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## RIDES

# SPICY!!

Mario Da Roza modifies a  
Molten Orange Ford Fiesta ST

### INTERNATIONAL MUSTANG MEET

It's a gathering of ponies from both sides of  
the 49th parallel.

### DEFINED

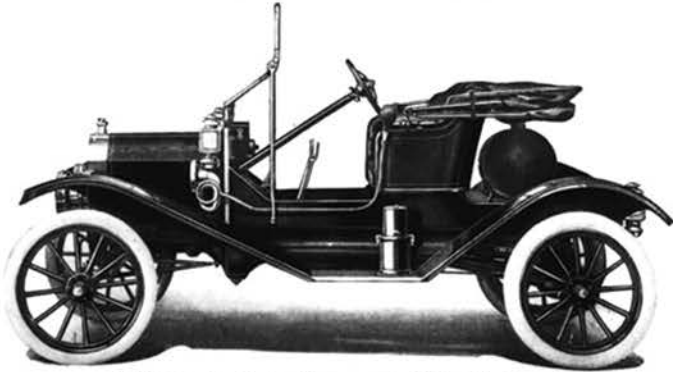
What makes a specialty vehicle person?



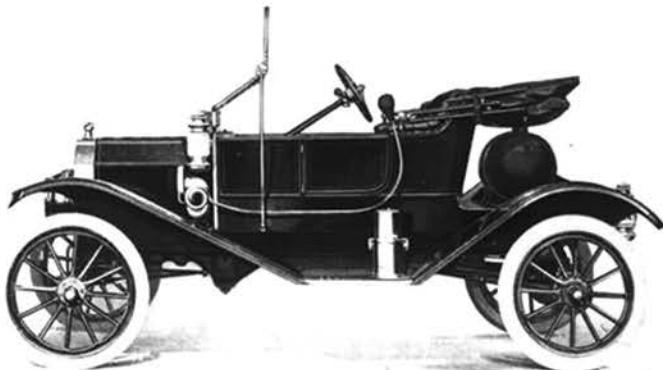
5-Passenger Touring Car, Fully Equipped



3-Passenger Roadster, Fully Equipped



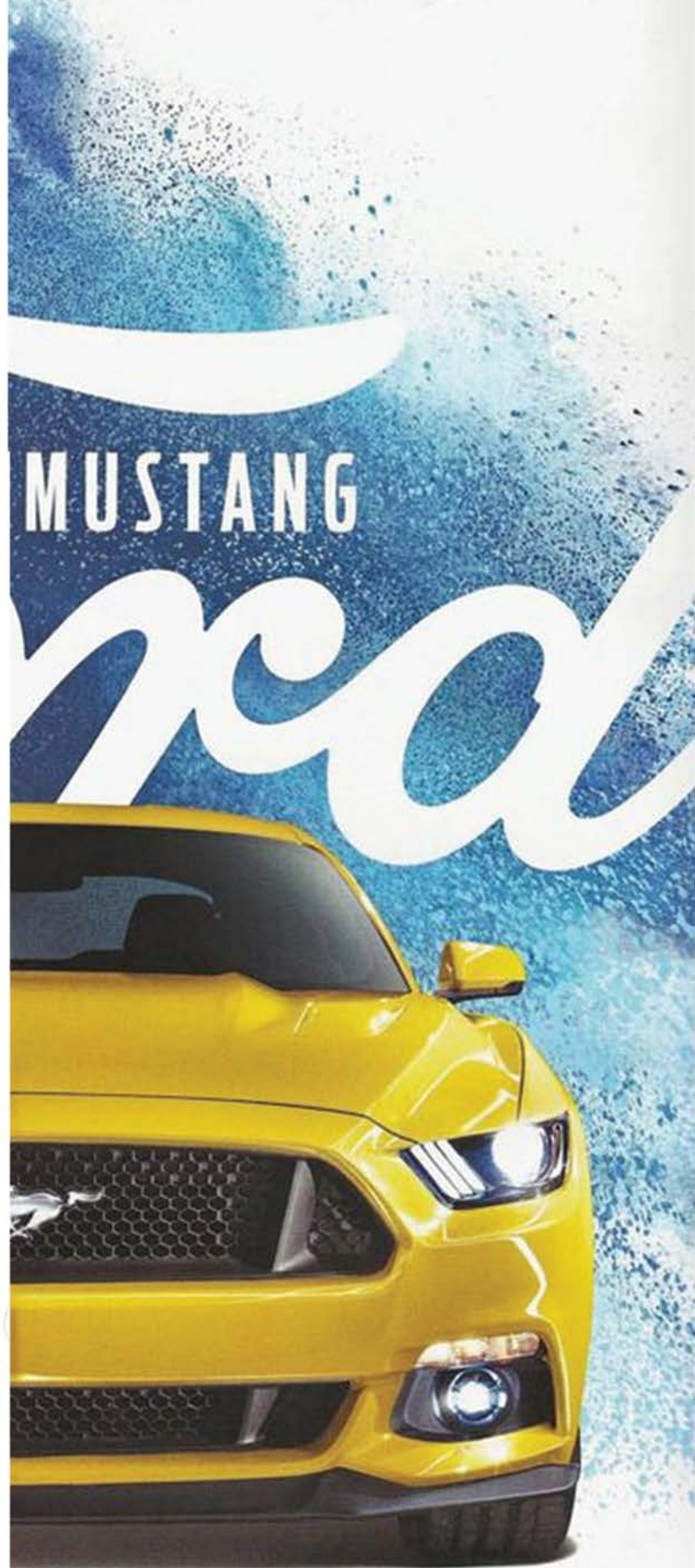
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# WHAT'S INSIDE



## European Classic Car Meet 2018

A great showing for the Vintage Sports Car Club of Calgary's annual signature event.



## Sriracha

After a horrific accident claims Mario Da Roza's Focus, he modifies picks up a spicy Molten Orange Ford Fiesta ST as his next project.



## 39th International Mustang Meet

It's the gathering of the ponies as clubs from Canada and the U.S. meet in Leduc.

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### ON THE COVER:

Turning up the heat. Modifying a spicy Ford Fiesta ST. read all about it on Pg 16. Photo credit: Bill MacKenzie Jr.





photo by Sue MacKenzie from Cardel Park + Polish

## PRESIDENT'S MESSAGE

Another driving season is quickly coming to an end and what a challenging season it has been with many events either getting cancelled or having to switch to rain out dates. Yours truly and his trusty navigator went from driving with the heater and defrost on full during the "Spring Thaw" Classic Car Tour in BC to having overheating problems (the driver not the car) in the 40 C temperatures on the Antique Auto Tour in Great Falls Montana. We drove in so much rain this summer that even my tool roll started to show signs of mold and mildew.

