

Spring 2013



ALBERTA RIDES

A Publication of the Specialty Vehicle Association of Alberta



READY.....SET.....GO!



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

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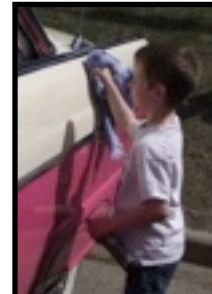
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Fort Macleod Spring Breakout Show was held on April 20. 71 vehicles registered for this first event of the 2013 season. Fortunately, the weather co-operated, unlike in Calgary! The Calgary Spring Thaw had to be rescheduled to April 28 due to the weather. This has been a long and snowy winter here in our lovely province, which will make the summer that much more enjoyable, right? Enjoy your summer and watch for our next issue, due out in August. Safe travels all!



A few photos from Spring Thaw 2012.





PRESIDENT'S REPORT

It is with a great deal of pride I perused the articles in this edition of Alberta Rides. I cannot claim any of the honour for assembly or seeking out articles for our newsletter... that credit goes to our Editor. My pride is for my association with an organization that can produce a very good magazine with interesting articles and also tips to make life a little easier when dealing with specialty vehicles. I am very pleased to see the variety of submissions from many different contributors. I enjoy reading stories related to our hobby and it is especially interesting when they are from people close to home. I applaud our editor and all the people who submit articles for our magazine.

We have enlisted the help of Randy Poch to acquire more advertisers and we have already seen results. Randy was able to sell enough advertising to enable us to do a reprint of our winter issue which was distributed at the Fort McLeod Spring Breakout Show on April 20th and the Calgary Spring Thaw event on April 28.

Jim Herbert's article on spring start up is a good reminder. Getting in a vehicle that has been sitting for a number of months and going for a drive without following his suggestions is not a good idea. This applies to new or old. I recently got reminded about his comment on the age of tires. I purchased a vehicle this winter with very good looking tires. When I went to the tire shop to have the balance checked I was told the tires were built in 2001 and should not be used. I was aware of the date code on tires but failed to check because they appeared in such good shape. My car now has new tires.

Geoff's article on motorcycle touring makes me envious and thinking I'm not too old to learn.

The ethanol issue is still front and center and we have a couple of articles on this. We thank Alvin Shier for his reminder that facts need to be considered when determining the truth.

This will be a great year for our hobby with the many shows on our calendar of events and of course the Olds College Charity Auction of 100 vehicles will be a highlight.

Do your safety checks and have a safe and enjoyable cruising season.

Harry Bullock,
President SVAA

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



Letter to the Editor

Dear Editor:

Early in 2013 SVAA members received a directive from the National Association of Automobile Clubs (NAACC) warning of the dangers of E-15 in modern fuels. The missive, signed by president John Carlson, was born of an earlier Fox News segment advising of the "serious damage" 15% ethanol based fuels (E-15) "will" cause to fuel delivery systems on vehicles built "PRIOR TO 2012". The broadcast hype is bolstered by naming a few major auto manufacturers' who apparently "will not honor" fuel related warranty claims if E-15 is found to have caused the defect.

Anyone casually looking in on this subject may be confused about the "greening" of internal combustion engine fuels and how they may or may not be affecting fuel systems on the roughly 5.5 million vintage vehicles in use in Canada and America, and now apparently everything built prior to 2012 (the latter of which is pure unsubstantiated bunk).

In my discussions with the vintage segment, I find overwhelmingly few expressing any knowledge or concern of the matter. Perhaps this apathy stems from old car owners having lived through similar scares

prophesying the doom of the older automobile - unleaded fuel, pollution rules banning old vehicles, scrap-age laws, crazy committee churned out storage rules -ad nauseam. There's been a plethora of damming issues that supposedly would spell doom to the hobby but nothing of any significance has ever occurred that couldn't be solved, and today the hobby is strong as ever!

The problem with items like the Fox News piece is that some information may be more political than scientific. Case in point - when someone proclaims vehicles "older than 2012" need to avoid E-15 fuel, we need to ask questions!

Somewhat troubling is that Fox's alarmist message was propagated in the NAACC news release. Warranted is a closer look at ALL the facts available on this subject before taking a hyped 5 minute Fox News piece as gospel.

Cheers, Alvin Shier.

This editorial is a condensation of a more detailed document which may be found on the SVAA web-site in the future.

Letters to the Editor are welcome. Email them to patti@svaalberta.com
Naturally, the opinions expressed are not representative of the SVAA, nor Alberta Rides.

KUDOS GO TO....

I have been a Street Rodder for over 20 years and subscribe to many magazines – There are always kudos and complaints about suppliers – I have a kudo and I want to let everyone in the sport know – Back in 1994 I was finishing off my Model A five window coupe and ordered and installed a set of Specialty Power windows – Last year (2012) the window gears started slipping and it was apparent that something was wrong – I took them apart and discovered that the drive gear on the worm was stripped – I was having night mares about something that was 19 years old and parts likely not available – I phoned Specialty Power Windows in Forsyth Georgia with fear and trepidation – Little did I know that when I got Robbie on the line at Specialty he treated me like a long lost friend and confirmed that yes they still had parts available – no problem – shipped them to me and when I got the invoice it was labelled –“warranty”!! After 19 years – WARRANTY!! Goes to show you – if you go with first rate you get treated first rate – Specialty Power Windows take a bow!!

Al Hardstaff, Calgary Alberta

Motorsports Enthusiasts:

Morley Dyck posted in Lethbridge Sports Car Club (LSCC)

After many years of development, we are pleased to announce that the first reading of our re-zoning application in Kneehill County to obtain a Direct Control District to develop a comprehensive Motorsports Facility, was approved almost unanimously (6:1) by council on March 12th, 2013.

The re-zoning application is to approve the development of a 4.4-mile multi-configuration Road Course, Paddock, Commercial Development, Non-motorsport Recreational Development, and Residential Development.

This is a significant step towards a World-Class Motorsports facility becoming a reality in Southern Alberta; a facility which is designed to meet the needs of a wide range of motorsports enthusiasts throughout Western Canada.

As many of you already know, this project has been in development since 2005. The process has taken longer than expected, but all issues have now been resolved.

We still have to go through a second reading (Public Hearing), which is scheduled for June 11th, 2013. However, based on information provided to us by the Development Office of the Kneehill County, we are confident that all of the concerns raised by the area citizens have been addressed and we are very optimistic that we will obtain the final approvals in June 2013.

Construction could start as soon as the Spring of 2014, with the track opening in 2015.

We have thoroughly updated the FAQ section of our website to reflect the recent developments and we have included much more detailed information about the project, the planned amenities, and the operation of the Road Course."

www.badlandsmotorsportsresort.com

1938 Fargo Truck

This 1938 Fargo truck belongs to Todd Bitz, my son in-law. It is all stock and that is the original paint that he is polishing. The truck is in remarkable shape for it's age. His grandfather bought the truck brand new in Lampman Sask. to use on the farm. Todd plans on driving it this summer. My granddaughter Rachel, who is standing on the running boards, is helping her dad.



The truck was on the Farm near Lampman Sask. till 1976 then it was moved to Todd's dad's place in Medicine Hat. It was again moved, this time to a cousins place, near

Shaunavon Sask. Last year when Todd hauled it home. He had always planned on someday getting the truck back on the road. He works for the city of Medicine Hat and is a millwright and a welder so he is planning on doing most, of or all of, the work himself.

Les Mckelvey, Medicine Hat, AB



National Association of Automobile of Automobile Clubs of Canada

*NAACC takes a strong stand on
the use of E15 Ethanol fuel*

Report #85 January 2013

The NAACC does not support the use of Ethanol blended fuels. All blends of Ethanol are reported to cause serious damage to a variety of components in collector vehicles. The use of E10 causes deterioration in fuel lines, carburetors and fuel tanks.

Vehicles that are stored with Ethanol blended fuel often sustain serious damage. The NAACC recommends that vehicles stored for any period of time be fueled with Shell 91 or Chevron 94 non alcohol blended fuel.

E15 Ethanol fuel is a new product that is now being introduced to the public in the USA. This fuel has NO redeeming features. It has been reported that if this fuel is used in vehicles older than 2012 that the vehicle will sustain serious damage to its fuel system. It is very corrosive and may also cause damage to engine pistons and valves because of detonation. This damage is caused by "Phase Separation" in the fuel itself.

The NAACC strongly recommends that you call up the following video. This report will leave no doubt as to the harmful effects of E15.

