

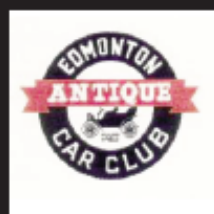
**ALL
NEW LOOK
INSIDE**

www.svaalberta.com



ALBERTA RIDES

PROTECTING THE RIGHTS AND PRIVILEGES OF THE AUTO HOBBYISTS OF ALBERTA
WINTER 2014



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PRESIDENT'S REPORT



HARRY BULLOCK

This winter in Alberta started off quite harsh and we welcome the diversion to focus our attention on the Arizona Collector Car Auctions in January. Six auction houses sold nearly 3000 vehicles for a total of 248.5 million dollars. More vehicles sold this year and the average price was up 7%. I look at this as an indication of the strength of our hobby and I like what I see.

Closer to home was the Bob Bruce estate auction near Vulcan and details are included in this edition of Alberta Rides.

Also included are articles on driving your older vehicle. This is what it is all about- get behind the wheel and enjoy your ride.

Many clubs are involved in charity events and we want to spread the word about your

fundraising activities. Please send in your results.

I listened to an on-line forum recently and the question was asked - who will carry on with the hobby when we are gone? The response which I thoroughly agreed with was: "Get rid of the Do Not Touch signs". Let kids look at the engine, sit in the vehicle and ask questions. Keep in mind that some people do not enter the hobby until their family is grown and they are financially comfortable, so talk to the parents as well. The forum panel also felt that the correction of 2008 is behind us and demand/prices are rising again.

Thank you for your support and we will see you on the road in the spring.

Keep on cruising.
Harry Bullock,
President SVAA

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

Specialty Vehicle Association of Alberta
Annual General Meeting May 3, 2014
CAVAC 44th Annual Red Deer Swap Meet
at Westerner Park, Red Deer, AB
Pioneer Room, upstairs at 12:30 PM
www.svaalberta.com
ALL WELCOME!

YOU CAN
BE HEARD



Elegant classic Lincoln catches the eagle eye of potential buyers at estate auction

Auction action keeps crowds heated 1947 Lincoln Coupe star of the show

By Ken Hutchinson

Some days are surprising, like October 19th, 2013.

My buddy John Davis wanted to go the Bob Bruce Estate Auction near Vulcan, and wild horses couldn't have kept him away. The day dawned sunny and a little windy. John would have preferred it be windy and cold (preferably snowing) so not that many people would show up. Alas, not so, and when we arrived, there were whole fields full of trucks, trailers, and cars! Bidding on the farm equipment was enthusiastic. An early Ford tractor sold for \$1,400. The line to get hot food and drinks from the food truck got very long. It was getting windy and cold, but auction action continued throughout the afternoon. The crowd thinned, but still too many potential bidders lingered for friend John's liking. Oh well!

First item up in classics vehicle field was a Replica Case Steam engine, 1/8 scale—brought \$6,000! Next up, a Chuckwagon, average condition under a new coat of paint \$7,200. Bidding was docile on a 1964 Ford Galaxie Convertible, it went at \$22,000. This car looked pretty, but had damaged door sills, and it had been repainted to cover who knows what? Next came my friends passion - John really wanted to buy a 1977 Ford Bronco Ranger wagon, with sun roof etc. It was in good original condition, showed a tiny bit of rust, had 44,496 original miles, generally fair to good condition—\$14,000 was the winning bid, and John



didn't get it. Maybe another place, another time. An unretired 1930 Model A went for \$10,000 (wonder what it was worth when new?), followed by a 1923 Ford Speedster, which went for \$17,500. Good running 1933 Ford half ton went for \$15,000, followed by a heavier beast, a perfectly restored 1935 -2 ton grain truck. It fetched \$26,000!. Then came a complete surprise, an astoundingly restored (perfect) 1947 Lincoln Coupe. Bob Bruce had spent over \$100,000 to restore this V-12 car, with electric windows, all the options—it sold at \$27,000 to a fellow from Lethbridge.

Next came a 1929 Willys Knight, perfectly restored, it went off with a lady, who was complimented by Bob Bruce's wife, on her very wise purchase. It was \$19,500. Director Al Pierce was there, huddling inside his hood, but not bidding, just spitting. So was I.

I wondered how much an old cedar boat, built in Ontario would go for—with an absolutely unmovable trailer, and an outboard motor from "the early days" it fetched \$1,000.

Then we moved to the worn out trucks, three half tons in a row - condition no. 5 or maybe 6? There was a early Dodge truck that fetched \$800, then a Chevrolet 5 window (thought to be a 1949) which went for \$1,200, and a GMC about the same age went for \$300.

Fortunately we moved inside Bob Bruce's restoration shop, which was equipped with a Formica curved soda bar, a booth of the 1950's period, and a tiffany lamp hanging down over the booth. The whole place was huge, he had it built so he could restore/store his Classic Vehicles there. WOW!

Continued next page



Continued

A Texaco gas pump went for \$7,000, a Coke Cooler (with non-working compressor) went for \$3,400 and a Rockdale Juke box went for \$9,000!

We both wanted to leave but guess what — my faithful 2010 Murano wouldn't start dead battery!! John went off to find someone with battery cables, after a while he found two gentlemen in a truck who were about to leave, and they hooked their battery up to ours. Lo and behold, It didn't start!

But they waited, and over about ½ hour, various signs of life began returning to my car, and it finally started! Hooray! Now we could finally open the rear hatch, so John could lift my electric scooter in (I'm temporarily handicapped).

