



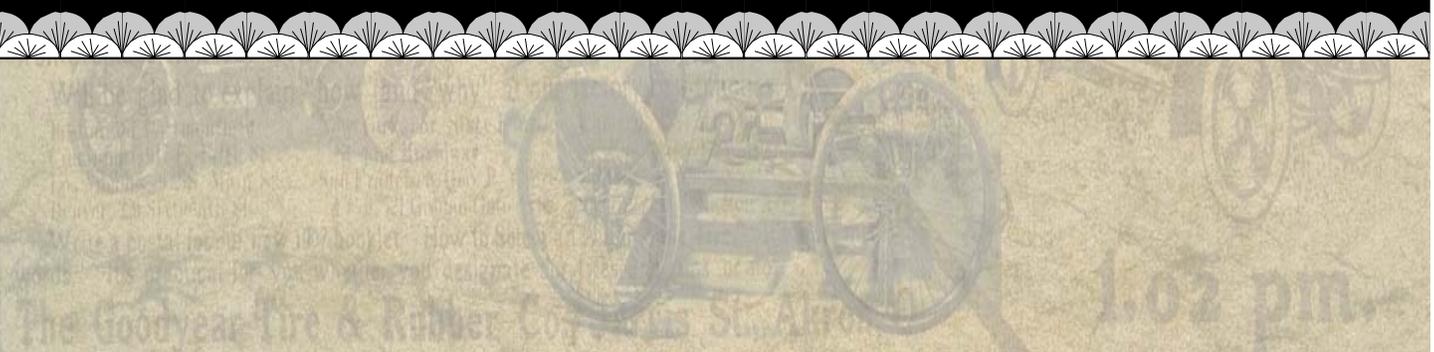
ALBERTA PIONEER AUTO NEWS



VOLUME 63, NUMBER 04

APRIL 2022

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ALBERTA PIONEER AUTO NEWS

ALBERTA PIONEER AUTO CLUB

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Founded in 1959



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Contact any of the Executive's at:
apac.calgary@gmail.com

Founded in 1959, the purpose of this club is the preservation and enjoyment of all antique, classic, vintage and special interest vehicles and all relevant historical materials pertaining thereto; and to encourage and promote the social aspect of camaraderie found among fellow members, their families and friends who share those interests.

Meetings are held at 7:30 pm on the second Tuesday of the month except July and August, at

THE HANGAR FLIGHT MUSEUM OF CALGARY
4629 McCALL WAY N.E., CALGARY

This newsletter is published in an effort to keep the membership and fellow organizations, apprised of club activities along with information of interest.

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APAC NEWS LETTER

Keeping You Informed!

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View from the Top

April is finally here - spring's arrival and warmer temperatures are the catalyst for kicking off what we all anticipate will be an *AWESOME* season of getting back to and enjoying the things that connect each and every one of us in the car hobby! Many of the communities, whether in the city or in our outlying neighbouring towns, will be planning Easter parades and extending invitations to the car owners and their clubs to participate and take in the fun and fanfare of driving in a parade! As a season opener activity, it's a great experience to be had with the family, especially the grandkids, and will create a very special memory of a lifetime...and *don't* forget your camera! You can check community and township websites online for details and registrations.

Also coming up in a few short weeks is the CAVAC Red Deer Swap Meet April 29th - 30th. Whether you are a vendor, a buyer, or probably both, we have all been waiting for the return of this event after its two year postponement to stock up on parts and catch up on all things with old friends in the hobby. You may find that elusive rare part on a table and, more importantly, be brought up to speed on all things 2 years old!

Registrations for the 2022 International Car Meet continue to roll in at a fast pace. The early bird draw to win your registration package is scheduled for April 15th, so this will serve as a reminder to get your registrations in the mail to Fran Tomlinson if you want to qualify for the draw. Also, the host hotel has reached our reserved booking limit of 40 rooms already so we have added another 10 rooms for anyone wishing to make reservations for the car meet weekend. Don't delay...they're going fast!!!

