **Executive Meeting** Executive meeting followed by International 2016 meeting, Bodnar Museum
- Sat 11 North Pointe Church Show and Shine
- Sat/Sun 11/12 History Road. Reynolds Alberta Museum
- Sat 18. Just Kruzin Show N' Shine, Lloydminster. Contact Gerry Duhaime (780) 875-4414 or www.justkruzin.com
- Sat 19 Iron Runners Fathers Day Show & Shine at the Vegreville Fair Grounds \$10.00 entry for car and driver.
- Sun 26 Vintage Day. Ukrainian Village
- Thu/Sun 30/03 **International Antique Car Meet.**

July

- Wed 06 **Mystery Tour. Meet EARLY 7:00 at OTC**
- Sat 09 KMS Tools Car Show.
- Sun 10 **Klondike Breakfast.**
- Wed 13 **Executive Meeting**
- Fri/Mon29/1 Alberta Circle Tour. Vegreville.

August

- Wed 03 **Mystery Tour. Meet EARLY 7:00 at OTC**
- Tue/Sat 02/06 Rock'n August. St. Albert.
- Sun 07 **Strathcona County Tour.** 100 km. All paved.
- Wed 09 **Executive Meeting**

September

- Sun 04 **Corn Roast**
- Wed 07 **General Meeting @7:30** Old Timers' Cabin, 9430 Scona Rd.
- Wed 14 **Executive Meeting**

October

- Sun 02 **EACC Fall Tour & Econo Run**
- Wed 05 **General Meeting @7:30** Old Timers' Cabin, 9430 Scona Rd.
- Wed 12 **Executive Meeting**

November

- Wed 02 **General Meeting @7:30** Old Timers' Cabin, 9430 Scona Rd.
- Wed 09 **Executive Meeting**

December

- Wed 07 **General Meeting @7:30** Old Timers' Cabin, 9430 Scona Rd.
- Fri 09 **Annual Banquet**
- Wed 14 **Executive Meeting**

January

- Wed 18. **Annual General Meeting**

Cont. p.3 - We've Always Done it this Way.

time you're handed a specification and wonder what horse's behind came up with it, you may be exactly right in your thought. This comes back to Imperial Rome which designed its chariots just wide enough to accommodate the back ends of two war horses!

But there's more – an extension of the story about railroad gauges and the rear ends of horses. When NASA had the Space Shuttle sitting on its launch pad, there were two big booster rockets attached to the sides of the main tank. These are solid rocket boosters or SRBs. These were made in a factory in Magna, Utah. The engineers who designed the SRBs might have preferred to make them fatter, but the SRBs had to be shipped from the factory to the launch site by train. The rail line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track is about as wide as the rear end of two horses. So, a major design feature on what is arguably the world's most advanced transportation system – space travel – was determined over two thousand years ago by the width of two horse's behinds.



Senior Visits

June

Thursday June 2, **Ukrainian Dnipro Selo Senior Residence**, 8025 – 101 Avenue, 1:00 - 2:30

Wednesday June 8: **Waterford of Summerlea**, 9395 – 172 Street, 1:00 – 2:45

Friday June 10: **Virginia Park Lodge**, 11033 – 76 Street, 1:30 - 2:30

Wednesday June 15: **Shepherd's Care Vanguard** 10311 – 122 Ave, 11:30 – 2:00 (with lunch)

Friday June 17: **Lifestyle Options Whitemud Crossing**, 4069 – 106 Street, 11:45 – 2:30

Monday June 20: **Jasper Place Long Term Care** 8903 – 168 Street, in front, 12:30 - ?? (with lunch)

Thursday June 23: **Churchill Manor** 5815 – 34 Ave, 1:30 – 3:00 (with lunch, in spite of the late time)

Tuesday June 28: **Devonshire Village** at 1808 Rabbit Hill Road (with BBQ), 12:45 to 2:45

July

Friday July 1: **Lifestyle Riverbend**, 200 Falconer Court, 12:00 - 2:45 with BBQ. Rain or shine.

