

Winter 2013



# ALBERTA RIDES

*A Publication of the Specialty Vehicle Association of Alberta*

SPRING THAW, CALGARY  
APRIL 21, 2013



**Jack Anderson Charity Auto Auction**  
see page 9 for details...

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## DIRECTOR BIO

### LES MCKELVEY

Les McKelvey is shown at left with his 1939 Nash. This car is chevy powered, has air conditioning, cruise, etc. He finished the car in the spring of 1999. He is currently working on a 1951 Lincoln convertible which, as he says, is build Ford tough and powered by Chevy stuff. This vehicle started its life as a four door sedan but became a two door.



Married, proud dad to four kids and six grandkids. He is an automotive mechanic and also has his heavy duty papers. Les has been a Director with the SVAA for approximately ten years. He works for the Federal Government, or rather is paid by the Federal Government and works for the British army at CFB Suffield. There he trains British army mechanics on repair and maintenance of Panthers [armoured vehicles that look like a Hummer on steroids] Les will be retiring this spring. At the moment he has no ideas after that. He is also with "Cypress Rod & Custom" in Medicine Hat and also with Gas City Kiwanis.

Thanks for all your work for the SVAA Les! And if I ever need to fix my tank, I will know who to call!!



## ***PRESIDENT'S REPORT***

### **Specialty Vehicle Association of Alberta**

February 2013

A great start to a new year. Our organization has a record number of renewals in already. We have a good handle on the events calendar. Please submit your events as soon as possible so you get maximum exposure and we can also advise if there are any conflicting dates.

Our magazine continues to get favorable reviews and we are constantly trying to improve it as well as the website. One of our major goals this year is to bring on a greater variety of advertisers. When I am reading a publication I always browse the ads to see what is new and where to shop. While many of us are using the internet to investigate, I feel most will buy locally.

We also hope to make our magazine more interesting by relaying local car stories. Many of us have stories of a favorite vehicle. We also have stories on the one we wish had gotten away. We would like to pass on your story. Submit an article to our editor and we will try to publish it.

This year we hope to improve on what we have underway -- the magazine, website and club communication. In addition, the board has begun discussion on benefits we can add for our members. Please advise how we might assist your club.

A major event in the hobby this year will be the auction of 100 collector vehicles in Olds in June. Further details are included in this edition. Shine up your ride and get ready for spring cruising!

Harry Bullock,  
President SVAA

*Help us to protect the rights and privileges  
of the auto hobbyists of Alberta*



## Specialty Vehicles Clubs Unofficial Problems Survey 2012-09-11

*Peter MacFarlane*

Peter MacFarlane did a survey of some SVAA members in 2012. Below is a summary of the results. Some common issues came up from various clubs - the hope is that this will open some conversation among you. Any ideas or suggestions your clubs come up with to the issues below - please send in to us to put out for everyone to share and use.

[patti@svaalberta.com](mailto:patti@svaalberta.com)

Thank you Peter!

An unofficial survey of SVAA club reps following the May 5, 2012 meeting yielded 53 individual items amounting to 23 separate issues from 21 responses.

### SUMMARY OF RESPONSES BELOW:

Most numerous were membership issues, including: attracting younger members (8 responses), getting (any) new members or keeping present ones (6). Difficulties getting members to take on executive or committee roles, or to volunteer to help were rated above getting more or different members out to activities and meetings. Dealing with resistance to change among older members was also noted.

Promoting safety checks was listed as important. Club issues included the need for more and varied activities and advertising or getting publicity for these. This tied also to the need to promote overall interest in old or specialty vehicles among the general public.

Communication is another issue, inside and outside clubs. Noted was a need for SVAA to promote (publicize) what it does to protect the hobby, as well as to continue to do so.

Barriers to new (younger) members included possible insurance issues and the increasing cost of vehicles. A related item is the need for transfer of knowledge and for help in restoring or repair/maintenance situations.

Finding time for club activities and a few single-response items were also noted.

While this survey is obviously not comprehensive, the most important items are ones that have been mentioned before. It is up to individual clubs and to SVAA how they wish to use this, but a few notes on suggested approaches to some of the problems (from personal discussions with others) follow.

For safety checks, either with or without SVAA supervision, arrange a multi-club date (or dates) early in the season. Combine with a show or a short tour or slalom-type event.

To attract younger members, a club could arrange an event like a driving test or slow-speed slalom at a high school or tech college (e.g. SAIT) at a time convenient to students and members. Perhaps arrange for the students to assist in set-up as part of their course work. (The safety check, carried out with the help of the students is another possibility.) As an add-on, arrange rides for the students, or navigation in a short rally.

To get members to meetings, arrange multi-club presentations with a special speaker (on a topic relevant to the members of the invited clubs) or a special event, e.g. a big-screen viewing of a movie like the filmed in Alberta Greatest Race movie. Where possible, send email reminders of upcoming meetings. Add refreshments or meet where food/drink is available.

To attract volunteers, review club organization and committee make-up, poll club members on how they would like club structured, divide executive tasks or arrange more delegation of duties.

Try new activities – check what other clubs are doing. SVAA could have reps report the types of activities and get them in the SVAA magazine, along with a short write-up on each of the member clubs (over several issues of course.)

Each club should have a PR person, especially if there is a member with media contacts. Alternatively, think of an activity that will attract



the media and be open to the public once a year or two; clubs could combine for this.

suggested: SVAA to prepare presentation on what it does to protect and advance the hobby and how it does it, as well as include what resources are available through the SVAA. SVAA executive members to present to individual clubs, over a one-year period. (Club reps can substitute for exec if they are fully informed.)

Knowledge transfer: canvass club members for expertise and find those knowledgeable and willing to share their knowledge either by presentations at meetings or by being "on call" to club members needing advice.



We are waiting for spring, just like you. Looking forward to seeing you on the roads soon!

History. With no one-location record of the history of the auto in Alberta, perhaps the SVAA could consider engaging the clubs in a research project to record it over a period of time, starting with the club summaries (mentioned above) and extending to reviewing past written reports. This might extend to getting help from the public. It is known that autos have been constructed here but first-hand knowledge is fading with time and there will be few opportunities to record it.

*please send any responses or suggestions from your club members to us to compile and share back out*

*email to: [patti@svaalberta.com](mailto:patti@svaalberta.com)*

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## Swedging Drums & Hot Riveting Roller Tracks

*Ted Lobley*

*Stampede City Model A Ford Club*

In the summer of 2011, I saw an advertisement in our newsletter for slant windshield Town Sedan. I had always been intrigued by this model so called the number in the ad. The car was in Saskatoon, about a 400 mile trip so my son Geoff and I combined looking at the car with a trip to my mother's in Prince Albert. Off we went.

We looked at the car and drove it. It had been



restored in the very early 1980s and appeared to be well done. It had been driven a mere 360 miles since. The engine was '28 or 29<sup>1</sup> somewhat disappointing but not unreasonable. Looking at the wheels, I could see that they were wheels of many welds and would need replacing. The tires were Good Year Diamond Treads that had come with the car in the 1970s. I expected that we would have to do considerable brake work. That was our initial focus as I hold as a fundamental truth that, first and foremost, a car must be able to stop very well.

We purchased the car and trailered it home where the work began. Sure enough, the drums were in the 0.0110 range – certainly in need of replacing. The roller tracks had been flattened with a grinder thus they too had to be replaced.

Here I was in need of new drums and roller tracks, not being able to spell swedging and having a very vague idea of what hot riveting entailed. Time for some research and what better place to start than the Internet. A number of sites directed me to the Diablo A's site (<http://www.diabloas.com/>). The Diablo A's have made a series of DVDs of their technical seminars. I ordered "How to Replace Your Model A Brake Drums and Shoe Linings". I must have watched it at least three times then I swung into action. My first call was to our son-in-law, Ed Moore who is a Heavy Duty Mechanic, Welder and a hobbyist Blacksmith. Without too much arm twisting, he agreed to help, even sounding enthusiastic, after all, I am his father-in-law. With the help secured – and access to a 50 ton press – I moved to purchasing.

Following the advice on the video and what I had learned on the Internet, I purchased a hollow core ½" bit from Goodson's. This was to drill wheel studs enabling us to remove and reuse the hubs. Next up were drums, wheel studs and roller tracks for the front and back. With the advice to Duane and Terry at George Moir Antique Auto Parts in Stony Plain, AB, I ordered bearings and seals for the rear drums. (Duane and Terry provided me with more than parts. Their considerable knowledge of Model A Fords was an invaluable reference.) Now to the best part – getting our hands dirty in the shop.



Drill press set up  
for stud removal

We set up the drill press and very cautiously drilled out the studs. Once we had some practice, we settled in very well. We kept the bit well lubricated and let it slowly do its work. Once the studs were removed, the hub did NOT fall away from the drum as we expected. We had been warned in the DVD to not hammer the studs out. Recognizing that they meant

using a hammer rather than a drill press and bit, we very gently applied some hammer-type brute force and the hub fell clear. This was going to be a breeze!

Ed then removed the wheel bearing races in each front hub. This required patience, a hammer and



**Don't force it Ed! Get a bigger hammer!**

a brass drift. We had new races on hand with Ed installing them prior to swedging.

