

Summer 2013



ALBERTA RIDES

A Publication of the Specialty Vehicle Association of Alberta



**SOUTHERN ALBERTA FLOOD OF JUNE
2013 - SOME TREASURES WERE LOST.**

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DID YOU KNOW...

there are 62 member clubs belonging to the Specialty Vehicle Association so far in 2013. Thank you for your support

KUDOS GO TO....

All the volunteers that have helped with the flood damage. The First Responders for their untiring support. Old neighbours and new friends coming to help people who have lost possessions, homes and businesses. Collector automobiles were not spared, some have already been towed away to scrap, or to be auctioned for parts. There are no words to make sense of what has happened. Mother nature has reminded us again that we are visitors here on her grounds. All of us here at the Specialty Vehicle Association of Alberta send our deepest sympathies to the Albertans who have lost so much. Keep supporting each other and we will get through this together.

Please go to our website at www.svaalberta.com to learn more about the government regulations referring to 'flooded vehicles'. Also posted are the notices that have been sent out regarding what to watch for when buying autos that have been flooded. If you need more information on the regulations regarding your flooded vehicle, contact us at bill@svaalberta.com



PRESIDENT'S REPORT

Specialty Vehicle Association of Alberta

Our hobby is one that is affected by the weather and this year has proven that again. I can only imagine how a person feels when their vehicle is damaged from a flood thru no fault of their own. We call it Mother Nature. Some of us have a more colourful name. In this issue of Alberta Rides we have tried to explain some of the insurance and registry questions with regard to collector vehicles. If your collector vehicle is in danger of being branded a flood vehicle and therefore no longer able to be registered, give us a call. We may be able to help.

Not that long ago a large show was five hundred vehicles. Now some organizers have to make room for one thousand or more vehicles. Our hobby continues to grow. The effect on the economy continues to grow. The introduction of the SRT program at Lakeland College is indicative of this and details are included in this issue. Another indication of the strength of our hobby is the success of recent collector car auctions. We have included reports on some including the Olds College auction. There are now many more vehicles that could be going to shows and on cruises.

We are very pleased with the submissions for our magazine. Please continue to send us your articles. We want to know about your club and about your special activities.

With the commitment from directors to distribute our magazine at the Rock'N August International Car show and Music Festival in St. Albert the SVAA executive has agreed to double the number of copies printed. Thanks to all who are involved in the production and distribution of Alberta Rides!

Keep on cruising,

Harry Bullock,
President SVAA

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



Letter to the Editor

Dear Editor:

In the Spring edition of "Alberta Rides" a letter penned by this writer asked readers to pay broader attention to the "Ethanol" crisis some say is on the verge of destroying fuel systems and related parts particularly in vintage/collector vehicles. For those interested I'd like to draw attention to a couple of videos on Youtube. One titled "**E-85 does not harm non-flex fueled engines**" throws a curve pitch into this (largely negative) discussion. It's abundantly clear to me the pro alternate fuel outfit "American Coalition for Ethanol" (ACE) is behind this video documenting the dismantling of a 2000 Chevrolet Tahoe purposely driven over one hundred thousand miles "98% of the time on E-85 fuel" - a fuel it was not designed for - the same fuel we're told our old cars are dying from. Lake Area Technical Institute in South Dakota under the direction of two Automotive department instructors, dissected the Chevys 5.7 liter's fuel and mechanical systems, and you may be amazed at what comes of the study - "no" damage to the fuel pump, catalytic converter, fuel lines, heads or **any other parts** which we've been told are destroyed on non flex fuel vehicle fuel and related systems. You judge!

Another must watch Youtube video is titled "**Ethanol in Brazil**". You will be informed that Brazil produces 5 times the Ethanol (35% of the world's output) the United States does. You will learn it's been the law "since the 80's" that ethanol, which Brazilians simply refer to as alcohol, be available at all filling stations. Brazil, with a population roughly 5 times that of Canada, has reduced its dependency on foreign oil from 80% to "just 10 to 15%" in a relatively short time. It has achieved this lofty goal by utilizing 15 million acres of its land in the production of sugar cane, originally introduced by the Portuguese in 1503. There's a spot in the video where Henry Ford, an early champion of alcohol for fuel proclaims "it's the fuel of the future". Just one factory produces 900 thousand gallons (yes gallons!) of the stuff - every day - an unbelievable output by any measure. General Motors of Brazil is working feverishly to fill demand for vehicles which run perfect on ethanol/alcohol.

If you take anything from watching these videos you may question the fuss in segments of the hobby over the very low levels of ethanol we've been told is cause for alarm and concern when used in our prized collector/vintage vehicles.

Cheers, Alvin Shier

The Driven to Perform Car Show

Photo's & story by Al Riise

This event was held on Saturday May 11, 2013 at the Calgary Olympic Oval, located by the University of Calgary. Sponsors included Cooper Tire.

For those who have not attended this show, it was an opportunity to see what some would call Tuners - cars of all makes and models were on display. The



makes represented were Toyota, Honda, Focus, BMW, Nissan, Toyota Scion. Included were also some popular Chevys, Ford

and pickup trucks.

The displays consisted of vehicles and were accompanied by eye catching female models from each group. At the north end of the Oval a stage (sponsored by Stampede Scion) presented various musicians throughout the day, so music reverberated through out the show.

We met various members from different clubs and discussed the Right Hand Drive situation.

They said that frankly, they will continue to drive their cars until something happens





in terms of legislation. The organizing group held a charity auction and raised over \$4000.00 for various charities, including the Children's Hospital.



COLLECTOR CAR APPRECIATION DAY JULY 12, 2013

This event was held at the A&W at "The Junction" of Deerfoot & Glenmore Trails, the same location as the Friday night show & shines. We hope to have more folks out next year. Watch for future notices and information for the July 2014 event.



**Don, manager
of A&W at 'the
Junction'**



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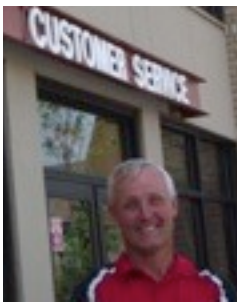
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PERSON OF INTEREST

Ted Zylstra Braeside Automotive



Born and raised in Calgary, Ted got into collector cars through a friend who had a Model T. After tagging along to various events, including the Red Deer Swap Meet, he purchased his first Model T. He took it apart to see how it worked and as he

has both his Heavy Duty and Auto Mechanic licenses it still worked after he put it back together.

He has since built what he calls his "T-B-Q" by putting together the front end of



a 1919 Model T to match the 1919 Touring that he pulls it with. A 1924/25 Model T Fire Truck was an impulse buy and is a huge hit with kids of all ages. He is currently building a Model T

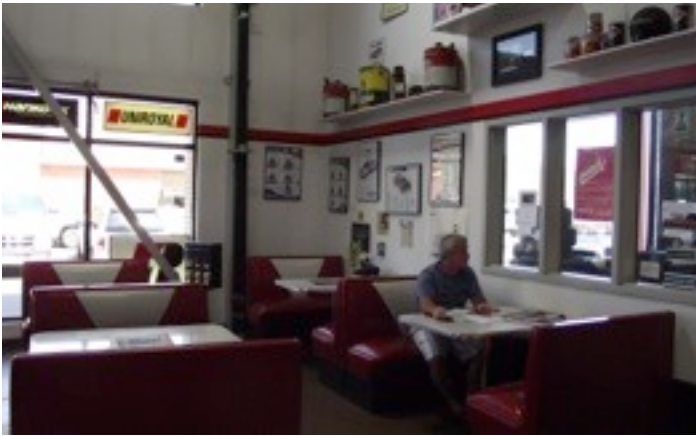


Tow Truck as well. He owns a few others: 1939 Chev Master Deluxe, 1940 Chev Special Deluxe and a 1950 Chev 4 door sedan. He likes the classics as well as the muscle cars. His first car was actually a Ford F150 pickup truck. And yes, he got his drivers license on his first try. The motorcycle license took a few more attempts

though. Favorite colour for a vehicle? Anything with a good paint job and no rust.