We learned some things that day.

Go to farm auctions where they don't advertise classic vehicles—you might return with a gem.

Where they advertise Classic vehicles, know that you won't need to go in the morning—at the Leadbeater estate Auction, they started the classic vehicles in the evening—fortunately, they auction the Bruce Estate vehicles in the later afternoon.

Take lunch and drinks with you—you really don't want to stand in a long line for a hot dog and a coffee, do you?

Take your wallet, and be prepared to pay what you want to pay. If it's too much, turn away, there's always going to be another time, we're just temporary custodians for a while, then someone else will "pick up our pieces" and be the next custodian for a while.

But last—please go to an auction and report your findings to the Specialty Vehicle Association of Alberta surprise us with the news!



Record Pace for 2014 SVAA Memberships

by Ted Lobley

As *Alberta Rides* goes to press, 37 clubs representing 1,724 hobbyists have registered for 2014. This is the highest rate ever seen. All clubs but one have elected to purchase the insurance plan available through the SVAA. 2013 saw 65 clubs with 2,569 members, a strong, healthy organization representing the hobby in Alberta. 2014 looks to meet or exceed those numbers. We encourage those clubs still in the process of renewing or joining to do so soon. The insurance plan comes into effect with your renewal so it does serve to get your paperwork in early.

Membership in the SVAA has numerous benefits. Among them are:

- A well-researched Safety Check process contributing to the safety of our vehicles on the road and evidence to the Alberta government of our taking responsibility.
- The SVAA is the recognized credible spokesperson for the hobby by the Alberta government.
- Excellent club and directors/officers insurance at a very good price.
- The SVAA is aware of ongoing issues and acts promptly to protect the hobby.
- Very good online events system. Monthly mail out of events in the next month.
- Information/alerts are pushed out to our membership very quickly.
- We readily mobilize the hobby in the event of questionable regulation(s) / legislation.
- Have two Directors on the NAACC maintaining the provincial/federal connection.

Events Listing on Website

Particularly effective has been the Events listing on the website. We averaged 300 hits per month in 2013 with many going to the Events page. All events for the coming month are pushed to members registered on the website—over 350 at last count. Be sure to post your club events using the form on the website or contact Al Riise at 403.274.4474. You can also register at the website to receive SVAA e-mails.

Encourage your club to join/renew as soon as possible so you may gain the benefits of membership.

For more information, contact
ted@svaalberta.com or
jimh@svaalberta.com.

COLLECTOR
CORNER

RED RIDERS

1953 CHEV BELAIRE SPORT COUPE

Previously owned by Mr. Stubb Stafford of Crossfield/Calgary now resides in Barry's collection. The 53 Chev is all stock, except that it was painted approx 20 years ago, and is all original.

The car is equipped with electronic headlight dimmers, power steering, and runs a 6 cylinder motor with a automatic power glide transmission.

It has every offered accessory except power windows.

1975 GMC FIRE TRUCK PUMPER UNIT

Built by Pierce was purchased in Albuquerque New Mexico, after a wayward journey from the factory, through North Dakota, Iowa and through New Mexico, Barry had the truck shipped to Shelby Montana and drove it home to High River, Alberta. The Fire truck comes equipped with hoses and gear ready for work, and is often seen in and around High River or at the new Agriculture Museum at the High River Fairgrounds.

1957 PONTIAC STAR CHIEF CATALINA

4dr Hardtop sports a 371V8, 4 spd Hydromatic Transmission and a continental kit. The car was restored approx 18 years ago and then put into storage where it was obtained from a 72 year old farmer west of Leduc.

OWNER:

Barry Ferguson, High River, AB

Touring in 1927 Caddy all done in style

by Pauline Riise

Having seen one of the Glacier National Parks busses while in Waterton Park a couple of years ago, I was most interested to see this 7 passenger 1927 Red Cadillac.

Once we got into the area where the car was on display at Jack Carter Chev Olds, it was click, click of the camera; and asking questions of the knowledgeable person who was in attendance. After talking to him for awhile we found out that he was the author of several books about the Glacier National Park and its many Chalets. In fact I have one of his books High on a Windy Hill by Ray Djuff. But back to the car.

Although it was a seven passenger car, they rarely had the 7th passenger, because that



would be the seat right beside the young handsome driver. And as Mr Djuff said, people would be a distraction to him especially if it

was an attractive young lady.

The drivers were chosen from the University of Minnesota, mainly because that is the home base for the Company, and they wanted smart looking young men about the ages of 20-21. And although the tours only lasted the short summer months, they made decent money to continue their studies. In fact after several years, and several drivers later, they formed a club so they could reminisce about experiences.

The drivers were responsible for keeping the car clean (hand washed only) and gassed up. After the fleet of cars arrived at their varied locations, they were used for private daily tours. Every two weeks the car would be put on a hoist to clean the mud from underneath. But otherwise the yearly maintenance was done at the company's home base and by the cars own mechanic.

Any passengers to be picked up at the stations would be done by the Glacier National Park Bus, and transported to their location.

The 1927 Cadillac's condition was good. I mean it did show wear & tear, but it was after all 86 years old.

It would be a great thrill to have a ride in the open air in such a wonderful car. Many thanks to Jack Carter for bringing this Historic vehicle to Calgary.



