

CAPREOL—George Quackenbush's first old car was a 1928 Pierce Arrow he bought in 1950 and converted to a truck.

At that time he wasn't thinking of it in terms of an antique car, but in the next three years he bought five more cars and an old fire truck.

The first car Quackenbush bought after the Pierce Arrow was a Model T Ford that was driven into Capreol by a man from Powassan. This was in 1951.

In rapid succession he bought a 1919 Light Six McLaughlin, a 1924 Gray Dort, another 1919 Light Six McLaughlin and the centre piece of his collection, a 1914 Chalmers. A 1923 International fire truck was acquired later.

GOOD CONDITION

"I got started at just the right time, before all the good ones were picked up," says Quackenbush.

The cars he bought were in good condition, reducing the cost of restoring them to like-new condition. All increased considerably in value since they were purchased.

Restoring the Model T involved having a new top made for it and purchasing a set of side lamps. The lamps were missing when he bought it. It has also been repainted. A Model T that has been well restored would be valued at \$2,300 to \$2,500.

Of the two 1919 Light Six McLaughlins, the second, purchased in 1952, is in the best condition. Painted a bright yellow, it stands out in any crowd. It has only 10,090 original miles on the mileage indicator.

If Quackenbush wants to protect himself from the weather while driving the McLaughlin, all he has to do is put up the side curtains which came with the car. Like all of his cars, the McLaughlin is an open touring model.

IN PARRY SOUND

The 1924 Gray Dort was purchased in Parry Sound from C. B. Finson, who had purchased it from its original owner, Harry Farr, also of Parry Sound. The Gray Dort has only 13,000 miles on it because Farr drove it off the road into a ditch in 1932 and declared he would not drive again. The car stayed in the garage until 1946.

Quackenbush restored it and painted it a plum color. He also had the bumpers rechromed. It is now at the Oshawa Automotive Museum, where it has been on loan since September, 1967.

The prize car in Quackenbush's collection is the 1914 Chalmers he purchased in 1953

from D. Garside, of Parry Sound. It is the only Chalmers listed in Canadian directories of antique cars.

Garside had the car for several years, but never drove it because he didn't have the tires. Garside purchased it from J. B. Little, a London businessman who was the original owner.

"It wasn't restored then but it was in good condition," said Quackenbush.

A new top, new paint and tires were among the work that had to be done to return the car to like-new condition. Tires for antique cars are no longer standard, so they are made by a company that specializes in them. They cost about \$20 more each than today's standard tires.

The Chalmers has an almost silent starter and will still idle with a nickel balanced on the motor, said Quackenbush. It

weighs 4,325 pounds and rides on 36-inch tires.

It has such modern features as a central fuel tank intake and a tire pump built into the motor. One of the gadgets on the car is a latch to brace the driver's door open about six inches for ventilation. The windshield can also be adjusted to provide more ventilation.

Quackenbush also has several other bits of memorabilia



George Quackenbush uses antique, double-lung pump on the tire of the "Accountant", a replica he built of an old car