Triple A (AAA) in the USA has also stated that this product is very harmful to your vehicle.

Please--Watch this video from Fox...if your CAR IS OLDER THAN 2012 you need to AVOID THE NEW E15 GASOLINE.

Most car companies including Ford, BMW, VW, Toyota, Honda, Kia, Mercedes, and Chrysler will not honor the warranty on your car if you use this new gasoline!!!

<http://video.foxbusiness.com/v/2000862202001/>

Another side effect of the production of E15 is the rising cost of food. The summer of 2012 saw a serious drought in the mid west where crop yields were 15% less than normal. In the USA food costs will surely rise because there is a government mandate to provide 15% of the crop to corn squeezers for fuel. Canadian food prices will follow.

In our opinion the production of this product is not about the green movement and providing a cleaner planet. It is all about money and subsidies!

Thank you,
John Carlson
President/CEO, NAACC

TECHNICAL MUTTERINGS

By Jim Herbert

SPRING START UP

The snow is still falling, but I did see a gopher the other day and I just got the notice for "The Nifty Fifty's Spring Thaw" so spring must be close. With driving season fast approaching (we hope) , it is the time to move back all the boxes, etc that have accumulated around our stored vehicles and gently roll back the car cover and get the car ready.

Preparing your car for your first spring drive is generally pretty simple if you had the time in the fall to do the items that I suggested in my article in the fall issue of Alberta Rides. Over the past years of bringing numerous cars and airplanes out of storage, I have found that following procedure works well for me.

- 1) Initial Inspection: As I remove the car covers, I always do a visual inspection for any storage rash, low tires, etc including a look under the vehicle for fluid leaks. For us LBC owners, it is the size of the oil leak that matters not if there will be one. After I have completed the exterior check and as I remove the critter deterrent devices from the interior, I check to make sure that they worked and that I do not have to deal with any dreaded mice droppings. This is also the time when you get to test your memory as to where you put the keys. Now you can pop the hood and check and top up all the fluids including the water levels in the battery if it is not a sealed unit. I also do a visual check of all hoses and belts and while I am checking the belts, I apply a little belt dressing.

- 2) Hooking up the Battery: If you have removed the battery which I do on all but my MG TD, I clean the posts with a battery post wire brush, attach my battery handling strap and install the battery into the battery tray. If you do not have a strap or the battery does not have a lifting handle you should wrap some electrical tape around the posts to reduce the risk of shorting out the battery. If you have left the battery in the car, this is a good time to check for any corrosion in the tie downs and tray. Before I put the battery tie downs on I spray a film of LPS-3 on the under side to reduce the chances of corrosion. With the tie downs tight, now it's time to hook up the posts. Remember the old adage "Ground off first but ground on last" to reduce any chances of arcing.
- 3) Electrical System Check: Before I start a car I check that all the lights and electrical accessories are working. This is a good check to see if any critters have got to your wiring or if any corrosion has build up on the light bulb contacts or in your switches. The later model rocker switches in the MGB's are noted for this.
- 4) Brake Check: As long as your brake pedal didn't go right to the floor when you checked your brake lights, I find the simplest way to check the brakes is to do a hard stop at slow speed as I back out of the garage and again as I start down the street. I also check the emergency brake as I back down the driveway.
- 5) Tires Check: Check the air pressure and top up if necessary. This is also a good time to do a visual inspection of the tires to check for wear or age deterioration. It is interesting to note that the NHTSA recommends that tires should be replaced every ten years regardless of use and some new car manufactures recommend replacement every six years. The last four digits of the tire identification number will give you the week (the first 2) and the year (last 2) of when the tire was manufactured. If by chance your tire was manufactured before 2000, the last three numbers give you the week and year. Do not forget check the spare as well as you never know when you may need it.
- 6) Finally Starting the Motor: You are ready, the sun is shining, the street cleaners have got the first level of gravel off your street, and your spouse is wondering what has taken you so long as you promised her a drive to the A&W. You pump the gas pedal if your carb has an accelerator pump, pull the enrichment or choke lever, turn the key or push the starter button and the engine cranks but doesn't fire. Do not be alarmed, remember your engine hasn't ran for 6 or so months so the fuel probably has evaporated in the float bowl of the carburetor. If you have an electric fuel pump, listen for it to stop or slow down clicking (pumping) before you crank the engine. If your car has a primer system like my TR3 you can manually pump fuel into the float bowls. If the engine still fails to fire, you may have to mist a little gas into the carb throat. I use an old Windex bottle for this. Once the engine has started and you have oil pressure, back out of the garage and check to see if there are any large fluid pools on the garage floor. If there are, the spring drive will have to be put off while you look for the source of the leak.
- 7) First Drive: I always do a short drive at slow speed around the block to allow the engine to come up to operating temperature. This gives me time to check the brakes and a chance to watch the temperature gauge to check the see if the thermostat is opening correctly. And most important, if something goes wrong I can push the car home.
- 8) Insurance and Registration: Before you leave the driveway, you may want to check to see that you haven't left your new pink card and licence plate sticker on the corner of your desk. The local police do not think that is the best place for them, trust me I know from experience.
- 9) SVAA Vehicle Safety Check: A good check list to use while you are doing your start up procedure is the SVAA Vehicle Safety Check sheet. You can down load a copy of the Safety Check sheet from the web site. www.svaalberta.com Once you have completed the sheet, drop me an email at jimh@svaalberta.com and I will send you out a safety check window decal.

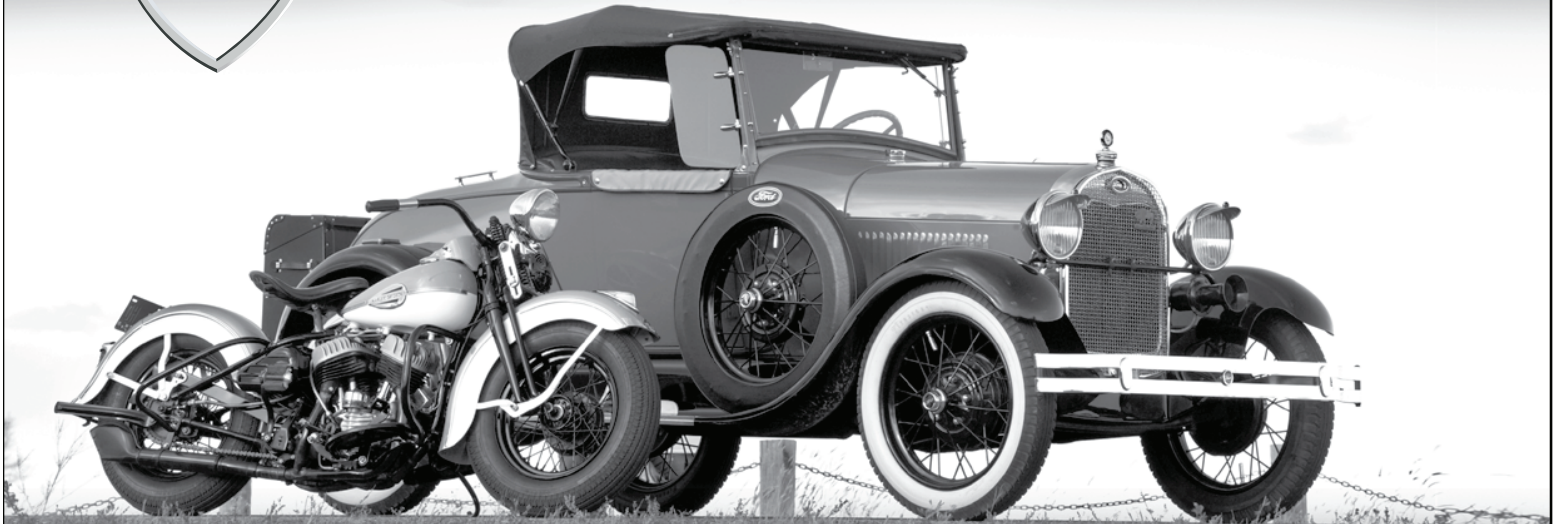


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**CAVAC HELPS REYNOLDS KEEP
MOTORING ALONG**

During this past History Road event at the Reynolds-Alberta Transportation Museum in Wetaskiwin, the Central Alberta Vintage Auto Club donated \$3500. This will be used to complete the full rebuild of the engine in their newly-acquired 1933 Ford, which after being restored, will be used to transport folks around the grounds. She'll be a beauty! CAVAC is honoured to play a part in this progress.