Ted graduated from SAIT a few years ago and started in the automotive trade at Macdonalds Consolidated where he worked for 28 years. From there he became parts and service manager for Okotoks Ford. In 2011 he purchased the Tirecraft shop off 24 Street SW and renamed it Braeside Automotive. The Foothills Model T club holds their Safety Checks at his shop, accessing the 9 hoists. They also hold some of their club meetings there.



When walking into Ted's shop you think you have entered a 1960's diner rather than an automotive service shop. With it's leather booths, barber's chair, tables with high stools, memorabilia on the walls and antique shop equipment you feel like ordering a milk shake

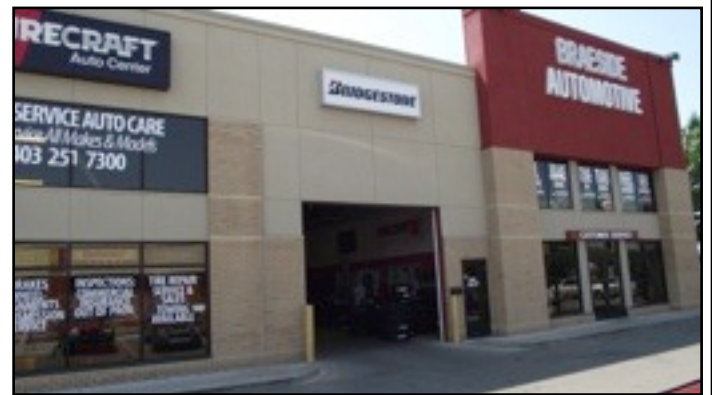


and burger while getting your tune up or tires changed! It is a fun place to be and it brings back lots of great memories.

Braeside Automotive is much more than

just tires. His team of mechanics and shop personnel can handle all the repairs and maintenance needs of your vehicles, no matter what age, make or model you have, both collector vehicles and daily drivers.

Ted is a terrific guy, and a true supporter of this hobby of ours. He donates both time and money to various charities and causes, includ-



ing the local playground renovation. Come out to his shop at #45 11450 Braeside Dr. SW, have a free coffee, read the provided newspaper and check out his flash to the past diner decor.

interview by Randy Poch

article by Patti Fieger

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Thank you!!

Jaden Phillips (7 yrs) and grandpa Doug Dale pooled their resources to purchase a much needed battery for the JC (Jack) Anderson Charity Auto Auction for Olds College. The battery will go into Jaden's favorite car when he decides between the 2002 Thunderbirds or the 1957 Buick, he likes the green and blue ones. Thanks Jaden. Future Young Gun!



OLDS Charity JACK ANDERSON AUCTION – Sunday June 23, 2013

by Ken Hutchinson

Jack Anderson is a successful Rancher and Businessman who generously gave \$1,000,000 to Olds College in 2007; pleasantly surprised Olds College again in February 2012, by announcing he was giving some of his extensive collection of classic cars and trucks to Olds College-100 of them to be exact.

His generous donation inspired others to donate their time and money to help get most of these vehicles Starting, Running, and Stopping. Many even looked like new, thanks to the finishing work put in by Rory Beane and his trainees, including me! Dozens of people turned out every Saturday morning in Airdrie to help with the enormous task of cleaning, restoring and refurbishing the many vehicles. Here are the stories of a few of the volunteers-Bill Diprose, an Olds College Grad, put in 290 hours of mechanical work—and donated his motor home! Volunteers and batteries were needed, so Doug Dale and his

grandson polled their resources for a battery, came to Airdrie and started work. Ultimately, four generations of their families showed up making it a great family affair for their “team”. Chris Haler, of Haler Concepts, Corvette Specialists in Olds, put over 200 hours into a 1956 Corvette, completing the refurbishment with a fresh paint job-beautiful! Fred Randle gave \$10,000 for new batteries, Glen Smith and his buddies from the Stamped Model A Club, got all of the Model A’s and T’s refurbished and were the first folks to volunteer 10 Trucks and Trailers to do the heavy hauling. Don Cooper of Street Rod Corner and Dusty Appraisals was the lead mechanic and foreman for each mechanic work bee. Lots of other volunteers, too numerous to mention but I thank every one of them for doing the work, hauling the vehicles on their trailers from Airdrie to Olds, and hopefully sitting back and enjoying the auction.

On to the action - yours truly got there early - 8:30 AM, and got the last handicapped stall

OLDS COLLEGE CONTINUED PAGE 9

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WALTER
Surface Technologies

OLDS COLLEGE AUCTION CONTINUED...

before they closed the gate! Had some time to explore and talk to folks, there was a really big crowd there and the organizers delayed the start of the Auction so that the lineup for bidders trying to register (about 100) could get in.

Having been one of the many volunteers in Air-drie to refurbish the cars/trucks, I was excited to be there!

Auction started with a 1959 Nash Metropolitan Convertible which sold for \$18,500. A list of other results achieved follows:

1964 Corvair Convertible \$8,100
1946 Ford ½ ton \$5,600
1958 Chevrolet Biscayne 4 DR Sedan \$5,700
1958 Lincoln Mark 3, 4 Dr \$3,100
1947 Packard Clipper \$ Dr Sedan \$6,700
1957 Jaguar Mark 4, 4 Dr Sedan \$6,600
Homemade Kit Car (copy of a Mercedes Roadster) \$1,200?
1972 Imperial Lebanon 4Dr Hardtop \$3,100
1956 Olds Super 88,4DR Sedan \$13,500
1964 Buick Wildcat Convertible \$4,000
1923 Ford Model T ¼ ton Truck \$17,000
1959 Olds 98 4DR Hardtop \$5,400. This vehicle was then donated back by the buyer, and re-sold for \$4,400
1960 Corvair Coupe \$3,100
1957 Buick Special 4DR Sedan \$ 12,300
'28 Ford Model T 2Dr 1 ton Grain truck \$15,400
1972 Thunderbird 2 Dr \$3,400
1979 Ford Ranchero 500 pickup \$5,100
1974 Jaguar XJ12L 4Dr Sedan \$3,700
1967 Mercedes 250 S \$dr Sedan \$3,600
1961 Studebaker Champ ½ ton Pickup \$5,100
1953 Henry J 2 Dr Sedan \$3,750
1962 Corvair 900 Monza 4 DR Sedan \$4,200
1940 Chev 1 Ton Truck \$750
1947 International 3 Ton Deck Truck \$700
Old Cement Truck (early 50's?) \$200
Snap on Roll Cabinet with 600 tools \$14,000
1966 AMC Ambassador 990,4Dr Sedan \$5,100
1956 Cadillac Fltwd 60 4 Dr Sedan \$15,500
1959 Edsel 4Dr Sedan \$5,700
'90 Jaguar VandenPlas V12,4DR Sedan \$4,600