Matt Newnam,
SRT instructor
Lakeland College,
Vermillion, left
and Orest
Lazarowich
SVAA Director at
Motorcycle frame
project



Street Rod Technologies program moulds future hot rodders

by Stuart Ribey
Lakeland College

Lakeland College's Street Rod Technologies course is now finished its first semester, and we are pleased with the progress our students have shown. From the conception of this course we committed to teaching through practical application of the skills needed to succeed in the restoration/custom industry.

After the first four months, with students fully immersed in this learning model, we are seeing the success of our efforts. The students have demonstrated competency in many different skill sets, from welding to sheet metal shaping.

Our SRT students have learned the basics of frames, suspension systems, brakes, and body construction. We have had lessons on vehicle and industry history, electrical systems, basic powertrain, and drivelines. These theory lessons have been emphasised through practical lab exercises on college and student vehicles.

With basics of the mechanical and electrical aspects of vehicles covered, we focused on welding and fabrication skills. We have covered the theory and safety of welding processes and are developing, through hours of practice, a high level of competency in both MIG and TIG sheet metal welding. The

success of these hours of practice is clear when we see the caliber of welding our students can produce. The welding focus in semester one is mild steel welding, as we move into semester two, the students will learn and practice specialty metal welding.

The students are learning a variety of custom effects commonly used in the industry. The lab exercises include building custom moulds to produce some unique carbon fiber signs, an excellent lesson in composite fabrication.

The sheet metal shaping exercises and labs have started and already the students are learning sheet metal brakes, sheering tools, and hammer forms.

The students that are completing the competencies early have had the opportunity to work on their own project vehicles.

With our first year of SRT, we have been fortunate in attracting a great group of students. Their enthusiasm for street rods, muscle cars, and bikes will ensure an exciting future for the restoration and customization industry.

Below - Top to Bottom

Jorden prepared a mold for a composite project

Davis laid out a pattern for beads on a floor panel

Joey used a sheet metal brake to build a rocker panel



COLLECTOR
CORNER

By Patti
Fieger
Alberta Rides

George Wallace and his wife Lucille fell in love with the PT Cruiser when it was first introduced.

After watching an episode of *Monster Garage*, with Jesse James where he made a wood chipper out of a PT Cruiser they decided they had to get one.

The front end is by PTeaser out of California. His is a Grill 22, - it has 22 stainless steel bars in the retro grill, topped off with cowl induction hood. The rear end had the bumper removed, smoothing it out. The Hot Rod Shop in Airdrie took out the side glass in the back of the car to make it into a panel appearance, but left the back doors in place. The rear door handles were removed and poppers installed. The back seats were also removed and metal plates installed creating a floor.

Then the back end had the necessary body work done and was painted. The motor is a 2.4L auto with lots of eye candy. She carries a Kenwood sound system, with about 12 speakers and a 19 inch wide



PT Cruise'n



screen tv. He likes to show movies like *Top Gun* at shows, it gives the viewers a chance to enjoy the amazing stereo sound.

The car has been shown at World of Wheels a few times - look for it at the 2014 show!

The Alberta PT Cruiser Club was having their meetings at Courtesy Chrysler with a high of 38 members. Now at about 13 members, the meetings are held in the Stride Management board room.

PT Cruiser fans are all over Canada and the US and there have been some really major shows for these cars. George and his wife do about 12 shows a summer with their Cruiser friends, plus another 8 or 10 with other folks.

The main reason they enjoy the shows? The people.

The biggest cruise they have done was in 2005, to Modesto, California where there were about 400 PT Cruisers. Oklahoma was another hot spot they travelled to for a PT show. There have been shows with upwards of 700 PT Cruisers in one place!

The PT Shows are dying out as the Cruisers are a novelty item and the popularity is fading. The PT Cruisers have stopped being made with the factory retooled to make the new Fiat 500.



NAACC combines forces with SEMASAN

By James Herbert
Director

In November your NAACC (NATIONAL ASSOCIATION OF AUTOMOBILE CLUBS OF CANADA) Directors Warren Rogalsky and Jim Herbert joined John Carlson NAACC President in a meeting with Colby Martin of the SEMA Action Network. Colby is the Government and Public Affairs Manager for SEMASAN.

SEMA provided the meeting space and made the necessary arrangements to accommodate us in Las Vegas.

Together we examined the details involved in combining forces. For SEMA, including Canada would give them truth to the claim of representing all North America. Canada is so spread out this is difficult for them, but as 'National' is doing it already all that is required is to work together.

SEMA needs our communications to know what is going on, or awry, as the case may be. 'National' gains by having the resources of SEMA behind our efforts. There is hardly a situation that SEMASAN has not dealt with yet. Not only heavy in advice, but in reputation, SEMASAN brings some heavy artillery to any battle we may consider ourselves in. Just visit SEMASAN.COM to see the multitude of efforts they are involved in!

Our members/supporters will not see a real difference in how we work for them, other

than the efforts of the other.

As always, 'National' relies on communication with its members/supporters through the Provincial Directors. The communication is vital! Without it we do not know what action to prepare.

Just as more and more potentially dangerous scenarios arise to make us nervous about which way the governing bodies may go this great coalition solidifies. We always did work with SEMA, but the renewed pledges of support each way is very exciting for us, and gives us renewed optimism that we can keep the hobby the way we like it.

One of the areas of concern is the possible increased requirements for regulated vehicle safety inspections. One way to demonstrate that regulated inspections are not required is conducted association approved inspections. Both NAACC and SVAA have safety inspection programs that can be used by member clubs to demonstrate that we do not need a regulated program. Please ensure your clubs participate

in the programs.