During the upcoming non-driving months, many clubs will be holding their annual meetings and asking for volunteers to join their leadership teams. These leadership teams are key to the success of the club so if you are a new member, it is a great way to meet other club members and learn new skills and if you are a long time member that hasn't been involved for a few years, volunteer to mentor the new members as they take on leadership roles. Times change with in clubs so support the new members on the leadership teams even if they want to change the way it has always been

done. Remember the health of the club is determined by the involvement of it's members.

Speaking of volunteers, the SVAA and the hobby has lost one for it's most loyal volunteers with the passing of Earl Clements. Earl had worked behind the scenes as the treasurer for the SVAA for more years than I can remember. Not only did he volunteer for the old car hobby, he was very active with Edmonton Radial Railway Society, Kiwanis Club of Edmonton and Edmonton Philharmonic Orchestra. He was also very involved in his local community and was a faithful volunteer driver for his church.

Safe Travels,

Jim

## NEW MEMBERS

The SVAA would like to welcome our newest member clubs:

- Alberta Mustangs Owners Association
- Mannville Classic Cruisers



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By Mike Coe  
Calgary

What makes a collector/classic car owner? This, I offer, is a person, male or female, so taken by a specific car or cars irresistibly calling to ownership. A vehicle more often than not, not valued in ultra-high thousands and thousands of dollars (although we're fortunate to have people capable of owning such a car so we can all see), but a car set within the thinking of an everyday person's financially possibility that gives the freedom of ownership. Some cars coming to mind through my English heritage, as Triumph, M.G. Riley, Wolsey, Hummer, Jaguar, Volvo, and so on; but after many, many now years as a Canadian I as well much appreciate Ford, Chevrolet, Dodge etc.

So does this person need to have mechanical knowledge to be able to tinker with the chosen collector/classic car? Not necessarily. Perhaps a wise willingness to learn the rudimentaries with the help of a Car Club often leading to more practised involvement is a good idea. But here in Alberta we're blessed with a goodly number of great mechanical shops whose business is highly percentaged and structured to the Sports Car/Classic Car/Collector Car. And joining a Car Club is a sensible move because of the in-house membership offering a huge variety of car knowledge. For example, one of the Car Clubs I belong to as a structured member, helps members with an occasional members-helping-members-day. Not necessarily can all questions be answered with this help; the unsolvable will eventually lead to a professional garage.

Then don't overlook a sports car/classic car/collector car can be much easier to work on with its rudimentary operating work bits as opposed to the modern day world of computerized / electronic fun and games. That appears to have led to a strong following in Europe with youngsters (younger than!) discovering they themselves can work on our type of cars. Has this led to values placed much higher than we currently face? Well, look at the values there of the Midget, Sprite, Spitfire, Mini, etc, and even earlier dated cars. My, even the TR's and MGB's are reflected in this.

So I've opened the book for the sensibility of joining a Car Club or Clubs [if you're not already somewhere a member]. For the fun of knowing members and the comradary, and opening another social set. For most clubs have good membership numbers, but they don't always transfer to huge monthly attendance. They're not ghost members but persons like anyone these days busy with life. But they do appear at spring, summer and fall events. The Club itself (or I should say Clubs) run very well with the usual same people; without whom our sport would not function. And good, good people all around though. Do find a club and join. Even if you attend only a few functions, it's well, well worthwhile.

Mw? I belong to two Calgary Car Clubs, a Victoria Car Club [I've been a member for donkeys years], an Internet M.G. Magnette Club and an Internet Triumph Club. All so important in my belief requiring healthy support. My car ownership: a Triumph TR8 and under restoration MG Magnette.

Happy motoring.



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# European Classi

By **Peter MacFarlane**  
Calgary

With perfect weather (aside from a few raindrops mid-afternoon) and an entry of over 200 vehicles, the Vintage Sports Car Club of Calgary's annual signature event was an enjoyable way to spend Saturday July 21. The only things missing were Morgans – but there was plenty of variety to make up for that. A number of makes and variants not seen before were present.

A welcome visitor was Gerry Alderson's 1922 Minerva TT from Red Deer, the only survivor with Salmons and Sons "all-weather sedan" bodywork. Restored over many years, the car features a sleeve-valve 2-litre 4-cylinder engine and rightly drew a lot of attention. (And you thought you had trouble finding parts for your project...)

Rolls-Royce and Bentley were represented and a nice com-

parison with the 1957 Silver Cloud and later Silver Shadow Rolls-Royces was presented by the new Rolls-Royce Dawn which Darcy Kraus, having won the use of it for the weekend at a charity auction, kindly brought to the meet for our viewing pleasure. Thanks to Darcy (and Rolls-Royce).

The Jaguar section provided a few surprises, not the least being two beautiful XK120 roadsters. As well, more XJS convertibles than ever. But competing for attention were two specialties – a well-done D-type replica and a "trike" in the form of a V-12 engine attached to wheels and the minimum amount of iron to make it mobile and looking more like sculpture than mode of transport.

The Mercedes section found the expected swarm of people around the 300SL Gullwing, with Dale keeping it from being "fingerprinted" and directing traffic to the newer cherry-red SL behind it.

BMW's were varied, if limited in number and the two 1M







# Classic Car Meet 2018

“pumpkins” were worth a look to compare the standard (relatively) and prepped-for-track-running versions. Later in the day an i8 Roadster – the latest from BMW – showed up.

Porsches turned out in droves, and showed the many varieties that have followed the first 911. Of course, Porsche celebrates 70 years of production and pre-911 cars were also present. A rainbow of 914s could also be seen.

A good turnout of MGBs was swamped by older and newer MGs making up one of their larger displays. A range of Triumphs was flanked by Austin Healeys, including two Sprites.

The “Other British” class produced some rarities – not that a lot of models already listed aren’t rare – including a TVR Griffith 500, a Chimaera, a Daimler SP250, a Lotus Elan +2. Lotus and Caterham Sevens, a range of Minis, and newer and older Aston Martins drew attention.

Land Rovers were present in unprecedented numbers as well as an Opel, Volvos and VWs, including camper vans.

The Italian contingent included a brace of Mangustas, Alfa Spiders and coupes, a Fiat 124 Spider, a (rare) Intermeccanica Italia spider, a Lancia Flaminia, a Lamborghini Murcielago roadster and a winged Gallardo. Ferraris ranged from 365 coupe and 246 GTS up to open and closed 360 models, with a crowd-drawing F50 (rare) included. A 430 coupe arrived later.