1940 LaSalle 52,4DR Sedan \$12,200
1969 Ford Thunderbird 2Dr Landau \$5,300
1954 Nash Statesman 4Dr Sedan \$3,300
1951 Kaiser 2Dr Sedan \$3,400
1938 Ford 1 Ton Pickup \$7,200
1965 Jaguar XKE Coupe \$15,700
'47 Chev Fleetline Aero 2 DR Sedan \$13,500
1950 Pontiac 4Dr Torpedo Back \$9,600
1959 Studebaker 2Dr Station Wagon \$8,100
'61 Corvair 700 Lakewood 4DR StnWag \$5,500
'30 Buick 465 Special 2 Dr CC Coupe \$27,000
1939 Packard 110 Series 4Dr Sedan \$11,000
1947 Lincoln V12 2DR Club Coupe \$13,100
1963 Mercury ½ ton Pickup \$4,000
1962 Corvair 95 Window Van \$8,000
1954 Kaiser Manhattan 4DR Sedan \$10,400
'84 Cadillac Seville 4Dr Sedan, Cabriolet \$2,100
1976 Pontiac Lemans 2 Dr Hardtop \$1,700
1963 Corvair Monza Coupe \$4,500
1963 Thunderbird 2 Dr \$7,600
1928-30? Plymouth 4dr Sedan #6 cond. \$1,600
1955 Reo Speedwagon 3 Ton Truck \$1,500??
1930 Ford Model AA Wrecker \$15,700
'48-49 Intern'l ModelKB8 Fire Engines \$4,200
Snap-on Roll Cabinet with 600 tools \$15,500
1973 Lincoln Mark 4,2DR Hardtop \$1,000
1947 Chrysler Windsor 2DR Coupe \$4,600
1930 Ford Model A Tudor Sedan \$11,700
1947 Hudson Super Six 4Dr Sedan \$6,500
1947 Cadillac Fleetwood 60 4DR Sedan \$14,350
1970 – Cadillac Deville 2DR Convertible \$6,500
1936 Desoto Airflow \$ Dr Sedan \$10,600
1947 Mercury 2Dr Coupe \$8,900
1941 Studebaker 3 Ton Grain Truck \$2,500
'82 Jag Vanden Plas XJ12L 4 Dr Sedan \$3,000
1965 Thunderbird 2Dr \$9,300
1963 Cadillac Fleetwood 4 DR Hardtop \$13,700
1960 Studebaker Lark 2 DR Convertible \$9,100
1975 Cadillac Eldorado Convertible \$? (I had to go for a break)
1975 GMC Sprint \$? (ditto)
1974 GMC Sprint \$?
1963 Mercury Comet 2 DR Convertible \$20,200 (donated by John and Colleen Carey)

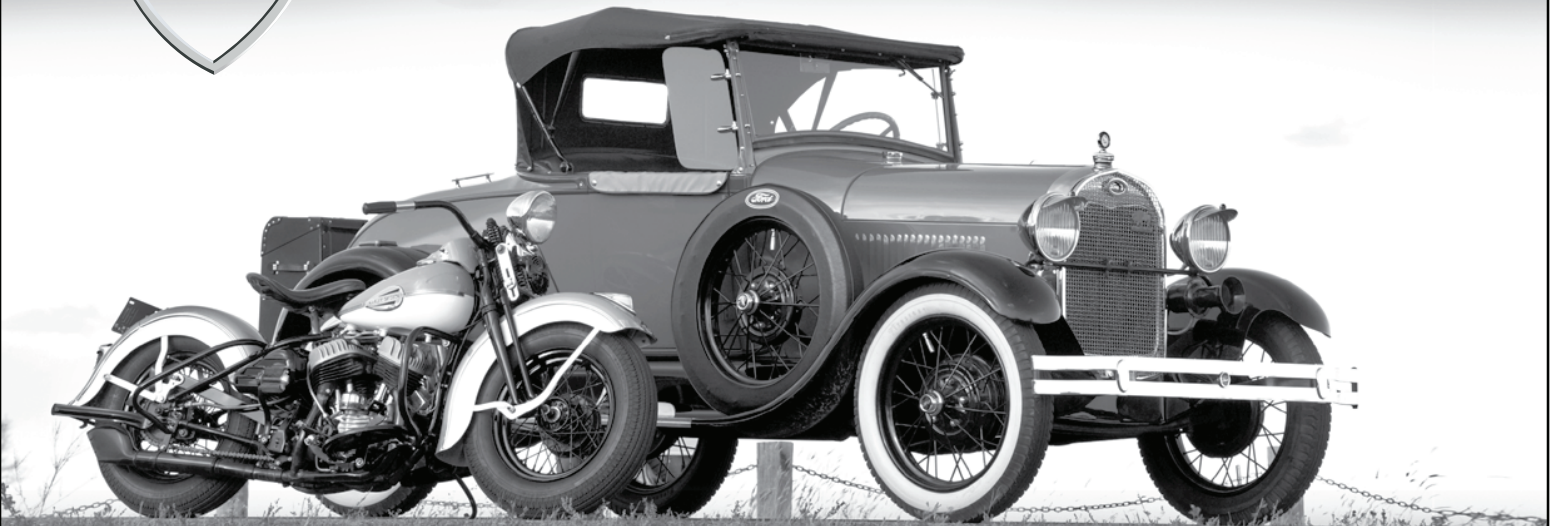
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OLDS COLLEGE AUCTION CONTINUED

1965 Ford Galaxy Convertible \$16,200
(donated by Ralph Brunsma)
'51 Studebaker Cmndr Starlight 2DR \$10,700
1985 Jaguar XJS 2 Dr Coupe \$4,700
1973 Cadillac Eldorado 2 DR Hardtop \$4,500
1986 Pontiac Firebird \$4,100
1918 Maxwell 2 Dr Touring \$15,200
2000 Jaguar S Type 4 Dr \$13,500
1953 Chevrolet Bel-Air 2 DR \$11,500
'64-65 Austin Vanden Plas Princess 4DR \$4,100
'84 Rolls Royce Silver Spur 4 DR Sedan \$10,500
1948 Mercury 3 Ton Grain Truck \$3,900
2011 Arctic Cat Prowler 550 HI \$8,000
2013 New Holland Rustler \$10,000
1959 Edsel Ranger 2 Dr Hardtop \$15,000
1968 Jaguar 420 Coupe 4DR Sedan \$9,000
1940 Ford Businessmen's Coupe \$39,000
1936 Hupmobile 4 DR Sedan \$19,500
1966 Thunderbird 2 Dr \$8,250
2000 Jaguar XKR 2 DR Coupe \$24,000