Let's make sure we get the support of every club in Canada.



than SEMASAN talking about us and vice-versa. Each of us will devote some website space to each other and we will both support

Hot rod crashes at Grand National Roadster Show



A malfunctioning throttle linkage apparently was the cause of this crash at the Grand National Roadster Show in Pomona, California. GNRS roadster judging chairman Vic Cunnyngnam was injured when stuck by the car as it approached the judging area. He sustained broken ribs, scrapes and cuts. The car was extensively damaged.



New Agriculture Museum opens in High River

Photos courtesy Barry Ferguson
Story by Al Riise

In 2013, the Town of High River and area experienced a so called 100 year flood, that devastated the Town and area. We wish all families, friends and businesses a return to a better year in 2014, as they rebuild.

While tragedy consumed most of the area fortunately not all news was discouraging.

Al Mallard of Okotoks, has created a new Agriculture Museum, located on the High River Rodeo grounds that opened on time on June 15, 2013 with the help from many neighbours and new friends of the museum.

The museum consists of farm equipment of various kinds, trucks, cars, & fire truck, oil & gas station equipment, and other antique related items, relating to everyday farm and ranch life.

Opening ceremonies were held in June and the events got under way with a tractor



pulling contest, Model T Ford race cars running on the track, stationary engines running, and a car show for all the public to watch and enjoy.

More events similar to this are being planned for the future.

The Museum is open Mon -9am-5pm, Fri-Sat-Sun 1pm-4pm with donations to the oper-



ation of the museum.

Car clubs are encouraged to book a tour of the museum, and enjoy a cruise to the museum.

Museum tour bookings are now available, and can be booked through Barry Ferguson at 403-649-6935.



badlands motorsports resort

Motorsport Park passes third reading on land use issue

Auto Enthusiasts

Today, January 14th, 2014 at the regular meeting of the Kneehill County Council, the Badlands Motorsport Resort Land Use Bylaw # 1657 received third and final reading and was passed.

Our land is now rezoned to SPECIFIC DIRECT CONTROL DISTRICT DC4 that will allow development of BADLANDS MOTORSPORT RESORT.

There are no contingencies. We still need development permits, and to get

those we need to complete a Environmental Impact Assessment (which is more detailed than the Biophysical Impact Assessment we have done) and a Traffic Impact Assessment, but this was planned all along.

We are pleased that the project is a go!

Regards,
Jay Zelazo
President and CEO,
Badlands Motorsports Resort

GIVING BACK



Dec 4/13 the Alberta Iron Indians donated \$1,500. to the Veterans's food bank.

Lundgren & Young's, Jason A., Food Bank's Marie W. & Club Members



Calgary Poppy Fund

#1, 4539 - 6th Street N.E. Calgary, Alberta T2E 3Z6
Telephone: 403-265-6364 • Fax: 403-264-3892
calpoppy@telus.net



December 17, 2013

Alberta Iron Indian Pontiac Club
4615 - 35 Avenue SW
Calgary, AB T2E 1B5

To Whom It May Concern:

Thank you for your Corporation's very generous and kind donation for the Calgary Poppy Fund. These funds will be used to support Veterans and their dependants who are in need. We provide a wide range of services ranging from minor expenses such as a walking cane or bus pass to major expenditures that could reach as high as \$18,000.00 and more for special pieces of medical equipment or home repairs.

We also operate the Veterans's Food Bank here in Calgary that is the only one of its kind for veterans in Canada providing food hampers consisting of non-perishable food for their use. In addition we provide \$100.00 gift cards from Safeway, Co-Op, Superstore and Sobeys to each food hamper recipient that allows them to acquire fresh food products. Our clients are then able to utilize more of their own funds for other essential, which is very important to their sense of independence. Clients who require the services of Meals on Wheels are also subsidized.

Our annual cost for the provision of these essential services this year will be in excess of \$500,000.00.

We provide assistance to WWII, Korean, and Afghanistan veterans, as well as veterans of other conflicts and their spouses, widows/widowers and dependants. These veterans are aging and this assistance is very valuable to them.

Our Veterans that receive assistance from our fund along with the management staff of the Calgary Poppy Fund and members of the Royal Canadian Legion who assist with our annual campaign are very grateful for your support that allow us to meet the needs of our clients. On behalf of our veterans who gave so much when they were able and who now benefit from your generosity, we thank you very much.

Yours truly,

Joey Blivins
Chief Administrative Officer

Registered as a Charitable Organization with The Canada Revenue Agency - 13865 0001 859001

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Amalgamated builds require VIN #assigned

by Harry Bullock
SVAA President

I asked Mr. Harry Parenteau of Alberta Transportation under what circumstances an assigned (new) vehicle identification number is required. The following is his response.

A new VIN is required whenever structural components from two or more vehicles are put together to form a new vehicle.

Combining the structural components from two or more vehicles makes the vehicle an amalgamated vehicle. Registering an amalgamated vehicle or kit car requires:

- ☐ An Alberta assigned vehicle identification number (VIN).
- ☐ A salvage vehicle inspection.

Building and registering an amalgamated vehicle follows the same process as building and registering a kit car. Putting the power train and chassis of a 1995 pick-up truck under the body of a 1951 pick-up is not a regular repair process. It's not the same as replacing the brakes or tie-rods. A vehicle built from the body of a 1951, and the power train and chassis of a 1995 pick-up truck, is an amalga-

mated vehicle and like a kit car must be registered with the year of its manufacture, in this case 2013. With the power train and chassis of a 1995 it is no longer a 1951 pick-up truck. Nor is it, with the body of a 1951, a 1995 pick-up truck.