This event has a charity component and the Alberta Adolescent Recovery Centre had a display along with a raffle, ably watched over by collector Fred Phillips. As well, the Canadian Blood Services had an information tent.

This event would not work without sponsors and we appreciate their support: The Vaults, Tunerworks and Riegel Tuning, TRS Automotive, Mobile Solutions, CR Techniques, SR international, Old is Gold Insurance, Color Glo, and Mulsanne Motorcars. As well, the food trucks that attended were appreciated in the heat. We also appreciate the cooperation of the City of Calgary Parks Department in making Stanley Park available to us.







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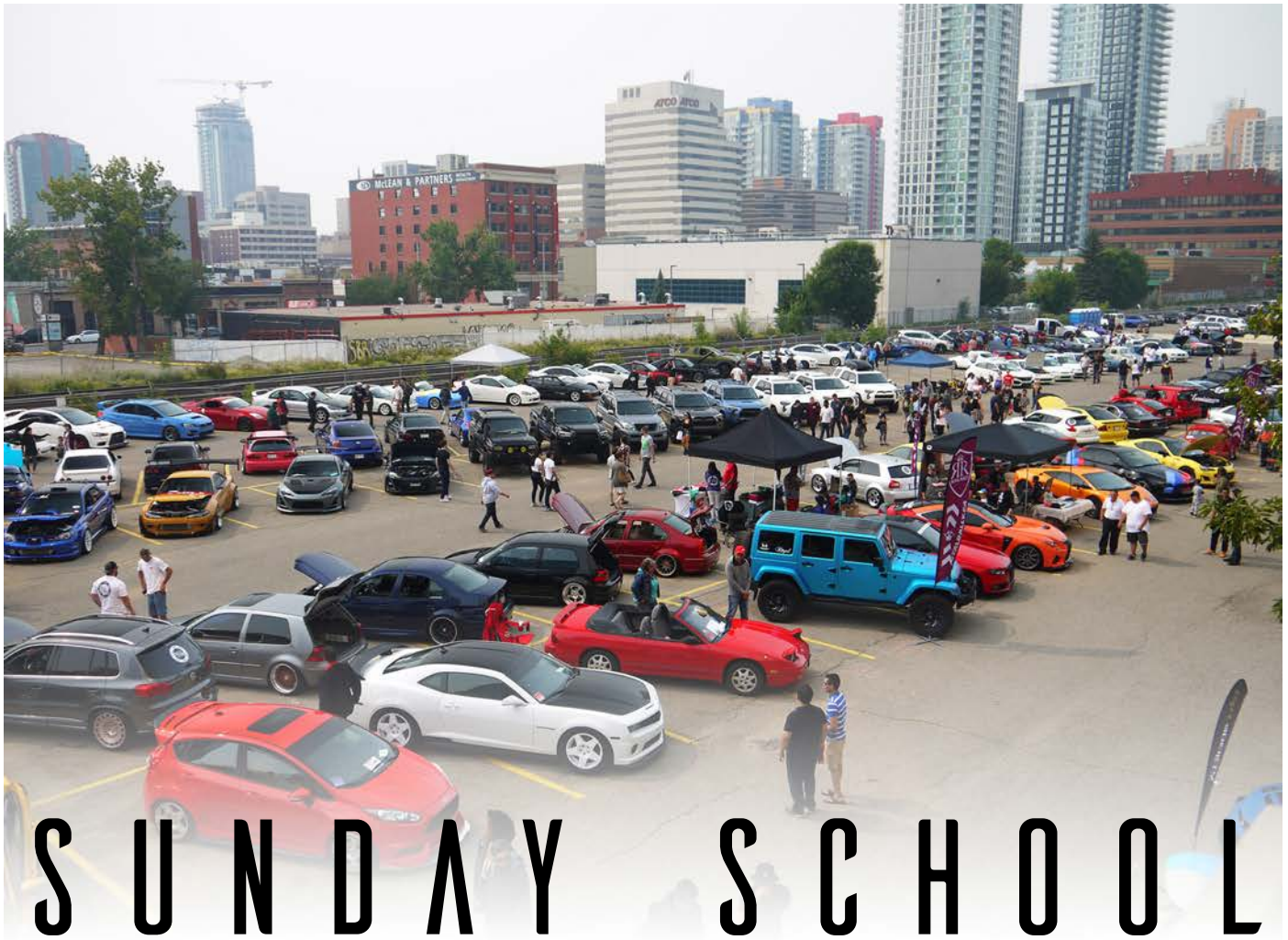


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By **Bill MacKenzie Jr.**  
Calgary, Alberta

In early 2010, a group of friends from Calgary felt that the local automotive scene needed a boost with a platform via which local builds and events could be featured.

They started a blog - *illmotion* - and began sharing with the world what they could capture with their cameras; local projects, shows, meets, and so forth. With a solid audience quickly growing, in 2011 they then decided to take another step and instead of just showing what was going on, add to the yearly calendar with an event of their own. To say that their show, Sunday School, has been a success would be a bit of an understatement.

Fast-forward to present day and Sunday School has been cemented as major annual event for plenty of enthusiasts not just in Calgary, or even Alberta, but from other provinces as well. Hosted in August, every year its spots sell out in minutes – literally – due to the excitement surrounding

the show and what it brings out; many have even used it as the place to officially debut new builds over the years.

2018's edition was a bit different to the previous years' however, due to a new location. Since the start Sunday School

had been hosted at the Max Bell Centre which had

served beautifully as a venue with its wide-open

lot and great view of the city skyline. However,

due to the popularity of the event and it

continuing to grow each year since its inception,

the spot had been outgrown and so this year Sunday School was moved

to a new location; a few parking lots in

downtown Calgary just off of 9th avenue.

What could sound somewhat plain on

paper turned out to be a perfect new venue

with ample room for vehicles and spectators,

great backdrops with the buildings and railroad

lines, and plenty of visibility for the show due to the

constant stream of traffic and pedestrians passing by.

At this time there was still plenty of smoke in the air from

BC's wildfires but the air quality didn't stop people from coming

out in force. Approximately 475 vehicles were present that







day, and as always even more show-worthy cars could be found in the spectator lot and also parked out on the street.

Setting Sunday School apart from many other events is how their awards are handed out. Called the "Honour Roll", the team study the entire field of vehicles and from that, pick 15 which stand out to them as the recipients of the awards. Without individual classes to compete in, the winners can be any combination of makes, models, and styles; simply, it's the vehicles that make the biggest impact with the judges that leave with an award.

