

# The Running Board

The Edmonton Antique Car Club Newsletter March 2024



**Trust your journey.  
Everything happens for a reason.**



Bob bought his ever lovely wife Irene a sweet Duesenberg. I hope you two share it 50/50....



A Great Collection requires a Great Collector and Great appreciation comes from Great Appreciators!!

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Snuggle with your Love Bug on this 1959 Corvette Love Seat.  
 Enjoy the March 2024 EACC Running Board.  
 With a record of 211 members the club has NO BRAKES!!  
 Thanks to all participants, members and executives.  
 Special thanks to Brian Z for making this editor job easy!!



PROTECTING THE RIGHTS AND PRIVILEGES OF AUTO ENTHUSIASTS OF ALBERTA SINCE 1974

# Splinters From The Chair

Welcome to the March 2024 issue of the Running-board Newsletter and the 62<sup>nd</sup> year of the Edmonton Antique Car Club.

I feel very honoured to serve as your President for the coming year and would like to thank everyone who attended our AGM and offered their support in electing the 2024

Board of Directors.

Thank you as well to current and past Directors. Our Club would not run well at all without your leadership in so many important areas. A special thanks to Ryan for his years of service as RB Editor. This month's publication is the first for new Editor Cam. What a brave guy he is to take that on ! I think we better bring him an ice cream.



## 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.)

All persons with an interest in antique vehicles, including "modern antiques" (1949 and newer) are welcomed and encouraged to join the club.

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 Corn Roast, and Mystery Tours. Senior visits are a way for our club to give back to the community. 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.

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*

[eacc.ca](http://eacc.ca)

## Edmonton Antique Car Club on Facebook

# Volume 62 Issue 2

## **The Running Board**

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Edmonton Antique Car Club  
Box 102*

Edmonton, Alberta. T5J 2G9

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Please credit EACC's "The Running Board"*

## Your 2023 Executive

President	Don Cameron
Past Pres.	Ron Bodnar
Vice President	VACANT
Rec. Sec.	Gerry Lee
Corr. Sec.	Tony Stinnissen
Treasurer	Bert Hoogewoonink
Tours/Events	VACANT
Seniors Visits	Colin Gafka
Membership	Ian Simpson
Publicity	VACANT
Historian	Ed Surbey
Editor	Cam Kulchitsky
Dir.@Large	David Schroeder
Digital Director	Chris Bamford

Splinters from the Chair, continued...

Recently we had our first Executive Meeting of the year. In addition to dealing with the regular business a large portion of the meeting was dedicated to planning and assigning leaders to the vast array of activities in our Calendar. The planning committee included the Executive along with additional club members who have previously led tours, events etc. It was a great evening with everyone contributing to the cause. The results speak for themselves judging by how busy the Calendar now looks.

Since driving season is not quite upon us yet, we hear from the coffee talk that tinkering, teardowns, rebuilds and reliability improvements continue in many back yard garages. Combine that with a garage tour or two, a swap meet here and there, and St. Patrick's Day brunch and we will get through until driving season arrives.

Looking forward to a great year of enjoying the hobby together.

Don



MY EACC DASHBOARD.  
SHORT AND SWEET

## VINTAGE DAY SHOW & SHINE

SUNDAY, JUNE 23 2024

UKRAINIAN  
VILLAGE

SEE EACC CALENDER

PRE REGISTER AND GET FREE

DRIVER AND GUEST ADMISSION

PLUS DASH PLAQUE



SPRING IS JUST  
AROUND  
THE CORNER...  
THANK  
GOODNESS!!



# Schedule of Events

Events subject to change w/o notice. Please see [WEB CALENDAR](#) for up to date information on events.

**General Meetings/Mystery Tours @ Pioneers Cabin, 9430 Scona Road  
General Meetings/Doors 6:45 Gavel 7:30**

## March

**Wed. Mar. 6 : General Meeting**

**Wed Mar 13 : Executive Meeting**

**Sat. Mar. 16 : St. Patrick's Brunch  
Nova Hotel Kingsway**

**Sun Mar. 31: EACC Easter Parade,**

Visit our [WEBSITE CALENDAR](#) for up-to-date events

Visit the [SVAA CALENDAR](#) for more events

Visit [MYSTARCOLLECTORCAR](#) for more events

Reminder:

Support the On Line SVAA Petition ..