Thursday July 7, , **St. Albert Retirement Residence**, #125 Everitt Drive North/St. Albert (past Walmart, right at Honda dealership), 1:30 -2:30

Monday July 11: **Ukrainian Dnipro Selo Senior Residence**, 11030 – 107 Street, 1:00 to 2:30

Wednesday July 13: **Seesa** 9350 – 82 Street, 11:30 – 3:00

Friday July 15: **Wildrose Cottage**, 9612 – 172 Street, 12:00 - 2:30

Monday July 18: **Riverbend Retirement**, 103 Rabbit Hill Road, 1:30 - 3:00

Tuesday July 26: **Dickinsfield Cont. Care**, 14225 – 94 Street (park in the middle at back lot), 1:00 – 2:30

Thursday July 28, **Chartwell Country Cottage**, 75 Cranford Way (behind Superstore)/Sherwood Park, 1:00 - 2:45

August

Wednesday August 3: **Lifestyle Options Leduc**, 108 Westhaven/Leduc, 1:45 – 2:30, Rain or shine

Wednesday August 10: **Capital Care Strathcona**, #12 Brower Drive/Sherwood Park, 1:30 – 3:30

Monday August 15: **Lynnwood Capital Care**, 8740 – 165 Street. 1:00 - 2:30

Wednesday August 17: **Lewis Estates**, 9310 – 211 Street, 1:30 – 2:30

Friday August 19: **St. Michael's**, 7404 – 139 Avenue, 12:30 - 2:30, with BBQ

Monday August 22: **Capital Care Grandview**, 6215 – 124 Street, 1:30 – 2:30

Wednesday August 24: **Miller Crossing** 14251 – 50 Street (parking in rear), 1:30 – 2:45

Tuesday August 30: **Shepherd's Care Millwoods** at 6620 – 28 Avenue, 1:00 - 2:30 incl. lunch

Friday September 9: **Northwest Edmonton Senior Centre**, 12963 – 120 Street, 10:00 - 3:00, with BBQ

Some Senior Humour

An elderly gentleman... Had serious hearing problems for a number of years. He went to the doctor and the doctor was able to have him fitted for a set of hearing aids that allowed the gentleman to hear 100%. The elderly gentleman went back in a month to the doctor and the doctor said, 'Your hearing is perfect.. Your family must be really pleased that you can hear again.'
The gentleman replied, 'Oh, I haven't told my family yet. I just sit around and listen to the conversations. I've changed my will three times!'

Two elderly gentlemen from a retirement center were sitting on a bench under a tree when one turns to the other and says: 'Slim, I'm 83 years old now and I'm just full of aches and pains. I know you're about my age. How do you feel?'

Slim says, 'I feel just like a newborn baby.'

'Really!? Like a newborn baby!?'

'Yep. No hair, no teeth, and I think I just wet my pants.'

The History of the Car Tire

by Alfred Koeten, translated by Arend Stolte

Editor's note: *This month has been an unusually slow month as far as materials for The Running Board are concerned. Members have not been inspired to send in many articles and there have been no reports of club activities. The Spring Tour I was expecting has yet to happen. Serendipitously it just so happened that I received the May Newsletter of the Louwman Museum in The Hague, Netherlands, one of the world's top car museums. One article caught my eye, "De geschiedenis van de autoband", or "The History of the Car Tire." The newsletter is in Dutch but with a little help from Google and my own knowledge of the language, I offer this English translation for your enjoyment and edification.*

The invention of the wheel dates back to 3500 BC. The first steel tire around the wheel was used around 1000 years BC. We will examine how such a tire was first used in motor vehicles and has developed into the tires that we know today.

The Wheel

First the wheel was invented, then the tire. The first evidence of carts with wheels date from the early Bronze Age around 3500 BC. Excavations and other historical sources have determined that the wheel was used almost simultaneously in Mesopotamia, the Caucasus and Central Europe. These wheels consisted of solid wooden discs made of two riveted



segments, with central holes for the axle (see illustration). The question of which of the three cultures first invented the wheel continues to this day and remains unsolved.

According to historians, it was the Egyptians around 1500 BC who first made use of wooden spoked wheels instead of solid wheels. The wooden wheel spokes were noticeably lighter and larger in

diameter. Driving on dirt roads (desert) and mud paths thus became easier and more comfortable.

The Steel Tire

The tire is the part of the wheel that carries the weight of the vehicle, protects against breakage and abrasion and provides better contact between wheel and road.