The show has never been just about the cars though; one important aspect that has been a constant with ill.motion and Sunday School since the beginning has been the support of charities and other worthwhile causes. This year the team selected the Canadian Mental Health Association (CMHA) as their charity of choice. As Prashant Topiwala, one of ill.motion's founders explains, "Mental health affects so many people in so many ways and we want to encourage those in our scene to speak up and feel heard. We hope we have raised some awareness so that people can count on their

friends and seek help when needed". Altogether, the event raised around \$7500 for the CMHA.

Prashant and the rest of the ill.motion crew put in a huge amount of work each year to see the show through, but there are many others to thank as well. Sunday School wouldn't have been the success

it has been without the various sponsors over the years who have donated time, money, and prizes to support the event and the charities, or the many other supporters it has had; participants, spectators, and the friends and family of its organizers. "Every year our friend [and] family circle grows and every year we get more and more help to put Sunday School together" says Prashant. "The fact that every year our show gets bigger is a sign that we have had an impact!"

With 8 editions of Sunday School having now been hosted, 2019's event is already being looked forward to by many and will surely be another great time. By bringing together amazing cars, offering a fun time, and raising money for important charities, everyone wins.

For more on ill.motion and Sunday School, please visit [illmotion.com](http://illmotion.com)









# SRTRACHA

## 300HP in Ford's Mini ST

By Bill MacKenzie Jr.  
Calgary, Alberta







Having owned and modified many Hondas over the years - including an S2000, Fit, (Acura) TSX, and Civics - it may have been a surprise to see Mario Da Roza switch over to Ford a few years ago, but he had been paying attention to the company's attitude with their vehicles.



"I liked what Ford had been doing with marketing with fifteen52, and their presence at SEMA and other shows" says Mario, noting that it "showed they cared about the tuner scene". Combined with the technology available in their vehicles for their respective price points, he found himself looking at, and soon purchasing, a brand new Race Red Focus ST in early 2013. Over the next few years that Focus received numerous modifications including air suspension, many new engine components, some subtle exterior enhancements and more, and managed to win a few awards as well as land a feature in a magazine.

Thankfully, the platform was also an exceptionally safe one as Mario unfortunately learned first-hand in early 2016. When another driver ran a red light and struck the Focus at high speed, Mario was able to walk away from the collision. Given how much he had enjoyed the Focus, and that it

had served him trouble-free, he knew he wanted to get something similar to it but at the same time not replace it with an identical car; he saw the opportunity to try something just a little different and so picked up a Molten Orange Fiesta ST (since nicknamed Sriracha) - the little brother to the Focus ST.

It should come as no surprise that there were of course modifications in the plans for the little Fiesta,

and before it even left the dealer's lot in fact, a couple of parts were switched out. Still during the first day of ownership it was then retuned, and it wasn't long before more pieces started arriving in the mail. Taking what he'd learned from working on his previous projects and especially the Focus, a concise plan for the Fiesta was quickly put in place and Mario and his friends were working on the car as much as they could, as the various pieces arrived.

Wanting to have the car as a fairly well-rounded build to be enjoyed on the

roads and at shows that first summer, the initial round of modifications saw all areas of the vehicle receive attention. New height-adjustable suspension was installed to lower the ST's center of gravity and bring it closer to a new set of wheels; fifteen52 Turbomacs were fitted up front with identically-sized Tarmacs from the same company out back. Wing risers tilted the OEM rear wing slightly for appearance and aerodynamics, while a subtle splitter was added up front for some extra aggression. Complementing these were some subtle touches of carbon fiber via side skirts and a rear wing extension.

From factory the Fiesta ST's 1.6L engine is rated at 197 hp and 202 lb-ft; these are certainly ample numbers for a vehicle of its

size but Mario wasn't content to leave it at that. Also as part of that initial modification spree, the engine was treated to that aforementioned retune as well as a new intake filter, intercooler, downpipe, and exhaust. For the times when he wished to listen to something other than the engine, Mario also upgraded the factory stereo with a new amplifier and speakers.

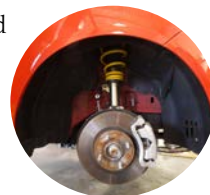
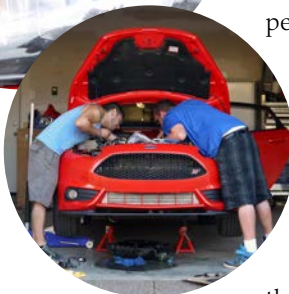
At this point the mini ST was only a matter of weeks old and Mario was certainly enjoying it, but that didn't mean the modifications would cease. The following summer he took a road trip down to California with a couple of

friends - the three of them and their luggage all being stuffed into the Fiesta - and while down

there attended a meet at the facility for Mountune, a well-known name in the Focus and Fiesta worlds. While there he took the opportunity to pick up their turbo kit for the Fiesta ST. Upon his return to Calgary a few nights were spent in a friend's garage replacing the punchy, but small, factory turbo with the new MRX unit from Mountune.

Once reassembled and retuned the little orange hatch was considerably more powerful, with roughly 300 hp and 300 lb-ft (at the wheels) being its new numbers.

This was how the car then sat, more or less, until the beginning of the 2018 show season when Mario decided it was time to readdress the exterior. The front splitter that had been installed back in 2016 was replaced with fifteen52's Cup Spoilers and a much larger splitter from Vega Modified.





Another road trip to California allowed Mario to pick up a set of hood vents from a friend, which were fitted to the original hood as a way to expel some of the heat generated from the turbocharged powerplant. As the most involved update however, he opted to fit a set of front fender flares from SS Tuning. Having decided to run a relatively wide front tire on the car to help put the power down, the factory fender flares were a bit too restrictive for comfort. Once the flares had arrived, been mocked up, and then painted, over the course of a couple of evenings the factory fenders and front bumper were all cut back for additional tire clearance before the new flares were bonded in place.

With everything that has been done to the Fiesta you may be thinking that the project is nearing its completion, but there are still more plans in place for it according to Mario. At the time of this writing more exterior components are in the mail and a new wastegate is waiting to be fitted as well, while even more changes are being considered for the next season. While the Fiesta continues to be used as his daily driver and a show car, Mario is looking ahead to the opening of a new track in Calgary where he'll be able to really utilize many of the modifications on the car (especially the turbo), which were fitted in anticipation of the new facility.