Presenting the cheque to Reynolds-Alberta Director Noel Ratch (centre) are (from 1 to r) long-time CAVAC members Walter and Geneve Jaburek and Lil and Lawrence Halladay.

QUIZ QUESTIONS

1. When was "Hot Rod" publication founded?
2. What was the first US built car to have a drivers side airbag as standard equipment?
3. What was the largest US built production car engine before 1930?
4. When did Chrysler switch to unibody construction?
5. What were the first and last years the Mercury Monterey were manufactured?
6. Which two auto makers were the first to introduce mass produced all-steel coach bodies?
7. What year did they first appear?

answers on page 18

**The Edmonton
Street Rod
Association**

Box 69187, Skyview
R.P.O., Edmonton, AB
T6V 1G7



The ESRA is a specialty auto interest group with an interest in pre-1955 modified vehicles. The focus remains

on pre-55, but membership is open to all, whether they have a vehicle or not.

The ESRA was founded in 1982 by a small group of local car enthusiasts and has grown to about 75 active members that meet the last Tuesday of each month, except December. Meetings are held the last Tuesday of every month at the Royal Canadian Legion Kingsway Branch # 175, 14339 – 50th Street, Edmonton, AB. Club members have about 40+ street rods on the road with many others in various build stages.

The club is organized as a non-profit, supporting various charities over the years - Youth Emergency Shelter Society, Cystic Fibrosis, the NAIT Foundation, Terra, WIN House, Cops for Cancer and the Air One Helicopter. This year's charities are Crystal Kids and the Royal Canadian Legion.

The ESRA has an annual rod run the weekend after Father's Day, which usually coincides with being the first weekend of summer – this year's run is June 21st to 23rd. The 29th annual run consists of a Friday social, Saturday breakfast,

poker run, Show and Shine and a dinner & dance. Sunday will be our inaugural cruise rather than the usual breakfast. The Show & Shine, open to all modified and special interest vehicles, has grown over the years, attracting close to 400 show vehicles, about 3,000 spectators and over a dozen vendors. The entrance fee is kept low at \$5 (with kids and seniors free) to make it accessible to all. This venue is also a large fundraiser for the Royal Canadian Sea Cadet Corps Warrior who run the burger tent.

Club activities include cruises, rod runs, shop tours, car shows and a fall barbeque, as well as tech seminars on various subjects including wiring, welding, brake systems and painting amongst others. There is also the almost-annual ESRA and Friends Party and Silent Auction. This rite of spring is a social event, but also allows the club to make a donation to Dogs with Wings – Assistance Dog Society of Edmonton.

The ESRA can be contacted through our website: <http://www.edmontonstreetrod.com/>

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2013 PORTLAND SWAP MEET

BY RANDY POCH

The **Portland Swap Meet** was held April 4th through 7th this year. This is the largest auto parts swap meet on the West Coast with approximately 4200 vendors and over 50,000 shoppers. It actually consists of 2 separate meets, one is the **Portland International Swap**



Meet held April 4 to 6. The other is the **Portland Expo Centre Swap Meet** which overlaps with dates of April 5-7. Both are side by side with busses transferring people from one to the other for no charge, every 15 minutes.



We found the drive took about 18 hours each way. Admission was \$7 at Expo and \$5 for Speedway for men only, women and children are free. A person could easily spend all day in any one area, so you could happily spend all 4 days there and go back next year! There was everything you could imagine there - collectibles, memorabilia, clothing, cars, car parts etc. Lots of booths and displays outside at both locations, plus 4 huge indoor halls in the pavilion if the rain gets too bad, or if you need out of the sun.



Here are a few tips to make your trip to any big event like this easier - but specifically for the Portland show:

- *Bring rain wear
- *Be prepared for lots of walking -bring good shoes
- *Bring something to carry small parts in, for



example canvas shoulder bag

- *Be prepared to spend time at each vendor looking through parts and barrels of chrome moldings.
- *Make sure to have list of parts wanted, complete with pictures and dimensions





For a fee of \$5 youngsters are available with carts and wagons for hauling larger purchases to holding areas

- *If looking to purchase new chrome bumpers, it is cheaper if you have cores (old bumper) for exchange or trade in
- *Shuttles are available back and fourth to near by hotels
- *Vendors are willing to deal so be prepared to barter
- *Take dimensions and tape measure with you
- *Most parts are not labeled, so you need to know what you are looking for
- *If you are short of time, spend most of your time at the Expo site then go to Speedway
- *There is a holding area available for storage of larger purchases, IE: fenders, hood, bumpers
- *Food is available outside and inside of pavilions
- *Write down what you are buying and how much you spent as you go - way easier at customs!



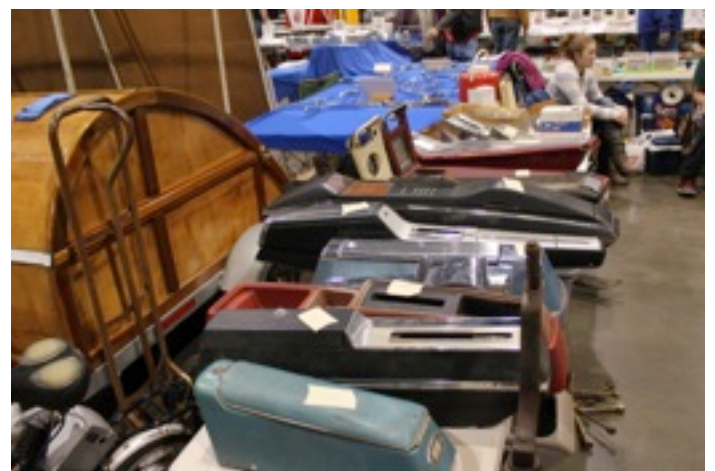
An example of customs/duty - on a car that cost \$1000 the Canadian duty was only \$10, but do be prepared to have the documentation for the cars to the customs at least 72 hours in



Deals are available! \$400 bought one happy shopper 4 tires on chrome rims

advance. So don't show up at the border with a car you just bought. It will be sleeping over there for 72 hours while the paperwork is processed. Parts were no problem, just be prepared again to advise what you got and how much you spent, so keep a list as you shop.

While down there I picked up a 1966 Plymouth Valiant Signet that I am using for a parts car. I am building a '66 Baracuda Formula S number matching 4 speed. I had all the paperwork done and submitted for the Valiant in advance, so it was no trouble to bring back. Thanks to my buddy Hank Benois for hauling the trailered Valiant back for me!



It is actually a little overwhelming as there is so much there.

This is a trip that is certainly worth putting on your 'bucket list'. Before you are really a car guy, I think you have to go here. I am really glad I did, even with the spring blizzard we had to drive home in.

Randy Poch

NAACC DIRECTORS AWARD

The Director's Award was presented to Doug Montford, on March 6, 2013 by Warren Rogalsky, Representative of the NAACA & a Director in the Specialty Vehicle Association of Alberta, at the River City Classics Car Club meeting in High River Alberta.

The National Association of Automobile Clubs of Canada Directors Award is presented to someone that most exemplifies the automobile hobby in their area. This person will have dedicated a great deal of time to advancing the awareness of the

automotive hobby within his or her community.



Yvonne & Doug Montford with Warren



Doug (left) and Warren Rogalsky

The National was honored to present this

award for 2012 (we tried to do this award last year) to Doug Montford, who with a small group of automobile enthusiasts created a local car club and eventually established the RCC Show in downtown High River.

This event has grown to be one of the largest shows over the years, and involves many car club members and the local community and provides funding for many charities throughout the area.

CONGRATULATIONS DOUG!