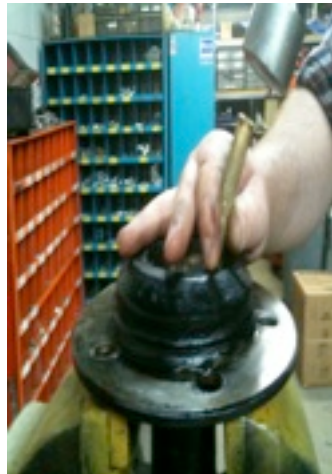
Our next step was to swedge the hubs to the drums. Ed has a 50 ton press in his shop so that hurdle was easily jumped.

Now to the actual swedging about

which we had both only

seen pictures – literally. We followed the set up in the Diablo A's DVD and began.

First, we prepared the drum and hub by bolting them together to ensure that the holes were in proper alignment. This took four nuts and bolts with two washers per nut and bolt. We then set up the 50 ton press. It was definitely a two person



**Removing the outside bearing race**

job. One had to align the press, drum, stud, the wheel stud and hub bolt installation tool and the other ran the press. Ed did alignment and I was the “muscle” on the press. We had the option of using compressed air but opted for the by hand method so we could feel what was going on as we swedged the bolts to the drum and hub. We did the front drums first using a scrap piece of steel as our spacer. We very quickly learned that the spacer had to be square or our bolts would not seat correctly. That being learned we proceeded to swedge the bolts. We followed the

same order as we would tightening wheel nuts so we would minimize the warping of the drum as we swedged each wheel nut. I found that the operation was completed with about nine pumps on the press. At nine or ten pumps, I could feel the stiffening of the resistance. Another thing that we can read about but must experience to fully understand.

After a couple of hours we were done. I took the front drums to Bowness Auto Parts for turning prior to installing them on the car.



We repeated the process for the rear drums. Our spacer was invaluable to

the process but we did encounter a small problem. The front wheel bolts are domed so the spacer applied pressure to the bolts evenly. The rear bolts are, when set up for swedging, flat with the drum. For the rear bolts, we had to machine the diameter of our spacer such that it was less than the diameter of the wheel nut. Upon completion I took the drums to Bowness Auto only to find out that the diameter of the hole on the outside of the drum was too small to allow the use of their machine. I took the drums to Aztec Machine Works who did a fine job of turning the drums on a lathe.

Future articles include the hot riveting of the roller tracks and the installation of the drums on the car. Any and all feedback is welcomed. I am at [ted.lobley@shaw.ca](mailto:ted.lobley@shaw.ca)

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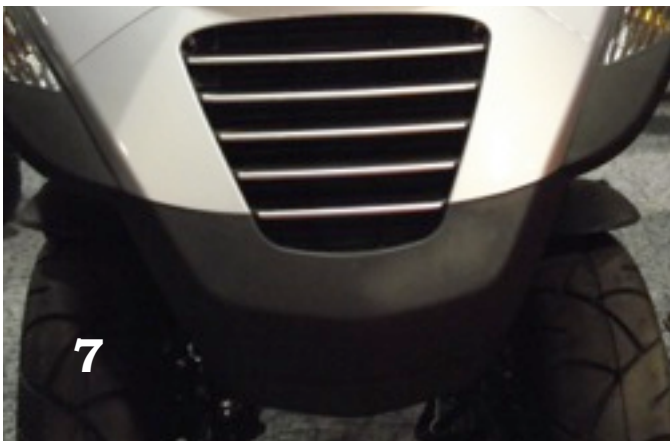
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LET'S PLAY NAME THAT RIDE



answers on page12



## Dick Wallace



*receiving NAACC Directors Award from Jim Herbert , NACCC 's Alberta Director  
The award was presented on November 13, 2012  
at the Nifty Fifties Ford meeting.*

The National Association of Automobile Clubs of Canada Directors Award is presented to someone that most exemplifies the automobile hobby. This person will have dedicated a great deal of time to advancing the awareness of the automotive hobby within his or her community.

The National was honored to present this award for 2012 to Dick Wallace, who with a small group

of volunteers came up with an idea in 1996 to put together a major car event in Alberta. This idea grew into the AlbertaSuperRun Association . An Association that not only organizes the “ROCK’N RED DEER” event but also puts money back into the hobby and the community with Automotive Scholarships at Red Deer Secondary Schools and support through donations to STARS “The Shock Trauma Air Rescue Society”



***Congratulations Dick, from the SVAA as well as the NAACC!!***

## J.C. (Jack) Anderson Charity Auto Auction Supporting the future of Olds College

**June 22 and 23rd in Olds, Alberta**



In 2012, Jack Anderson, a Calgary area oil and gas entrepreneur, generously donated 100 antique and special interest vehicles to Olds College to be auctioned during the college’s 100<sup>th</sup> anniversary celebrations in 2013. The proceeds from the auction will go to improving students lives at the college.

The auction is to take place on Saturday, June 22 and Sunday, June 23 with free public view on Friday from noon to 8 pm. The auction includes the vehicles listed below and vehicle specialty items , automotive memorabilia and J.C. (Jack) Anderson Charity Auto Auction Limited Edition Merchandise.

For more information go to <http://100.oldscollege.ca/JackAndersonAuto> .

## LIST OF VEHICLES TO BE AUCTIONED

1918 Maxwell two door touring	1955 Ford Thunderbird	1964 Chevrolet Corvair convertible
1923 Ford Model T truck	1956 Cadillac Fleetwood 62 Special	1965 – 1968 Austin Vanden Plas
1928 – 1930 Plymouth sedan	1956 Chevrolet Corvette	1965 Ford Mustang fastback
1928 Ford Model A 1 ton truck	1956 Jaguar XK140 Coupe	1965 Ford Thunderbird
1930 Ford Model A – modified	1956 Lincoln Continental Mark II	1966 AMC Ambassador
1930 Ford Model A coupe	1956 Oldsmobile 88 two door	1966 Ford Mustang
1930 Ford Model A wrecker	1957 Buick Special four door	1966 Ford Thunderbird
1930 McLaughlin Buick 465 special coupe	1957 Jaguar MK7 Coupe	1967 Mercedes Benz 240S four door
1936 DeSoto Airflow	1958 Chevrolet Bel Air four door	1968 Jaguar 420
1936 Hupmobile two door	1958 Chevrolet Biscayne four door	1969 Cadillac DeVille convertible
1938 Ford 1 ton pickup	1959 Edsel Corsair two door hardtop	1969 Ford Thunderbird
1939 Packard 110 series four door	1959 Edsel Ranger two door hardtop	1971 Jaguar XKE Coupe
1940 Chevrolet cab and chassis	1959 Lincoln four door hardtop	1972 Ford Thunderbird
1940 Ford Tudor deluxe coupe	1959 Nash Metropolitan convertible	1972 Imperial LeBaron four door hardtop
1941 LaSalle Model 52 four door sedan	1959 Oldsmobile 98 four door hardtop	1972 Jaguar XKE V12
1941 Studebaker 1 ton truck	1959 Studebaker Station Wagon two door	1973 Cadillac Eldorado four door
1946 Ford ½ ton	1960 Chevrolet Corvair two door	1973 Datsun 240Z
1946 Mercury three ton grain truck	1960 Ford Thunderbird	1973 Lincoln Mark IV two door
1947 – 1949 International KB5 Three ton deck	1960 Studebaker Champion ½ ton	1974 GMC Sprint
1947 Cadillac Fleetwood 60 Special	1960 Studebaker convertible	1974 Jaguar XJ12 four door
1947 Chevrolet Fleetline two door	1960 Studebaker Hawk	1974 Jaguar XKE Coupe
1947 Chrysler Windsor two door	1961 Chevrolet Corvair Station Wagon Lakewood	1975 Cadillac Eldorado convertible
1947 Hudson Special 6 coupe	1962 Chevrolet Corvair Monza four door	1975 GMC Sprint
1947 Lincoln V12 two door	1962 Corvair 95 Van	1976 Pontiac LeMans two door hardtop
1947 Mercury coupe	1962 Studebaker Gran Turismo	1979 Ford Ranchero
1947 Packard Clipper two door	1963 Chevrolet Corvair Monza two door	1979 Mercedes Benz 450SL convertible
1950 Pontiac torpedo four door	1963 Ford Thunderbird	1982 Jaguar Vanden Plas V12
1951 Kaiser two door	1963 Jaguar Mark II four door	1982 Jaguar Vanden Plas XJ12
1951 Studebaker Starlight coupe	1963 Mercury ½ ton	1984 Cadillac Sedan DeVille
1953 Chevrolet Bel Air two door hardtop	1964 Buick Wildcat convertible	1984 Rolls Royce Silver Spur four door
1953 Henry J		1985 Jaguar XJS coupe
1953 Nash Statesman two door		1986 Pontiac Firebird
1953 REO Speedwagon three ton		2000 Jaguar S Type four door
1954 Kaiser Manhattan convertible		2000 Jaguar XKR
		2002 Ford Thunderbird Kit Car

## FOOTHILLS STREET ROD ASSOCIATION

If you have driven from Cochrane to Cremona on Highway 2, you've seen the sign: **"This section of highway maintained by the Foothills Street Rod Association"**. It is located on the north-bound lanes at the Bottrell turn-off and extends north for approx. 5 kilometers towards Water Valley. Did you ever wonder who, what or how the FSRA looks after that chunk of roadway? Allow me to answer those questions.