The first wheels with steel tires around them were used on Celtic chariots around 1000 BC. The steel tire made the wooden spoked wheel stronger and more wear resistant. The making of a wooden wheel with a steel tire required skilled craftsmanship. The hand-forged steel band was first heated to red-hot, then beaten with a hammer to the wooden wheel and then cooled with water. The cooling and shrinking of the steel tire clamps the wooden wagon wheel into a strong unit.

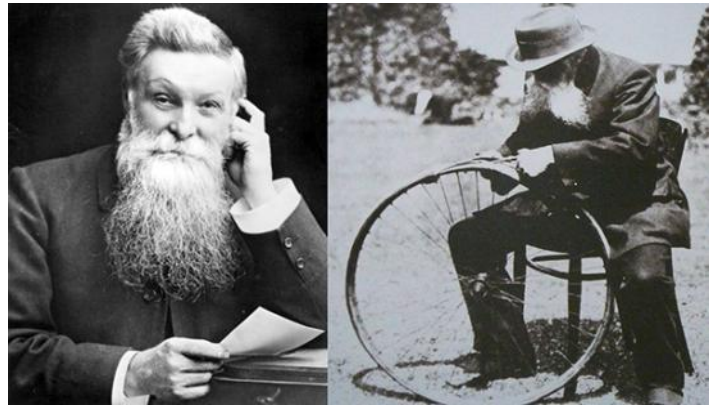


Tying the wheel on the tying platform.
From Roger in Sussex - Penny Magazine illustration

Two fine examples of wagons with wooden spoked wheels with steel tires are the Portuguese Traquitana carriage from 1775 and the 1884 farm wagon, both on display in the Louwman Museum. Wooden spoke wheels with metal tires were used on the first generation of automobiles that were derived from the carriage around the year 1900. The wooden wagon wheels with steel tires remained virtually unchanged until 1870 when the wire spoked wheels and the rubber tire were invented.

The Solid Rubber Tire

Around 1600 BC natural rubber (latex) was discovered. Latex is a viscous milky sap that is tapped from the rubber tree. The latex is vulcanized making it suitable as rubber. In this process, molten sulfur is added to the latex and changes the latex into a smooth, flexible and elastic material, suitable for many applications. Latex was used as the raw material for the solid rubber tire by 1867. Robert Thomas received the patent that year, and production began a year later, carried out by the North British Rubber

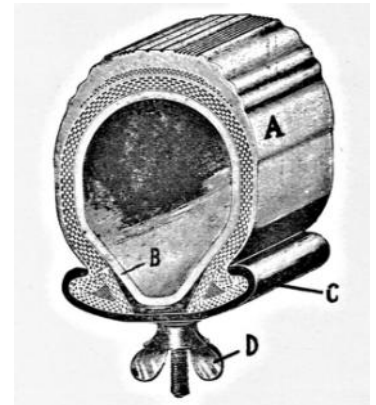


John Boyd Dunlop

Dunlop (see photo) is credited as the inventor of the very first air-filled tire. The invention stemmed from the dissatisfaction John had when he saw his 10-year-old son pounding on the cobblestones driving around with his tricycle with solid tires. Dunlop's tire was first applied to the bicycle. John Dunlop experimented with a rubber hose that was stuck on the rim and was wrapped with fabric tape. In 1890 the development of the pneumatic tire was begun by Dunlop Pneumatic Tyre in Belfast. Dunlop's production of the pneumatic tire began in 1900.

The first pneumatic car tire, however, did not come from Dunlop but from the brothers Andre and Eduard Michelin in 1895. The pneumatic tires were used in that year for the Paris-Bordeaux-Paris race and garnered much interest despite numerous flats. Everyone was impressed by the comfort of the tire. Michelin & Co. improved their tires and soon they became the leading manufacturer of pneumatic tires in Europe. At the same time this led to the gradual disappearance of the solid tire market due to the uncomfortable ride.

From 1900 on, the pneumatic tire consisted of a tube that held the compressed air and a casing that protected the inner tube and ensured traction (see illustration). The casing A, equipped with multiple plies, is the chamber in which the tube B is inflated to a pressure of 60 to 70 lbs. The beads of the tire are locked by inflating the tube fixed in the steel rim C. The bead of the tire is clamped to the rim by a number of bolts with wing nuts around the rim. This prevents that the tire from sliding on the rim. The bolts with wing nuts did have



1895 Benz 5-HP Phaeton

Company. The 1886 Benz Motor Car and the 1895 Benz 5-HP Phaeton in Louwman Museum are two fine examples of cars with spoked wheels and solid rubber tires.