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 100th 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.oldscollge.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

EXHAUST NOTES

By Alvin Shier

Many old car enthusiasts, at one time or another, have had a love affair with the lowly wheelcover/hubcap. I ended up with dozens of them and eventually sold them off at swap meets. At one of these automotive swap affairs years ago, a guy bought a complete set of Olds Starfire spinners. I told him I'd had those caps on half a dozen old Chevys and wished him luck. As he turned to leave he said "I wonder how often these caps were stolen since they were new in the 1950's"? I have often remembered that statement when buying parts privately or at swap meets, and revisited the thought recently when reading on hotrodhotline.com of vehicle thefts and such that occur each cruise season. Most occur in hotel parking lots, but some of our most prized processions are disappearing from our residential garages, or highly visible public parking facilities - in broad daylight. One of the most heart-breaking I've heard recently was highlighted in the November 15, 2012 hotrodhotline newsletter. A Californian visiting the Henry Ford Museum, in Dearborn Michigan, lost a fully restored 1930 Ford Model A roadster, the Road Runner trailer it was in, and the 2001 Ford F-250 hauling it all, to unbelievably daring thieves. A few enthusiasts attending Goodguys in Columbus Ohio, went home without their cars too. A 1968 Chevelle, stolen from the Clarion Hotel, and a 1969 Prostreet Camaro, from the Ramada are just two examples. Thefts happen in Alberta too and it's something we should consider reporting in publications like the one you have in your hands. Years ago I sold my car hauler, to a mechanic friend who operated an all makes Mr. Fix-it operation in Calgary. When not wrenching on customers vehicles he busied himself restoring his prized 1969 Camaro, a vehicle he'd hauled from Ontario, and collected parts for, for years. During the process, the front suspension clip was removed and stored on the trailer. Predictably,

the unsecured trailer with clip on board, stored behind his shop, "went missing" and was never recovered to the best of my knowledge. In Menifee CA, a 1967 Barracuda also stored on a car hauler but inside a residential garage, disappeared with a Honda motorcycle. Thugs in Escondido, CA (obviously Pontiac fans) gathered up four prized Ponchos in three weeks, and didn't pay a nickel for any of them. A 1961 Ford Country Sedan SW, was lifted from a restoration shop, in Athens GA. Sadly, there's hundreds more each year, most we invariably never hear about. As hobbyists we can protect our rides, by using (above all else), common sense, security clubs, alarm systems, GPS trackers or a multitude of set-ups like is offered by E-stop (www.estopp.com) winner of the 2012 NSRA safety related product of the year. Their crafty device is a compact micro-computer controlled; hidden button operated replacement for most OEM parking brake systems and is perfect for custom applications. Lo-Jack Corp of Canton MA offers a 24 hour theft recovery system that operates off a radio transceiver, hidden deep inside the vehicle. They have a 90% recovery rate, and have returned assets valued at \$4 billion worldwide. Theft of personal vehicles is big business on both sides of the coin! LoJack is another company utilizing current technologies to thwart theft and I'm sure they too struggle keeping up with the bad guys. Your insurance company will advise removing all vehicular or personal ID's and garage door openers etc, from our vehicles when they're not in use. We should need no reminder why it's vital we take these simple precautions.

Alvin Shier, now retired, spent his entire life in the Autobody sector of automotives. He authors three columns under his by-line in Old Autos newspaper.

Comments, suggestions for future subject matter for this column are welcome linc.spec@yahoo.ca or 403-609-4026

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. You can also tell us of your events via the submission form on our website. Our website at www.svaalberta.com has all events that came in after closing date for publication.

MAY

- 3 - 4 The Original 44th Red Deer Swap Meet presented by Central Alberta Vintage Auto Club at Westerner Park
Contact: 403-896-1735 or cavacswa pmeet@gmail.com
- 4 SVAA Annual General Meeting at 12:30 pm www.svaalberta.com at the CAVAC Red Deer Swap Meet. All welcome
Contact: Patti Fieger (fiegerpatti@gmail.com)
- 10 - 12 Collector Car Auction; Grey Eagle Casino. Viewing Friday 5-7 pm; auction Saturday. Open at 9 am, auction starts 10:30 am
Contact: www.collectorcarauction.com
- 10 - 11 Winnipeg Collector Car Auction, Exhibition Place, Red River Exhibition Park. Friday viewing from 5-10 pm Saturday: open 8 am, auction at 10 am, Admission \$15. kids under 12 free with parent.
Contact: David 306-693-4411 or www.thecollectorcargroup.com
- 11 Driven Car Show at Calgary Olympic Oval, \$17 fee at door.
Contact: <http://www.drivenshow.ca/>
- 16-21 May Long Weekend Blast, Chinook Wings Motorcycle Club
Contact: Club Director at <http://www.chinookwings.ca>
- 25 9th Annual Vintage, Classic, Vehicle show and Pancake Breakfast, Innisfail, AB
Contact: lgould@telus.net
- 24-25 44th Coastal Swap Meet Friday 2 - 9 pm, Saturday 8:00 am - 4 pm, Abbotsford Airport BC
Contact: www.coastalswapmeet.com
- 25-26 Northwest Overdrive presented by Alberta Chapters of Studebaker Drivers Club Inc.
Contact: Francis Prefontaine at keyn55@xplornet.com or 587-785-5660
- 26 Coaldale Custom Cruisers Car Show
Contact: Gary Klassen 403-330-4598
- 26 21st Annual Autorama, St Albert Centre Shopping Centre sponsored by St Albert Cruisers
Contact: Ron 780-945-7329 or Bob 780-718-2257, bob.cruiser.fisher@gmail.com
- 26 Calgary Firebird Club Charity Show'n'Shine at Macleod Trail Hooters parking lot, Calgary
Contact: www.calgaryfirebirdclub.com
- 31 Calgary Show'n'Shine at Central Memorial High School, 5111-21 St SW. 9:00 -2:00 pm
Contact: Terry Butt at t-butt@shaw.ca
- 31-2 Three Hills Cruise Weekend
Contact: <http://www.threehillscruise.ca/>

JUNE

- 1 Elk Point Auto Club Annual Show and Shine Elk Point
Contact: Larry Demchuk 780-724-2430
- 2 Chipman Car Crafters Show'n'Shine - theme is any make or model of flat head
- 6-9 31st Annual Barrie Automotive Flea Market Oro-Medonte, Ontario
Contact: 705-487-3663 or www.burlescreek.com
- 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 or 403-257-7671 or 403-671-6264
- 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 <http://www.history.alberta.ca/reynolds/specialevents/historyroad.aspx>
- 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
- 15 Just Kruzin Show'n'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
- 15 Callingwood Show'n'Shine in support of Edmonton Humane Society, 69 Avenue and 178 Street
Contact: jocelyne@pureinc.ca or <http://www.callingwoodmarketplace.com/events/32-upcoming-events/149-june-15-2013-callingwood-show-a-shine>
- 15 Mountain View Pistons 8th Annual Show'n'Shine, Olds AB.
Contact: www.mountainviewpistonsclub.com or Dustin at dustin.bateman@gmail.com, 403-994-6667
- 15 Fairview Street Spectacular Show'n'Shine, Fairview, AB. Presented by Peace Classic Wheels
Contact: Don 780-835-2804.
- 16 The Iron Runners Auto Club Father's Day Show'n'Shine, Vegreville
Contact: Bill 780-632-2793 or sawss@telusplanet.net
- 16 Wings and Wheels Show'n'Shine Aero Space Museum, Calgary; sponsored by Alberta Pioneer Auto Club and Foothills Model T Ford Club.
Contact: 403-250-3752.

2013 Calendar of Events Continued

JUNE

- 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>
- 22 Lake Bonavista Calgary Pre-Stampede Breakfast and Show'n Shine 1401 Acadia Dr SE, Calgary. Must register in advance
Contact: Al 403-271-0066
- 22 Carseland Lions Show'n Shine tractor pulls, ball games, dance, bbq dinner at 5 pm. Registration 11:00 -2:00 pm; parade at 10 am
Contact: Bill Taylor @ 403-934-4067
- 22 Diablos Greaseball Bash Annual Show'n Shine
Contact: Keith 403-512-5896
- 22-23 Vancouver Collector Car Show, Sale, and Auction, PNE Fairgrounds
Contact: www.vancouvercollectorcars.com
- 23 Pacemaker Autorama Classic and Performance Show'n Shine, Ron Hodgson Chevrolet-Buick GMC, St. Albert AB. presented by Alberta Iron Indians Pontiac Club, Edmonton Chapter
Contact: 780-962-8430 or Dave Scragg dscragg@shaw.ca or 780-940-2641
- 27-2 Long Weekend Tour, Chinook Wings Motorcycle Club
Contact: Club Director at <http://www.chinookwings.ca>
- 28-1 52nd Annual International Antique Auto Meet presented by Central Alberta Vintage Auto Club at Olds College. Register early as space is limited. Deadline Feb 28th.
Contact: Bill Chadderton billc@svaalberta.com
- 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