This is also a reminder that your vehicle safety check forms should be completed for the upcoming year. Make a date with a club colleague and go through each others ride and complete the forms. Car safety and general maintenance is everyone's responsibility, please make it yours.

Here's to a great season ahead for all on the road,

Keith

Alberta Pioneer Auto Club / MEETING MINUTES

Meeting Call to order Date: Mar., 8th, 2022 | 7:45pm | Hangar Flight Museum

President	Keith Robertson	Raffle Tickets	Darren Weidner
Vice President	Fran Tomlinson	Tours & Events	Open
Secretary	Neil MacDonald--	Hearts & Flowers	Grace & Allan Solberg
Treasurer	Anne Harding	Membership	Mark Tomlinson
Editor/Webmaster	Richard Bellaart	Facebook page	Sue MacKenzie

Attendees (17 members)

Minutes of the last minutes: There were no minutes to be approved from the February meeting because it was cancelled.

The treasury report:

Given by Anne Harding.
Motion to accept made by Tony White,
2nd by Howard Hepburn.
Carried.

Membership report:

Mark reported that our membership had settled in as of tonight at 73 members. He wanted to say thanks to all members who renewed and updated their current information for the new roster! They are now **available for pick up** at the meetings.

Tours & Events:

We are looking for one or two individuals to look after this post. Kyle White has had to step back because of work commitments but will try to coordinate the ice cream runs and is assembling a run/display to the Alberta Children's Hospital later this summer. We will also be working with George Edworthy on organizing the walk-about tour at Edworthy Park that was postponed two years ago due to Covid.

Editors report:

Richard was absent this evening but reminds us all to keep the submissions coming in and support your newsletter content.

Hearts/Flowers:

Allan had no news to bring us but did report that Pauline Riise was now in the Bethany Care Centre full time.

Advertising:

Keith reported that nine advertisers were current and three were on board for reminder notices.

Old Business:

Fran reminded everyone that the new club mugs were ready for use at the end of the meeting when refreshments/goodies are served. Fran also mentioned that if there was anyone interested in managing the refreshment position to let her know and she would work with them to ease into the job!

New Business :

Keith spoke to the 2022 International Meet. Registration packages had been sent to all member clubs. An International committee meeting agenda was being set for all volunteers – the first Tuesday of the month at Denny's – 16th Ave & 19th St. N.E. Dinner at 5:30 if you choose followed by the meeting at 7:00 pm. Email notices will be sent out to advise..

Adjourn:

8:06 pm

Tonight's 50/50 was won by Kip Rogers

VEHICLE REGISTRATION DEADLINE NOTICE

The month when your vehicle registration is up for renewal depends upon your last name. To find the expiry month of your vehicle(s), find the first letter of your last name.

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2022 AWARD RECIPIENTS



Congratulations go out to long time APAC member Lorna Hand who celebrates **50** years of membership! Lorna receives her 50 Year Milestone Award, a 50 year membership pin and Gold 50 year name tag! We would also like to thank Lorna for donating her collection of event plaques and tags in memory of her husband Doug to the APAC historic memorabilia collections.



Howard Hepburn - 20 years



Denis Broadhurst - 15 years



Bruce Castle - 15 years



Kip Rogers - 10 years

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I CAN NOT SHOP AT COSTCO ANYMORE

Suggested by Bruce Castle

Yesterday I was at Costco buying a large bag of Purina dog chow for my loyal pet, Necco, the Wonder Dog, which weighs 191 lbs.

I was in the check-out line when a woman behind me asked if I had a dog. What did she think I had an elephant? So because I'm retired and have little to do, on impulse I told her that no, I didn't have a dog, I was starting the Purina Diet again. I added that I probably shouldn't, because I ended up in the hospital last time, but that I'd lost 50 pounds before I awakened in an intensive care ward with tubes coming out of most of my orifices and IVs in both arms. I told her that it was essentially a Perfect Diet and that the way that it works is, to load your jacket pockets with Purina Nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete so it works well and I was going to try it again.