Synthetic rubber was invented in the Bayer laboratories in 1920. Synthetic rubber is comprised of various polymers made from petroleum and have characteristics similar to polymers from natural rubber. Because of the scarcity and the specific properties of natural rubber, the tire manufacturers make use of both natural rubber and synthetic rubber, depending on the application of the tire. Contemporary synthetic rubber comprises 2/3 of the total rubber production in the world. Synthetic rubber, especially neoprene developed by DuPont, in contrast to natural rubber is more resistant to heat, oil and gasoline. This makes neoprene rubber useful for fuel hoses, gaskets and insulation.

The Pneumatic Rubber Tire

In 1888 the British veterinarian John Boyd

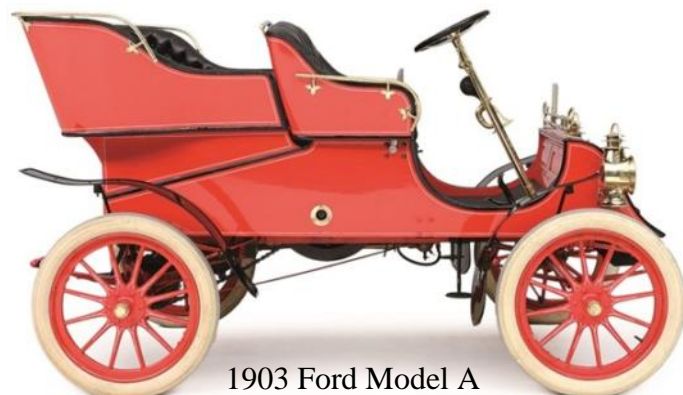
drawbacks. It was difficult to assemble a tire and you might damage the inner tube. The use of a tire and rim equipped with these bolts with wing nuts was short-lived. An example can be seen on the Spyker 60HP 1903 Racing Car at the Louwman Museum.



Spyker 60HP 1903 Racing Car

White and Black Tires

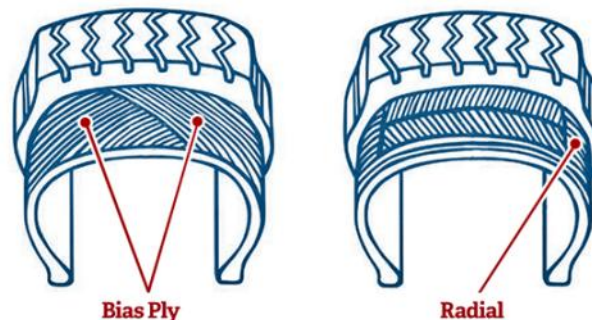
In the early days, tires were made mostly of carbon-free rubber. The tires then had the white color of the natural rubber (latex). By the addition of carbon black to the latex the tire became stronger, more wear resistant and more resistant to heat. The life expectancy of the first generation of black tires was about 4000 km. From a purely cosmetic point of view, black tires were easier to keep beautiful than the white natural rubber tires. The black tire was soon widely used. Interestingly in this regard is the use of "white wall" tires that were popular in the '20s and '50s, especially in prestigious cars from the United States. An example of a car with all-white (latex) tires is the 1903 Ford Model A which is also on display in the museum.



1903 Ford Model A

Bias Ply and Radial Tires

As cars became more common and car speeds on public roads increased in the '20s tires were improved. Tires became wider and with layers of fabric incorporated into the rubber to enhance flexibility. These tires are known as Bias Ply because of the diagonally placed plies relative to the direction of travel (see figure). Bias Ply tires are still made and sold to owners and collectors of vintage cars from



this period.

In 1946, Michelin introduced the Radial Tire. The tire is called this due to the radial (perpendicular) direction of the cord layers relative to the direction of travel. The Radial Tire is further reinforced by steel plies running around the circumference of the tire (see diagram). After the death of André Citroën, Citroën was acquired by major shareholder Michelin in 1935, with Pierre-Jules Boulanger as vice president and head of the engineering and design department. It was therefore understandable that Citroën Michelin Radial tires were used on a large scale on Citroëns, such as the Citroën 2CV which was launched in 1948. Compared to the Bias



1962 Citroën CV Sahara 4x4

Ply, the Radial tire has a longer life, better steering stability and a lower rolling resistance, thus reducing fuel consumption. The Radial tire is somewhat stiffer and because of its complex composition also about 40% more expensive.