Because of their nature amalgamated or home-built vehicles require a salvage vehicle inspection. While the salvage vehicle inspection is not a check of the design and engineering of the vehicle, it is used here to ensure the use of good trade practices. In this instance the salvage vehicle inspection is needed to ensure the body is properly adapted to the newer power train and chassis. In addition the salvage inspection ensures that neither vehicle was branded "parts only" or irreparable.

Alberta Transportation has contracted with the Insurance Bureau of Canada (IBC) to operate and manage the Alberta assigned VIN program. To obtain an Alberta assigned VIN contact the IBC directly. The cost for getting an Alberta assigned VIN for a pick-up truck is currently \$467.25 (445.00 + 22.25 GST).

For more information on Alberta's assigned VIN program, how it is used for amalgamated

and home-built vehicles, see the Insurance Bureau of Canada's website:

http://www.ibc.ca/en/insurance_crime/prevention_investigation/alberta_reviving.asp

This response from Mr. Parenteau generated further questions and I have outlined some points to help clarify this issue.

1. Through my own investigation I found that not all registry personnel nor all mechanics are aware of the above requirements.
2. Any component of a vehicle can be changed without requiring a new vin as long as the cab and frame are matching numbers. This means the cab and frame left the factory together.
3. The cab can be chopped and or the roof can be removed or the frame can be cut and/or altered without requiring a new vin. Keep in mind that if this is an out of province vehicle it will need to pass inspection.
4. A vehicle requiring a new vin will be registered as a current year homebuilt vehicle but will not require the modern safety features.
5. All aspects (not just the cab and frame) of the components of a kit car or a vehicle requiring an assigned vin must be documented. Receipts showing where all components came from may be required.

I hope this has clarified some of the mystery of the assigned vin and if you require further information please contact myself or the SVAA.

Building dreams

Turn your passion for customized vehicles into a career!
During this 8-month program you'll develop the skills to transform automobiles and motorcycles from ordinary to extraordinary.

**Plan a road trip.
Book a tour of the
SRT lab today!**

 **Lakeland College**
Live the Learning



SRT STREET ROD TECHNOLOGIES PROGRAM

Do you LOVE muscle cars, hot rods and roadsters?

Take Street Rod Technologies at Lakeland College.



www.lakelandcollege.ca/srt

1 800 661 6490 ext. 8527

Offered at the Vermilion Campus



Arctic Quest

These two gentlemen took an amazing road trip back in 2012 from Edmonton to Tuktoyaktuk and back in a 1947 Dodge D25. Here you will find a few of the many posts to their on-line blog available on the internet. Most of us car enthusiasts over 40 don't know how to blog - but we do know enough to appreciate what an amazing undertaking this was.

by: Chris Bamford & Jerry de Jong

March 18, 2012

We're heading out this morning in the '47 Dodge D25 on our Arctic Adventure to Tuktoyaktuk, a community of about 900 at the end of the most northerly road in mainland Canada and well north of the Arctic Circle.

The all-weather road only goes to Inuvik, and Tuk is a further 112 miles northeast up the ice road over the frozen MacKenzie River delta and the Beaufort Sea. Our route has us up the Alaska Highway to Whitehorse and then the Dempster Highway to Inuvik. The last 485 miles of the Dempster is 485 miles of shale gravel — they say it can be hard on headlights and windshields — and there is one stretch along here with no gas for 250 miles. We return by way of Skagway, AK and Prince George, BC. Total mileage about 4,600 plus side trips and wrong turns. We expect to be home by April 2.

Posted 17 March 2012 - 06:39 AM

Here's some of what we're taking on the trip in hopes of not being

caught short when problems arise a distributor cap, two more spare headlights, three jerry cans, assorted fluids, and copious warm clothing, insulated overalls, heavy boots, etc. etc. We're carrying five studded knobby tires (four loose) which we'll have mounted when we get closer to snow. We have two mounted spare tires — one knobby, one regular — an extra rim and seven tubes. Gotta love that roof rack!

Posted March 25, 2012

Our most fascinating tour today was the Tuktoyaktuk community freezer. Looking like a modest shack from the road, it is actually a series of tunnels and rooms located 30 feet below grade, and carved out of permafrost dating back thousands of years to the last ice age. Remarkable.

Stuff to repair that occurred or became evident on the trip:

Leaky rear main seal, leaky double glazing seals, still-leaking door seals (is there some pattern here?), stuck-shut RR door, repair generator and keep as spare, bulging RF tire, non-functional driving light, dimmer switch/terminal block connections, and devise a fender-mount step to the roof rack. Not bad at all.

Final statistics:

Average fuel consumption 16.55 mpg Cdn, 13.78 mpgUS. Average fuel cost \$1.537/litre, \$6.98/gal Cdn, \$5.81/gal US. We passed six vehicles in 4,905 miles, four semis and a two graders.

CONTINUED





CONTINUED

Average speed

Urban, rural, hills, etc) 43.6 mph. Hours in motion 8.0/day 112.3 total. Oil consumption (mostly out the rear seal) 3 gal/Cdn.