(I have to mention here that practically everyone in line was now enthralled with my story.)

Horrified, she asked if I ended up in intensive care, because the dog food poisoned me. I told her no, I stopped to Pee on a Fire Hydrant and a car had hit me.

I thought the guy behind her was going to have a heart attack he was laughing so hard.

Costco won't let me shop there anymore. Better watch what you ask retired seniors. They have all the time in the World to think of crazy things to say.

2022 APAC MEMBERSHIP ROSTERS

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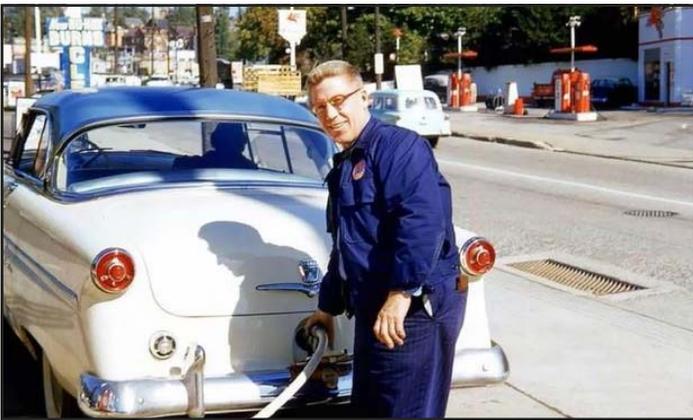
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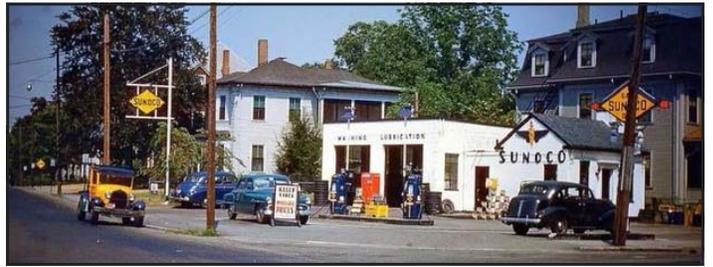
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WHEN SKIRTS WERE COOL

Suggested by Bruce and Rochelle Castle





2022 INTERNATIONAL ANTIQUUE CAR MEET

THE INFORMATION AND
REGISTRATION PACKAGE
CAN BE DOWNLOADED AND PRINTED OFF
BY ACCESSING THIS LINK:

<https://tinyurl.com/yckset4p>

Subject: Article re: Model T

Suggested by: Michel Gelinis

<https://www.newyorker.com/magazine/1936/05/16/farewell-my-lovely>

This is a brilliant article (and extremely funny) written in 1936 about the Model T Ford by E.B. White. He was a writer with the literary magazine, The New Yorker; he also wrote the children's books "Charlotte's Web" and "Stuart Little".
From: Onward and Upward with the Arts
May 16, 1936 Issue

Farewell, My Lovely!

By E. B. White
May 8, 1936

I see by the new Sears Roebuck catalogue that it is still possible to buy an axle for a 1909 Model T Ford, but I am not deceived. The great days have faded, the end is in sight. Only one page in the current catalogue is devoted to parts and accessories for the Model T; yet everyone remembers springtimes when the Ford gadget section was larger than men's clothing, almost as large as household furnishings. The last Model T was built in 1927, and the car is fading from what scholars call the American scene—which is an understatement, because to a few million people who grew up with it, the old Ford practically *was* the American scene.

It was the miracle God had wrought. And it was patently the sort of thing that could only happen once. Mechanically uncanny, it was like nothing that had ever come to the world before. Flourishing industries rose and fell with it. As a vehicle, it was hard-working, commonplace, heroic; and it often seemed to transmit those qualities to the persons who rode in it. My own generation identifies it with Youth, with its gaudy, irretrievable excitements; before it fades into the mist, I would like to pay it the tribute of the sigh that is not a sob, and set down random entries in a shape somewhat less cumbersome than a Sears Roebuck catalogue.