The Foothills Street Rod Association is a group of almost 100 paid members. That number puts us close to the top of the largest active car clubs in North America. We have been active in Calgary for about 25 years, operating under our current charter. Our club is open to all automotive enthusiasts and despite the name, welcomes anyone: street rodder, restorer or late model driver. The club name is just that: a name. We are not an exclusive organization. Nor are we male only - some of our longest term members are women. All members are encouraged to attend club meetings, outings and activities.

One of the FSRA experiences is our annual road clean-up. Close to ten years ago, the club wanted to get more public exposure and we adopted a section of roadway close to home. We approached the department of highways and were made to proud parents of 5 kms of prime Alberta tarmack. Now what do we do? The vests (safety orange with reflective stripes) were supplied, sticks with pointed things in them (designed to stab trash) were made and big plastic bags were given to fill. No problem!! Put the word out to the members, get about 15% of them to commit a couple of hours and pick a day. That was all there was to it. The 29th of September was the most recent clean-up manned by the FSRA.

It never fails to amaze those that pick up trash from the ditches what people toss from their vehicles. Club members have found the usual debris left-over from a car accident (plastic and glass). We have found articles of clothing. The odd shoe. A customized 'thumb wrench'. Small amounts of cash. Countless coffee containers, pop cans, juice bottles, snack wrappers and about a bajillion beer cans. In the middle of nowhere Alberta! Makes a person wonder if drinking and driving is on the decline.

This past clean-up had a smaller turn-out of members than we have had in the past. We still managed to have "our" section of highway looked after in less than 3 hours and had a picnic at a club-members acreage in Water Valley. Somehow the group always lives up to our club's nickname of the FOODhills Street Rod Association.

Like most car clubs, membership in the FSRA is aging. Interests are always changing. And getting new members is a challenge. All we ask of a potential member is to attend a meeting and check out what the club is doing. Held the 2nd Monday of each month, the location can be found by visiting our website ([www.FSRA.CA](http://www.FSRA.CA)). Thanks to Mike Siewert for his efforts in keeping that up and running.

Don't be shy: attend a meeting - see what the Foothills Street Rod Association is up to. Who knows, maybe we'll even get you out to our annual highway clean-up. Remember: for every kilometer of highway, there is two kilometers of ditch.

See you on the road  
John Radermacher  
President: FSRA

On Sunday  
Dec 9,  
2012  
members  
and guests  
of the  
Foothills  
Street Rod  
Association  
(FSRA)  
gathered  
for  
breakfast  
and the  
annual  
club

Caprice, John and Alva (on the right)



meeting. President John Radermacher welcomed all to the meeting and on behalf of the members presented Caprice & Alva from Agape Hospice with a cheque, which Alva said would be put to good use as the needs are increasing each year.

Written by Al Riise SVAA, for FSRA.

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## **Alberta SuperRun Association® ROCK'n RED DEER gives back to the community**

PRESENTATION Sunday November 18/12

Alberta Super Run Association's Rock'n Red Deer 2012 committee members gather for a photo- op with STARS representatives Wanda Freeborn. STARS Development Officer - Events (red jacket) - and Barbara Young, (right) STARS Red Deer volunteer co-ordinator after presentation of a \$15,000.00 RRD 2012 donation to STARS Shock Trauma Air Rescue Society.

RRD has benefitted STARS since the first show in 1997 and every third year through to 2012 with a total contribution to date of \$107,000.00. This accomplishment would not be possible without the many business sponsorships and the volunteer assistance of the committee club memberships.

Member club delegates forming the volunteer operating committee represent the following Alberta car clubs: Red Deer Cruisers - Ford Central, Red Deer - Mainstreet Cruisers, Edmonton - Henry's Haulers, Edmonton - Nifty Fifty's Ford Club of Calgary - and five independent hobbyist delegates.



### **ANSWERS TO PAGE 8**

1. '13 CanAm Spyder
2. Suzuki Burgman 400
3. '07 Harley Davidson 110 CVO
4. Komodo
5. '12 Honda Goldwing Trike
6. Augusta Brutale F3
7. '07 Piaggio MP3 250
8. '08 Benelli tornado



This is a 2008 Harley Davidson Ultra Classic FLHTCU, 100th Anniversary Copper and Black model. Custom airbrush work, custom led accent lights all around, and over \$10,000 in chrome Extras. This was sold and serviced by Trike Zone.

TRIKE ZONE is Edmonton and areas independent Powersports dealer and Trike conversion center. In business for over 7 years, specializing in

motorcycles and trikes of all makes and models, service, accessories, ATVs, trailers and hitches. Well worth a visit with a little something for everybody.

Located 50 minutes SW of Edmonton, off Highway #2. Details are all available on our website [www.trikezone.com](http://www.trikezone.com)



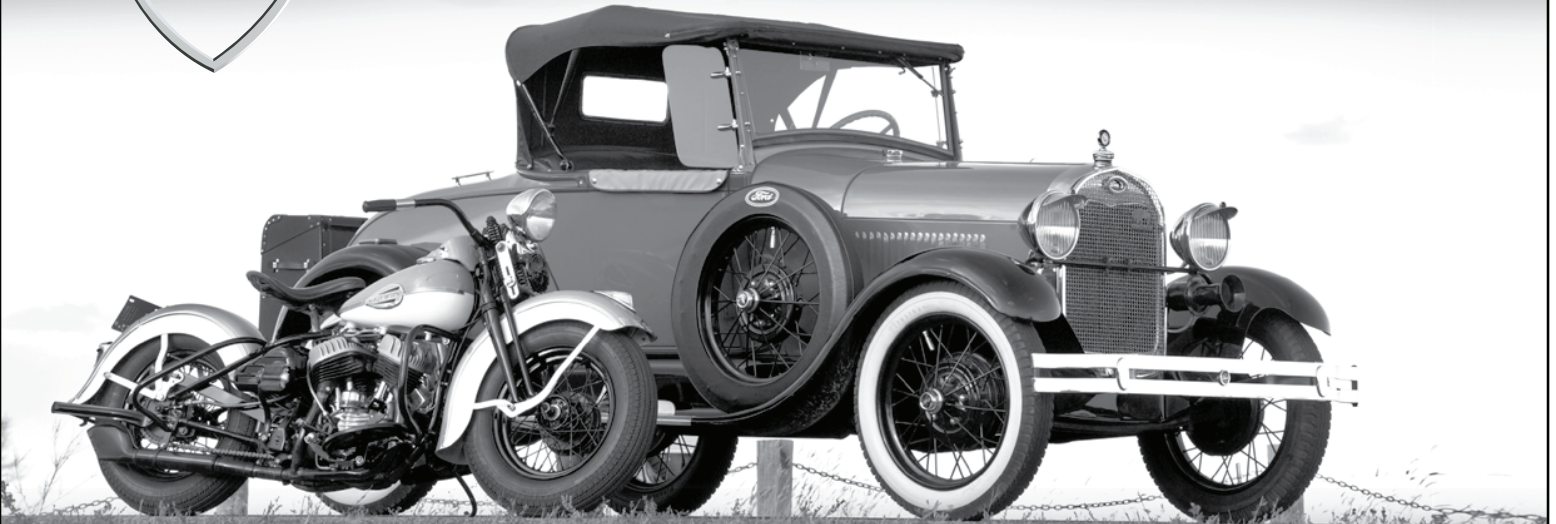


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## Cochrane Classic Car Club

**Ken Hutchinson**

We had a good turnout at our first show and shine, held in great weather on Sunday, Sept 30<sup>th</sup>, 2012. About 300 vehicles turned out—along with the Alberta Minister of Culture, Heather Klimchuk.

This was the last day of the Art Festival in Cochrane, where artists had their works on display, musicians played and there was even a kids painting area.

The food bank received a load of non-perishable food items from show participants. Thank you to everyone who donated!



The 2013 event should be held on Sunday, Sept 29<sup>th</sup>.

Shown here is a 1929 Model A Ford Tudor Street Rod complete with a 302 V-8. Note - it uses a steer clear linkage as shown.

photos  
provided by  
Al Riise



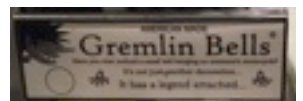




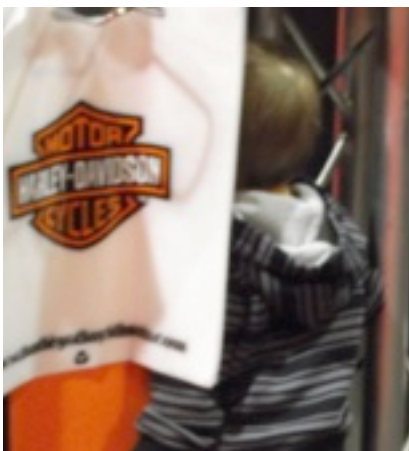
The Calgary Motorcycle Show was held at the BMO Centre at the Stampede Grounds on January 4-6, 2013. Here are some photos taken there, showing a few of the displays.



there was something for every interest



never too young, or too young at heart, to dream....