Engine revolutions since we left Edmonton

(3,000 rpm @ 60 mph = 3,000 rev/mile X 4,905 miles + 2% for idle/1st/2nd) = 15,009,000. Rather sobering to think of all those revolutions dependent on the machine shop, and my assembly, getting that tiny oil film in all those engine bearings just right.

Fourteen days on the road:

Total fuel cost \$2,129. Other costs (lodging, food, oil, souvenirs, incidentals) estimated \$150/day, \$2,100 total. Prior expenditures of \$2,550 for engine rebuild and \$1,242 for tire purchase/studding don't directly figure in as they needed doing anyway.

Average guessed vintage of car:

Early fifties. Number of people we met who had one like it, or their uncle had one, or they got laid in one, or the neighbor had one: 346,724. The number of folks who said it looks great just like it is and good for us driving it around, outweighed the number of people who asked are we going to restore it and/or why are we wrecking it with winter driving, by maybe 3 to 1.

We would have made a lousy reality show — no big mechanical problems, never got lost, stuck or ditched, no fighting or drama, no deadlines, none of that TV ratings rubbish.

I think that the biggest thing for me, then and now, was the affirmation that older cars can, and often should, be put to much more vigorous use than most people believe. "creativity to get through it".

Number of items checked off the bucket list:

1



By Jeff Hill

As I grew up and had the good fortune to be exposed to cars my Father, Uncle and their Associates had – Cars like Maserati Ghibli, 427 Cobra, Ferrari Lusso, AC Aceca, Lincoln Continental, Hertz Mustang, Corvette Stingray, etc, etc, etc, I became very familiar with special cars. For the longest time those were the types of cars that I associated with collectability. Only those types of cars were for the “enthusiast”. Or so I thought...

As I've grown older and owned many special cars myself, I have learned to appreciate cars in a whole new way. Are all cars from a bygone era “Collector Cars”? Well... NO.

The run of the mill, daily drivers from a particular era still remain as they did in that day, regular cars. However, cars that are of 30-40 years old or older, that are well kept or even restored, do have a collectable, desirability. The buyers for such cars are interested in tasting some memories of their past once more and likely enjoyed the materials, finishes and surroundings such cars had.

On the other hand, there were the rare cars of a specific era (HEMI equipped cars), Big Block 4 Speed cars and small production run cars that will always be collectible.

Running an Auction, I hear, periodically, comments about how an Auction can have

What is a Collector Car

The answer might surprise you



cars that are not “Collector Cars” and it frustrates bidders. While I agree with this, and an Auction Company must be careful to not just take a Consignment for the sake of the Fee, many people must understand there are actually cars outside their own likes that are desirable to many people.

The Japanese cars are a very good example of this. Early Datsun, Toyota, Mazda etc have huge followings and many of those cars are now at Icon status ie, Toyota 2000 GT, or on a more common scale a 240 ZX. True Collector Cars, yet, many people in Western Canada don't appreciate them.

The Okotoks Collector Car Auction is doing its best to accommodate very special Collector Cars from all eras as well as what might be considered Novelty cars or those that are Sunday driver cars from all eras.

The Ford GT or Porsche 911 GT3 RS 4.0 are perfect examples of cars that became instantly collectible. This proving that to be a “Collector Car”, doesn't always mean Vintage.

Given that I host and Produce a TV show Called “Enthusiast”, I have come to the realization that people simply like what they like and there is no wrong answer. All of us need to remember though, that just because a particular style, type or brand of classic does not resonate with us personally, does not mean it is not a Collector Car. I think we are in a Golden Age of Collector Cars right now. Enjoy!

Jeff is the Owner of the Longest Running Collector Car Auction in Canada – The Okotoks Collector Car Auction, and host of the Enthusiast TV show. Check www.okotokscarauktion.com and EnthusiastTV on Youtube.



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UPDATE



Model T World Tourists covered 28,000 km journey across Canada and US

From: Dirk Regter
Sent: December-22-13 5:19 AM
Subject: Model T Worldtour

Edam, Holland, 23 December 2013.

Here a message from the world travellers from Holland.

Last year 2013 was a very special year for Trudy and Dirk.

We got 3 grandsons, named; Wouter, Floris

and Simon.

We also made the 2nd part of our World tour. We drove 28.000 km. (17.500 miles) through the USA. and Canada.

We have seen a lot of beautiful places in the USA and Canada but the best memories will stay in our mind because of meeting all the nice people like you, during our trip.

Trudy and Dirk and the several crews in the Land rover will say thanks to all of you by making this tour unforgettable for us.

Next year, we will make our 3rd part through Central and South America.

Again you can follow our travel adventures on our website: www.modeltworldtour.com.

We wish you a Merry Christmas and a very good New Year.

We hope that we will stay in touch.

All the best wishes and good luck,
Dirk and Trudy Regter
Holland, the Netherlands.

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Tales From The Old Editor

by Malcolm Fischer

INTERNATIONALLY SPEAKING



Ol' Boy and Poapster and 1913 Overland



Lois Gilmour beside the 1913 Lozier

Not that the Ol' Editor knows anything about international affairs, but this here is about the 2013 International Antique Car Meet, and he does know something about that!

Away back before 2003, the Ol' Boy and his best buddy Poapster decided, what the heck, they could plan and run an International event. After all, it was the beloved Central Alberta Vintage Auto Club's turn, and they were both organizers at heart? So they did. And darnit, it was a record setter for the modern era at 194 cars and over 450 at the banquet. Grand fun. So afterward, they told the club, "That was fun. That was nice. But we ain't doin' it again!" And they had a picture in the Ol' One's living room havin' a ru refreshment afterward and wearin' their custom-made 2003 International shirts to prove it. Yeah. Right.