The Model T was distinguished from all other makes of cars by the fact that its transmission was of a type known as planetary—which was half metaphysics, half sheer friction. Engineers accepted the word "planetary" in its epicyclic sense, but I was always conscious that it also meant "wandering," "erratic." Because of the peculiar nature of this planetary element, there was always, in Model T, a certain dull rapport between engine and wheels, and even when the car was in a state known as neutral, it trembled with a deep imperative and tended to inch forward. There was never a moment when the bands were not faintly egging the machine on. In this respect it was like a horse, rolling the bit on its tongue, and country people brought to it the same technique they used with draft animals.

Its most remarkable quality was its rate of acceleration. In its palmy days the Model T could take off faster than anything on the road. The reason was simple. To get under way, you simply hooked the third finger of the right hand around a lever on the steering column, pulled down hard, and shoved your left foot forcibly against the low-speed pedal. These were simple, positive motions; the car responded by lunging forward with a roar. After a few seconds of this turmoil, you took your toe off the pedal, eased up a mite on the throttle, and the car, possessed of only two forward speeds, catapulted directly into high with a series of ugly jerks and was off on its glorious errand. The abruptness of this departure was never equalled in other cars of the period. The human leg was (and still is) incapable of letting in a clutch with anything like the forthright abandon that used to send Model T on its way. Letting in a clutch is a negative, hesitant motion, depending on delicate nervous control; pushing down the Ford pedal was a simple, country motion—an expansive act, which came as natural as kicking an old door to make it budge.

The driver of the old Model T was a man en-



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throned. The car, with top up, stood seven feet high. The driver sat on top of the gas tank, brooding it with his own body. When he wanted gasoline, he alighted, along with everything else in the front seat; the seat was pulled off, the metal cap unscrewed, and a wooden stick thrust down to sound the liquid in the well. There were always a couple of these sounding sticks kicking around in the ratty sub-cushion regions of a flivver. Re-fuelling was more of a social function then, because the driver had to unbend, whether he wanted to or not. Directly in front of the driver was the windshield—high, uncompromisingly erect. Nobody talked about air resistance, and the four cylinders pushed the car through the atmosphere with a simple disregard of physical law.

There was this about a Model T: the purchaser never regarded his purchase as a complete, finished product. When you bought a Ford, you figured you had a start—a vibrant, spirited framework to which could be screwed an almost limitless assortment of decorative and functional hardware. Driving away from the agency, hugging the new wheel between your knees, you were already full of creative worry. A Ford was born naked as a baby, and a flourishing industry grew up out of correcting its rare deficiencies and combatting its fascinating diseases. Those were the great days of lily-painting. I have been looking at some old Sears Roebuck catalogues, and they bring everything back so clear.

First you bought a Ruby Safety Reflector for the rear, so that your posterior would glow in another car's brilliance. Then you invested thirty-nine cents in some radiator Moto Wings, a popular ornament which gave the Pegasus touch to the machine and did something godlike to the owner. For nine cents you bought a fan-belt guide to keep the belt from slipping off the pulley.

You bought a radiator compound to stop leaks. This was as much a part of everybody's equipment as aspirin tablets are of a medicine cabinet. You bought special oil to prevent chattering, a clamp-on dash light, a patching outfit, a tool box which you bolted to the running board, a sun visor, a steering-column brace to keep the column rigid, and a set of emergency containers for gas, oil, and water—three thin, disc-like cans which reposed in a case on the running board during long, important journeys—red for gas, gray for water, green for oil. It was only a beginning. After the car was about a year old, steps were taken to check the alarming disintegration. (Model T was full of tumors, but they were benign.) A set of anti-rattlers (98c) was a popular panacea. You hooked them on to the gas and spark rods, to the brake pull rod, and to the steering-rod connections. Hood silencers, of black rubber, were applied to the fluttering hood. Shock-absorbers and snubbers gave "complete relaxation." Some people bought rubber pedal pads, to fit over the standard metal pedals. (I didn't like these, I remember.) Persons of a suspicious or pugnacious turn of mind bought a rear-view mirror; but most Model T owners weren't worried by what was coming from behind because they would soon enough see it out in front. They rode in a state of cheerful catalepsy. Quite a large mutinous clique among Ford owners went over to a foot accelerator (you could buy one and screw it to the floor board), but there was a certain madness in these people, because the Model T, just as she stood, had a choice of three foot pedals to push, and there were plenty of moments when both feet were occupied in the routine performance of duty and when the only way to speed up the engine was with the hand throttle.