All grades of Gasoline sold at the pumps in Canada be required to have an Ethanol blend by the end of 2023.

“No more Chevron 94 Octane pure gas, nor Shell 93, nor CO-OP 91 nor Petro Canada 91 Octane “.

Attend the March 6 EACC General meeting and receive your Membership Roster generated by the new membership director, Ian Simpson.

Thank-you Ian ...Great Job!!

### SURPLUS EACC CLOTHING 30% off Regular Price

The Club has the following ladies clothing for sale.

- 1 Ladies Balance Polo/Golf Shirt size Medium (size 10)
- 2 Ladies London Button Shirts, White, both Size Medium (size 10)
- 1 Ladies London Button Shirt, Navy Blue, size XL (size 14)

ALL Garments are **\$40** each with the Club Logo embroidered on the left side

See Colin Gafka for more information.



A Winter Rolls Royce for Howard

# Swap Meet

## For Sale

**Tires**, 265/70 R16 Blackwall. Goodyear Wrangler, almost new, approx. 350km. Off new GMC Canyon. I wanted different tires. Richard Fahrion 780-434-8894

**1965 Mustang parts** front and rear bumpers, driver quality or could be rechromed \$50, Radiator from a 289 auto. \$50. Ed Klapstein, 587-920-2728

**1956 Chrysler Windsor parts** hood, radiator, 4 barrel carb and intake, valve covers, factory dual point distributor, front and rear bumpers need rechroming, rear window for 4-door sedan, gauges, misc. Any reasonable offer, would like to see parts get used. Ed Klapstein, 587-920-2728

**EACC Logo Radiator Badges**, \$50, 3D Printed and painted. Contact Jim Boomer. 780-919-1938

**1979 Thunderbird Heritage**. All factory equipment except radiator replaced. Present owner is the second owner. This is a true Heritage, light blue, Phone 780-686-7052

**1923-27 Model T** repro high hood, new, Best offer. Grant Jones, Saskatoon, 306-260-2560 or grantwjones@shaw.ca

**1939 Chevrolet 1/2 ton Model J**, 234 4-speed, restored 2005, excellent condition \$38,000.00 or reasonable offer. Canadian Model. Ft. Saskatchewan Gerry Linau 780-993-5586

**1965 Corvair, Monza**, complete, comes with many extra parts. Spare doors, hood, trunk lid, front / rear suspension, windshield, rear window, rims, etc. etc. Located in Sherwood Park Carl Josephson 780-916-2286



## For Sale

**1927 Dodge Fast Four Truck** Engine & Running Gear. Lloydminster. Contact Howard 780-870-0797.



**1929 Oldsmobile F-29 (below)** Complete for restoration. Engine, rebuilt new pistons, rods, etc. Spare engine trans., diff., frame, wheels, numerous other parts. Sherwood Park Cam Kulchitsky 780-909-3628



## Wanted

**Two 1928-1931 Model A/AA chassis and running gear** (or portions thereof) for shop truck projects. Please contact Doug Warren with the Fort Edmonton Volunteer Carvers group, dwwarren@telusplanet.net

**Tires 7.00 x 16**, blackwall preferred, but will take anything decent. Ed Klapstein, 587-920-2728

## Services

**Machinist** does machining Jim, 780-919-1938

### **I'll Clean Your Clock**

Antique clock restoration available. Parts and restored clocks for sale. Larry Hill, lhill@telus.net, 780-464-1878

**Mark's Upholstery**, Auto Interior, Motor homes, Boats, Seat Covers, Furniture and more. Reasonable Prices. Mark, 464-6663 (Bus), 464-0794 (Home)

### **Bruce & Bob's Appraisals.**

Appraisals of Antique, Classic, Collector & Modern Automobiles. Bruce England, 18 Dawson Drive, Sh. Park, 780-464-0421. Bob England, #412-161 Festival Way, Sh. Park. 780-467-1044

### **Square One Classic Cars Automotive Restoration and Fabrication**

squareoneclassiccars@gmail.com  
www.squareoneclassiccars.com  
Jamie Robinson, 780-483-5900

#### EACC RB SWAP MEET TIPS:

To maintain the most effective advertisement, please provide; email and phone number, location plus price. OBO etc.

To maintain the most efficient swap meet page, please contact the editor to remove an advertisement when the status has changed.