Well, ten years later, here they are again, posing with Martin Mathon's 1913 Overland and wearin' their new 2013 custom-made International shirts. Some people just never learn!

Yep, ten years went by perty darned fast! And there they were approaching 2013 and it was again CAVAC's turn. So, they looked at each other smugly after their suc-



International President Keith Robertson toodles some folks around in his magnificent 1916 Willys Overland touring beauty.

cess a decade before and darned if they didn't volunteer again. Ain't no fool like a dumb fool! Well, from that moment of weakness, they had a couple years to plan, so plan they did.

The 2003 event had been in Stettler and after all, the CAVAC covers all of central Alberta so it seemed only fair that they choose another location, so they finally settled on Olds. At the College. And by coincidence, it was the same year as the College's 100th birthday so what could be more fitting?

Dale Saby, the club's "inside man" at Olds did a bunch of groundwork checking out the College facilities and the motels hmmm, we're not sure HOW he checked out the motels, but he sure did a great job! Har, har. Dale is a GREAT front-

man. And many others stepped up to the plate when asked. Phyllis-Pamela Chadderton volunteered to be the registrar, a big job, and she and hubby Bill looked after all the trophies and awards. Marion and Jerry Alderson looked after the banquet room, the decor, the photos, and like that. The Halladays, Jabureks, and Stuves volunteered to manage the registration area, Don and Debbie Bugbee took over the Monday breaky (although Do THOUGHT he was just volunteerin' to flip pancakes!), and Don O'Neill very competently looked after pins and dash plaques. Forgive the brevity, but there were many others

who were great assets also. We are proud of all of our members' efforts!

Now, how about tours? We looked at numerous sites, and even drove there. Discovery Wildlife Park seemed a good fit. And, it was just a hop, skip and a jump from the fabulous Historical Village in Innisfail. And how about the highly-touted PaSu Sheep Farm a-ways west?

Yep. And lots of other places to visit if folks was so inclined. Still no real "car stuff"? But aha! We have a couple members who have outstanding collections, so what could be better than checking those out? Dave Weidner was asked if we might inconvenience him, and he eagerly tossed his hat into the ring.

Continued next page

Continued

Then we talked to Lois and Harold Gilmour not too far away, and they were more than willing also. Thus, the car-type tours were set! Yahoo! Below left is Dave Weidner lurking between two Cords – a superb 1931 low mileage L-29 formerly belonging to Lady Eaton (yes, THAT Lady Eaton!) that she originally spotted in Calgary and she and her Mom bought for her Dad, Charlie Parker, a CAVAC founding father.

Terri at Olds College was a great asset too. The Ol' Editor an' Poapster explained that they wanted a real first-class event, including full-linen meal service an' stuff, and she smiled and said she could do that. And she did! In spades, as anyone who was there can tell you.

So late June, 2013 arrived. And so had the floods in southern Alberta. A huge disaster. What effect would this have? The Gamblers did not know, but plunged ahead anyhow. It turned out that only a very few could not make it because of those floods, such is the determination of old tin owners. And central Alberta hadn't had a singular weekend of good weather throughout all spring/summer. What about that? What would the weatherman bring? What the heck, let's DO it anyway!

The Ol' Boy went over to Olds earlier in the week, and he an Myrl the Pyl put up the signs, and he had dinner at Myrl and Joan's. Hmmm, that was the FIRST ten pounds he put on that weekend! Deeeelicious. And then President Keith cruised in on Friday and together they looked the arrangements over one last time, and all was well. So they decided a little afternoon celebratory refreshment would be in order. An' it was darn good in that dry air! Since Poapster was still teaching his classes, he couldn't come until a bit later so he was toasted for his share of the hard work. A few times.

Oh, did we mention the dry air? ALL weekend? A 2013 first! Ya do know the Gods of

Old Iron are with ya when that happens! The folks started driftin' in on Friday to a welcoming Olds College and CAVAC entourage, and to two 1913 Overlands – one the pride and joy of Martin Mathon and the other of Walter Bushfield. How classy! Friday evening saw a grand Show and Shine (below) which was filled to the brim with participants and specta-

tors, followed by a fun wine and cheese event.

Saturday's breakfast led to some "parking lot organizing", and then off on tours. Folks could choose from three tour types, one for Saturday and another for Sunday. All were roundly praised and the secondary highways welcomed the hum of old tin.



Dave Weidner opened his collection for the tours, while the Popovich's dazzled with their Roaring Twenties performance

The Weidner cars were on spectacular display at Dave's ranch in Lacombe, and the Old Editor drooled once again at the Cords and Auburns therein, not that they don't have a lot of wonderful company! Down the road, the Gilmour collection proudly surrounded the 1913 Lozier that Lois Gilmour's Dad, Charlie Parker, once took on a cross-Canada tour eons ago. Sadly, Harold Gilmour passed away a bit before this event and wasn't able to join us in person. His "vibe", however, could clearly be felt as we wandered through those magnificent cars. The wildlife park, historical village, sheep farm, and other locales were also enjoyed by many on these lovely, pastoral cruises.



Saturday night's banquet of shaved striploin was delightful. The atmosphere of folks who have similar interests meeting again and sharing some laughter and memories is unmatched. Some of the stories were even true! And the Popovich's Roaring Twenties show (left, below) delighted all in attendance after Presidents "His Monarch-ship" Billy of the CAVAC and "Kruiser Kaptain" Keith presided over the awards ceremonies.