Gadget bred gadget. Owners not only bought ready-made gadgets, they invented gadgets to meet special needs. I myself drove my car directly from the agency to the blacksmith's, and had the smith affix two enormous iron brackets to the port running board to support an army trunk.

People who owned closed models builded along different lines: they bought ball grip handles for opening doors, window anti-rattlers, and de-luxe flower vases of the cut-glass anti-splash type. People with delicate sensibilities garnished their car with a device called the Donna Lee Automobile Disseminator—a porous vase guaranteed, according to Sears, to fill the car with a "faint clean odor of lavender." The gap between open cars and closed cars was not as great then as it is now: for \$11.95, Sears

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Roebuck converted your touring car into a sedan and you went forth renewed. One agreeable quality of the old Fords was that they had no bumpers, and their fenders softened and wilted with the years and permitted driver to squeeze in and out of tight places.

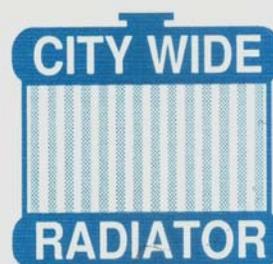
Tires were 30 x 3 1/2, cost about twelve dollars, and punctured readily. Everybody carried a Jiffy patching set, with a nutmeg grater to roughen the tube before the goo was spread on. Everybody was capable of putting on a patch, expected to have to, and did have to.

During my association with Model T's, self-starters were not a prevalent accessory. They were expensive and under suspicion. Your car came equipped with a serviceable crank, and the first thing you learned was how to Get Results. It was a special trick, and until you learned it (usually from another Ford owner, but sometimes by a period of appalling experimentation) you might as well have been winding up an awning. The trick was to leave the ignition switch off, proceed to the animal's head, pull the choke (which was a little wire protruding through the radiator), and give the crank two or three nonchalant upward lifts. Then, whistling as though thinking about something else, you would saunter back to the driver's cabin, turn the ignition on, return to the crank, and this time, catching it on the down stroke, give it a quick spin with plenty of That. If this procedure was followed, the engine almost always responded—first with a few scattered explosions, then with a tumultuous gunfire, which you checked by racing around to the driver's seat and retarding the throttle. Often, if the emergency brake hadn't been pulled all the way back, the car advanced on you the instant the first explosion occurred and you would hold it back by leaning your weight against it. I can still feel my old Ford nuzzling me at the curb, as though looking for an apple in my pocket.

In zero weather, ordinary cranking became an impossibility, except for giants. The oil thickened, and it became necessary to jack up the rear wheels, which, for some planetary reason, eased the throw.