# EACC Mini Swap Meet

Photos by Brian Zahorodniuk

EACC Swap meet was a super success after the Feb 7, General meeting with great goodies and interesting finding for everyone.

Photos by Brian Z. only show the tip of the iceberg of happiness from the evenings event.



Howard Lengert has a great looking EACC badge.



Chris and Hans in technical talk discussion!



Ryan Fenrich has some amazing woodcraft Wow. He should build a woodie Wagon!!



Ryan Fenrich and Alex Kennedy enjoying the EACC Swap meet and showing his creative woodworking skills.



John Danyluk perusing the "Good Stuff" ... Lets Make a Deal....







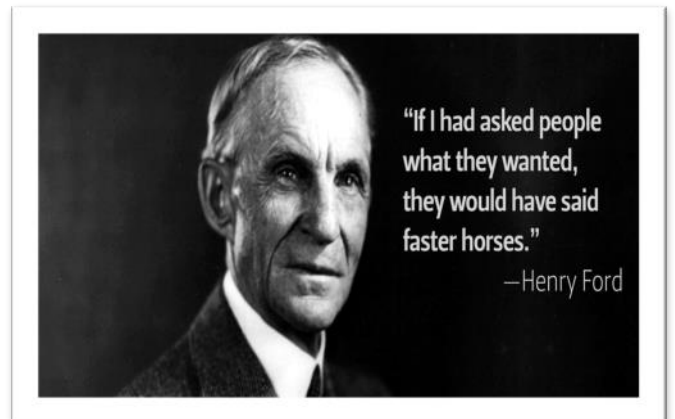
Everyone Loves a Swap Meet!!



Serious discussions being held. At the Swap Meet.



More great items to be had by EACC members.



## Ken and Marilyn Huff celebrate 60th Wedding Anniversary

by Steve Bemount

Ken and Marilyn Huff will celebrate their 60th wedding anniversary on March 28, 2024. It was a great pleasure to sit down with them on January 26 to hear about how it all began. Their families have been part of the Edmonton story for well over a century.



**Kenneth Walter Huff** was born in Edmonton on November 6, 1940, to Walter Warren Huff and Eveline Mary Brett. Ken would have one younger sister. His Huff ancestor came to North America from Norway in about 1650. Ken noted that this "*was actually the family's second trip; the first time they wore helmets with horns.*" Grandfather Warren Petrie Huff came to Edmonton from Ontario in 1904. The young family spent their first winter in a shelter with a log bottom and tent top on the upper riverbank where Le Marchand Mansion would be built five years later. In 1907, Warren started Jasper Dairy. The dairy farm was located between what today is 149th and 156th streets and 107th and 111th avenues, part of an area known as the Huff Bremner Estate. The farm provided door to door milk delivery with horse and wagon. In 1948, the family built a new Jasper Dairy processing plant on 127th Street just north of 111th Avenue. The dairy would operate their until the mid 70s; today St. Andrew's Centre seniors residence stands on that site. In addition to milk, the dairy produced butter, ice cream, cottage cheese, and cheese. In 1956 when Ken was 15, he and his dad took a couple prop planes and a bus to Chatham, Ontario, to take delivery of a new 5-ton International cab and chassis already painted in Jasper Dairy's white and green colours. They then drove their new truck to Oshkosh, Wisconsin, to have a refrigerated box fitted to the chassis, then drove home. That vehicle became the dairy's ice cream truck. The dairy did their door-to-door home deliveries to customers primarily west of 109th Street and north of the river including Calder and Jasper Place. It was often still necessary to do the deliveries with horses since the mud was sometimes so bad that trucks could not be used.





Ken and Marilyn Huff continued ...

Ken's dad Walter had an interest in aviation. Ken remembers walking with his dad down to the municipal airport to watch all the military planes fly in and out during World War II. About 1948, Walter came home with a line-controlled, motorized model plane for Ken. Known as a "*u-control*" plane, they flew around in circles on the end of two lines. Father and son would fly their plane at the infield of the Southside Athletic Park on 104th Street where the new Strathcona Composite High School is now located. Aviator and future EACC member Ross Grady instructed both Ken and Walter in the art of flying. Ken got a noticeably better u-control plane that required a significant amount of assembly. Walter had lost his right arm at age 15 in a hunting accident and could not help his son build his new plane. Ross Grady helped Ken build his second plane. Ken would progress to larger, radio controlled planes. "*I continued to pursue that hobby until girls became more interesting.*"

Ken's first job came at age 13 at the dairy, which had switched from large neck glass bottles to small neck glass bottles. He and a buddy spent at least a week smashing large neck bottles in 45 gallon barrels. Ken started high school at West Glen but moved to Ross Sheppard for Grade 12. Ken had acquired his first car, a 1953 Ford Customline Fordor Sedan, by the time he was in Grade 12. Following graduation, he completed a one-year course in Petroleum Engineering at SAIT in Calgary, but there were no jobs at that time so Ken went back to the dairy. In 1960, Ken went to work for the Canadian Bank of Commerce.