1960 Thunderbird 2 DR \$10,500
1968 Jaguar XKE 2 + 2 Coupe \$17,900
1962 Studebaker Gran Turismo 2 Dr \$10,900
1956 Lincoln Continental Mark 2 2 Dr Hardtop
\$23,000 (I bid \$22,750, but my wife might have
killed me if I'd brought it home!)
1973 Datsun 240 Z Coupe \$4,500
1930 Model A 2 DR Touring, original Broadway
Show 'SHOWBOAT' car \$14,500
1960 Jaguar Mark 2 4 Dr Coupe \$10,000
1972 Jaguar E type V12, 2 + 2 Coupe \$22,750
1955 Thunderbird 2 Dr \$35,500
1956 Jaguar Coupe XK140, 2 DR Fixed Head
Coupe \$27,000
2002 Thunderbird 2 Dr Convertible \$32,500
1965 Mustang 2 DR Fastback \$26,000
'79 Mercedes 450SL, 2 Dr Conv \$11,000
1956 Corvette Roadster, two tops--\$66,000
(VERY SPIRITED BIDDING)

There were 5 more sales after this, but I was
very tired and left for home. **CON'T PG 11**

OLDS COLLEGE AUCTION CONTINUED

1958 Chevrolet Bel Air 4 Dr Sedan
1960 Studebaker Hawk 2 Dr Sedan
2013 John Deere Gator RSX 850i Utility Vehicle

1988 Chevrolet Limo and Jukebox
(Donated by Greg Blades)
1990 Ford Econoline 28' Cutaway Van
(Donated by Bill Diprose)

Thanks go to the many volunteers, those who worked on the vehicles, those who bought new batteries, those who did mechanical work (Almost every vehicle was brought up to where it would Start, Run, and Stop), polished them and hauled them on their trailers to the Cow Palace in Olds—two trips for most of the folks!

Congratulations to Olds College for hosting this event, their organizational efforts, feeding the volunteers—it was great fun! And a great fundraiser. Thank you to Jack Anderson for his continual support of Olds College and this amazing donation! And thanks to all the volunteers for all your hours of hard work.



The Nifty Fifty's Ford Club of Calgary did their safety checks on Sunday May 5th. We hoisted and inspected 13 cars. As most of us car guys "inspect" our cars constantly, only minor things were found that needed tweaking. Some needed another notch tighter in the front wheel bearing nut. We



"No, I'm pretty sure that's the way it's supposed to be."

adjusted brakes in all of them. A few nuts and bolts in the front end were tightened and one needed a new terminal crimped on the brake light switch connection to get it to work properly. Of course all bulbs and fluids were checked. All in all - nothing major found.

*John Moore
President*



Spring Thaw 2013

Car shows draw people from all ages, using all methods of their own to get around to admire the autos on display. We bring our families and our friends along. It is more than a hobby, this is a



Street Rod Technologies Lakeland College



From the conception of the SRT program, Lakeland College has been committed creating a specialty vehicle program like no other in western Canada. Now nearing the first offering in September of 2013 we have met and exceeded our goals. Our shop facilities include down draft paint booths, modern tools, welding stations and old school metal shaping equipment.

One area of the industry we felt necessary to promote is safety, not only for the people working on these vehicles but for the people owning and driving them. In every aspect of the curriculum we have included the laws governing vehicle safety and the steps needed to maintain the integrity of the vehicle during a restoration or a build. Our goals include generating interest in the industry and the hobby, but we also felt it was important to promote the image of specialty vehicle groups. By creating this program we are taking steps to ensure a level of competency, and possibly in the future, a certification for people creating these rolling works

practiced including several forms of welding, sheet metal shaping and rust repair. The theory and practice of common body modifications are covered including frenching, chopping and shaving. These types of body modifications have roots in vintage hotrodding, but the skills are used throughout the industry from kustoms to muscle cars. Students will also learn about composite



materials used in the hot rods of today and tomorrow, developing skills in creating forms and working with fiber glass and carbon fiber parts.

A portion of our time will also be spent on the design and planning of a project. It is one thing to learn the skills to do the work but we also want to cultivate the creativity that students bring to class. Having the ability to finish a project is a product of passion, vision, and good planning.

Visit our website at www.lakelandcollege.ca and look under "Academics" for more information on this program.

of art.

The bulk of the curriculum for SRT is focused on teaching fundamental skills needed to complete a project. We will start with a history of the industry and move into the most modern practices and trends. Body repair skills will be taught and

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Stuart Ribey

Program Head, Lakeland College

LEADBEATER ESTATE AUCTION

by Ken Hutchinson

I travelled down lots of country roads to get to this one. By the time I got there, the auction had started, and the classic cars and trucks weren't going to be auctioned till 8 pm. The mosquitoes were really out by then, but I soldiered on.

Highlights of the sale were a 1986 Mercedes 560SL, with convertible top and hardtop. This one went for \$10,750. The other highlight was a 1941 Ford Fire Truck-8900 miles, fully restored, ran great for \$7,750.

Other vehicles sold were;

1970 Dodge Challenger RT SE Custom V-10 Dodge engine - \$29,500

1959 Buick LA Sabre 2 Dr Hardtop blue frames on the front quarter panels - \$8,500

1960 Ford Falcon 2 DR Hardtop, 43,000 miles - \$3,000

1967 Olds Vista Cruiser Station Wagon, paint peeling but sold with surfboard for \$6,700

1921 Model T Speedster - \$5,500

1953 Mercury M-100, with factory auto transmission - no.6 condition - \$1,500

1951 Mercury ½ ton, no.6 condition - \$1,900

1953 Ford ½ ton, 429 Auto - unfinished - \$6,000

1979 Ford F250 Truck - a beauty, went for \$3,000

Several old tractors were sold too, one for just \$55!

I got home at about 11:30 in the evening—tired but happy as I had lived up to my promise to my wife to not buy any more OLD CARS. Baah!

New Directors

KEN HUTCHINSON

I first started collecting classic cars when I was 19 years old--that was 50 years ago! My brother and I bought cars for nothing, for \$25 or \$50--we didn't have enough money to buy the Piece Arrow that was for sale for \$500. I've owned a 1966 MGB, a 66 Corvair Corsa Turbo Charged convertible that I bought for \$75. It had a burnt out clutch, so I took out the motor, replaced the clutch, rebuilt the engine and installed it the next day. My wife, Janny and I took off for Vancouver, successfully getting there, then headed north-east to Edmonton, camped in the infield where McLaren cars first raced. I'm now a retired Architect, drive a

1966 Mustang Convertible, am the President of the Cochrane Classics Car Club, which I formed in 2012 with two friends (it grew to 72 members) and we had our first show and shine on September 29th last year--this year it will be on the 15th of September. My dream car at the moment is a Studebaker Avanti. The SVAA should continue to safeguard the interests of member clubs, publish reports on local Auctions and educate the public on the true value of classic cars and trucks.



This item was spotted at the Swap Meet in Red Deer at Westerner Park in May 2013. The Editor did not manage to find the owner to learn about



'Hogg', a customized motorbike, comes with a small block V8. This is one attention getter for sure!!

HIGH RIVER - AFTER THE FLOOD

Patti Fieger



Driving into High River on July 11 to talk to some people about their collector cars was an eye opener. You see it on the news, read it in the papers, but until you are there you can't really understand. The smell surprised me. Mud, mould, dust all hung in the air. The signs in the

After being washed, the '67 Pontiac did not look damaged from the outside



windows of the houses as we went by "Need water", "Need phone", "Have power" - it took a minute to realized these were status reports, not requests. There were

still piles of drywall and possessions in yards and on driveways, but huge amounts had been hauled away. I honestly felt shocked, almost speechless.