The lore and legend that governed the Ford were boundless. Owners had their own theories about everything; they discussed mutual problems in that wise, infinitely resourceful way old women discuss rheumatism. Exact knowledge was pretty scarce, and often proved less effective than superstition. Dropping a camphor ball into the gas tank was a popular expedient; it seemed to have a tonic effect on both man and machine. There wasn't much to base exact knowledge on. The Ford driver flew blind. He didn't know the temperature of his engine, the speed of his car, the amount of his fuel or the pressure of his oil (the old Ford lubricated itself by what was amiably described as the "splash system"). A speedometer cost money and was an extra, like a windshield-wiper. The dashboard of the early models was bare save for an ignition key; later models, grown effete, boasted an ammeter which pulsed alarmingly with the throbbing of the car. Under the dash was a box of coils, with vibrators which you adjusted, or thought you adjusted. Whatever the driver learned of his motor, he learned not through instruments but through sudden developments. I remember that the timer was one of the vital organs about which there was ample doctrine. When everything else had been checked, you "had a look" at the timer. It was an extravagantly odd little device, simple in construction, mysterious in function. It contained a roller, held by a spring, and there were four contact points on the inside of the case against which, many people believed, the roller rolled. I have had a timer apart on a sick Ford many times, but I never really knew what I was up to—I was just showing off before God. There were almost as many schools of thought as there were timers. Some people, when things went wrong, just clenched their teeth and gave the timer a smart crack with a wrench. Other people opened it up and blew on it. There was a school that held that the timer needed large amounts of oil; they fixed it by frequent baptism. And there was a school that was positive it was meant to run dry as a bone; these people were continually taking it off and wiping it. I remember once spitting into a timer; not in anger, but in a spirit of research. You see, the Model T driver moved in the realm of metaphysics. He believed his car could be hexed.

One reason the Ford anatomy was never reduced to an exact science was that, having "fixed" it, the



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owner couldn't honestly claim that the treatment had brought about the cure. There were too many authenticated cases of Fords fixing themselves—restored naturally to health after a short rest. Farmers soon discovered this, and it fitted nicely with their draft-horse philosophy: "Let 'er cool off and she'll snap into it again."

A Ford owner had Number One Bearing constantly in mind. This bearing, being at the front end of the motor, was the one that always burned out, because the oil didn't reach it when the car was climbing hills. (That's what I was always told, anyway.) The oil used to recede and leave Number One dry as a clam flat; you had to watch that bearing like a hawk. It was like a weak heart—you could hear it start knocking, and that was when you stopped and let her cool off. Try as you would to keep the oil supply right, in the end Number One always went out. "Number One Bearing burned out on me and I had to have her replaced," you would say, wisely; and your companions always had a lot to tell about how to protect and pamper Number One to keep her alive.

Sprinkled not too liberally among the millions of amateur witch doctors who drove Fords and applied their own abominable cures were the heaven-sent mechanics who could really make the car talk. These professionals turned up in undreamed-of spots. One time, on the banks of the Columbia River in Washington, I heard the rear end go out of my Model T when I was trying to whip it up a steep incline onto the deck of a ferry. Something snapped; the car slid backward into the mud. It seemed to me like the end of the trail. But the captain of the ferry, observing the withered remnant, spoke up.

"What's got her?" he asked.

"I guess it's the rear end," I replied, listlessly. The captain leaned over the rail and stared. Then I saw that there was a hunger in his eyes that set him off from other men.

"Tell you what," he said, carelessly, trying to cover up his eagerness, "let's pull the son of a bitch up onto the boat, and I'll help you fix her while we're going back and forth on the river."

We did just this. All that day I plied between the towns of Pasco and Kennewick, while the skipper (who had once worked in a Ford garage) directed the amazing work of resetting the bones of my car.

Springtime in the heyday of the Model T was a delirious season. Owning a car was still a major excitement, roads were still wonderful and bad. The Fords were obviously conceived in madness: any car which was capable of going from forward into reverse without any perceptible mechanical hiatus was bound to be a mighty challenging thing to the human imagination. Boys used to veer them off the highway into a level pasture and run wild with them, as though they were cutting up with a girl. Most everybody used the reverse pedal quite as much as the regular foot brake—it distributed the wear over the bands and wore them all down evenly. That was the big trick, to wear all the bands down evenly, so that the final chattering would be total and the whole unit scream for renewal.

The days were golden, the nights were dim and strange. I still recall with trembling those loud, nocturnal crises when you drew up to a signpost and raced the engine so the lights would be bright enough to read destinations by. I have never been really planetary since. I suppose it's time to say goodbye. Farewell, my lovely! ♦

Published in the print edition of the [May 16, 1936](#), issue.