**Marilyn June Munro** was born in Edmonton on January 10, 1944, to John (Jack) Ronald Munro and Marion Rose Campbell. She was the middle of three daughters. The family lived in Oliver. Jack Munro had been born at home in 1913 in the Arlington Apartments, the first apartment building to open in Edmonton, built in 1909 at 100th Avenue and 106th Street. The five-story red brick building would later become both a Provincial Historic Resource in 1995 and a Municipal Historic Resource in 1998 before being destroyed by fire in 2005. Jack completed an honours degree in commerce at the University of Alberta in 1934 and articulated for the accounting firm of Winspear Hamilton. Marilyn's grandfather John Munro was the proprietor of Munro's Hardware store; Jack was his only child and would end up taking over that business. In 1945, Francis Winspear ran for Mayor of Edmonton and talked Jack Munro into running for alderman; Francis lost the election but Jack won and served a single two-year term. He served as president of the Edmonton Chamber of Commerce in 1952 and later as a Director of the Toronto Mutual Life Insurance Company.

Marilyn got into skiing at age 12 in 1956. She couldn't turn very well so got into ski jumping instead where turning wasn't required. Once again Ross Grady entered the story becoming Marilyn's jumping coach. At the time, girls weren't allowed to compete with boys in ski jumping. Ross, a national ski jumping coach, fought hard for Marilyn to be allowed to compete with boys. As a result, in February 1959 at age 15, Marilyn was allowed to compete against boys for the Edmonton Ski Club off the junior jump on Gallagher Hill. Then she was allowed to open the men's competition becoming the first woman permitted to jump from the big scaffold jump that crossed over Connors Road onto Gallagher hill. Also at age 15, Marilyn had her first driving experience; she accompanied her father to a friend's farm to help with the haying. She started out pitching hay with a pitch fork. Her dad suggested that might be a bit hard for her and asked if there was anything else she could do. The farmer offered to teach her how to drive the tractor. That red tractor was just fine with Marilyn, fitting in well with her adventurous spirit. Marilyn took an aptitude test in Grade 10 that determined she was best suited to be a mechanic. Her father said "*no way*;" she had to do matriculation. Marilyn had started high school at Strathcona Composite but, like Ken, moved to Ross Sheppard for Grade 12, but three years after Ken. Marilyn went to McTavish Business College for one year and then went to work for John Ross & Co., a firm that sold industrial machines.

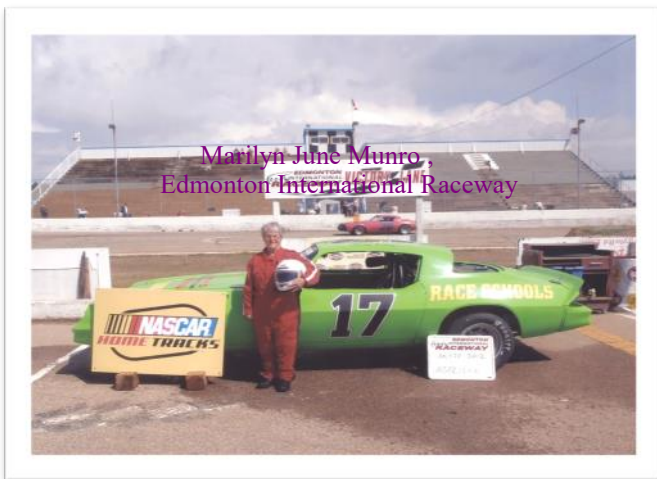


Ken and Marilyn Huff continued ...