1967 Pontiac - totaled and towed

A gentleman named Rick Binczak had agreed to talk to me about his classic 1967 Pontiac Parisienne 2 door convertible that was written off due to flood damage. He lives in a nice 50+ type

neighborhood with attached houses, nice front double garages, well maintained yards - or, at least they had been. His baby was stored in the garage, along with a daily driver. Both were wet up to the dashboards, so by government & insurance standards were write offs and had been towed away. All the contents of the basement were gone, along with the furniture, hot water



flooded to the dashboard

tank, carpets, drywall, insulation - everything, right to the studs. He told us of being out of

daily driver in garage beside Pontiac



town when the flood hit, of the house sitter being at work, neighbors going in and rescuing his dogs, trying to save his car, and losing theirs

in the fast rising flood waters in front of his house. Family and old neighbors he had not seen in 6

years showing up to help with the clean up. Samaritan's Purse coming in a couple of days after the water receded to do all the hard, dirty

work of gutting the basement. The volunteers that shared a hug, and a helping hand. The Hutterite colony that showed up with horse trail-



one of Rick's model cars



Rick and Mo

ers full of new clothes, still with tags, water and food. They set up a kitchen and fed people all day at the evacuation centre in Blackie for days on end. Rick is now volunteering there daily

while he waits to repair his house.

Rick took us a couple of doors down to

meet his neighbors Mo & Barb Ewanek, who have a 1954 MG TF. It was still in the garage, muddy, wet, damaged, but there. Mo had said NO to the adjustor who wanted to write it off and pay him out. Don't think there will be any money provided to repair it, it will all be out of pocket. Mo was in the hospital when the flood happened, got out a couple of days later. One of



Mo and Barb Ewanek with their 1954 MG TF

the aspects I had not expected was the laughter. The human spirit is amazing, the joy of finding the 49 year old wedding photos in the pile of

filthy personal articles piled on the lawn, the open, and shared, tears at the damage to, and loss of, the prized autos. I knew going into this interview that it would be hard - I am not a pro-

volunteers



fessional journalist, just another 'car gal', but I had not expected to be so hurt by their losses, or so unbelievably moved by the resilience of us Albertans, and really all the people everywhere who still get out of bed and put their feet on the ground and start another day. In my mind, the rivers and water and mud may have risen to unprecedented heights, but it is the human spirit that really rose the highest.



Rick says thank you to Samaritan's Purse



OLDS COLLEGE VEHICLE PARADE

Photos provided by Ken Hutchinson & Ron Rigby



Jack Anderson says a few words to volunteers transporting autos from Airdrie to Olds College



unloading some of the Model A's



The Stampede City Model A Ford Club members helped out with the huge task of moving all the vehicles from the old Cam Clark Ford shops by Airdrie up to Olds College for the Auction. There were members from many other clubs that attended, as well as Lone Wolves. For those of you who had not heard that term, Lone Wolves are folks with collector autos who don't belong to any club. All of these volunteers arrived with their own vehicles and trailers, paid their own gas and many did more than one trip. There is no way this auction could have gotten done without all the amazing volunteers who put in so many hours and miles working on the vehicles, as well as hauling them up to the college. Congratulations to all of you for a job very well done!



a cross-section of drivers and swampers



Here are just a few photos of the many people who helped out with the vehicle transfer, as well as at the auction on June 23rd.



PORCUPINE HILLS CLASSIC CRUISERS

Marlene Smith

Eleven of our club members travelled to High River, Alberta to help with some of the flood clean-up. Until you see the devastation first hand you don't realize how bad the destruction was. We registered at the Volunteer tent at the Rodeo grounds and we were sent to a trailer park in High River which was almost totally devastated. We contacted a person in one of the trailers who happened to be a Social Worker for the occupants. Apparently this couple moved back into their trailer after the flood and the trailer was marked as a red zone. The man was starting to get sick and she was trying to get their personal belongings packed up so they could go to the Heritage Inn where she had rented them a room. We all pitched in and managed to get all their personal stuff packed and on a truck. We then took a walk around the park to see if anyone else need help and it was like a war zone. We met up with the owner of the park and

he was very thankful for all our help and he insisted that he get a picture with us for himself.

All our hard work was very gratifying and just a drop in the bucket of what needs to be done in High River.



The following club members helped in High River: Dave Wasylyshen, Phil & Marlene Smith, Lynn & Val Ritzen, Kelly & Annie St Jean, Bill Erdman, Wayne MacKay and Harvey & Winn Brandon.

Alberta Iron Indians Show & Shine on June 16, 2013 collected \$814 for the Veteran's Food

Bank, plus many bags of non-perishable food items. AND they signed up 10 new members.

Foothills Model T Ford Club of Calgary

by Keith Robinson

Event: Safety Check on Club Members Model T's

Date: Sunday, May 26, 2013

Place: Braside Automotive Center, Calgary C/o Ted Zylstra, owner

Model T's awarded safety stickers from SVAA - 11 cars checked - 10 passed, 1 failed



Our safety check session is done yearly in the spring before tour season gets in full swing. Our cars are checked and brought up to the safety requirements of the Model T Ford Club of America.



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1953 Buick Custom 2 Door Hardtop

"Wild Thing"

Owner: Eric Christensen, Medicine Hat, AB.



The car was purchased in Red Deer by Garland Jesso about 10 years ago. The car was sitting in a driveway and was disassembled. The car had an original Buick straight 8 but was pulled out and replaced with the current motor. I purchased the car from Garland in April 2013.

The car was designed and fabricated by Garland Jesso and Deiter Engel.

Driveline: - 1975 Olds Delta 98 chassis, 455 Rocket Olds motor which is bored .030 over and a performance cam installed, 650 Edelbrock carb with a street fuel pump, K & N chrome filter, Hooker headers with 3" exhaust, turbo 400 transmission, aluminum mags with matching steering wheel.



Body: -
Roof chopped 3', rear glass welded in, windshield pillars tilted back 3", vent window assemblies custom fabricated, windshield and

back glass custom fit, grill and signal lights custom made, headlights frenched with 1954 trim rings, hood custom cowl induction ventilation, doors electric remote with Honda door handles, trunk lid and jam from 1949 Buick, rear bumper is 1957 Plymouth front bumper, tail lights from 1959 Cadillac with fabricated Packard surrounds, channeled body over frame 3", parcel deck cut and lowered 5"

Paint: - Karen blue metal flake over black base coat and 5 coats of clear coat.

Interior: - Tan Italian leather, roof is Mercedes Benz roof material



The car has been to many car shows in Alberta. The longest distance has been to Idaho. This car is so much fun

to drive because of the paint job. It gets so many



thumbs up. All the little girls like it because of the glittery paint job, but I was also told that the big girls like it too. Upcoming



modifications that I plan on doing to the car include air ride suspension, adding power windows to replace cranks. The biggest challenge with this car is driving it and spending hours in a parking lot while people look at it. I look forward to taking it to some car shows this summer.