It has certainly been a busy couple of years given the amount of work put into the little ST since first picking it up, but it has also been a very enjoyable time. Mario happily looks back on all of the nights spent with friends working on the car, and the adventures he's taken it on; and there are surely many more to come.

Mario would like to thank Derrick, Bill, Ryan S, Murray L, Jose, Paul at Garagebox, Brad and Matt at fifteen52, Mountune, Kanji, and Sue for their help with the project.

#### Full Mod List:

##### EXTERIOR

fifteen52  
Cup Spoilers;

fifteen52 carbon fiber side skirt extensions; fifteen52 carbon fiber wing extension; SS Tuning front fender flares; Vega Modified front splitter (summer); hood vents; TRC rear diffuser; Boomba wing risers; projector LED reverse

lights; stealth rear turn signals; stubby antenna; WeatherTech window visors; officialTHREETWENTY/fifteen52 banner; drilled grille; Mountune front splitter (winter)

##### INTERIOR

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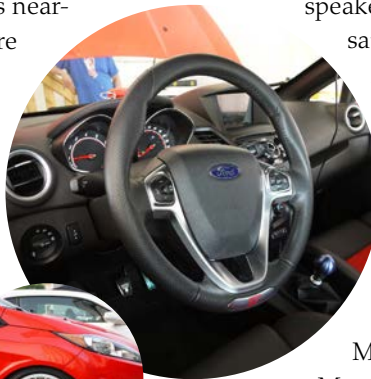
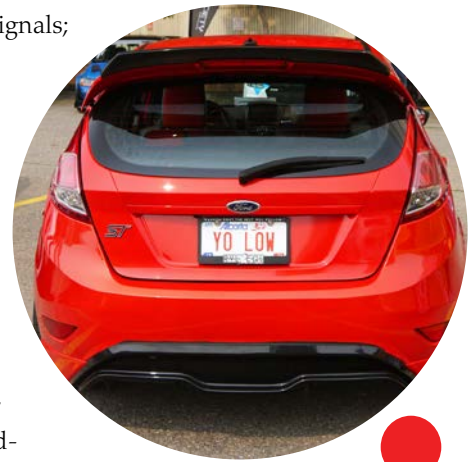
Cobb Accessport; Mountune MRX turbo (Garrett GT2554R); Mountune catted downpipe; Mountune lower intake box; Mountune high flow filter; Mountune aluminum radiator; Mountune Quick Shift; Mountune battery tie down; Mountune Turbosmart BOV; Boomba shifter bracket bushings; Boomba transmission bushings; CPE Delta Core intercooler; Mountune symposer delete; evap canister skid plate; FSWERKS 2.5 exhaust; COBB exhaust hangers; custom battery rain guard

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### What does the SVAA insurance program cost us?

Using a club with 20 members as an example, the cost of insurance is \$110 per year. A Certificate of Insurance is sent to the club upon receipt of their application for membership. Additional Certificates covering specific events are provided as needed at no additional charge.

Insurance is available only to SVAA member clubs.

This summary is issued as a matter of information only and is subject to application of terms and conditions the actual policies placed by SVAA.

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# River City Classic Car Show

photos by Sue MacKenzie and Geoff Lee  
High River, Alberta





# Classics Show



Photo by Sue MacKenzie



Photo by Sue MacKenzie

Photo by Geoff Lee



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# MEMBER CLUBS

## Alberta Iron Indians Pontiac Club (Calgary)

✉ bdtychonick@shaw.ca

📅 1st Tuesday 7:00 pm

📍 Royal Canadian Legion, Branch 285  
9202 Horton Road SW

## Alberta Iron Indians Pontiac Club (Edmonton)

✉ sgeenge@torchindustries.ca

📅 Last Monday 7:00 pm

📍 Ricky's All Day Grill  
12707 140th Ave NW, Edmonton

## Alberta Mustangs Auto Club

✉ ststbtkt@shaw.ca

📅 Last Thursday 7:00 pm

📍 Royal Canadian Legion, Branch 285  
9202 Horton Road SW

## Alberta Mustangs Owners Association

✉ dchekerda@westwoodelectric.com

📅 3rd Monday 7:00 pm

📍 Freedom Ford  
7505 - 75 Street, Edmonton

## Alberta Pioneer Auto Club

✉ gblobley@shaw.ca

📅 2nd Tuesday 7:30 pm Sept - June

📍 The Hangar Flight Museum  
4629 McCall Way NE, Calgary

## Alberta Region of Packards International Motor Car Club

✉ rbwhitmore@shaw.ca

📅 3rd Tuesday, 6:30 pm except Jul & Aug

📍 Various locations, Calgary

## Alberta Super Run Association Car Show

✉ stu.sheppard@icloud.com

📅 1st Sunday 10:00 am or as needed

📍 First Choice Collision Boardroom,  
7493 49 Ave Crescent, Red Deer

## Beaumont Dream Cruizers

✉ rbchristi@shaw.ca

📅 Tuesdays at 7:00pm

📍 DQ Beaumont during summer

## Bonnyville Gear Grabbers Car Club

✉ schuggz@outlook.com

📅 Irregular

📍 Thinkwerx Building  
5011 50 Ave, Bonnyville

## Calgary Firebird Club

✉ bandit77@shaw.ca

📅 Last Tuesday 7:00 pm

📍 Calgary Motor Products  
1313 36 Street NE, Calgary

## Calgary MG Car Club

✉ calgarymg@gmail.com

📅 2nd Tuesday 7:30 pm

📍 Royal Canadian Legion, Branch 285  
9202 Horton Road SW

## Calgary Plymouth & Friends Car Club

✉ kloppenl@telusplanet.net

## Calgary Pontiac Club

✉ calgarypontiacclub@gmail.com

📅 2nd Monday, 6:30 pm

📍 A&W (three locations)

## Calgary Thunderbird Club

✉ sumacken@gmail.com

📅 1st Thursday, 7:30 pm

📍 Royal Canadian Legion, Branch 285  
9202 Horton Road SW

## Canadian Vintage Motor Cycle Group: Rocky Mountain Section

✉ pitmand@telus.net

📅 3rd Tuesday, 7:00 pm

📍 Chapelhow Legion #284  
606 - 38 Ave NE, Calgary

## Central Alberta Mopar Association

✉ glenwilde3@gmail.com

📅 2nd Tuesday 7:00 pm

📍 ABC Country Restaurant  
2085 50 Ave, Red Deer

## Central Alberta Vintage Auto Club

✉ cavacreddeer@gmail.com

📅 2nd Tuesday 7:30 pm

📍 Golden Circle  
4525 - 47A Avenue, Red Deer

## Chinook Wings Motorcycle Club

✉ billhutchison@shaw.ca

📅 3rd Monday, 7:00 pm

📍 Ricky's All Day Grill  
11520 24 Street SE, Calgary

## Chipman Car Crafters Car Club

✉ lziips@mcsnet.ca

📅 2nd Monday, 7:30 pm

📍 Chipman Village Office  
4816 50 St, Chipman

## Coaldale Custom Cruisers

✉ garyklassen@shaw.ca

📅 2nd Wednesday 7:30 pm

📍 Three G Eatery  
1908 18th Street, Coaldale

## Cochrane Classic Car Club

✉ kaczmert@telus.net

📅 Thursday 5:00 pm (in season)