JULY

- 1 East Village Show'n Shine, at Fort Calgary in conjunction with East Village Street Fair. From 9:00 am to 4:00 pm, registration \$10.00
Contact: www.ev-na.com or Brian at 403-262-6009
- 1 River City Classics Car Club Mini Show'n Shine in the Park
- 9 Cruisin' The Dub, Cold Lake at A&W on Highway 28 and 50 Ave presented by Cold Lake Cruisers Car Club
Contact: Lance Roe 780-639-3084 or www.kchold@telus.net
- 13 Driven Car Show, Winnipeg Convention Centre, \$16.50 at the door
Contact: <http://www.drivenshow.ca/>
- 13 Sylvan Lake Customs and Classics Show'n Shine, Meadowlands Golf Course
- 13-14 Airdrie Air Show featuring the Snowbirds
Contact: <http://www.airdrieairshow.com/>
- 12-14 34th Hog Root Rod Run presented by Ponoka Piston Poppers
Contact Gene 403-783-5322
- 18 Prairie Egg Gathering (Bolerama) presented by Prairie Egg Gathering (www.facebook.com/pages/prairie-egg-gatherin) at Marwayne. Fiberglass RV Owners and Enthusiasts
Contact: J.J. McColm, justkruzin@justkruzin.com 780-875-3180.
- 20 Summer Show'n Shine, Lloydminster AB at Lions Park presented by Lloydminster Auto Club
Contact: Marvin, lloydautoclub@mcnet.ca or 780-745-2545 or 780-872-8022
- 20 Mr. Mikes and RTC Show'n Shine, Yorkton, SK from 11:00 am – 4 :00 pm at Parkland Mall presented by Rolling Thunder
Contact: Lorie 306-783-1687 lantony1@hotmail.com
- 20 European Classic Car Show presented by Vintage Sports Car Club of Calgary at Stanley Park, Calgary
Contact: www.vsccec.ca or chrisdurtnall@shaw.ca
- 22-28 2013 Western Canada Power Cruise by The Reno Rodders Car Club presents. From Winnipeg MB to Puyallup, WA
Contact: westerncanadapowercruise@hotmail.ca
- 27 Bonnyville Gear Grabbers Car Club 3rd Annual Show'n Shine
Contact: Dennis 780-836-0724
- 28 Rides & Rods, Calgary's Largest motor Event; off Edmonton Tr. NE from 10:00 am to 3 :00 pm

AUGUST

- 2-4 26th Annual Show The Year of the Crawler, Pincher Creek at Heritage Acres
Contact: heritageacres@ymail.com or 403-627-2083
- 2-5 38th Annual Circle Tour hosted by Howard Lengert and Friends, Leduc. Register by July 20
Contact: Howard Lengert 780-985-3384 or hlengert@airsurfer.ca
- 4 Meltdown presented by Dropsicles, University Avenue and Gateway Boulevard, Edmonton
Contact: Paul Gordash 780-473-6644 www.dropsicles.com
- 6-10 St. Albert Cruisers Rock'n August
Contact: Bob Fisher 780-718-2257 or bfisher@telusplanet.net
- 10 Western Wheels Classic Auto Club Show and Shine, Rocky Mountain House
Contact: Bill 403-844-4203
- 10 27th Annual Car Show at Medicine Hat College from 11 am to 4 pm; \$20 per vehicle; presented by Cypress Rod and Custom.
Contact: Les 403-526-0545 or Ron 403-526-1574
- 10 Club Challenge (award goes to the club with most cars at the show) at Nose Creek Park, Airdrie; sponsored by Time Travellers Car Club of Airdrie. Registration: 8 am – Noon \$10 per vehicle. Rain date August 24th. Contact: timetravellers@hotmail.ca or 403-921-0007

2013 Calendar of Events Continued

AUGUST

- 11 Birds, Bears and Planes; hosted by Edmonton Thunderbird Club at the Alberta Aviation Museum, Edmonton
Contact: Bob Blackwood 780-473-0750 or www.edmontonthunderbirdclub.com
- 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
- 18 Cold Lake Cruisers Car Club Annual Show'n'Shine at Tri-City Mall, Cold Lake
Contact: Lance at 780-639-3084 or 780-573-5034 or kchold1@telus.net
- 22 A&W Cruisin' For A Cause Day, National Charity Day at A&W across Canada for Multiple Sclerosis Society of Canada
Contact: <http://www.aw.ca/cruisin-the-dub.nsf/MSCruisin>
- 24 Calgary Thunderbird Club's Annual Show'n'Shine at Cam Clark Ford, Airdrie
Contact Dale Lee 403-941-2935.
- 24 Mopars at the Mall, Bower Mall, Red Deer
Contact: Robin Larsen 403-347-1602

SEPTEMBER

- 3-8 Just Around the Bend presented by High Desert A's in Bend, OR. Regional Ford Model A meet
Contact: <http://nwrm2013.org/>
- 5-8 43rd Annual Barrie Automotive Flea Market, Oro-Medonte, Ontario
Contact: 705-487-3663 or www.burlescreek.com
- 7 4th Annual All Pontiac Show'n'Shine, Pedersen Buick GMC in Sherwood Park presented by Alberta Iron Indians Pontiac Club Edmonton Chapter
Contact: www.ironindians.ab.ca or Dave Scragg 780-962-8430 or 780-940-2641
- 8 Wild Rose Rod and Custom Car Club's Annual Toy Run
- 15 Fall Colors Show'n'Shine, Cochrane; sponsored by Cochrane Classic Car Club; registration \$10 plus a gift of non perishable food (or cash) for Cochrane Activettes Food Bank
Contact: Ken 403-932-1677
- 29 River City Classics Car Club Annual Show and Shine from 8 am to 4 pm
Contact: 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 or 403-886-7663
- 12 SVAA Information Meeting at Quick Times Swap Meet at 12:30 pm. All welcome.
Contact: Patti Fieger (fiiegerpatti@gmail.com)
- 26 Edmonton Motorcycle Swap Meet, Alberta's largest motorcycle swap meet; 3840 - 76 Ave. Opens Noon.
Contact: 780-435-7739 or www.motorcycleswapmeet.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: _____

The 2 ½ Model “T’s”

by Bill Hunter

I am one of the luckiest “car guys” around. My father-in-law, Ed, was a car guy too, and once we got acquainted we found we had the perfect set up. You see, we could cook up some pretty interesting stuff together when it came to car guy shenanigans, the kind of stuff that can get a guy in “the dog house”. But how was HIS wife (my mother in law) gonna tell him not spend time with me, her newest son in law? And how was MY wife (his daughter) gonna have anything bad to say about her dad and myself spending time together? It was perfect. And boy, did we have some fun together! We would buy stuff (read: cars) together out west (I’m a native Calgarian, I’ll have you know!), and Ed would come out for a visit (from Burlington, Ont., my wife’s home town), and take whatever it was back East, and flip it. We never made a ton of money, but it never cost us anything, and we had some real good times together.

One time, on one of Ed’s trips out west, we lined up a deal to purchase a couple of model T’s, sight unseen, located South East of Maple Creek, Saskatchewan. So we got up early Saturday morning, Ed took my brother in laws pick up, (which he drove out from Burlington, Ont.) and his trailer, and I took my pick up and trailer, and the two of us headed down to pick up our treasure. It turned out to be a heck of a load: A 1926 Tudor body and frame, and a 1927 Coupe body and frame, (no trunklid. T Coupes NEVER have trunk lids for some reason), several extra frames, multiple sets of fenders, doors, engines, axles, wheels, etc., etc. So, we loaded it all up, and away we went back to my place.

Now this was the first or maybe second summer my wife, Karen and I and our kids had spent on our new acreage, located in an “Estate” area, each acreage being 2 acres and located on a cul-de-sac (ie paved road). Ed and I rolled in about 5 o’clock that Saturday afternoon, model T’s piled high on the two trailers, and parked out front, just in time for happy hour. It looked like a scene right out of The Beverly Hillbillies,

but to us died in the wool car guys it was gold, pure gold.

Ed was always doing something, and during the long Ontario winter, he and another car guy buddy had each created a motorized bar stool. Ed’s had a 5 H.P. Honda power plant and he brought it west to show me, since he had room in the truck anyhow. It was a big hit with the Grandkids and our dog. With the paved cul-de-sac right there, Ed loved to take the grandkids for a ride on “the barstool”, and they loved to go, dog running after at a top speed of about 35 kilometers per hour. Some (not ALL, but some) of our neighbors were, perhaps, a little “stiff”, particularly about this bar stool. They just couldn’t fathom such a crazy thing as a Motorized bar stool. I have to admit, it was quite a sight to see this thing going around the loop, with Buck, the German Shepard chasing behind.