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1930



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US INTERSTATE HIGHWAY SYSTEM NUMBERING

Suggested by Michel Gelin

Even-numbered highways travel East-West. Coincidentally (?) there's a letter E in East and West. Odd-numbered highways travel North-South (coincidentally, there's a letter O in North and South). How about that?

Michel



APAC Classified

CARS FOR SALE



1954 DODGE ROYAL, v8 Hemi, power steering, automatic, four new radial whitewalls, new battery. Car is restored to original condition. Drives beautifully, always garaged between car events. With regret I must sell – I've had too many birthdays! **\$27,995.00**

For more information, please contact Lawrence Halladay at (780) 980-6267

*04/22

1938 DODGE 2 door sedan and various Model T fenders and frame...we are moving from our acreage so these have to go to a good home!
Please call **Gerald Wilson at 403-242-6712** for more information or **email wilsons@telus.net** and we'll get back to you with all the details.

*04/22

The biggest test of my patience throughout this entire pandemic has been opening a plastic produce bag without licking my fingers.

**Did you know on the Canary Islands there is not one canary?
And on the Virgin Isles?
Same thing - not one canary there either!**

APAC Classified

CARS FOR SALE



FOR SALE - 1949 Austin Devon 4 door sedan beige in color. All items needing repair or replacement have been done in the past 25 years of my ownership. This vehicle is currently in good running condition with all parts and pieces intact. It has a 4 cylinder engine with a 4 on the floor manual transmission. The body is in good condition with a little rust on the back panel below the trunk. The speedometer reads 44,000 miles. I have put on 6,000 miles in the past 25 years.

I am asking \$7,500, or best offer. I am selling due to my health and my age. Phone 403 282-4114

*07/21

ESTATE CARS FOR SALE

The family of former APAC club member Vince Mandaione have decided it's time to find new custodians for his cars. Vince owned and restored these two treasures for around 40 years. After his passing, they have stayed in the garage and have only been started and driven occasionally, so the time has come to find new enthusiasts who will own and enjoy them.

*06/21

1927 Ford Model T Touring – restored in the early '80's to original condition, driven on many tours and club events, also participated in the Calgary Stampede parade for many years. Good reliable T to enjoy with family or friends. Lots of the cars history and restoration photos included.

Asking \$ 15,000.00 or best offer.

Please call Rosaria O'Bray at 403-703-6968 or email inquiries to robay73@gmail.com

*06/21



1926 BUICK McLaughlin Standard 6 four door sedan – restoration carried out in the late 80's; 207 cid original 6 cylinder engine, 3 spd std, accessory heater, blue cloth interior. Vintage car attraction with all the comforts of a heated closed sedan for those cold weather outings. Nice older restoration driver with history and photo's supplied.

Asking \$18,500.00 or best offer.

Please call Rosaria O'Bray at 403-703-6968 or email inquiries to robay73@gmail.com

*06/21



APAC Classified

CARS FOR SALE

1928 Chevy truck good used parts for sale

- 2 starters
- 2 generators
- 2 crank shafts
- 2 cam shafts
- 2 sets timing gear and front pulley
- 4 head lights
- 4 door hinges
- 1 set running boards
- 1 right side running board
- 1 front windshield frame
- 1 30" bending brake
- 1 4 blade fan
- 1 4 speed transmission
- 1 oil pan
- 2 cam shafts
- 1 head, no complete
- Inside rear end and axles
- Door handles
- Contact Madeleine
- mjlallier@shaw.ca 403-286-3502

*03/21

1926 Cadillac phaeton for sale. Barn find. Unusual car. R.H.D. with a LOT of spare parts, including another chassis with mechanical components if needed. Rare wire wheels. A BIG classic automobile from the Great Gatsby era. Interesting project! **\$16,000 CDN.** The car is near Montréal Québec Canada. **514 745-6278 or email: gbureau@videotron.ca**

*06/21



WANTED

WANTED

1930 Hupmobile driver's side door post latch assembly
 1930 Hupmobile gas cap metal gas cap attach parts
Contact Sid Gough sagough@efirehose.net or 403-935-4216
 Box 25 Irricana AB T0M 1B0
OTHER CLUBS PLEASE COPY