## 2013 Calendar of Events

This information is compiled by the SVAA for everyone. We encourage its use in your publications. We would, however, appreciate your acknowledgement of our time spent on phone calls, and research. We revise the Calendar continually, so please send events information to [al@svaalberta.com](mailto:al@svaalberta.com). You can also tell us of your events via the submission form on our website. Our website at [www.svaalberta.com](http://www.svaalberta.com) has all events that came in after closing date for publication.

### FEBRUARY

- 9 Lethbridge Early Bird Swap Meet presented by Southern Alberta Antique and Classic Auto Club; Exhibition Park 8 am – 4 pm. Setup Friday Noon - 9 pm  
Contact John Potts 403-345-2975; [www.saacac.org](http://www.saacac.org)
- 9 SVAA Information Meeting at Lethbridge Early Bird Swap Meet at 12:30 pm. *All welcome.*  
Contact: Patti ([patti@svaalberta.com](mailto:patti@svaalberta.com))
- 9 Antique and Collectible Show and Sale Didsbury Arena, 10 am – 3 pm
- 22-24 World of Wheels BMO Centre, Calgary  
Contact: Tom Meheden, 403-453-2822 or [meheden@worldofwheels.com](mailto:meheden@worldofwheels.com) ;Bill Knecht 403-680-4083 or [worldofwheels@shaw.ca](http://worldofwheels@shaw.ca)
- 28 Northwest Cruise Calendar (Bubblegum Man) deadline is February 28, 2013

### MARCH

- 2 Antiques Show and Sale, Olds Legion from 10 am – 3 pm; admission \$3.00
- 23 Quick Times Red Deer Swap Meet; setup Friday night; swap meet from 8 am to 4 pm Saturday  
Contact: 403-886-7663 or [www.quick-times.com](http://www.quick-times.com)

### APRIL

- 5 – 7 Portland Swap Meet, Portland, Oregon  
Contact: <http://www.portlandswapmeet.com/>
- ?? Garage Fever presented by Wild Rose Rod and Custom; dinner and fun  
Contact: Mike 403-273-5096
- 20 Spring Breakout Show at Fort Macleod
- 21 Spring Thaw- 28 Annual Show & Shine at Deerfoot Mall-64 Ave & Deerfoot NE.  
[www.niftyfiftysford.ca](http://www.niftyfiftysford.ca)

### MAY

- 3 - 4 The Original 44<sup>th</sup> Red Deer Swap Meet presented by Central Alberta Vintage Auto Club at Westerner Park Contact: 403-896-1735 or [cavacswa\\_pmeet@gmail.com](mailto:cavacswa_pmeet@gmail.com)
- 4 SVAA Annual General Meeting at 12:30 pm [www.svaalberta.com](http://www.svaalberta.com) at the CAVAC Red Deer Swap Meet.  
*All welcome* Contact: Patti ([patti@svaalberta.com](mailto:patti@svaalberta.com))
- 16 – 21 May Long Weekend Blast, Chinook Wings Motorcycle Club  
Contact: Club Director at <http://www.chinookwings.ca>
- 25 – 26 Northwest Overdrive presented by Alberta Chapters of Studebaker Drivers Club Inc.  
Contact: Craig at [studebaker8@shaw.ca](mailto:studebaker8@shaw.ca)
- 26 AutoRama, St. Albert Cruisers,  
Contact Bob Fisher 780-718-2257 [www.stalbertcruisers.org](http://www.stalbertcruisers.org)

### JUNE

- 1 Elk Point Auto Club Annual Show and Shine Elk Point  
Contact: Larry Demchuk 780-724-2430
- 6-9 31<sup>st</sup> Annual Barrie Automotive Flea Market Oro-Medonte, Ontario  
Contact: 705-487-3663 or [www.burlscreek.com](http://www.burlscreek.com)
- 8 – 9 History Road - The Ultimate Car Show, Reynolds Alberta Museum, Wetaskiwin, AB  
Contact: Melissa 1-800-661-4726 or [melissa.daoust@gov.ab.ca](mailto:melissa.daoust@gov.ab.ca)  
<http://www.history.alberta.ca/reynolds/specialevents/historyroad.aspx>
- 7 BritsBest 2013 presented by Calgary MG Car Club at Radium, BC; Join us for a celebration of British motoring  
Contact: John Towler [events@calgarymgcarclub.org](mailto:events@calgarymgcarclub.org) or 403-257-7671 or 403-671-6264
- 14 "Drive-In Theatre" presented by Just Kruzin at Lakeland College, Lloydminster. Bring a toy or cash donation for the "Gift of Christmas"  
Contact: Gerry Duhaime 780-875-4414 cell 780-205-2313 or Fax 780-875-5752 or [www.justkruzin.com](http://www.justkruzin.com)
- 14 Just Kruzin Show and Shine Lakeland College, Lloydminster; events for kids and adults. The Milk Fed Turkeys performing live; engine dynamometer, trade show and food vendors, Motor Melt Down, tire changing competition, Kids Korner and much more. FREE ADMISSION  
Contact: Gerry 780-875-4414, [www.justkruzin.com](http://www.justkruzin.com)

- 15 Street Spectacular Show & Shine, presented by Peace Classic Wheels in Fairview, AB  
Contact: Don 780-835-2804
- 21-23 J.C.(Jack) Anderson Charity Auto Auction at Olds College, more than 100 vintage cars and trucks – all proceeds go to improving students lives, education in rural Alberta.  
Contact: <http://100.oldscollege.ca/JackAndersonAuto>
- 30 Canada Day Celebrations Show and Shine presented by The Ukrainian Cultural Heritage Village. You and your car are invited. Located at 8820 112 St., Edmonton Contact: 780-662-3640
- 27 – 2 Long Weekend Tour, Chinook Wings Motorcycle Club  
Contact: Club Director at <http://www.chinookwings.ca>
- 28 - 1 52<sup>nd</sup> Annual International Antique Auto Meet presented by Central Alberta Vintage Auto Club at Olds College. Register early as space is limited. Deadline Feb 28<sup>th</sup>.  
Contact: Bill Chadderton [billc@svaalberta.com](mailto:billc@svaalberta.com)

## JULY

- 12-14 34<sup>th</sup> Hog Root Rod Run presented by Ponoka Piston Poppers  
Contact Gene 403-783-532218
- 18 Prairie Egg Gathering (Bolerama) presented by Prairie Egg Gathering  
([www.facebook.com/pages/prairie-egg-gathering](http://www.facebook.com/pages/prairie-egg-gathering)) at Marwayne. Fiberglass RV Owners and Enthusiasts  
Contact: J.J. McColm, [justkruzin@justkruzin.com](mailto:justkruzin@justkruzin.com) 780-875-3180.
- 20 European Classic Car Show presented by Vintage Sports Car Club of Calgary at Stanley Park, Calgary  
Contact: [www.vscce.ca](http://www.vscce.ca) or [chrisdurnall@shaw.ca](mailto:chrisdurnall@shaw.ca).
- 22 - 28 Western Canada Power Cruise from Winnipeg to Puyallup, Washington. No entry fee, open to all models.  
Contact: [westerncanadapowercruise@hotmail.ca](mailto:westerncanadapowercruise@hotmail.ca)

## AUGUST

- 10 Western Wheels Classic Auto Club Show and Shine, Rocky Mtn House  
Contact: Bill 403-844-4203
- 17 Chipman Centennial Celebration Chipman Car Crafter Club wants to display one vehicle from each of the past 100 years and hope you will be able to assist. The event is from 9:30 am – 4 pm. Space limitations restrict registration to 101 vehicles.  
Contact: Please reply by March 1 to Lana 780-363-2324 or [lanazips@yahoo.ca](mailto:lanazips@yahoo.ca)
- 18 Cold Lake 19<sup>th</sup> Annual Show'n'Shine presented by Cold Lake Cruisers Car Club  
Contact: 780-639-3084 or [Kevin@persona.ca](mailto:Kevin@persona.ca)
- 24 Calgary Thunderbird Show & Shine at Universal Ford [www.calgarythunderbirdclub.ca](http://www.calgarythunderbirdclub.ca)

## SEPTEMBER

- 3 – 8 Just Around the Bend presented by High Desert A's in Bend, OR. Regional Ford Model A meet  
Contact: <http://nwrmm2013.org/>
- 5-8 43<sup>rd</sup> Annual Barrie Automotive Flea Market, Oro-Medonte, Ontario  
Contact: 705-487-3663 or [www.burlescreek.com](http://www.burlescreek.com)
- 29 River City Classics Car Club Annual Show and Shine from 8 am to 4 pm  
Contact: [www.rivercityclassics.com](http://www.rivercityclassics.com).

## OCTOBER

- 9 – 12 Hershey Swap Meet, Hershey, Pennsylvania  
Contact: <http://www.hersheyaaca.org/>
- 12 Quick-Times swap Meet Westerner Park, Red Deer  
Contact: [www.quick-times.com](http://www.quick-times.com) or 403-886-7663
- 12 SVAA Information Meeting at Quick Times Swap Meet at 12:30 pm. *All welcome.*  
Contact: Patti ([patti@svaalberta.com](mailto:patti@svaalberta.com))

Suggested Events Disclaimer for use by all. Please acknowledge the source



Events Registration:Disclaimer

The undersigned hereby agree to indemnify all officers and directors of

\_\_\_\_\_ against any and all alleged wrongful acts, wrongful acts and/or claims resulting from attendance and participation in this tour and associated events. I/we certify the vehicle indicated above is properly and adequately insured, licensed, registered and is in a safe operating condition.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Print name: \_\_\_\_\_



**River City Classics  
10th Annual  
Show 'n Shine  
Sept. 23rd, 2012  
Downtown High River**

## **River City Classics Car Club**

28 10<sup>th</sup> Ave SE  
High River, AB T1V 1E7

At this time of year we look at our accomplishments for 2012. It is with utmost appreciation and thanks to the Town of High River, Sponsors, Show 'n Shine participants, River City Car Club members, volunteers plus several organizations who gave freely of their time that we are able to call 2012 a huge success.