The Breakthrough of The Radial Tire

Due its nature, the radial tire required the suspension of the car to be modified. It is generally not recommended to use Radial tires on cars designed for Bias Ply tires. By 1950 Radial tires were standard around the world. An exception was the US tire industry which wanted to keep using the cheaper Bias Ply tires. Moreover, the US automobile industry saw a threat in the cost to adjust the suspensions for their

new models. Most American automotive and tire companies described the Radial tire as "a freak product that's not going anywhere." They were not willing to make the public pay for a more expensive tire and thus the industry there retained Bias Ply tires. The only exception was the BF Goodrich Silvertown Radial 900, introduced in 1965. It was not a success.

The situation changed with the oil crisis in 1973. In America the price of gasoline went from \$0.30 to \$1.00 per gallon. The US market asked for more fuel-efficient cars. In 10 years, automobile imports increased from 15 to 28 percent. All imported cars had radials. Michelin and Bridgestone soon flourished with their tires in the US market. Goodyear finally produced a radial tire in 1977 after investing millions. Other US tire companies fell in line or were bought out. By 1983 all US new cars came with radials.

The "Tubeless" Tire

In 1955 there was a significant change in the structure of tires. After a long period of testing and reviewing various patents, the tubeless tire became standard for new automobiles. The traditional tire with an inner tube had some disadvantages such as the difficulty of assembling the tire and tube, and excessive heat that was caused by friction between the tube and tire often resulted in a blowout.

The new tubeless tire was easier to install and safer. The chance of a blowout was much less. When the tire suffered a leak, caused for example by a nail puncture, the tire could safely empty over time. Instead of an inner tube, a closed chamber is now formed by the tire casing and the rim. In order to obtain an airtight structure, the tire had its seal in the rim and the valve was placed with a rubber seal on the rim. It was BF Goodrich who first brought a tubeless tire on the market in 1955.

The Tread of the Tire

In the beginning tires were soon provided with a tread pattern. They found that this provided a better grip on wet and muddy surfaces. The tread pattern absorbs water and mud in the grooves and carries it off to the sides. In addition, the tread provides a certain degree of cooling for the tire. In the early days the tire tread was sometimes accompanied by a text that left a print on muddy roads, such as "NON SKID", on display at the 1917 Pierce-Arrow Model



1917 Pierce-Arrow Model 38

38 in the Louwman Museum. Nowadays tires must comply with stringent international safety standards regarding, among other things, the maximum speed and maximum load. This information is contained, in addition to the tire size and the required rim size, encoded on the side of the tire.

The Future

It is noteworthy that the wheel with the tire existed for over 3000 years for road transportation. What will the future bring? Will we continue using the wheel on the road or we are going to move through the air in our own vehicle? Indeed, there are already floating trains and helicopters.



Swap Meet

For Sale



1929 Acme Truck. Quite complete. Needs restoring. Good winter project. (1015)
Call Jim Boomer for more info and photos .
780-919-1938



1931 Model A Ford Rumble Seat Sport Coupe. Previous owner Hugh Cambell. Body restored 1990. Recent mechanical restoration by present owner. Engine is balanced and counter-weighted. Asking \$20,000. (1115)
Glen 780-913-5958

A good 19" Model A rim with almost new Goodyear heavy duty tube \$35.00

1926 Original Chev Radiator with shell \$100.00

Mid 20s Model T Radiator with shell

Both have good honey-comb cores. (0616)

Al rogersallen@hotmail.com

780-487-3755

1947 Mercury 4 door sedan, 24 stud engine, 3 speed. Good driver. Very good interior, glass and body. \$11,500 obo (0116)

Ron

780 469 7380

Motor and transaxle for 1960-1964 Chevrolet Corvair. \$500 or best offer. (0316)

Eric

780 469-8274



1956 Dodge Regent 2d ht
 \$4750.00 obo new windshield (0116)

Don

780-868-7200

Ian

780-436-1127

1963 Ford Galaxy XL500 convertible. 138560 miles, original interior, new top, complete power train rebuilt, repainted 1985.