Well, on this particular day, it was hot, and Ed had taken his shirt off, and was having a cool one when my youngest son asked Grampa for a ride on the bar stool. Never one to deny such a treat to his Grandkids, Ed obliged, and William piled on in front of a shirtless Grampa, who beer in on board drink holder, and Buck running behind, full tilt, with his tongue lolling out the side of his mouth, barking at the bar stool. Karen, my wife, (Ed’s daughter, remember) and I were sitting on the fender of one of the trailers full of Model T’s also enjoying a cool one, watching the bar stool flying by. Just then, the snootiest of our neighbors happened to stroll by, completely ignoring us, and looking the other way as they passed our yard. Karen wondered out loud to me why “so and so” seemed to be ignoring us?. I reviewed the scene: two pick up trucks, trailers attached, full of rusted old cars; Grampa; shirtless, beer in hand taking our two year old for a spin around the block on a 5H.P. Honda motored Bar Stool, and our oversized German Shepard, running behind them full tilt (all three of them grinning ear to ear). I looked at my lovely, car guy wife and said “Ah, gee, maybe they think we’re rednecks”, to which she answered “what do you mean?” and I said “oh, nothing dear, nothing”, as I looked at all the treasures in front of me. Boy, I’m a lucky car guy!!

QUIZ ANSWERS from page 8

1. 1948
2. 1988 Chrysler New Yorker
3. Pierce-Arrow’s 825 cubic inch straight six made before 1920
4. 1960
5. 1950 and 1974
6. The Oakland and the Hupmobile
7. 1912

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THE GOLDEN TRIANGLE FROM THE BACK OF AN IRON HORSE

by Geoff Lobley

If you have taken the time to travel through the mountains you know how majestic the scenery is, how crisp the air is and how refreshing the whole experience can be. If you have traveled through them on a motorcycle, these experiences are magnified tenfold. I would like to tell you about such an experience from the back of a motorcycle; a trip my wife and I did last year on a route called the Golden Triangle.



The Golden Triangle route starts at Castle Junction in Banff National Park. From there, you travel to Golden BC, then Radium BC, and back to Castle Junction. If you start from the lights at 16th Avenue and Canada Olympic Park in Calgary, the total route is about 600 km (375 miles).

We chose to head to Golden first. We left home mid-morning on our 2008 Kawasaki Vulcan Nomad and rode out to Canmore for a quick stop to stretch the legs and grab a snack. After a brief visit to the Visitor Centre on the west end of town, we climbed back onto the bike and headed for Golden.

The Trans Canada Highway is a beautiful route through the mountains, but if you have the time, the Bow Valley Parkway is a much more pleasant way to travel. You can pick it up just west of Banff, and it will carry you all the way to Lake Louise. The speed limit is much lower, sometimes as low as 30 km/hr, which lets you appreciate the scenery that much more, and to appreciate the vehicle you are driving or riding. It also keeps you away from the rush of all the traffic on Highway 1.

Once at Lake Louise, you need to brave the Trans Canada Highway again. There is a

wonderful tourist stop at the Spiral Tunnels just before Field – if you haven't stopped there, I recommend that you do. It is an amazing example of Canadian ingenuity in the face of incredible challenge – it solved the problem of how to change the elevation of the rail lines as they cross the Great Divide.

After the Spiral tunnels, there is a pleasant drive into Field where you can again stop to stretch your legs. There is a visitor center there that not only has bathrooms, but a great display of the Burgess Shale – an example of some of the best preserved pre-historic life around (even predating the dinosaurs).

After Field, the next stop is Golden. The approach to Golden as been changed significantly in recent years, reducing the amount of twisting and turning required to get down into the valley. But they haven't eliminated all of it. This is probably the most dangerous section of the road, as well as the most fun. The biggest risk from the back of our bike was oncoming traffic misjudging the curves and going wide into our lane. Fortunately, this is not a common occurrence, but keep your eyes open on this section of road, especially in slippery conditions.



The road between Golden and Radium Hot Springs was probably the nicest part of the ride.

It's a narrow two lane highway that doesn't see a lot of traffic. The Columbia River meanders beside the road the whole way, and you are surrounded by small farms, smaller towns, and lots of trees. The road itself doesn't have many straight portions, so you can really enjoy driving your car or riding your bike through the turns and curves.

Once you leave Radium, Highway 93 is a beautiful highway to drive. Like the trip from Golden to Radium, there are not very many straight runs so you can really enjoy the drive. However, this time you are definitely on a mountain road. Be careful for changing weather conditions and a lot more traffic. Do make sure to stop at the viewpoint about 25 km north of Radium – it's hard to miss, as it is at the highest point of the road, and on a hairpin turn. The view along the valley is stunning.

Back at Castle Junction, head east back towards Calgary. An hour's ride has you back in the City Limits with another tour in your back pocket.

This tour is very scaleable. Our preferred trip is a two day ride. It is very leisurely, and you can see a lot. It can be done in one day, or it can be spread out to three or four days if you want to use Canmore or the Castle Mountain Chalets as a staging area. The tour can also be extended to Invermere or further down the





Kootenay Valley. There is always more to see.

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Thank you!!



*See you out on the
roads this summer!*

CLUB MEETING INFORMATION

Alberta Iron Indians, Calgary

ABC Country Rest, 24 ST SE
1st Wednesday each month 7 PM
Bill 403-242-9718

Alberta Iron Indians, Edmonton

ABC Country Rest 127 St
Last Monday each month 7 PM
Dave 780-940-2641

Alberta Post War Car Club

Memories 134 Ave St. Albert Tr
Edmonton. 2nd Tues 7:30 pm
Lorne 780-464-0204

Alberta Superrun Association

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

Antique Willys Association

Innisfail & Crossfield
Donna 403-946-5286

Bonnyville Gear Grabbers Car Club

AG Society Boardroom
2nd Thurs each month 7 pm
Dennis 780-826-0724

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

Canadian Vintage Motorcycle Group

Rocky Mountain Section

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

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

Chinook Wings Motorcycle Club

ABC Rest, DouglasGlen SE Calg
3rd Mon each month 7 PM
Annette 403-252-6819

Chipman Car Crafters

Chipman AB
Lana

Coaldale Custom Cruisers

Hub 13 ST Coaldale
2nd Wed of month 7:30 PM
Gary 403-330-4598

Cochrane Classic Car Club

Cochrane A&W
4th Thurs of month 7 PM
John 403-932-5450

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

Edmonton Thunderbird Club

Chateau Louis
4th Thurs each month 7 PM
Bob 780-473-0750

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)
Keith 587-888-9393

Foothills Street Rod

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

Ford Central Club

Gord's Shed, Red Deer
Kelly 403-350-6379

Just Kruzin' Specialty Vehicle Club

Lloydminster Exhibition Grounds
Gary 780-875-4414

LeBarons Car Club

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

Lloydminster Auto Club

Heritage Building, Weaver Park
1st Wed each month 7:30 PM
Tony 306-825-0511

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 403-288-1153

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 403-652-3786

St. Albert Cruisers

St Albert Inn
2nd Wed each month
Bob 780-718-2257

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, Springbank
2nd Wed each month 7:30 pm
Dean 403-240-1277

Studebaker Drivers Club -
Edmonton Chapter
History Road RAM Wetaskiwin
Mike 780-662-3605

The Cruisers Club of Red Deer
Circuit Cafe, Red Deer Airport
2nd Wed each month 7 PM
Victor 403-886-4016

Wild Rose Rod & Custom
Shaganappi Community Hall
3rd Tues each month 7:30 pm
Mike 403-273-5096

Studebaker Drivers Club -
Foothills Chapter
Austrian Canadian Club
1st Tues each month 7:30 pm
Craig 403-605-4215

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

*If your club wants to join the
SVAA, please contact Al Riise
at his email
al@svaalberta.com*

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

Western Wheels Classic Auto Club
Tamarck Inn Rocky Mtn House
1st Wed each month 7 PM
Dick 403-845-5227

*If your club are members and your
information is not on here, or is
incorrect, contact
patti@svaalberta.com*

Safety Checks: Important For Us All

The SVAA is dedicated to the preservation, restoration, and enjoyment of all antique, collector, vintage and specialty vehicles. One of the most effective ways we can contribute to the achievement of our mission is to ensure that our vehicles are as safe as possible. This is a natural fit with the highway safety objectives of the Alberta government.