100% of your sponsor dollars stay in High River to purchase prizes and draw items. All cash proceeds are made to local organizations of our choice. RCC donated over \$10,000 in 2012.

Navy League Cadet Corps

High River Handi Bus

Lions Club of High River

High River Agricultural Tractor Museum

Rotary Club of High River

Salvation Army Christmas Families

Foothills Roller Derby

Salvation Army Food Bank

High River United Church

Children's Wish Foundation

Rowan House Women's Shelter

Heaven Can Wait Animal Shelter

Museum of the Highwood

United Way High River Chapter

Foothills Special Needs Association for Parents & Siblings (SNAPS)

Elementary School Breakfast or Lunch Programs: Holy Spirit, Joe Clark, Spitz

With 1250 registered cars our Show 'n Shine is the largest one day car show in Western Canada. River City Classics is proud to showcase High River several times a year.

Our success is dependent on your generous sponsorship-THANK YOU VERY MUCH!!

Doug Montford, RCC President

## **VEGREVILLE IRON RUNNERS**

Several years ago, the Vegreville Regional Museum Society undertook a program of cooperation with the Vegreville Iron Runners Auto Club. The program led to some of the

members of the Iron Runners storing their collector cars in the garage on the museum grounds in return for an annual donation of \$100 per car. As well, the Museum also offered to provide the Iron Runners with a club house or meeting room which was attached to the garage. The Iron Runners appreciated the opportunity and ever since then, the Club has had a place to meet and store its archives and trophies. In return the Car Club makes an annual donation to the Vegreville Regional Museum Society. As well, the Iron Runners participate in special functions hosted by the Museum Society such as the annual old time harvest. This benefits both groups. The funds provided by the car club help support the museum's programs and are used to help maintain the museum and its artifacts. The Vegreville Iron Runners Auto Club and the Vegreville Regional Museum Society have a good close working relationship which benefits both parties greatly.



(left to right) Peter Rubuliak, President of Vegreville Regional Museum Society with Orest Lazarowich & Jerry Wilde, both of the Iron Runners Auto Club (photo submitted)

Life is a coin, you can spend it anyway you wish, but  
you can only spend it once. author unknown





River City Classics show was held September 23, 2012. None of our shows would happen without our volunteers. Three cheers for this great group!



Just a few of the hundreds of autos that come out for this show each year.

September 29, 2013 - mark your calendars for this great event.





# Veterans Food Bank Donation

At the December 5, 2012 Meeting of the Alberta Iron Indians Pontiac Club a donation was made to the Veterans Food Bank in the amount of:

**\$2,000.00**

This donation was made via fundraising efforts of The Alberta Iron Indians Pontiac Club who raised \$1,500 from their Annual All Pontiac Show 'n Shine. As well, Lundgren and Young Insurance & Southland Registries, who through various fundraising efforts of Staff & Customers, raised \$250.



front row from left Alberta Iron Indians Members Brian Tychonick, Warren Rogalsky, Lundgren and Young's Jessica Smith, Food Bank Manager Lorne Bylsma and AIIPC Treasurer Bill Cole

This was generously matched by their Management, for a total donation of \$500. These efforts led to a total of \$2,000.00 donated to the Veterans Food Bank! Everybody involved should be proud of the collective result of the efforts of the Old Car Hobby to help such a worthy cause!!!

*By: Orest Lazarowich*

We visited South East Asia last fall and while in Cambodia in a village called Siem Reap I came across some vintage cars. They were available with driver for daily tours around the town and to the world famous UNESCO site Angkorwat. The town is mainly a tourist trap with a French colonial flavor. The pictures are of a 1931 Citroen Limousine.



## MORE CLUB DONATIONS:



The Chieftain Award ballots that were sold with all proceeds going to STARS at the Pacemaker Show and Shine and the ALL Pontiac Show and Shine were presented at each show for a total of \$750.00. The Edmonton Chapter also made a donation of \$500.00 directly to STARS.

Terry and I were taken on a tour of the new STARS building.....a great facility, also we had pictures taken with the new rescue helicopter, wow what a machine!

The total STARS donation for 2012 was **\$1250.00**.....Great Work Alberta!

Dave Scraggs  
Alberta Iron Indians Pontiac Club



ALBERTA IRON INDIANS  
PONTIAC CLUB



### ALBERTA PIONEER AUTO CLUB Donations for 2012

In 2012, the Alberta Pioneer Auto Club was very pleased to be able to donate to the following charities:

In September we delivered a cheque to the office of Mark Wolff, The Executive Director of MS Canada, Calgary Branch. In December, we held our Christmas Party at the Royal Canadian Legion Br#284 at which time we donated 150 lbs of food for the Veterans Food Bank, as well as several hundred dollars in cash to the Calgary Poppy Fund, which by the way is the only one in Canada. Also, the club sent a donation to ALS in the name of Doug Brown.

We hope this will be an inspiration for not only our club members, but also, to other clubs to do the same.