📍 A&W  
23 Westside Dr, Cochrane

## Cold Lake Cruisers Car Club

✉ efroee44@yahoo.ca

📅 2nd Monday 7:00 pm

📍 784 Wing/A&W  
5319 48 Ave, Cold Lake

## Crowsnest Pass Wheel Nuts

✉ ecorunner@hotmail.com

## Cypress Rod & Custom Car Club

📅 1st Wednesday, 7:00 pm

📍 Member garages, Medicine Hat

## Diablo's Car Club

✉ keith.malmkvist@servicemastercalgary.com

📅 Thursday, 7:30 pm

📍 Member garages, Airdrie

## Didsbury Car Club

✉ dana.didsburycarclub@yahoo.ca

📅 First Thursday, 7:00 pm

📍 Excalibur Building  
1607-1611 15 Ave, Didsbury

## Dropsicles

✉ paul@dropsicles.com

📅 Last Wednesday, 8:00 pm

📍 Tim Horton's  
7502 Gateway Blvd, Edmonton

## Edmonton Antique Car Club

✉ bemount@shaw.ca

📅 1st Wednesday 7:30 pm

📍 Old Timers Cabin  
9430 - 99 Street (Scona Road),  
Edmonton

## Edmonton Classic Sports Car Club

✉ ecscchchair@gmail.com

📅 3rd Wednesday 7:00 pm

📍 Royal Alberta Museum  
12845 - 102 Avenue

## Edmonton Thunderbird Club

✉ staceybenenson326@hotmail.com

📅 Last Thursday 7:00 pm

📍 Chateau Louis Conference Centre  
11727 Kingsway NW, Edmonton

## Elk Point Auto Club

✉ epac1986@yahoo.ca

📅 2nd Wednesday 7:00 pm

📍 Elk Point Public Library  
5123 50 Ave, Elk Point

## Foothills Model T Ford Club

✉ 1936Cord@telus.net

📅 4th Wednesday 7:30 pm  
Sep - May excluding Dec

📍 The Hangar Flight Museum  
4629 McCall Way NE, Calgary



**Foothills Street Rod Association**

✉ phaywood@platinum.co

📅 2nd Monday 7 pm

📍 Calgary

📘 FoothillsSRA

**Ford Central Car Club**

✉ allanbidyk@gmail.com

📅 1st Wednesday 7:00 pm

📍 MGM Ford Lincoln  
3010 50 Ave, Red Deer

**GTO Association of Alberta**

✉ tripower64@shaw.ca

📅 2nd Wednesday 7:30 pm

📍 Classic Performance  
Bay #27, 1410 - 40 AVE. NE, Calgary

**Just Kruzin' Specialty Vehicle Club**

✉ jasonmason75@gmail.com

📅 Second Wednesday, 7:30 pm

📍 Lloydminster Exhibition Grounds  
5521 49 Ave, Lloydminster

**Lloydminster Auto Club**

✉ lloydautoclub@gmail.com

📅 1st Wednesday 7:30 pm

📍 Heritage Bldg. Weaver Park  
4515 44 Street, Lloydminster

**Mannville Classic Cruisers**

✉ jollyfatman\_345@hotmail.com

📅 Irregular

📍 Mannville Care Centre  
5007 46 St, Mannville

**Medicine Hat Vintage Vehicle Club**

✉ wtowing@telus.net

📅 1st Wednesday 7:30 pm

📍 Corona Tavern and Night Club  
721 5 St SE, Medicine Hat

**Mountain View Pistons Vehicle Club**

✉ iam2morrow@icloud.com

📅 1st Wednesday, 7:00 pm

📍 Smitty's Restaurant  
4513 52 Ave, Olds

**Nifty Fifty's Ford Club of Calgary**

✉ bseal@telus.net

📅 2nd Tuesday 7:00 pm

📍 Advantage Ford  
12800 Macleod Trail SE, Calgary

**Northern Thunder Car Club**

✉ Westmancoat.M@gmail.com

📅 3rd Thursday 7:00 pm

📍 Speedy Auto Glass,  
5619 - 50th Ave, Drayton Valley

**Peace Classic Wheels**

✉ zummy1@hotmail.com

📅 3rd Wednesday at 7:30 pm

📍 Dunvegan Motor Inn  
9812 113 Street, Fairview

**Ponoka Piston Poppers**

✉ raysresto@gmail.com

📅 1st Tuesday at 7:00pm every other month

📍 Member garages, Ponoka

**Porcupine Hills Classic Cruisers Club**

✉ meanbee69@hotmail.com

📅 6:30 pm Tuesday, April to Sept

📍 Bridges at Claresholm Golf Club  
349 39 Ave W, Claresholm

**Prairie Motor Brigade**

✉ rdebruyn@telus.net

📅 Second Saturday at 9:30 am

📍 Cam Clark Ford Airdrie  
1001 Highland Park Blvd, Airdrie

**River City Classics Car Club**

✉ oilpro2323@gmail.com

📅 1st Wednesday 7:00 pm

📍 High River Agricultural Museum  
64137 Hwy 498 E (543 for GPS),  
EXIT 197, north of High River