Marilyn Munro first met Ken Huff at the end of her Grade 11 year on the 1960 May long weekend at Seba Beach. She was 16 and Ken was 19. They would discover that their Moms had gone to Commercial School together. A relationship blossomed but turned into a long distance one when the Canadian Bank of Commerce transferred Ken to Lethbridge in 1962. Marilyn did not want to be a teenage bride. She made Ken wait until she was 20 to get married. Ken and Marilyn were married on March 28, 1964, at St. Andrew's United Church, 9915-148 Street, Edmonton. She was the first of the three Munro girls to get married. Their official wedding car for leaving the church was a "big black limo" courtesy of Marilyn's father, Jack Munro. They drove to Victoria for their honeymoon in Ken's 1960 Pontiac Parisienne 2-Door Hardtop, making a side trip to Seattle on the way back.

Ken and Marilyn's first home together was in Lethbridge where Ken worked for the Canadian Bank of Commerce. In the summer of 1965, the bank transferred Ken back to Edmonton and he and Marilyn moved into a duplex. Marilyn took a secretarial position with the Alberta School Boards Association. In June 1965, Ken and Marilyn bought their first and only house where they still live, just north of the Whitemud and just east of 170th Street. The monthly rent at the duplex had been \$100 and their new house payment was \$112; they had no idea where they were going to get that additional \$12—scary time!. Daughter Karen was born in 1967 and Marilyn became a stay-at-home mom. Daughter Lynda completed the family in 1970. Ken was not a skier so Marilyn had soon given that up. Marilyn chose instead to become Ken's "pit crew" in his rekindled model airplane hobby. She would also go bird hunting with Ken in the fall of the year and became quite accomplished at that.

In 1967, Ken went to work for Life of Alberta Insurance switching to Kellogg Real Estate in 1970 working on straight commission. Ken and partner Larry set up their own realty company in 1971 naming it Larken Realty, a combination of their first names. They dealt with both residential and commercial real estate moving into residential land development west of the city. They produced the first drywall lined modular homes on cement foundations in this area. Up to then, modular homes had been lined with wood paneling like trailers. Marilyn went back to work in 1978 doing accounting for Life of Alberta Insurance. Then in 1980, she began ten years of employment with Miller McClland chartered accountants. Larken Realty was forced to shut down in the early 80s when the interest rates went so extraordinarily high. About 1985, Ken got into the hobby business as a travelling salesman selling model planes and assorted paraphernalia across western Canada. Ken and Marilyn opened their own hobby store in 1990 called Hobby Master at Whitemud Crossing on 106th Street. They operated their store together for ten years, selling the business to Great Hobbies in 2000. Ken worked for Great Hobbies for a short time and then retired. Ken and Marilyn would later work for about two years transferring vehicles from the United States to Edmonton.





Ken and Marilyn Huff continued ...

In 1973, Ken and Marilyn purchased 40 acres 12 miles north of Peers, Alberta, between Whitecourt and Edson for recreation, a place to get away and relax. There was a little old house that could be fixed up into a nice cabin, but also on the property was a shed that housed a 1953 Chevrolet Pickup. The pickup was included with the sale for the princely sum of an additional \$1; they became the truck's second owner. Ken and Marilyn used the Chev as a farm truck to run back and forth to town for supplies, especially while renovating the house. In 2003, they made the big decision to fully restore their fifty year old truck. They had acquired a 1930 Ford A Tudor street-rod but subsequently joined EACC in 2002. The Chev truck had lived in that shed on a dirt floor for half a century but miraculously had no rodent damage, unlike the house which had been found well occupied by mice and squirrels. In 2004, Ken and Marilyn sold the acreage after enjoying it for over 30 years. They completed their high quality restoration of the 1953 Chev Pickup in 2008. The pickup is primarily Marilyn's truck. That long-ago aptitude test as a mechanic proved prophetic; Marilyn had worked side-by-side with Ken on much of the work needed. She is not afraid to pick up a wrench.

At a car show in 2012, Ken and Marilyn won a chance to drive a race car at the Edmonton International Raceway in Wetaskiwin. Marilyn's adventurous spirit kicked in and she claimed that opportunity for herself; after ski jumping, hunting, hot-air balloon riding, open-cockpit flying, para-sailing, and mechanics, it just seemed like a natural progression. The only way to enter the race car was to climb through the window, which was no deterrent for Marilyn. She drove the ten laps behind the pace car; the more you pushed the pace car, the faster its driver would go. She got going pretty well for the last five laps.