Eric

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 Pioneer Auto Club

2nd Tues Sept - June 7:30 pm
Aero Space Museum, Calgary
Lynne 403-652-5518

Alberta Post War Car Club

Memories 134 Ave St. Albert Tr Ed-
monton. 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
AGM Sun after Sept long weekend
Donna 403-946-5286

Bonnyville Gear Grabbers Car Club

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

Calgary Cruz'n Tour Club

Boston Pizza, Riverbend
Last Tues each month 7 PM
Rob 403-203-0073

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

1st Tues each month 7 pm
Lanny Burtch 780-980-1107

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

Chestermere Car Nutz Club

3rd Tues each month 6:30 pm
Roy Spanko 403-285-8309

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

Northern Thunder Car Club

Westwinds Motor Inn
Drayton Valley
3rd Thurs each month
Bob 780-621-8677

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

Porcupine Hills Classic Cruisers

Klein Auto Sales, Claresholm
April thru Sept 6 PM Sundays
Dave 403-625-6023

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 Antique & Classic Auto Club

1st Tues each month, excluding
July & Aug 7:30 pm
Atco Gas Auditorium, Lethbridge
Don 403-380-4825

Southern Alberta Drag Racing

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 - Ed-

monton Chapter
History Road RAM Wetaskiwin
Mike 780-662-3605

Studebaker Drivers Club Foothills Chapter

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

Sylvan Lake Customs & Classics

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

The Cruisers Club of Red Deer

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

Touring Tin Street Rods

Edmonton
Lionel 780-446-9618

Vegreville Iron Runners Auto Club

1st Wed each month @ 7PM
Club house at the
museum
Bill 780 632 2793

Vintage Sports Car Club of Calgary

Austrian-Canadian Club
2nd Wed each month 7:30 pm
Steve 403-238-1075

Western Wheels Classic Auto Club

Tamarck Inn Rocky Mtn House
1st Wed each month 7 PM
Dick 403-845-5227

Wild Rose Rod & Custom

Shaganappi Community Hall
3rd Tues each month 7:30 pm
Mike 403-273-5096

*If your club wants to join the
SVAA, please contact Al Riise
at his email*

al@svaalberta.com

*If your club are members and your
information is not on here, or is in-
correct, contact*

patti@svaalberta.com

Irene Curtis



Shown here with her 1967 Chrysler Imperial 2 door convertible, Irene is pretty proud of her "Shriners Car". This is one of 577 made that year and sold for a whopping \$6244 new. The Shriners purchased 21 matching new cars each year for their parades, and this was one of those. She purchased this car 3 years ago and has made no major changes. She just got it back from being detailed by her friend Harold Heninger.

This is no small car! Length is approx. 224.7", weight is 4,815 pounds and 56.1" high and wheel base of 127". Parking this car is not for

the faint hearted!



This car is loaded with all the options of the day, including vanity mirror in the glove box (no sun visors) and auto dimmer high beam headlights. The trunk is huge!

Irene and Glen (her husband) each have a classic and often take both to local shows. They have gone to many shows in Edmonton, Red Deer, Canmore, Lethbridge, and all the towns in the province, attending at least 2 show and shines per week. His 1964 Ford Galaxy 500 XL is for sale, so he may soon be riding shotgun in her Chrysler.

cont'd on page 22

Irene got the car bug 5 years ago when she fell in love with a 1963 TBird at "Hot August Nights" in Reno. Drove the 'Bird home, appreciating its air conditioning on the way! She sold the TBird when she got the Chrysler, but is still a member of the Calgary Thunderbird Club.



One of the things Irene loves about the car hobby is all the nice people you get to meet at the car shows. You get to visit and exchange stories & information. She recently attended a Fathers Day event at a retirement home along with other

members of the Calgary Thunderbird Club. The seniors loved the car - it brought back many



happy memories for them and they shared their stories and smiles.

The one thing that Irene would love to see in the hobby would be more women driving their own collector autos.

SVAA

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www.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.

Safety Director

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LITTLE CAR, BIG NOISE

1979 Leyland Mini Panel Van
owner: Garrett Brown

Garrett bought this vehicle a couple of years ago through Kijiji as a junker. The previous owner had brought it over here from the UK. These efficient little panel vans had become popular in



the UK during the fuel crisis of the 1970's. The company Leyland was a contractor of the British Motor Corporation which built Austin Mini's.

Garrett did a 'nut and bolt restoration' on his little panel van. Every piece was off the vehicle for custom work restoration or replacement.



The engine is a 1983 Cooper SS 1275cc motor has been bored out to 1300 cc, giving it about 125 HP, stock was 50 HP. Deep dish high compression pistons and stage 3 engine set up with a hot cam package for racing. The stock transmission has straight cut gears with a synchro in all gears. The exhaust went from a 3/4" diameter to the YBC Header package, enlarging it to 2". Followed by a stainless single exit pipe and muffler. The Lucas Alternator has been re-

wound to 300 from 110 amp per hour at idle - to carry the stereo system.

Stereo has been fully customized to a competition level system with 8 speakers in front, 2 125 watt Sound Scream Tarantulas in each door.

Behind each seat are 2 Boston Acoustic full range Z6

series - 250 watts RMS each. In the rear are 2 giant 12" 1000 watt subs, also Boston Acoustic.



The stereo has maxed out once at 180 Db. . For comparison - a Boeing 747 runs about 160/170 Db at takeoff. He runs this system off parallel circuit 2 Yellow Top and 2 Kinetic batteries. If you crank up the stereo without opening these old not-safety glass windows, you run the risk of the glass shattering. As it is, with the windows open, the body can flex about an inch. For those of you in the know - there is no body buzz. Garrett does have to retighten hinges, bolts, lug nuts and check the drive train on a regular basis.



Added to this has been a few toys - GPS, Blue Tooth, voice activated commands, 7

inch touch screens front and rear to change music. You can also link to your smart phone to change the music remotely - and this system

can be hooked up to flat screen TV or an Xbox gaming system as well.

I asked Garrett "Why this vehicle?" When he saw it on Kijiji he knew there is only 1 other around, and it has not been redone yet. He loves original and unique autos, and this fit the bill. This vehicle is original, or can be reverted back to full original. It was a true challenge to work on due to the small size, of the vehicle - had the "curse of the 1/4 inch" and he has only a small garage with no lift. He used basic jack stands, air compressors, angle grinders. It was all done old school way - by hand. "Seam elimination" - he removed all the down seams, welded, lead filled and sanded by hand. This was all just a bit tougher as he has what he calls his Titanium leg" He did most of the work while on crutches. Had spend 6 months in the hospital, followed by 6 months in a wheel chair healing up his badly damaged leg from an accident. He got TBoned on his motorbike by someone who ran a red light. He got around with the help of a rolling chair. His buddies stepped up and helped him out. Big thanks to them!!
Paint: 4 stage paint, red base, Mazda 27A Velocity Red, then Red Pearl, topped off with 5

clear coats. The roof is Black Gloss with metal flake (5 grams a pot)

Steering wheel is chopped down, the dash board is made from 1 solid piece of oak. Seats, oak door cards, etc. are all custom. It is a tight fit to get in and out of and to drive, but this is one fun little set of wheels. With very big sound! He won Best of Class at World of Wheels.



congratulations Garrett! Nice ride.