**Rollers**

✉ pother@shaw.ca

📅 Biweekly at 6:00 pm

📍 Member Garages

**Southern Alberta Antique & Classic Auto Club**

✉ byakubowski@gmail.com

📅 1st Tuesday 7:15 pm

📍 Royal Canadian Legion Branch 4  
324 Mayor Magrath Dr S, Lethbridge

**Southern Alberta Drag Racing Association**

✉ josstechnical@yahoo.ca

📅 1st Wednesday 7:30 pm

📍 1610 - 31 Street N, Lethbridge

**St. Albert Cruisers**

✉ newageretro@hotmail.com

📅 2nd Wednesday 7:00 pm

📍 St. Albert Inn  
156 St Albert Trail

**Stampede City Model A Ford Club**

✉ gord.rouse@gmail.com

📅 2nd Wednesday at 7:30 pm

📍 Club House

**Strathmore A&W Classic Cruisers**

✉ dan.goertz@ghsd75.ca

**Studebaker Drivers Club, Foothills Chapter**

✉ lampmanboyd@shaw.ca

📅 1st Tuesday, 7:30 pm

📍 Austrian Canadian Club  
3112 11 Street NE, Calgary

**Sylvan Lake Customs & Classics**

✉ avhilker@telus.net

📅 1st Wednesday 7:00 pm

📍 Royal Canadian Legion Branch 212  
4916 50 Ave, Sylvan Lake

**The American Motors Club of Alberta**

✉ regano@telus.net

📅 2nd Tuesday 6:30 pm

📍 Calgary: Ricky's  
658, 11520 24 St SE

📍 Edmonton: Pizza Hut  
6504 28 Ave NW

**Touring Tin Car Club**

✉ pearsonk@bantrel.com

📅 2nd Monday, 7:30 pm

📍 Member's homes, Edmonton

**Vegreville Iron Runners Auto Club**

✉ sawss@telusplanet.net

📅 1st Wednesday, 7:00 pm except  
Jan & Aug

📍 Vegreville Historical Regional Museum  
5029 45b Ave, Vegreville

**Vintage Sports Car Club of Calgary**

✉ cdurntall@shaw.ca

📅 2nd Wednesday, 7:30 pm

📍 Austrian Canadian Club  
3112 11 Street NE, Calgary

**Wednesday Auto Show Association**

✉ ron.gor45@gmail.com

📅 Wednesday 6:00 pm. May-Sep

📍 Blind Beggar Pub  
4608 MacLeod Trail SE, Calgary

**West Central Alberta Classic Car Club**

✉ jbrookes@moradnet.ca

📅 1st Thursday 8:00 pm

📍 Athabasca Valley Hotel  
124 Athabasca Ave, Hinton

**Western Wheels Classic Auto Club**

✉ dicksflt@hotmail.com

📅 1st Tuesday at 7:00 pm

📍 Tamarack Inn  
4904 45 Street, Rocky Mountain House

**Wildrose Rod & Custom Car Club**

✉ ianburnham64@gmail.com

📅 3rd Tuesday at 7:30 pm

📍 Shagannapi Community Hall  
2516 - 14 Avenue SW, Calgary







# == 39th Annual == **INTERNATIONAL MUSTANG MEET**

August 31 – September 3 2018, Leduc, Alberta





Article and photos by **Sue MacKenzie**  
Leduc, Alberta

A cool windy day that started out with scattered showers couldn't stop automotive enthusiasts from attending the Saturday afternoon Show and Shine at the 39th annual International Mustang Meet (IMM), held this year at the Executive Royal Inn, Leduc.

The hotel lobby and restaurant were comfortable shelters from the changeable weather, and guests were welcomed by a stunning Lightning Blue Mustang inside the main entrance as well as several volunteers clad in lime green T-shirts carrying out their duties at the registration table and offering help where needed.

Peter Sitzler, co-chair of the event, explained the amount of work that went into the planning of this year's meet.



"The Alberta Mustang Owners Association out of Edmonton, with assistance from the Calgary club regarding technical aspects and ballet counting, worked for 16 months on the planning and organization."

Attendance was 403 vehicles, surpassing the 360 at last year's event in Helena, Montana. Awards this year were given out in 61 categories covering Mustangs, Thunderbirds, Fords, Lincolns, Mercurys, Trucks, Special Interest, small pedal cars, and also included Best of Show Ford and Best of Show Mustang.

"Our custom trophies and centerpieces were supplied by Righand Distillery and were a hit with their unique bottle design and custom labels."

Between Thursday evening's registration and Sunday morning's farewell breakfast, participants enjoyed a BBQ,





evening social, awards dinner, meeting, drag racing at Castrol Raceway, cruises, and the Show & Shine. While these activities made for a fun long weekend, the meet also played an important role in the local community. Four charities; the Heart and Stroke foundation, Stollery Children's hospital, Leduc Food Bank, and the Cross Cancer Institute will benefit from the approximately \$42,000 that was raised through registration fees, sponsorship, and merchandise sales along with other activities.



So how did the IMM get it's start? Back in 1980, two Mustang enthusiasts, one Canadian and one American, met while showing their convertibles at World of Wheels, resulting in a friendship and an idea of an international meet for the purpose of sharing information, parts, and to work together at preserving the Mustang brand.

The Labour Day weekend was chosen as both countries share this holiday, and at the first IMM in Lethbridge, Alberta, three clubs participated, entering 75 cars. It was decided that participants must be FOMOCO powered Fords, Mercurys, Lincolns, including Pantera, Tiger, and Shelby American.







The IMM has now grown to an organization comprised of 11 clubs; 6 Canadian and 5 American: Calgary, Edmonton, Red Deer, Saskatoon, Vancouver and Winnipeg in Canada; Missoula, Great Falls, Helena, Bozeman and Spokane in the U.S.

In addition to the local philanthropy, Peter explains the significance of the IMM.

"As the years have passed the IMM has become more than a car show; it's a social event reuniting friends made through the years. There are over 200 diehard entrants that come every year. With the balance of participants either new to the show or those who make just some of them, it's a show that people will drive 500-700 miles for and some even plan their vacations around it. It's hard to believe that all of this has come from two friends that put a show together in just 7 weeks!"

Planning and registration are currently underway for the 40th Anniversary of the IMM to be held in Great Falls, Montana, on August 30 to September 2, 2019. Mark your calendars!