by: Pauline Riise

**SVAA Spring Meeting**

**Saturday Feb 9TH**

**12:30 PM**

**South Pavilion**

**Lethbridge Exhibition Park**

**3401 Parkside Drive South**

**Sponsor:**

**Collector Automobile Motor Oil**

**Open to all members, please come and join us!**





## CLUB MEETING INFORMATION

**Alberta Iron Indians, Calgary**  
ABC Country Rest, 24 ST SE  
1st Wednesday each month 7 PM  
Bill 403-650-5009

**Alberta Iron Indians, Edmonton**  
ABC Country Rest 127 St  
Last Monday each month 7 PM  
Dave 780-940-2641

**Alberta PT Cruisers Club**  
Stride Mngmt 3950-12 St NE Calgary  
last Tues each month  
George 403-282-0844

**Alberta Pioneer Auto Club**  
Aero Space Museum, Calgary  
2nd Tues Sept. - June  
Lynne 403-240-2141

**Alberta Post War Car Club**  
Memories 134 Ave St. Albert Tr  
Edmonton. 2nd Tues 7:30 pm  
Lorne 780-464-0204

**Alberta Region of Packard's Intn'l**  
Members homes, Calgary  
3rd Tues of month  
Brian 403-283-3579

**Alberta Superrun Association**  
Westener Park, Red Deer  
1st Sun each month, noon  
Carol 403-783-5322

**Antique Willys Association**  
Crossfield  
Roy 403-946-5716

**Bonnyville Gear Grabbers Car Club**  
AG Society Boardroom  
2nd Thurs each month 7 pm  
Dennis 780-826-0724

**Calgary Cruz'n Tour Club**  
Denny's Rest. 16 Ave & 19 St NE  
last Tues every month 7 PM  
Rob 403-203-0073

**Calgary Fifty 5-6-7 Club**  
1070 - 2600 Portland St SE  
1st Tues each month 7:30 pm  
Braylene 403-279-4882

**Calgary Firebird Club**  
Calgary Motor Products  
last Tues each month, 7 PM  
Dave 403-686-6048

**Calgary Plymouth & Friends**  
Wendy's - Macleod Trail S  
as scheduled  
Jim 403-272-1925

**Calgary Thunderbird Club**  
Horton Rd Legion, Calgary  
1st Thurs each month  
Steve 403-251-3339

**Calgary Z Club**  
Brasso Nissan, Calgary  
3rd Tues each month 7 PM  
Al 403-208-3814

**Calmar Custom Wheels Auto Club**  
Calmar Legion  
1st Tues each month 7 PM  
Vern 780-722-7171

**Canadian Vintage Motorcycle Group**

**Rocky Mountain Section**  
Chapelhow Legion, Calgary  
3rd Tues each month 7 PM  
Janice 403-273-7840

**Central Alberta Classic Ford Club**  
Gord's Garage  
1st Wed each month 7 pm  
Dean 403-309-5085

**Central Alberta Mopar Assoc.**  
Humpty's - Gasoline Alley  
2nd Tues each month 7 pm  
Ryan 403-357-0892

**Central Alberta Vintage Auto Club**  
Golden Circle, Red Deer  
2nd Tues each month 7:30 PM  
Malcolm 403-742-1663

**Chestermere Car Nutz Club**  
West Creek Pub  
last Sunday each month 2 PM  
Pam 403-207-4148

**Chinook Wings Motorcycle Club**  
ABC Rest, DouglasGlen SE Calg  
3rd Mon each month 7 PM  
Kerrie 403-256-6734

**Coaldale Custom Cruisers**  
Joss Technical 1610 31 St N Leth  
2nd Wed of month 7:30 PM  
Vic 403-345-4696

**Cochrane Classic Car Club**  
Cochrane A&W  
4th Thurs of month 7 PM  
Ken 403-932-1677

**Cold Lake Cruisers Car Club**  
Sears, Hwy 285  
2nd Mon each month  
Lance 780-639-3084

**Country Cruisers Gainford**  
Gainford AB  
Jerry 780-797-3088

**Cypress Rod & Custom Car Club**  
location varies, Medicine Hat  
1st Wed each month 7 PM  
Les 403-526-0545

**Diablos Car Club**  
Crossfield  
Random locations every Thurs  
Pat 403-630-3779

**Dropsicles, Edmonton**  
7508 Gateway Blvd, Edmonton  
Last Wed each month 8 PM  
Paul 780-473-6644

**Edmonton Antique Car Club**  
N.Alta Pioneers & Desc. Assoc.  
1st Wed each month 7:30 PM  
Ted 780-458-6370

**Elk Point Auto Club**  
Magic Pizza, Elk Point  
2nd Wed each month 7:30 PM  
Ed 780-724-2966

**Foothills Model T ford Club**  
Aero Space Museum, Calgary  
7:30 4th Wed. (see website)

**Foothills Street Rod**  
Legion - 606 - 38 Ave NE, Calgary  
2nd Monday each month 7 PM  
Alan 403-982-5431

**LeBarons Car Club**  
location varies, Lethbridge  
1st Tues each month 7:30 PM  
Tal 403-381-7236

**Lloydminster Auto Club**  
Barr Colony cultural & Heritage  
Centre  
1st Wed each month 7:30 PM  
Abe 780-875-8085

**Medicine Hat Vintage Vehicles Club**  
Veiner Center  
1st Wed each month, 7:15 PM  
Gary 403-528-9918

**MG Car Club of Calgary**  
606 - 38 Avenue NE  
2nd Tues each month 7 PM  
Azim 403-651-1533

**Mountain View Pistons**  
Smitty's Restaurant, Olds  
1st Wed each month  
Barb 403-556-7295

**Nifty Fifties Ford Club of Calgary**  
Advantage Ford  
2nd Tues each month 7 pm  
Norm 403-242-9088

**Peace Classic Wheels**  
Dunvegan Motor Inn, Fairview  
3rd Wed each month 7:30 pm  
Don 780-835-2804

**Ponoka Piston Poppers**  
1st Tues each month, loc varies  
Gene 403-783-5322

**River City Classics Car Club**  
High River  
1st Wed each month 7 PM  
Ted 403-652-4366

**St. Albert Cruisers**  
St Albert Inn  
2nd Wed each month  
Eric 780-458-7387

**Southern Alta Antique & Classic**  
Atco Gas Co. Auditorium, Lethbridge  
1st Tues each month 7:30 PM  
Gord 403-320-0187

**Southern Alberta Drag Racing Assoc**  
1610 - 31 St N Lethbridge  
1st Wed each month 7:30 pm  
Wayne 403-320-7272

**Stampede City Model A Ford Club**  
Club garage, Calgary  
2nd Wed each month 7:30 pm  
Dean 403-240-1277

**Sylvan Lake Customs & Classics**  
Legion Hall, Sylvan Lake  
1st Wed each month 7 PM  
Gord 403-887-7047

**Taber Corn Country Cruisers Club**  
Royal Canadian Legion - Taber  
2nd Tues each month 7:30 pm  
Brian 403-394-4585

**The Cruisers Club of Red Deer**  
Circuit Cafe, Red Deer Airport  
2nd Wed each month 7 PM  
Bob 403-886-5541

**The Iron Runners Auto Club**  
Vegreville Regional Museum  
1st Wed of month  
George 780-632-7729

**The Rodders**  
6-2421 Centre Ave SE, Calgary  
monthly  
Pat 403-630-3779

**Time Travellers Car Club of Airdrie**  
85 East Lake Circle  
2nd Thursday each month  
Rob 403-863-5052

**Touring Tin Car Club**  
Members homes, Edmonton  
2nd Mon of month  
Lionel 780-453-2921

**V8less**  
as required Edmonton  
Mark 780-910-6200

**Vintage Sports Car Club of Calgary**  
Austrian-Canadian Cultural Centre  
2nd Wed each month 7:30 pm  
Steve 403-238-1075

**West Central Alberta Classic Club**  
Athabasca Valley Hotel  
1st Thurs each month  
Ron 780-865-7066

**Western Wheels Classic Auto Club**  
Tamarck Inn Rocky Mtn House  
1st Wed each month 7 PM  
Dick 403-845-5228

**Wild Rose Rod & Custom**  
Shaganappi Community Hall  
3rd Tues each month 7:30 pm  
Mike 403-936-5301

*If your club wants to join the SVAA, please contact Al Riise at his email [al@svaalberta.com](mailto:al@svaalberta.com)*

## Specialty Vehicle Appraisal Institute



The Mission of the SVAI shall be to regulate acceptable professional appraisal standards and have all members adhere to a code of conduct for Appraisers involved in and writing evaluations on Specialty Vehicles. The SVAI shall accomplish this mission through:

Proud Supporter of the

- Communication

Maintain an open dialogue between Member Appraisers, Insurers, Collectors and Hobbyists to better our Institute.

- Research

Conduct research and obtain information relative to appraisal matters.

- Education

Offer and have members participate in educational programs to improve the knowledge and education. In addition, the SVAI will continually strive toward raising the level of competence and professionalism of all appraisers.

- Co-operation

The SVAI may also develop and encourage co-operation with all other organizations whose objective is similar in nature to our own.

### CHIPMAN 100<sup>TH</sup> ANNIVERSARY

**August 17, 2013**

The Chipman Car Crafter Club is helping to organize Chipman's Centennial Celebration and would like to display one vehicle from each year and hope you will be able to assist us. Our goal is to park one vehicle from each year 1913 - 2013 in numerical order on the main street of Chipman on Saturday, August 17<sup>th</sup> 2013, from 9:30 a.m. till 4:00 p.m. As much as we would like to invite all our car owner friends, we must limit our display to 101 vehicles due to space limitations. Breakfast will be provided for the confirmed participant and their partner until 11:00 a.m.

The Village of Chipman has many activities planned such as a dinner and dance, live theatre production, centennial cake and coffee, and many vendors are expected to be on site. This will be an excellent time for family reunions as free R.V. parking will be available as well.

**For more information, please call  
Lana @ 780-363-2324 or [lanazips@yahoo.ca](mailto:lanazips@yahoo.ca)**



## **COLLECTOR AUTOMOBILE MOTOR OIL LTD.**

**By  
Bob Zubkowski**

In summer of 2008 Car Appraiser Ron Moore contacted Bob Zubkowski, then working for the Calgary Board of Education, showing him an article written in the Packard Club Newsletter. The article entitled, "*Our Oil Is Killing Our Cars!!!!*" by Keith Ansell, Foreign Parts Positively, Inc. November 2006, covering the problem he had as a qualified professional engine rebuilder.

The problem was premature cam and lifter failure. The short version of the article, (which is available on the internet by typing in, *Our Oil Is Killing Our Cars*, and has since been updated.) stated that the Environment Protection Agency (EPA) of the USA mandated car manufacturers get more than 150,000 miles from catalytic converters. As Zinc dialkyldithiophosphates (ZDDP) burns thru the engine, phosphate coats and seals off the converter, causing converter failure.

Because of pressure between the cam and lifter, oil never reaches the spot where it is needed most. So the phosphate allows the zinc to adhere to the cam. Thus as the lifter and cam pass each other the zinc acts as a sacrifice layer and is pulled off each time the two pass, approximately 750 times per minute in a flat bottom lifter engine.

Introduced in 1942 ZDDP has proven the most reliable chemical composition to do the job. 1600 ppm (parts per million) per litre has shown to be the ideal amount.

Too little causes failure and too much causes failure. Too little ZDDP causes metal to metal contact.

The lifter is made of soft metal surrounding hard bits of metal. With too much ZDDP microscopic

cracks around the hard metal appear, causing the hard metal to dig into the cam pulling off bits of metal. This is referred to as Spalling. Automobile manufacturers had switched to roller lifters by 1997, Nissan by 2000. Roller lifters have less pressure requiring less ZDDP. Auto manufacturers had oil producers change the formula of engine oil to meet the government mandate. Thus in 2005 the American Petroleum Institute (API) rated oil SM made its appearance with only 800 ppm of ZDDP. This includes all oils mineral and synthetic engine oils.

This was the cause of so many engine failures at Keith Ansell's shop. Rebuilt engines were failing within one to ten minutes of running time, major cam and lifter failure was the problem. We have also found studies have shown that using SM oil in flat bottom lifter engines causes major engine failure in approximately 2,500 miles. The latest API oil is SN with only 600 ppm of ZDDP.

After reading the article by Keith Ansell, Ron and I spent over 6 months checking out the oil in many stores, finding that they did not have what was needed for flat bottom lifter engines. We also read everything we could get our hands on to find out what was needed, what would work and would not work. Here is some of our findings: Racing oils have between 1850 and 2400 ppm of ZDDP with reduced detergents (which create drag). The engines on these automobiles are usually torn down often, cleaned and rebuilt.. Using racing oil on a street car will cause a build up of sludge around the rings due to reduced detergents.