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CASINO & BINGO

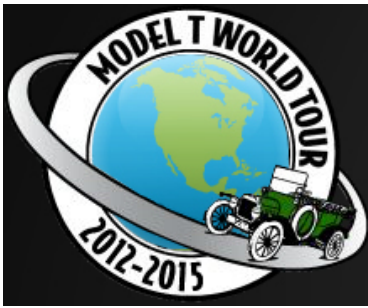
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MODEL T WORLD TOUR



Beginning in the Summer of 2012 until the end of 2015 Dirk and Trudy Regter from the Netherlands will be making a journey in their 1915 Model T-Ford, visiting over 50 countries covering all the continents of the world. In 2013 they are crossing the USA and Canada.

This journey of approximately 50,000 miles will be made in order to raise money to support the worldwide work of SOS Children's Villages International. 100% of the donations made will go to SOS Children's Villages. The Regter's are covering all costs of the trip themselves.



back row: Trudy Regter, Petra de Wit-Tol (Inge's sister), Joris de Wit (Petra's husband)
front: Dirk Regter, Inge Tol (daughter-in-law), Dirk-Jan Regter (son)



Dirk & Trudy's 1915 Model T shown with Foothills Model T Ford Club of Calgary member's cars on July 16, 2013.

Through our Children's Villages, SOS offers orphaned and abandoned children a family and a loving home with a mother to care and support them in a safe environment where their needs for food, health and shelter are met.

SOS Children's Villages also keeps families together through skills training and community development to ensure self sufficiency and prevent child abandonment.

SOS Children's Villages believes that through quality education, the cycle of exclusion, poverty, domestic violence and breakdown of families can be broken.

Since 1949, SOS Children's Villages has been guided by a basic principle: a loving home for every child. We are the largest charity working with orphaned and abandoned children.

To learn more about SOS, go to their website at

www.sos-childrensvillages.org



the Land Rover chase vehicle with sleeping quarters



The support team is made up of family & volunteers. Daughter-in-law Inge is a goldsmith. She created the globe hood ornament on the Model T. This group will soon return to the Netherlands and the next crew will join Dirk & Trudy as they continue to the East coast, then back to Houston.



Your contribution will of course be highly appreciated! Go to this link to read more about this journey

www.ModelTworldtour.org

Thank you for your support.

Dirk and Trudy Regter

Harold Heninger



Born and raised in Calgary, back in the day when Chinook Centre was "Hays Farms" and a drive-in movie theater. Harold remembers driving the

gravel road to the town of Midnapore for a family picnic by the little church. Where he lives now was farmland miles south of Calgary city limits.

His dad owned a Mercury dealership from 1957 to 1968 when he changed to Toyota.



The Heninger Toyota dealership is still flourishing under his brother's leadership. His Dad took cars in on trade and the classics went to his quonset out east of town. Harold accompanied his dad on buying trips to Barrett Jackson and many other places, developing his passion and knowledge for cars and auctions. He started at the bottom, washing and detailing cars and worked up, doing mechanical and body work alongside the dealership workers. He is back again to detailing cars, doing 3 stage polishing for entertainment now.

He held auctions under the name "Car Crazy Auctions" for over 20 years, loving the industry. He had to retire a couple of

years ago due to a bout of cancer, which he has beaten into remission. Along with polishing autos, he is enjoying his retirement hobbies of fishing, cruising on his Honda



Goldwing motorcycle with his buddy Bill Ringland, and going to show and shines. Bill and he also put in a lot of hours helping out with the Olds College Auction, prepping cars for the big sale.

Harold's first car was a 1956 Ford 2 door sedan with a rebuilt V8 312 hp motor. Like all former young guns, he loved his first car, remembering the good times behind the wheel. He likes the pre-computer era cars now, they looked less alike and are more mechanical and less technical than the new ones.. His current project is a 1979 Lincoln Landau 2 door Collector Series. The leather



interior is in great shape and this car is loaded. It had been sitting undriven since 2000, so needs a bit of work to get it up to its potential. You can see it behind Harold in the garage above.

Enjoy your retirement Harold! You have earned it! We will see you out 'cruising and at various shows.

THE MODEL T VERSUS THE BARN

Malcolm Fischer



The Old Editor had a good friend Jack who recently passed on at 92, was a Dieppe vet, and was still doing most of his own chores before 6 in the morning. In 2000, a few of us Legion-type folks decided that it was a good millenium project to go through the local cemetery to tidy and straighten and support all the leaning gravestones so it'd be a better looking place once again. During this summer and a half of Saturday mornings, Jack had stories to tell about a bunch of the folks who were honoured by their gravestones there. One was a local well, let's say "man of the cloth."

Seems there was this widow lady that lived out just south of the farm where Jack and his folks and family lived – Jack was only about 14 at the time. And every once in a while well quite often, actually this fellow of faith would find it necessary to pay a little visit to said widow and in so doing, had to drive right past Jack's folks' place. In his little old Model T coupe.

Now it also happened that there was a bit of a "grade", as we used to call 'em, nearby and in the spring the water'd come gushing over that grade for a period of time and the clay would get greasier and greasier. Not great ground for a Model T to be traversing. Especially in the middle of the night!

So once in a while in wet times well quite often actually..... Jack and a couple brothers would get politely roused out of bed late at night because lo and behold, the man of faith and his Model T were stuck tight

right there in the washout. Darnit. The brothers'd go out to the barn and harness up the quiet old workhorse and go down and give the Model T a tug with their sturdy rope, and all was well.

These boys were getting quite a kick out of all this. But one rainy night things were different. All was well, so they thought. Must be, because there was no late night rapping at the kitchen door. All quiet on the western front. No stuck Model T. Or so it seemed.

Turns out all was NOT so peaceful as it seemed. The old Model T was indeed stuck tight after all. But, the holy one didn't want to wake everyone up and get embarrassed. Again. So he quietly mosied up to the yard and decided he'd harness up a horse and have a do-it-yourself pullout. He shouldn't have. This was clearly not a divinely inspired choice!

Harnessed the horse, snuck him out to where the old T coupe lay bogged down, tied on the big rope, jumped on the running board where he could steer both the car and the horse, and gave the horse a "giddyup" and a snap with the reins. Probably seemed like a good idea at the time?

What he didn't know was that this horse wasn't the usual quiet one that mosied home slow-like. THIS particular horse was lively and quick, and LOVED that warm, dry barn more than anything. This half Clydesdale leaped ahead – the Model T offered little resistance to his mighty pulling power – and headed for home on the dead trot. Now despite the holy man's begging and feeble reining-in attempts, that horse was heading straight for the barn, and there wasn't a thing the driver could do about it. Nothing. Can you picture the excitement? Ah, yes!

Yep, a night of mistakes for the man of faith. And he wasn't done yet! Not only did he sneak the wrong horse out, but he made another naughty mistake. He left the barn door open JUST enough to let a trotting part-Clydesdale easily back in. No space at all left for yon Model T. And driver. Well, you can imagine the clatter, and the crashing, breaking lumber, and the screeching and racket of crunching headlights and fenders when that old T hit the barn? Sure enough made sure Jack and EVERYONE else was now FULLY awake and wondering what the heck was going on!

Well, to make a long and very humbling story short, the barn won and the Model T didn't. And anyone in the countryside who didn't already know about the evening rendezvous between the widow and the holy man

well, you know how news travels in these kinds of circumstances!

Kind of makes you wonder who was first at confession that next Sunday, doesn't it?