Ken and Marilyn's siblings had all been girls and they had two daughters followed by three granddaughters. There was no small excitement when they welcomed their first great grandchild—named Theodore. All of Ken and Marilyn's many friends in EACC wish them both a very happy 60th anniversary with many more to follow. See ya down the road!



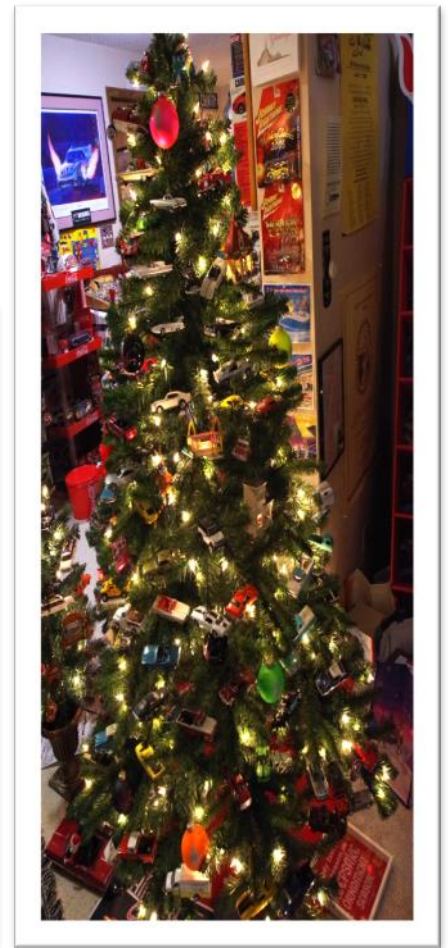


# PRIVATE DIE CAST COLLECTION

**https:**

**//www.youtube.com/watch?**

**v=ZXPalOoraAw**



My kind of Christmas Tree!!



EACC Members enjoying a massive mini model collection .  
Check out the YouTube video link above for a great story!!





A nice checker deck Corvette diorama to the right.  
Ron Bodnar enters the massive collection of Toms.  
The Guest Book is ready!





# LETHBRIDGE SWAP MEET



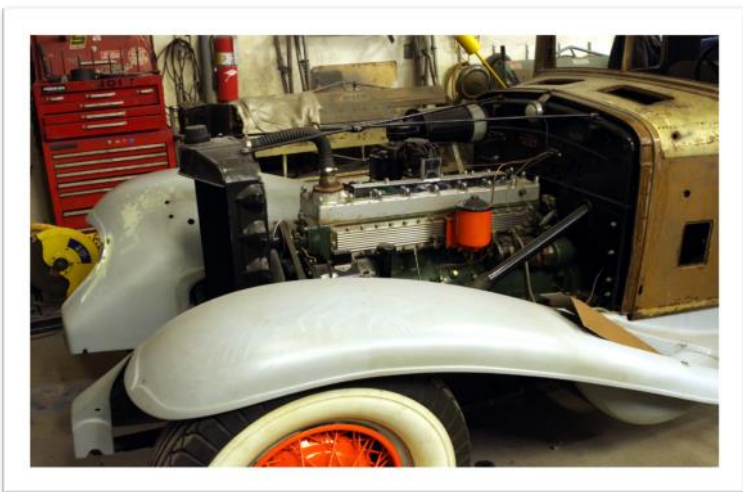
Chris Bamford, Bob Callfas, Ryan Fenrich and Brian Zahorodniuk head out to the Lethbridge Swap Meet !



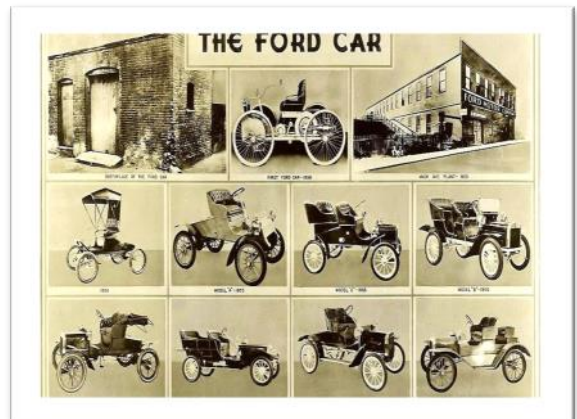
Harvey Callfas has his 1931 Chrysler Imperial at Historic Restoration in Wetaskiwin for body work and paint.



Henry Ford, "Even Mistakes have value", too true!