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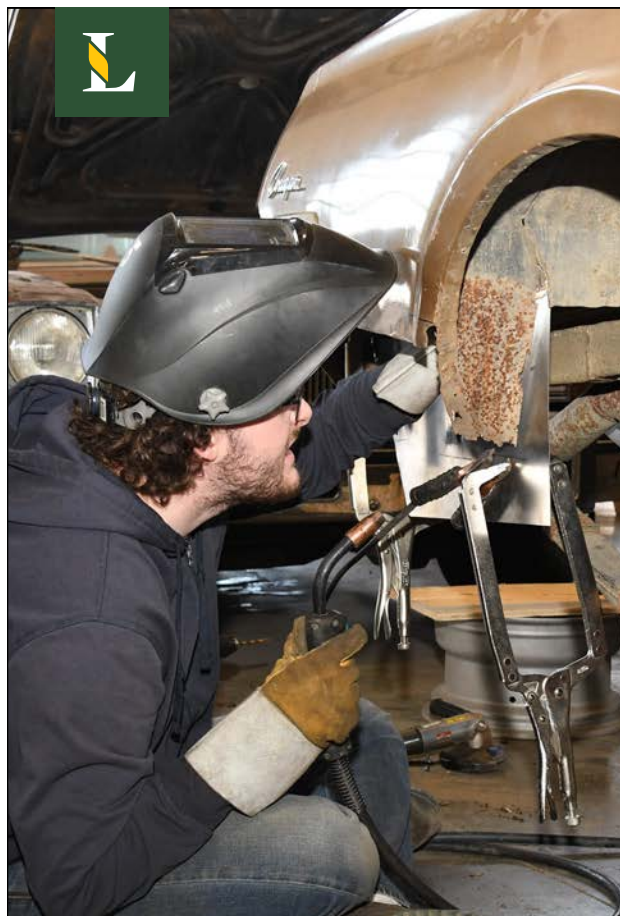
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# MERRY MOLESMOBILE MEMORIES



BY **Ol' Editor aka Malcolm Fischer,**  
Stettler, AB

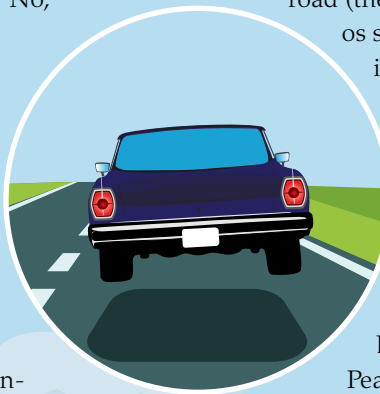
**L**ong ago, when the Old Editor and his buddies were in high school (YES, they had high schools then, and YES, the Ol' Boy went to one!), one of the Ol' Fella's best pals was a guy we affectionately called Mole, or Moler. Faithful readers may remember a story about him and his escapades – some life-threatening! – from some months ago? Well Moler was fer awhile a committed Oldsmobile aficionado, no doubt about it. After he'd beat up on poor innocent Austins, and drove Chevies ta near extinction, an' revved Pontiacs beyond NASCAR rev counts, he turned his affection to Ransom E. Old's baby, the Oldsmobile. Pity them all!.....Well y'see, Moler only had two Olds', and couldn't beat either of 'em inta submission so later he turned his gaze to Lincolns an' stuff. Yep, that's another story. But, the



two Olds' he had ..... my, they got "well used." The first was a '60 Dynamic 88 four-door hardtop. An' it WUZ Dynamic! An my, she wuz loooooong. An' my, she wuz loooooow. Yep, there she sat, glistenin' in her two-tone brown. Hardly a mark on'er. She'd go like a scalded cat (oooooops, sorry cat lovers! Meant, a scalded paramonium!) once ya got'er rollin'. An' did we mention? She wuz low? Low. Low. Low.

Well fearless readers, prob'ly kinda like you if yer a guy, every Sunday 3 or 4 of us would take a cruise out to neighbourin' towns an' cities ta check out the used car lots. An' if there happened ta be any cute girls – heck, even if'n they wuzn't cute – we'd check them out real careful-like too. One day in a neighbourin' small city, we wuz comin' off a sidestreet intendin' ta head straight across the main drag ta turn left in th' far lane, an' darned if'n one o' them long-dark-haired, short-skirted, big blue-eyed, shapely distractions wuzn't a-walkin' along the sidewalk on the left comin' right towards us, an' there we were all quiet and peering out together from the grand Olds with Moler behind the wheel. The Beauty wuz a grinnin' big an' perty so Moler couldn't resist the urge ta punch thet Olds' gas pedal right ta the floor an' show this beautiful babe whut real power wuz! So he did. Straight ahead we leaped an' lurched an' roared.

Now, did the Ol' Editor mention that there, slinkin' along the ground right in front of us an' lyin' sneaky-like between us an' that far lane, was a boulevard? With curbs, oh, about 6 er 8 er 12 inches high? No, says you? Well, ain't none of us saw the durn thang neither cuz o' the considerable aforementioned distraction drawin' our preferred viewing to the side. An' WHAM! The Dynamic One smacked straight into that boulevard at exactly 90 degrees (a little high school geometry there fer ya!), leaped into the air a might, an' came ta rest right there on the boulevard. High centred we wuz. Boulevard jes' high enough so's them spinnin' back tires couldn't quite git enuf grip ta keep us goin'. So, ya get the picture? Perty girl with a smile



ya could see fer a mile, an' legs ta match, an' us guys a settin' in the stationary Olds a-grinnin' there, crossways on the boulevard? Don't it jes' bring tears ta yer eyes? It did ta Moler's! An' the Olds wouldn't move despite the tire smoke caused by tryin', us guys laughin' it up in the car, so we had ta find a towtruck ta git the beast off'n the boulevard. An' that darn girl didn't even have the courtesy ta stop an' extend a helpin' hand! Nary a word of condolence er a pity-kiss on Young Moler's cheek did she offer! C'n ya believe it? ('Course, who would o' stopped with us wolves a learnin' at ya? She shore didn't!) Yessirree, that Dynamic '60 wuz a tough beast an' gave Moler even more fun but soon Moler tired of her, as he did with most cars in oh, say, 6 er 8 months, and he found this beauty of a '63 navy blue Dynamic 88!

The back end wuz all most anyone ever saw o' this car. She wuz fast. REAL fast. Had some sorta high geared rear end in'er. An' Moler loved ta highway cruise at about any speed he thought she could handle. An' she could handle lots. In fact, one time the Mounties took off after him cuz he went through a radar at some nasty, blindin' speed to which they apparently took exception. They whipped out behind him on thet hilly highway in their '67 Pontiac with a 283 an' ..... well, let's jes' say, it weren't no race. No fight at all. Not even a heated conversation. Moler didn't even know they wuz back there, actually, he wuz so far out in front. So when he got stopped at a roadblock a half hour down the road (they had them thar thangs called radios so they radioed ahead - spoil sports!), imagine his surprise! Yep, thet one cost 'im. So he swore off'n Oldsmobiles forever. "Hell, I didn't think I was goin' THAT fast at all, Yer Honour!" Shortly after, the '63 got stolen, an' someone had a very fast trip ta Ontario an' wrecked'er there. Sech a pity! Yep, so Moler switched ta a Volkswagen Beetle fer a short time after that. Mr. Peace an' Tranquility. That was our Moler an' his Molesmobiles! Them memories no doubt still brings tears ta the ol' Moler's eyes!







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