Vintage Ford Sales Parts 40% off, 9502 - 90Ave, Morinville, AB OCPC (0516)

Dale

780 939 3247

Wanted

1939 Plymouth. Not a basket case or chopped. Reasonably good running condition. Any leads appreciated. (0316)

rogersallen@hotmail.com

Al

780-487-3755

Need help with a 1928 Model A Ford to get it finished.

There could be cash, beer, or trading of work on your restoration. That may get us both motivated to finish neglected projects. (0715)

Bob Sandercock

780-469-5571

1929 Essex Parts Required (0515)

Waide

780-478-8454

Seeking parts to finish the restoration of a 1949 Buick Super, 2 door sedanette. I require the heater core for under the front passenger seat, a radiator and a 15 inch rim with 5 bolts to use for the spare. (1015)

Katherine

780-645-9713

Services

Old Steering Wheel Repairs (0809)

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

Vintage Ford Car and Pick-up parts. 9502 - 90 Ave. Morinville Business Park. (0809)

Dale McFarland

780-939-3247

Antique Radio Repair, (auto or household.) Licensed electronics technician. (0809)

Jack

780-470-3157

Insurance Appraisals Antique, Classic. Post War. (1009)

Springfield Restorations.

Lorne Schmidt

780-464-0204

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Antique clock restoration available. Clock parts and restored clocks for sale. lhill@telus.net (1209)

Larry Hill

780 464 1878

Collector Automobile Motor Oil has been designed to meet the unique demands of vintage, preserved, restored, and classic automobile engines. (0110)

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Bruce England 18 Dawson Drive, Sherwood Park.

780-464-0421

Bob England #412-161 Festival Way, Sherwood Park.

780-467-1044

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Dale McFarland

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Formulated to meet original specifications but utilizing the best of modern technology. (0315)

Bert van Riel, Sports Car Centre, 780-440-9426

Babbling and Line-Boring Service for automotive, agricultural and commercial engines. **Keith Robertson, Calgary 403-970-3265, oldcarbabbittservice@gmail.com.**

Note: Printing the above ads does not imply an endorsement by EACC.

"OCPC" means "Other Clubs Please Copy"

Restoration Corner

Restoring Tony's Dial

by Arend Stolte

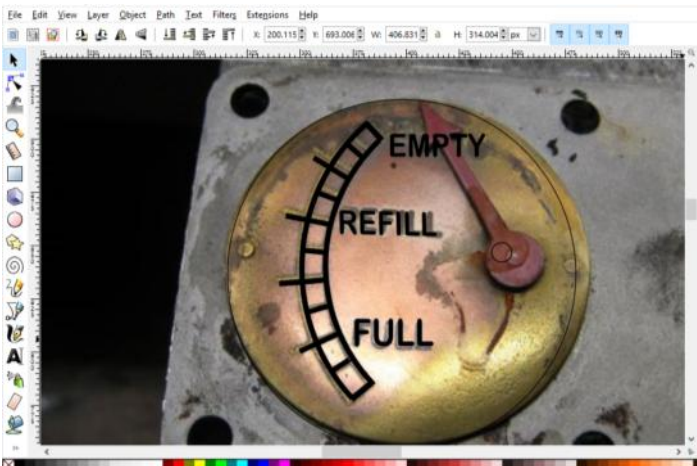
A couple of weeks ago Tony asked me if I could help him restore the face of the oil level gauge on his '32 Packard. I thought this would be an interesting project so I offered to help.



This was Tony's dial. It mounts on the side of the motor and shows the oil level. He felt it wasn't quite up to par.



I searched the Internet for a better picture and found this one to use as a guide. I imported this picture into Inkscape, a drawing program.