We are indeed privileged as the province has no desire to enter into the safety check business preferring to leave it to the hobby to monitor itself. To that end, the SVAA has done two things to help the hobbyist with safety checks.

1. A Safety Check form has been drafted for use by the owner/checker in the annual safety check. (This is a visual inspection only, no components of the vehicle need to be removed.) NOTE: the SVAA welcomes suggestions for improvements to the Safety Check form. Please send your suggestions to safetycheck@svaalberta.com.
2. SVAA stickers have been produced that will be provided to each owner demonstrating that they have completed a Safety Check and their vehicle has complied. To get stickers send an e-mail to safetycheck@svaalberta.com.

In the interest of our being able to continue the self-monitoring safety checks, the SVAA encourages you to do a Safety Check on your vehicle, report its completion to your club and encourage your club to report the total number of Safety Checks done to the SVAA at safetycheck@svaalberta.com. Our continued efforts to ensure that our vehicles are on the road in a safe, roadworthy condition can only reinforce our already excellent relations with the Government of Alberta.

Jim Herbert, Safety Director

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WHY I'M A CAR NUT

by: Garry Cooper
AIIPC EC Editor

Actually, I hadn't really thought much about my being a car nut - never mind thinking about why I am one.

But now that I am thinking about it, I realize there are as many varieties of car nuts as there are - well, nut trees in all the forests in nature.

There are those who have the need for speed, and they find their ways into the auto racing sports. And they bring with them the "car nut" mechanics and technicians that are needed to achieve new speed marks.

Reaching back almost as far into history as auto racing, of course, is the genesis of Hot Rodding and Custom Car specializing. We've seen them on TV with their own shows, such as that of design genius Chip Foose.

However, from my own experience in the hot rod scene, Alberta has more than its fair share of talented "car nuts," making a living with their skills. Certainly it's apparent every summer at the local Show n Shine turnouts throughout the province.

I've said it for years: Alberta Show n Shines - in numbers entered and in quality of "iron" - is second to none anywhere in North America. Outside of, of course, the really large gathering in places such as Detroit and Reno (Hot August Nights). On a per-capita area basis, we can't be beat, I say.

Now, why am I a car nut?

Let me count the ways. In the nut category, I would be classified as a classic car collector. But why? That is the question.

For one, the artistry of the automobile appeals to the essence of who I am. Then there is the romantic link to the Hollywood glamour of my youth. The swashbuckling Errol Flynn and Gone With The Wind star Clark Gable --all of the stars -- were pictured with their Stutz Bearcats, or whatever, with beautiful mink-draped starlets trying to get some attention.

Then, in the 1950s, when television came into

people's living rooms, came as well the show-biz like promotional commercials for General Motors, Ford and Chrysler automobiles. And yes, American Motors' Nash as well as Studebaker and Henry J.

Every community that had at least one auto dealership looked forward to the early fall when the TV commercials would tease and tantalize car owners with glimpses of the "all-new for 195....." Meteor, or Monarch. Some of the models would get theme music assigned to them - such as Ford Canada's Meteor - that stayed with them throughout their manufacturing history. I tried very hard to find the name of that Meteor theme, but even in Ford Canada's archives it seems to have been forgotten.

After weeks of tweaking everyone's interest in the "new ... whatever" GMC, Ford and Chrysler would announce their new products with much fanfare as they were unveiled to the general public downtown at your local dealerships.

And people went to these unveilings like they would for a Bon Jovi concert.

For this "car nut," you see, there is artistry, romance and history deeply ingrained in my DNA from my boyhood days when the automobile was king.

Although they are being made out as "killing the planet" I believe the internal combustion engine - and not sliced bread - is the greatest invention of all time.

That's how much of a "car nut" I am.

Garry in his 1952 Chieftain Convertible



HIGHWAY CLEANUP



THE CREW

1. AZIM AND HELEN
2. CAM AND JILL
3. ANDY AND DONNA
4. GORD AND LINDA
5. DEREK AND NORMA
6. DAVIS AND ROSE
7. BOB AND RESA
8. MILES AND CHERYL
9. GEORGE
10. MARIE
11. TERRENCE
12. AL
13. JORN
14. DWAYNE

Our community service project is always more enjoyable than the drudgery it could be. Once again the weather was picture perfect. Each year that the Calgary MG Car Club contributes to the care of Alberta's roadways, the task becomes easier. There was a significant decrease in the volume of trash collected this year. Hopefully this may be due to less littering, however I think it has more to do with the superb job done the year before.

The old adage of "many hands make less work" was proven once again by the large group of volunteers that chose to participate .

As old habits die hard, this CMGCC event followed the traditional script. First and foremost we gather for coffee at Timmies to set off for the destination. (Herding MG'S is not unlike herding cats!) With as much efficiency as possible the ditches were cleaned. The next item on the agenda, as per usual, the master of macadam, Mr. Cam Lambert, led us around the country side on yet another new combination of back roads! How would an event not be a success if it didn't include a stop for food? This time it was the Black Diamond Hotel where the fare was scrumptious as usual.

contributed by Dwayne Schellenberg

World of Wheels Calgary

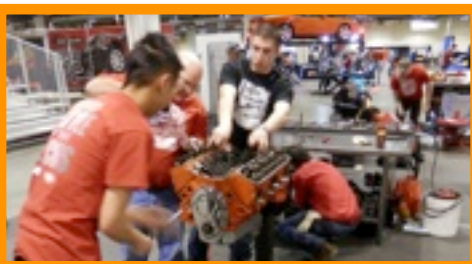
Feb 22 - 24, 2013.

This event was held at the Stampede Park BMO centre again this year. This annual event draws thousands of spectators and hundreds of participants. One of the aspects that I enjoy each year is the competition between clubs for the best displays. This year the Mustang Club won first place (sorry, no photos of their booth available), with the Iron Indians claiming second. The creativity and tons of work done by all the entered clubs is great to see.



For every auto in the show, there is a story of finding the vehicle, the work done on it, the history of the vehicle and future plans. At SVAA we believe that it is this history that is the unpublished aspect of the hobby, that really fuels the passion behind the collectors.

Special thanks to Al Riise for the photos here!





World of Wheels

Feb., 22-24-BMO
Centre Calgary.

by: Al Riise

The 47 Annual Auto Value Parts Stores World of Wheels was a heaven on wheels for auto lovers from all over. In many cases it turned out to be better run, managed, displayed and an enjoyable show throughout the three days.

Dennis Verrier of Winnipeg shines up his custom modified 1935 Chevy and so on it went. Rene Blei of Cochrane displayed a rare Jaguar, recently purchased.

Congratulations and thank you to Bill Knecht, commercial chairman, Tom Meheden - entry chairman, all the participants and visitors for the successful show. Many clubs participated

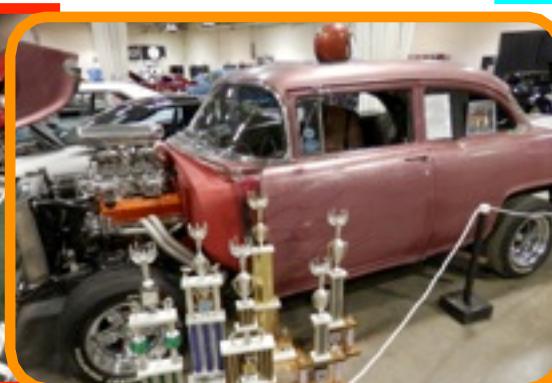
in club displays and the winners this year go to The Mustang Club, Alberta Iron Indians Pontiac Club and the Northern Mopars for their club awards.

This year, the Foothills Model T Ford Club and the Stampede City Model A Ford Club, jointly shared a booth to show the differences of the types of cars and were kept busy answering questions on each of the models presented.

Congratulations to all and we look forward to 2014.



part of Iron Indians display



HOW TO GET A BEAR INTO A PONTIAC

Well now, you know all about the Old Editor's buddy Smitty and as was mentioned before, anyone who knew him has tales to tell. This was way back there in 1957, and Smitty's wifey Sweet Helen and Smitty had just got their brand spanking new Pontiac Laurentian. VERY nice! So, what do you do when you get a shiny new set of wheels? Why, you pick up the in-laws and you head out on a cruise through the mountains, of course! Who hasn't done just exactly the same thing? So, off the four of them went. For a cruise through the mountains. And that's all. Right? Oh no. NOT when you're travelling with the Smitters!