Diesel oils have also changed with the introduction of catalytic converters. The ZDDP in diesel is at 1150 ppm and increased detergents to reduce soot. Increased detergents wash bearings clean causing failure. The detergents also fight for the same location on the cam as the lifter so the 1150 ppm may only be 900 ppm at the most crucial location. The difference in engine operating temperatures meant that diesel oil in a gasoline engine would not allow the polymers to function due to not reaching the



high temperature. Because diesel engines hit operating temperature and remain there for most of the day, as opposed to a gasoline engines that vary based on where they are driving. Diesel engine oil has only primary ZDDP while gasoline engine oil has primary and secondary ZDDP with polymers that become active at much lower temperatures. (some of this information is not in the article but I mentioned it here to help explain the problem.) We then spent another 6 months trying to find someone to produce oil for us so we could run our flat bottom lifter engine automobiles. We realized at this point we would have to form a company and make more than 24 litres. It took us a while to find someone who would produce the oil we required.

Boss Lubricants of Calgary, well known in the oil patch, Canada and northern US for custom blend oils and lubricants is our manufacturer. We explained the problem, and requirements that we felt were needed for gasoline engine oil. Boss Chemical Engineers addressed the issue. After several weeks Boss came back to us with the solution to our problem.

Collector Automobile Motor Oil is virgin, high grade mineral based 15W40 engine oil specifically designed for flat bottom lifter engines. 1600 ppm of ZDDP per litre.

The correct detergents and dispersants to prevent deposit formation and sludge formation from contaminants for gasoline flat bottom lifter engines. Primary ZDDP and Secondary ZDDP (which operates at lower temperatures.) Has polymers that have both shear stability and thickening efficiency capability to protect bearings. Has an additive that aids the oil to cling to the moving parts when the engine is stored for long periods of time to help prevent dry starts.

Why 15W40 oil?

The old process of creating engine oil was a chemical process leaving many impurities in the oil. Today's oils are produced by distilling and cracking leaving very few if any impurities. Our flat bottom lifter engines have the tolerances built in to allow for the impurities. By using the 15W40 the space left for the impurities is taken up. (We have had lots of great comments from automobile owners who now use CAMOil about the improvement in their engines.)

During our time at car shows, show and shines, swap meets and World of Wheels we have noticed the following. First we had lots of people tell us that they lost their cams and lifters at start up. Now we are having people tell us that they are losing their engines, due to cam and lifter wear after a few years of rebuilding or driving their automobiles. We have found through research that the modern engine oils cause major wear and failure in approximately 2,500 miles. The average miles put on most flat bottom lifter engines automobiles is between 300 and 500 miles per year. The reduction in ZDDP started in 2005, in 2013 that will be 8 years, so most of us will have put on a minimum of 2400 miles by the end of 2013. We are now in 93 retail outlets in four Provinces. We hope to expand into Ontario this year, with greater emphasis in Saskatchewan and Manitoba as well. We also have a new brighter, easy to find on the shelf label.

If you wish us to speak to your club or if you have a question or comment, contact us at [specialtyoils@gmail.com](mailto:specialtyoils@gmail.com) or by phone.

Ron 1- 403-808-8441

Bob 1-403-828-7168.

Collector Automobile Motor Oil, last century quality with today's technology.

### **Celebrating Preservation - The FIVA Award**

No vehicle is completely original. But, some cars do come captivantly close. The FIVA/HVA Award is a preservation award for historic vehicles that retain much, if not all, of their original mechanical components, body, interior, paint and other finishes. These vehicles are recognized and celebrated by the HVA and FIVA as important cultural artifacts of our industrial past. HVA judges attend many participating concours and shows throughout the United States and Canada and evaluate unrestored or preserved cars based on condition and history of the vehicle.

Go to [www.hva.org](http://www.hva.org) and click on events to find out where the next FIVA Award will be offered.

### CROSSING THE BORDER WITH SMITTY

*Malcolm Fischer*

Lloyd Smith, a long time, widely-known car collector from Stettler, was a unique character, at one time collecting more money for the Heartland Youth Centre than anyone else year after year, and at another being the toughest dickerer of old cars north of the 49th. Smitty left us two years ago (January 10, 2011), and there are myriad tales of giggles with Smitty at the core. One follows below, affectionately told by long-time friend and "Old Editor" of Central Alberta Vintage Auto Club's BRASS LAMP, Malcolm Fischer, here pictured with Smitty as he (and his proud beard for Alberta's 100th birthday) accepts the Stettler Citizen of the Year Award in 2005.



It was late October and The Old Editor had a very-hard-to-find '38 Buick Century hood coming into Cut Bank, Montana, from New York. I had to drive down there to pick it up, and Smitty was invited to come along, an invitation he eagerly accepted. I asked if he had a passport and he said no, so I reminded him to have his birth certificate along because those border folks were getting really persnickety about that sort of thing. "No problem," said Smitty assuredly. "I always have it right here in my wallet."

Smitty had a well-earned reputation as a helper, as a fund raiser, and as a general philanthropist. He was a kind and gentle soul

who had helped many we probably do not even know about. However, U. S. border security doesn't know that, and neither do they much care it would seem.

We scooted on down south and as many who knew him knew, one thing Smitty loved was to stop for a meal on the road. We paused for lunch in Taber and then carried on. It was a beautiful day, and we visited about everything and sundry. Soon we were cruising into the border crossing and waited in line behind about 5 or 6 vehicles until it was our turn.

The not-so-friendly lady behind the glass asked for our passports or birth certificates after enquiring as to our destination. I told her we would be in Cut Bank long enough to find the UPS Depot to pick up an old car hood, and then we'd be making our way homeward very soon thereafter. She seemed satisfied with this, and asked again for the identification. I handed her my passport which she briefly perused, and then looked into the car and asked, "So what about your friend?"

Glancing over to my right, I spied Smitty with a handful of cards. If you knew Smitty, you knew he belonged to about a hundred old car clubs, another hundred or so service clubs, and had every permit available to man. All there in his very thick wallet. He was rifling through all these cards muttering that his birth certificate was "right here somewhere." He pulled out, inspected, and laid on the seat and dash card after card after card, but no birth certificate reared its handsome head. The lady's smile turned a bit chilly, and the cars were beginning to line up pretty deep back there behind us.

Smitty handed me several service club membership cards and asked me to pass them to our chilly-faced friend. She had a glance at the impressive collection, but her icy smile conveyed her disappointment. "Birth certificate, please!" she sternly repeated.

Sir Lloyd said, "What the hell – a Legion membership ain't good enough? What's this world comin' to?"

"BIRTH CERTIFICATE!" she replied, now more agitated than ever.

He continued to search, and a couple more handfals were passed to the less and less impressed maiden of the glass. "Nope," she said with laser eyes. "Birth certificate!" Smitty continued to mumble under his breath. He didn't like this a whole lot. But then again, neither did she, and it wasn't doing me much good either!

Smitty retrieved and had me pass to her his Firearms Acquisition Certificate. A bit concerned that we might yet wind up in the Sweetgrass/Coutts jail, if indeed there was such a thing, I hesitantly passed the gun permit to her. "What does this prove?" She was becoming "very direct" in her tone of voice, and a glance in

Malcolm Fischer's 1938 McLaughlin Buick Century as found in the bush in High Prairie.



## YOUNG GUNS' CORNER

*interviews and articles  
by Patti Fieger*

### **Ursula Crowley Calgary Thunderbird Club**

This Young Gun is the proud owner of a 2007 Mustang Convertible Deluxe. Ursula has had this vehicle since 2010, at the young age of 16. The love of Mustangs is something she may have inherited from her mom. After getting her car, Ursula found out that her mom's first car was also a Mustang. She had a 1969 Mustang Boss.

The vehicle is originally from Hawaii and was purchased from Red Deer. How it got over here is unknown. Since Ursula got her vehicle she has had a few things done to personalize it more to her liking. New exhaust, window tinting, new fuel door, put in sequential taillights with

the mirror revealed why. The end of the lineup was no longer visible.

Finally, becoming desperate and imagining my hood disappearing into oblivion with every passing card she received I said, "Hey, I've got a great idea. How about I leave my dear buddy Smitty here with you? You can have a few coffees and a real nice long visit for a few hours and on my way back, I'll pick him up. What d'ya say? He's VERY helpful!"

Smitty anxiously nodded repeatedly in eager agreement.

Seemingly unimpressed, she scowled and passed the cards and other material back to me, and said, "You'd better be telling me the truth, Buster. And you BETTER be back through here before dark! Have a NICE drive to Cut Bank, Mr. Fischer. GET MOVING!"

7 years later, after much work - the finished car in 2009.



chrome bezels and new Halo Projection headlights. Her Uncle and her Grandpa do a lot of the work for her, and she is enjoying learning from them. She is looking forward to learning how to do more of the mechanical work on her own from her mentors.

So far she has entered the Mustang Show a couple of times, as well as the Calgary Thunderbird Show. She has won a couple of awards to date, including a Young Gun plaque. She plans to continue to improve her car and enter more shows.

I asked Ursula what she would do to the car if she had \$1,000,000. A new sound system was the first item on the wish list, followed by nice rims. And buy more Mustangs!! I suspect a big garage might be needed in her future.

She works and has saved up money to buy her parts as she goes. She puts alot of time and effort into her car, keeping it as nice as possible.



She got caught in the hail storm last summer, and her car took a beating. Fortunately the insurance stepped up and repaired the car, including redoing the stripes on the hood.