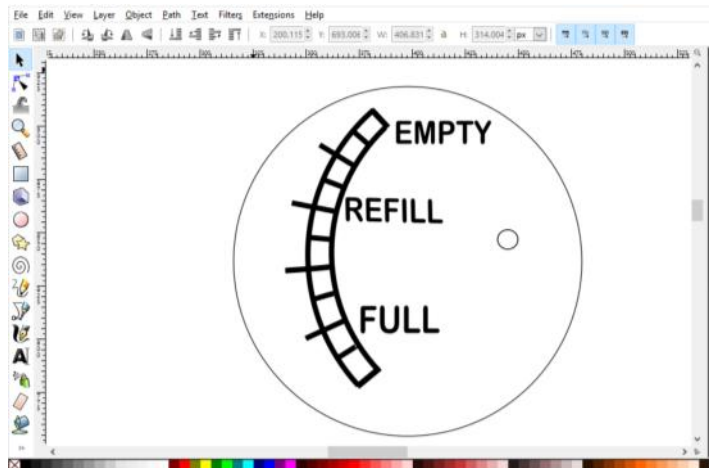
Old Bobs' Photo Corner

By Bob Callfas

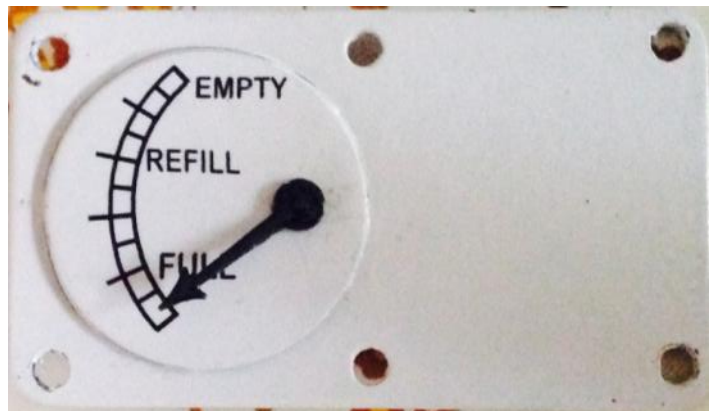


Here comes the warm weather and the outdoor activities that go along with it.

Using the drawing tools, I superimposed the lettering and scale upon the picture, first fitting the dial picture under a 1.8 " circle so it would be the right size. The pictures above and below are screen shots. An advantage of using a computer program is that you can really zoom in for detail.



When the drawing was done I deleted the original picture. This was then printed on Inkjet Waterslide Decal Paper. It was then sprayed with lacquer to make it waterproof. Tony came over with his dial which he had previously painted white. I applied the decal to the painted face. Viola, it was done!



This is the finished dial, ready to install on the Packard.

A Truly Heroic Restoration..

By Chris Bamford

The Lady Michelle and I are recently returned from a three-province vacation in Atlantic Canada (my seatmate whilst flying into St. John's advised we would find that province a beautiful place, but would soon understand why "nobody ever comes to Newfoundland for the weather." She was right on both counts!)

We also spent a few days in the Halifax area, where your reporter got reacquainted with local prewar enthusiast Jeff Lee. We first met in 2003 when he was many years into the restoration of a 1905 single-cylinder Cadillac.

Jeff acquired the bones of this magnificent motorcar when he was a mere stripling of 20 years, and it is now complete following a 34 — yes, *thirty-four* — year restoration. We spent several hours examining the car and his photo albums, and Jeff's Cadillac is absolutely one of the most ambitious and impressive restorations I've had the pleasure to see.

Top to bottom, left to right...

Complete and ready for the road. Sadly, there was a 1915 Canadian Model T roadster project between the Caddy and the garage door, so no joyrides for me that day!

Recovering the frame from the farmer's junk pile. The engine was re-purposed for a stationary power unit, and various other parts were used as donor materials for assorted fix-it projects around the farm.

Rusty Cadillac bits were scattered about in numerous farm buildings and junk piles.

While not complete until 2014, the car's first show was in 1986 — most of the un-restored power plant is sitting on two abbreviated frame rails (fronts were cut off by the farmer who needed some sturdy lengths of channel for a repair job).

A new steering box was built up by welding steel plates, tubes, and other fabrications (left) to duplicate the borrowed pattern (right).

September 12, 2010 — first time running in over 50 years. Pictured with Jeff are Dave Williams, centre, and Jim Snair, right. Jeff describes Dave and Jim as "key supports (and pushers) of the project" in recent years.

Jeff has a few other pre-war oldies in the fleet, including the '15 Model T, a lovely 1914 Hudson touring, and this 1936 Packard 120B, which he acquired in 1978 at age 18 while attending university.