Seems there was this bear up in a tree. See in the actual picture they took below? Just sitting there innocent-like, not wanting to bother anybody. Thinking peaceful bear-type thoughts. Then, along came Smitty, and just couldn't resist. "C'mon li'l feller! C'mon over here. We got some nice treats for you!" Well, Smitty got his wish! The shaggy one ambled right on over there to the shiny new Pontiac. That friendly furry feller stood up there and had a nice gaze at the carload, friendly-like. See their actual picture below on the right?



Well, Smitty again could NOT resist. Being able to get the bear up to the car, he just HAD to entice the bear around to the driver's side where EVERYbody could see so's he could take a NICE close-up! What an opportunity this was! Did we say **CLOSE**up? Heh, heh. By the time Smitters got the bear coaxed around and got the ol' Kodak all lined up, why all he could get in the lens was fur! Fur, fur, and more fur. Well, we can all guess what happened next? After all, what would YOU do if you were that close to a big fur-bearing varmint?

Naturally and by sheer instinct, Smitty leaped back into the car, crawled right over his brother-in-law, and out the other side! Followed VERY quickly by his brother-in-law, of course, him seeing that the shaggy bear-faced one was ALSO coming in through the driver's door! After all, EVERYone loves to drive a '57 Laurentian, don't they?

So, there was Smitty and his bro-in-law, clamouring out the passenger-side door while ol' Furry One made himself at home in the middle of the front seat on the brand new clear plastic seat covers! Found some snacks there, he did, some nuts and fruit and stuff, and snacked away as any self-respecting member of the canine clan would do.

Quick-thinking Smitty rapidly recomposed himself and thought, "Hey what a Kodak moment!" Thus, he raised the camera he was still holding, got all focused - which is not so easy to do when your heart rate is a million - and snapped a picture. The bear was there enjoying the snacks and checking out that big ol' '57's steering wheel! Smitty's picture was a BIT out of focus but the experienced wildlife photographers among you will know that bears don't always pose real cooperative-like. Sometimes you just gotta get the shot when

opportunity comes a-calling and be happy with it! So Smitty snapped a quick one and backed right off, in total respect for wildlife, o'course. Here's what he took....

And the bear? Why, he finished his snacks, said how-dee-ho to the ladies in the back seat er, didn't we mention that? The guys sort of um forgot that their dear wives were in the car WITH the bear, what with both of them being outside looking in and all! Well, they must have known that THIS particular bear was a friendly one so they didn't want to agitate him and take a chance on him harming their dear sweeties, now did they? So they just stayed outside so's not to alarm the big fella. Good thinking huh?

And the ladies? Why they just sat there, real still, and stayed REEEEEAAAL quiet, and analyzed the bear's culinary habits. Silent-like. He didn't bother them and they didn't bother him. Kind of nice cooperation, eh?

After a few minutes, the Shaggy Snacker left peaceful-like, and all the evidence left of his visit was a few small creases in those plastic seat covers, and no more snacks left. AND four sets of pretty big human eyeballs!

Alas, a quiet trip in the new car. What a Smitty-type day!

Now you know how to get a bear into a Pontiac?



Affectionately told by Malcolm Fischer

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YOUNG GUN'S CORNER

This little 3.5 year old got the highlight of his day when he got to 'drive' this caterpillar. Perhaps this moment will steer this little fellow into a career as a heavy equipment operator? Or his current career choice of 'super hero' will still come true? Vehicles come in many shapes and sizes. And so do young guns, and their dream rides.

Share the story of the Young Guns in your club. Or the ones you want to join. We all know we need to encourage the next generation to join our clubs. We need their youth and enthusiasm as well as building the foundation for the continuation of our hobby and our clubs. Send your articles to patti@svaalberta.com, or send in an email with your young gun's contact information and we will do the interview and write the story.



Have any **Young Guns** in your club? Or in your family? Or your neighborhood? We would love to share their story - contact patti@svaalberta.com to set up an interview. Thank you!

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PERSON OF INTEREST

"The Bubble Gum Man" Les Edwards

The SVAA would like to recognize and thank Les

Edwards for doing the Northwest Cruise Calendar and helping to keep this hobby of ours alive. Below is an interview Alberta Rides held with Les the other day.

Q. How did "bubble gum man" nickname come about?

Les was a pool shark and you couldn't smoke at tournaments so he chewed gum and got a reputation for always having it. His dad suggested that if you meet 100 people a day, how will they remember you? 99 will remember the gum.

In 1977 Les sobered up and got back into cars. He met the '567 Club folks and joined, the first of many clubs he has been part of.



Fred Nelson and Les started "Calgary Cruise Calendar" in early 80's, which involved into "Northwest Cruise Calendar". Les & Fred started writing out the club events, then it gradually grew. Fred stepped out and Mike Marsh, from Wild Rose Rod & Custom, stepped in. Les is not into it for money - does it for the love of the sport. He has spend 36 years going around and seeing people and getting the information. This is not just a hobby, it is a lifestyle and his social life. Mike Marsh, Don McGowan, Matt Gergely, Mike Siewert and Lyall Carter are the 5 that work with Les now to get this publication together, plus 10,000 contributors who help with providing the information.

They print 100,000 hard copies per year and it is also available online at www.members.shaw.ca/calgarycc/



The actual magazine that Les and his team create every year is more than just a reference sheet for us car guys/gals. Fondly referred to as 'the bible' of car shows, it is a social calendar, a note book, a phone number keeper, it is in nearly every cruise car, covered in ink and highlighter and notes and dirty fingerprints. If you are looking for your copy, they are available at 45 car shows that Les attends per year. Most cruise nights you can find them - just ask around, they are out there!

Favorite car - "My next One"

Current car - 1977 Olds Cutlass Brougham TTop Black with gold, red, and white corduroy stock interior

First Car - 1947 Ford Coach Deluxe; Dad gave it to him for his 16th birthday as pay for working. Had only about 35,000 miles on it. Pumped up the tires, put in some gas, boosted it and drove it about 10 miles from Clive to home in Lacombe. Without a license!

Favorite car color - cherry red pearl

Stock or modified - stock

Hot rod or muscle - "Is there a third choice?" Stock.

Standard or automatic - automatic.

Did you get your drivers license first try - yes, in my Dads 1957 Lincoln Continental. Big brother Ken spent 2 weeks teaching him to parallel park this huge car. He aced that section of the test, impressing the examiner with his skill. Thanks Ken!

Share one of your teenage stories - Les, Lyle and Blake were headed west on Sylvan Lake highway on a Saturday morning with 10 cases. (their turn for the beer run) Had a 1947 Plymouth coupe with a hemi in it. They roared up to a

radar trap which had 300 feet of cord stretched back west to the patrol car from a tripod on the side of the road. The officer had pulled somebody over and was up ahead at their car.

Blake was driving, he says to Lyle "WHAT DO I DO?" Lyle said "HIT IT!" meaning speed up, but Blake misunderstood, swerved over and nailed the tripod and radar. Looking in the rearview mirror they see the radar sailing into the ditch, trailing its cord and then pass the cop hanging onto his hat as it nearly blows off as these lads fly by at what feels like 80 MPH. The boys know they are in big trouble - only 3 miles from town and the cops will be following them in. Blake goes across town to hide the car while the other guys hide out at the cabin drinking beer with the rest of the gang. Later that day the others go all over town looking for the car. Finally find it, on Lakeshore Drive high centered on a light post. Blake had driven into the front of a motel to "hide it", but with the old standard steering had not made the tight turn and had run over the post and just abandoned it. The guys are standing around trying to figure out how to get this car off here and who pulls up? The RCMP. The guys figure they are in jail for sure! But the cops dig out a chain and help pull the car off the post. After getting the boys to swear they would not drive it until they sobered up, the cops left, none the wiser that these were the guys who nailed their radar.

Bubble Gum Man Tour is on Sunday of the September long weekend. If you want to meet Les, come on out for the 28th Annual Bubble Gum cruise.



thanks to Randy Poch for interview

THE BUBBLE GUM MAN

**SVAA Annual General Meeting
Pioneer Room
Westerner Park, Red Deer
CAVAC Red Deer Swap Meet
12:30 PM May 4, 2013**

Open to all, come and join us!





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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

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Liability

\$10,000 Medical Pay-
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\$500,000 Tenants Le-
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\$5,000,000 Non-owned
Automobile

Conditions

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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

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Plus costs for defense

Conditions

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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.