The 1931 Chrysler Imperial has a super long line and the car has been really well preserved by the previous owner!







Bob Callfas and Ryan Fenrich drop off a radiator at Boman's radiator in Camrose..



Dramatic Sunset on the Lethbridge Swap Meet Return !



Ryan Fenrich checks out the wood restoration on a old McLaughlin-Buick Coupe at Historic Restoration .



Bob and Chris remove the leaking windshield "storm windows" before the trip home .



## The Bamfords Garage Page

### Old Photo Phun

Your reporter was rooting around in the City of Edmonton Archives years ago, looking for KisselKar photos, and came across several other vintage motoring gems. Now, 25+ years on, seems as good a time as any to have a closer look...

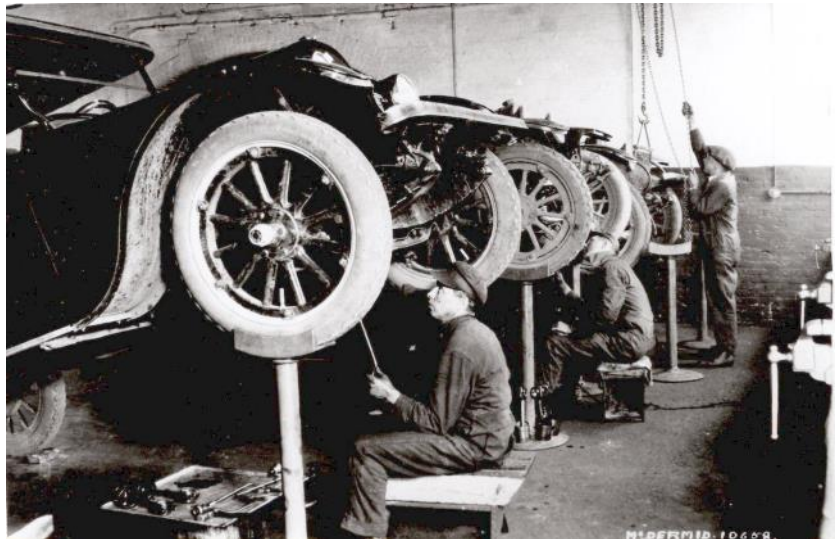
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EA-160-123 Evansburg Ferry: Here we see the automobile ferry preparing to cross the Pembina river in August, 1921. The overhead cables indicate the river is flowing right to left; on the map the Pembina runs south to north at this point, so the car is waiting to board the ferry for parts east. While the brand of car is anybody's guess, it appears larger than a Model T. Folks were certainly better dressed back then—note the jackets and ties on the two gentlemen. The Yellowhead Highway bridge was built in 1960-61 at this same location, replacing the original 1923 single-lane wooden bridge, and the ferry access road seen across the water is now a recreational trail down to the river's edge. In the distance is the single-track Grand Trunk Pacific railway bridge. Designed and built in 1909-10, in Scotland, it was then taken apart, shipped to Canada and reassembled on site! Some 910 ft long and 214 ft tall, it is the second-tallest bridge in Alberta (Edmonton's High Level Bridge comparative stats: 1911-1913, 2,550 ft and 156 ft.).



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EA-160-113 Auto Repair Garage: Two workmen are doing engine overhauls on the nearer cars and a third man is hoisting the last car up or down with a chainfall and two hooks around the front axle or springs. Once again, we see no Fords, as Model T engines must be removed for overhaul. Of particular interest are the jack stands under the front tires (presumably the rear wheels are solidly chocked!) and the pistons and rods, possibly removed from the bottom, to the left of the far left jackstand and encircling the base of the center stand. A workbench and row of vises are flooded by natural light from the far right; those same windows surely provide the bulk of the lighting for the men working underneath the engines.



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EA-160-66 Stock Car Racing: Finally, some Model Ts! Although this July 1920 photo is noted in the archives as Stock Car Racing, it most assuredly depicts "Auto Polo", first played in Wichita, Kansas in 1911 then across North America and into Europe until petering out in the late 1920s. The cars had were equipped with primitive roll bars, the driver was belted in place, and the "malletman" wielded a three-lb club and hung on for dear life to whatever was handy. A regulation-sized basketball was used and speeds up to 40 mph with lots of hairpin turns made for thrills and spills aplenty. The sign painted on the fence far left reads "SEE THE AUTO RACES SAT".