I had the opportunity to interview this Young Gun while she was volunteering - cleaning cars for Olds College. Working on some of the vehicles donated for the auto auction this summer. Also there volunteering was her sister Chelsea, our other Young Gun this issue.

*The editor owes an apology to Ursula. The photo of her with her vehicle did not make it into this issue. Watch for it in the next issue of Alberta Rides! Below is a shot of Ursula cleaning cars for the Olds College event.*



**Chelsea Crowley  
Calgary Thunderbird Club**



A year older than her sister, Chelsea also has the car bug. But she prefers Thunderbirds, taking after her Uncle and Grandparents. She already has two of them. Her daily driver is a 1990 Hard Top, shown above. Her second car, a 1984 2 door Hard Top V6, she got last summer. Purchased from the original owner, it only had 88,000 km on it. The interior is all original and in great shape, the rear seat is like new. She hasn't done any work on the car, other than cleaning up some engine rust. She wants to keep it all as original as possible. She loves older cars, feeling that they have more class than the newer ones.

She also got caught by the hail storm last summer but her car was not as lucky as Ursula's. The Insurance company felt the damage exceeded the value of her 1984, so wrote it off. As a result her pride and joy is pretty dinged up right now.

When I asked Chelsea what she would do if she had \$1,000,000 her reply was to fix the hail damage and paint the exterior.

These young guns are like the other ones I have interviewed. They want to learn as much as they can about their cars, learn to repair, maintain and keep them running and in great shape. Really glad to have these young ladies as members of our Calgary Thunderbird Club.



Have any Young Guns in your club? We would love to share their story - contact us at [patti@svaalberta.com](mailto:patti@svaalberta.com) to set up an interview.

Do you own a Specialty Vehicle and don't belong to a club? Does your Club have questions about Insurance, or Legislation that may affect our hobby? Are you looking for hard to locate parts? Want to buy a car? Sell a car? Need some advice on getting an appraisal? Have some information you want to share with other clubs? Contact the SVAA - we are here to help the hobbyists.

It was shortly after midnight on May 20th, 2000 when the phone rang. It was Mackie Classic Car Transport driver calling to advise that he had arrived in Calgary and due to being unable to get into our cul de sac, he had to unload my recently purchased 1966 Thunderbird Convertible in the A & W parking lot not far from the house. We quickly got out of bed and opened the garage door.

It wasn't long before this candy apple red beauty came around the corner and into the driveway with a very proud transport driver behind the wheel. After a short introduction and inspection of the vehicle, I signed the documents and stood admiring her in awe.

This 1966 Thunderbird Convertible had been in the family for years and I had admired it for just as many. The owner had recently lost his wife and was preparing to move back to the USA and dispose of all 7 of his classic cars that he had restored over the years. He called me and gave me first dibs on buying the car. At first I was not really ready to own a classic car but with a little encouragement from my daughter and the local

bank, I was now a proud owner.

The car was built in Wixom, Michigan and was one of only 5,049

Convertibles

built in '66 and was originally purchased from a dealer in Palm Springs, California for \$4,779.28. The previous owner to me was a retired US Airforce member who purchased the car privately in Pasidina, California and moved it to Winnipeg,

Manitoba where he completed the restoration and then sold it to me. This car came with a 390 CID, 315 HP 8 cylinder engine, Emission Control, Power Windows, Power Drivers Seat, Selectaire Conditioner Stereo Tape Player, Power Retracting Antenna and Tinted Glass and a tilt/slide steering wheel. The latter provides for us full bodied owners to get in and out.

Over the years we have enjoyed driving around with friends and family and attending numerous Show and Shines in Calgary, Edmonton, Kelowna, Moose Jaw to name a few. The car shows very well and has won a few awards.

Since owning the vehicle I have not really had to do much to it. I did have the motor rebuilt, new tires and spoke rims, new convertible top, had front seats repacked and new exhaust system. But for now we will continue to enjoy this beautiful classic to the fullest.

*If only my feet reached the pedals I know I could drive. Just don't tell Grampa.*



*Maybe we can move the seats forward? They are electric....*



Bruce Bennett, Calgary Thunderbird Club



### **VOLUNTEERS NEEDED**

***We need your help with cleaning and minor mechanical repairs on 100 vintage vehicles to get them ready for auction!!!***

***Come and have some fun, put on your working clothes, grab a pair of gloves and join us for pizza!!!***

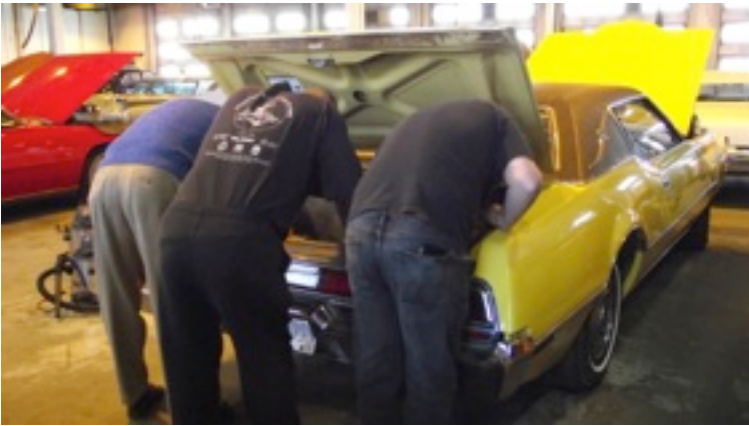
***All we need from you is a little 'elbow grease' and your expertise! contact Tracey Gleason 403-556-8232 [tgleason@oldscollge.ca](mailto:tgleason@oldscollge.ca)***

***or Charlotte Adkens-Weiler 403-507-7716***

***[cadkens-weiler@oldscollge.ca](mailto:cadkens-weiler@oldscollge.ca)***



Many members from various clubs have shown up at the old Cam Clark building in Airdrie to help out with the 100 autos that were donated to Olds College by Jack Anderson. The volunteers have been cleaning, changing oil, various mechanical repairs, replacing some parts and just generally doing what they can to get the vehicles in the best possible sellable condition. There have been too many individuals to list, but these photos will give an overview of the work and workers.







These photos were taken on January 12 at the old Cam Clark building in Airdrie. Representatives from Olds College were at the site, assisting the volunteers and feeding them a much appreciated lunch. This is a great opportunity for your clubs to be involved in a terrific fundraising event. It is also a rare opportunity to work on cars and share knowledge with other club members and within our own clubs. Also, a good chance to scope out the many vehicles that will be auctioned off and get a good close look at any that you may be interested in adding to your collection.







one way to start a car.....



Volunteers taking a well deserved lunch break. Thanks for the pizza! A great opportunity for people from different car clubs to mingle and meet. Everyone had a great time. With over 100 vehicles, there is something for every interest. Come out, help clean, change some oil, do some mechanical work, troubleshoot some issues. There is work for every skill level. Contact: Tracey Gleason 403-556-8232 [tgleason@oldscollege.ca](mailto:tgleason@oldscollege.ca) or Charlotte Adkens-Weiler 403-507-7716 [cadkens-weiler@oldscollege.ca](mailto:cadkens-weiler@oldscollege.ca)





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## Why it's Right For Your Club

The SVAA insurance program has been designed to provide comprehensive protection at an affordable level.

Here is a summary of what is Covered\*:

- 1. Directors and Officers :** As a director or officer of your club, you have a legal obligation to act in a reasonable and prudent manner. In today's litigious culture, directors and officers are increasingly being named in lawsuits, even when they are not involved. This covers the cost of your legal defense, over and above the final settlement.
- 2. General Liability :** This coverage is for all sanctioned events and meetings, coverage ranges from bodily injury and property damage to volunteer medical payments. It is essential for any operating club to have general liability coverage. This includes setup and takedown at club events, all club meetings, swaps, and fund raisers.
- 3. Volunteers :** Often missed in other policies, SVAA's policy automatically covers all volunteers and committees.
- 4. Non-Owned Auto :** If you or any member of your club uses their automobile on club business or authority, this coverage extends to protect the clubs liability. For the sole benefit of the Club, Directors and Officers vehicles are considered non-owned. **WARNING,** this is not auto insurance, you still need your own personal insurance.

Single event liability does not cover many of these areas, including meeting to organize and setup the event. Don't leave yourself uninsured, or improperly insured, when you join the SVAA's insurance program, feel secure in your coverage. **WE STRONGLY SUGGEST YOU DO NOT RELY ON SINGLE EVENT LIABILITY INSURANCE**

\* This is a summary only, and in all cases the actual policy applies.

### Commercial General Liability

#### Limits of Insurance

\$5,000,000 General  
Liability

\$10,000 Medical Pay-  
ments

\$500,000 Tenants Le-  
gal Liability

\$5,000,000 Non-owned  
Automobile

#### Conditions

US operations are  
excluded.

Clubs are on a named  
basis.

New additions are  
added to the policy,  
however no warranty  
letter is required.

### Directors and Officers Liability

#### Limit of Insurance

\$1,000,000

Plus costs for defense

#### Conditions

Participating clubs  
must be named in the  
policy.

New clubs must sign  
a preexisting claims  
warranty.

If you have any ques-  
tions please contact  
Colin Baker at 403-  
245-1006.