Malcolm Fischer

EXHAUST NOTES

By Alvin Shier

Lookin' at the future

Director Warren Rogalsky, approached me at the World of Wheels show in February with a great topic – the next generation - succession. Who comes after us to carry the torch? Who will own all those Model T's, hot rods, custom cars, 500 issues of MotorTrend, big block Fords and automotive memorabilia old car guys and gals have cherished over a lifetime? Some see doom, some see hope. I see hope – big time. Just as in times past, a large contingent of young auto enthusiasts will follow in the steps of and be influenced by their heros, their dads, the Winfields, and Foose's of another generation. That's how stamp collecting, farming, and the trades remain in existence, why should there be any difference in automotive sport! One only need look around at the shows and look at the product coming from the shops of guys well under the forty mark. I find it unprecedented, actually unbelievable, what is showing up. The reasons for such may be multifaceted but in a nutshell there are two things front and center at play. No fear of debt, and access to money. Four or five decades ago those two items kept a good many of us in check as we ogled over the 1969 Beaumont SD, or 1959 Ford Galaxie in the showroom. Younguns' now point at and get what

they want –instantly. Then they add thousands of dollars in accessories, and worry about paying for it later. Some work hard and make it, others don't. Win or lose there're all fearless. Some have shops and equipment I still only dream about. Large capacity compressors, shaping machines, and every other gizmo of desire makes building a show car or restoring a rare classic possible. Training is there too. Metal shaping classes abound. Anyone off the street in 2013 with a desire and some natural aptitude, can learn to, shape metal, paint, upholster, and race their ride properly, practically all at night school. All this was extremely difficult to achieve 40/50 years ago, when most of us had dreams most of which took forever to get off the ground, because readily available credit did not exist and paying the mortgage and raising a family often interrupted proceeding at a much earlier age. Something has to be said of the role Car Clubs will play. I see some younger people populating these organizations, but by my read there may not be enough to sustain them over the long haul. Clubs heavily burdened with constitutions, lengthy meetings and endless planning sessions discussing where the Christmas party will be held, could suffer declining numbers down the road. Has anyone besides me noticed that rules of any kind are a rapidly diminishing artifact, among the "now" generation? A new direction - a new future – nothing to fear. The collections, the Model T's and every rod and classic will all end up in good hands.

52nd Annual International Antique Auto Meet

photos & story by Jim Herbert

On July 28, over 100 antique and classic cars from all over western Canada and United States arrived at the Olds College to attend the 52nd Annual International Antique Auto Meet. The meet was hosted by the Central Alberta Vintage Vintage Auto Club who had organized a weekend of interesting tours of automotive collections, museums, and tourists sites around south central Alberta. The Friday evening car display



showed the diversity of cars. There was Overlands (2-1913's) and Oldsmobiles , Sunbeams and Studebakers, Fords from Model T's to T-birds, Graham Pages and air-cooled Franklins, Minerva and MG's, Kaisers and Hudsons, Dodges and Chryslers, Chevys and Cadillacs, Packards and Pontiacs, Mercedes and VWs and even an Edsel.



photos from International Antique Auto Meet



Marv Bidlock

photos courtesy of Sheep River Photography

I got this truck last year, as I did know of the truck and the builder, it didn't take much time for me to buy it.



The truck had been sold a few times since the builder had it, and boy did it need some work!

I had to do some body work and alot of mechanical repairs, thank God for friends and the builders e-mail address!

There is a little story behind this truck, the builder was on his way to get a crib for their new baby and came across this truck. So much for getting the crib!

The truck is a 1935 Ford pickup, with a Ford 302 motor, it has a 3 speed C4 transmission complete with shift kit.

The truck has been lowered and has a nice rake to it. I guess you can say this isn't Dad's hay hauler! When asked what I haul with it, I say "I haul **s"

I take it to shows all over Alberta, I love the small town shows and anything that has to do with charities.

keep an eye out for Marv's truck at events throughout Calgary and southern Alberta.



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

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Draggins 53rd Rod & Custom Show

*Attended by the Alberta Iron Indians Pontiac Club
Edmonton Chapter & Calgary Members*

As you know this has been a long winter for car enthusiasts here in Northern Alberta, This second car show of the spring season in Western Canada is the Draggins Car show, Easter weekend in Saskatoon Saskatchewan. This year marks the 53rd anniversary of this event.

Two AIIPC members, Dave Scragg and Bernie Niska, made the trip to Saskatoon to show off their GTOs to the crowds over 20,000 patrons. Participants get access to the Prairieland Exhibition complex on the Thursday afternoon to set up their displays and to get ready for the crowds on Good Friday and Saturday.

Just a bit on the history of the Draggins Car Club: as per the Draggins Club Site - early in 1957 informal meetings started taking place regarding the forming of a car club in Saskatoon. Discussions revolved around what kind of a car club it should be and to choose a name. In the fall of 1957, after returning from their first car



Dave and Susan Scragg with their second place trophy.

show in Edmonton, Alberta seven car enthusiasts formed a club to further their hobby.

On October 3rd, 1957, the first recorded meeting of the Draggins Car Club was held at Ian MacDonald's mother's home on Clarence Avenue. The mandate of the club from that very first meeting was to promote their hobby as a safe

and credible sport to the general public. The club also decided that it would be a supporter of all types of motorsports.

In 1961, on Friday, April 1st (Easter weekend), the First Annual Draggins Car Show was held in the Saskatoon Arena, presented by the club to help increase exposure and to provide an opportunity for motor sport enthusiasts to display their creations to the public. From this single event the Draggins Car show has been a mainstay on the Western Canada Car Scene for the past 53 years.

This year was no exception; over 300 cars were registered in over 60 classes from early turn of the century automobiles to the present 2014 ZL1 Camaro, I had an opportunity to be at the show for both days and to help Dave and Susan recruit Saskatchewan member for our club.

From the 567 Club, to The Stock Car Racing Association all aspects of motor sport was recognized including club displays, in talking to Dave and Bernie we talked about entering a club display for next year's event, Talking to a few of the Draggins board members, they would be happy to accommodate our club, as showing of 8 to 12 cars should be our goal

Over the years the Draggins have supported many charities, with their main charity being, Camp Easter Seal. The Draggins have been fortunate enough to donate more than \$1.5 million to Camp Easter Seal. This has been accomplished with the generous support of our car shows by participants, sponsors, the thousands of car enthusiasts that attend our show every year and the proceeds raised through our project car raffles.

Judges go through each car from top to bottom with attention to detail and workmanship and authenticity. Each car is put into a class and judged.

This year was a good year for both Dave and Bernie, Dave Scragg's 1970 GTO took second place in 1970s Factory Production Stock finishing 2nd to 1970 Pepper Green GTO, Judge. Bernie picked up 2 awards 2nd Place in the display category and 3rd place in convertible class, both these cars are a fabulous examples of well restored Pontiac History and been national winners at the GTOAA in 2011.

I look forward to next year's show and hope with the commitment from our club the Alberta Iron Indians Pontiac Club that we can put in a club display to show the strength of our club and our members.

*Shawn Genge
AIIPC EC Sponsorship Coordinator.*



Bernie Niska's 1966 GTO Convertible
inside a prize winning display.



***A job well done by the Draggins in Saskatoon!! We really enjoyed the show and the friendliness of all your staff.
Dave Scragg***



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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*:

- 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.
- 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.
- Volunteers :** Often missed in other policies, SVAA's policy automatically covers all volunteers and committees.
- 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.