*04/22

WANTED

Front fenders for a 1957 Ford or Meteor and some interior parts. Valve covers, oil filter mount, and thermostat housing for 1966 or newer Ford F.E. engine
 Please call Dave: 403-876-2866. (If no answer, please leave a message)

*10/21

WANTED

A generator/distributor unit for a 1926 Overland 4 cylinder touring. If you have parts, a parts car(s), or know of anyone who may be able to help me in finding parts, please call Trent Holt in Medicine Hat.
 1-403-548-4789. **Other Clubs Please Copy**

*09/21

PARTS WANTED:

Looking for a set of headlight lenses for a late 20's car: measurement size is 9 5/16" X 8 1/2". If you have anything that may fit or need more information, please contact John Bone at (250) 320-6626 or e/m: boneyard@telus.net
 Any help or referrals for parts sources greatly appreciated!
OTHER CLUBS PLEASE COPY



Integra Tire
Auto Centre

4211 Ogden Road SE
Calgary, AB T2G 4R2

Don Boyd

Ph: 403-269-8226
Fax: 403-269-7685
Cell: 403-860-2121

calgaryogden@integratire.com
www.integratire.com

APAC Classified

Items For Sale

FOR SALE

1930 Essex front axle and 2 wood spoke wheels.

Call for details and make an offer!

Bill Taylor Ph: (403) 242-6812 **Other Clubs Please Copy** *_{11/21}

FOR SALE

Vintage NOS ignition parts from General store/Service Station in Michelton, Sask. All still new in the box ready to install - - brand names like Niehoff, Shurhit, Echlin, Standard, Auto-Lite, and Canada Motor Products...call with your needs!

Ken Drabinsky: Calgary, AB Ph: 403-815-1482 or email me. kadrabinsky@telus.net **Other Clubs Please Copy** *_{09/21}

FOR SALE

Leftover parts from a 36 Chev restoration:

Fuel Pump
Light switch
Hub caps 2 master&truck
Window trim several pieces, new
Pistons new set, in box
Bumpers,2
Grill and center strip
Running boards
Artillery wheels,2
Assorted engine parts (block, crankshaft, camshaft, oil pan cover, etc.

Tail light arm (short, for coupe.?)
2 radios,1 complete,1 not.
Battery hold down
WS wiper arm & springs
2 wiper motors
Cowling hold up assembly
Trunk hinge set NEW. For the Standard model.
4 S,B lamps ,2 6volt.2 12 volt
Body by fisher tag
Generator (Delco Remy)
Dimmer switch
voltage regulator
Rock deflector, brush type fits your hitch.

Contact: rdesroches1@yahoo.com

*_{04/21}

**Felt
uncomfortable
driving into the
cemetery. The
gps blurted out
you have reached
your final
destination.**

**The biggest test of my
patience throughout
this entire pandemic has
been opening a plastic
produce bag without
licking my fingers.**

ALBERTA PIONEER AUTO CLUB

Please complete an updated application to help keep our roster current.

P O Box 111, Station "M", Calgary, Alberta, T2P 2G9

APPLICATION FOR MEMBERSHIP

Is this your first application for membership to this club? Yes No (please tick one)

If you have belonged to APAC before, what was your first year? _____

Name: _____

Home address: _____

Postal code: _____ E-mail address: _____

Phone numbers: Home: _____ Business: _____

Name of spouse: _____

CARS OWNED				
Year	Make	Model	Body style	Condition

0 = Original UR = Unrestored R = Restored BC = Basket case PC = Parts car

Membership fees are \$ 40.00 per year from January 1st to December 31st.

Permission is granted to publish within reason, the information supplied as above in this car club's roster, newsletters, or website. No mailing lists are sold or distributed for financial gain.

Signature: _____ Print name: _____ Date: _____



TO:

ALBERTA PIONEER AUTO CLUB
PO Box 111, Station "M", Calgary, AB.
Canada T2P 2G9