Sunday morning found us at the Saby Ranch, enjoying Dale's varied collections (the "Coke King" here doesn't refer to that white powder!) and a breakfast in a bag delight prepared by Don and Debbie Bugbee. It was delicious and their efforts well expended!

All in all, it was a wondrous weekend, and we very much look forward to next year in

Missoula! Are YOU registered yet?



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REMEMBERING

Cochrane car club mourn loss of couple within weeks

Recently, our Cochrane Classics Car Club lost two prominent supporters and volunteers, both Ian Bobiak and his wife Sharon passed away this past while.

Ian slipped away first, he had a very compromised immune system. Sharon passed away in her sleep just 6-1/2 weeks later. Sharon was a Manitoba farm girl, rode her bike everywhere, mostly to town to hang around with her friends.

Ian was born in Brandon, Manitoba where he met Sharon at high school and became best friends. She took to higher education, she wanted to be a teacher, and Ian wanted to be an Architect, and they both succeeded. Getting married along the way.

With her teaching, and him working in his practice—they thought they had to have children, as they had both loving mothers and fathers. So they did! Two girls, who went on to be married and have 3 beautiful children.

Ian and Sharon moved to Cochrane several years ago, happily attended church, curling, classics car club etc.,

Both their funeral services were well attended, I told some folks there that Sharon had shown up at our house a few days before she passed away. She was happy, supported by family and friends, she was going curling after visiting me, and then out for dinner with friends from her church at the, local Boston Pizza for their \$10 Pasta night.

That Friday morning I got a call saying she'd passed away.

The funerals were joyous celebrations of their lives, and their families participated fully, even the grandchildren sang "Jesus Loves Me" and both then played on the piano.

They were both sad and happy occasions. I'd lent, Sharon a copy of "Garage Shots" for Ian to read when he was transferred to a hospice. He and Sharon just loved Classic Cars—Ian and Sharon had restored, a 1930 Chrysler 4-door sedan, and they both had worked on a 1924 Ford "T" truck which was just about finished—just final paint to go. I know their families are deeply saddened, but joyous given the wonderful cheerful lives that their loved ones lived.

Submitted by Ken Hutchinson, FRAIC



Red Deer's "240 Gordie" Bonin dies in Las Vegas

by Phil Burgess,
National DRAGSTER Editor

Former NHRA national event-winning Funny Car driver, "240 Gordie" Bonin, the world championship runner-up in 1977, died Nov. 29. He was 65.

According to a post on his Facebook page, Bonin had been admitted to a Las Vegas hospital recently, suffering from heat-stroke symptoms. He had been released from the hospital and was in a local hotel, where his body was discovered early Friday evening.

Bonin earned his famed nickname in the 1970s when his Bubble Up Trans Am was a steady performer in the rare 240-mph zone. The Red Deer, Alta., driver first burst onto the national event scene in 1972 with a surprise runner-up at the U.S. Nationals in the Pacemaker Vega with Edmonton, Alta.-based partners Ron Hodgson and Gordon Jenner.

Bonin, Hodgson, and Jenner, who were inducted into the Canadian Motorsport Hall of Fame in 2000, ran together through the 1979 season, — Jerry Verhuel, who tuned Frank Hall to the 1973 world championship, joined the team in 1975 — a run highlighted by a huge win at the silver anniversary U.S. Nationals in 1979, where they also became the fourth members of the Cragar 5-Second Club.

Jenner left the team when the Bubble Up deal ended that season, and after a few years, Bonin hung up his driving gloves and for six years (1983-89) served as NHRA director of marketing and market-



ing services manager.

He returned to the cockpit in 1989 in Top Fuel with old pals Hodgson and Jenner and won the AHRA championship. He reached the semifinals of the 1991 Seattle event in the car of the recently passed Gary Ormsby before the Austin family bought the team, and he returned to his Funny Car roots, — and a second stint with legendary owner Roland Leong — in 1993, then drove two seasons for the Candies & Hughes team, — scoring two wins, — in 1994-95. All told, he scored nine NHRA national event wins.

Bonin was out of racing until 1999, when he competed in three of five events in the FIA European Drag Racing Top Fuel Series, and he later drove for Bill Miller on an infrequent basis.

*Submitted by the FSRA Calgary's
Doug Wozak*

The
Auto Art of

Ashley
HOWARD
FSRA Member



Not all enthusiasts of the hobby are gearheads. Many are appreciators of powerful horsepower, others mere desperate extensions of their youthful desires, and more and more are female owners.

Ashley Howard of Calgary defies any of the traditional profiles of being a vintage/classic/hot rod fan.

Growing up as a youngster in the family of Foothills Street Rod Association members, being dragged to car shows around southern Alberta, her affection and appreciation of these vehicles is expressed through the lens of her camera.

The bold styling, graceful lines, textures, colours and sculpted forms provide the palette for her art.

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AT THE JUNCTION



by Randy Poch

The A&W restaurant just off Deerfoot and Glenmore Trails has been a very keen supporter of the collector auto hobby for the past year.

They started up their Friday 'Cruise at the Dub' at the end of April, the week after Spring Thaw.

As we all know 2013 was a tough summer for Southern Alberta with rain, storms, floods and road closures, but the Friday events went on through it all.

Don Tsang and his staff worked hard to make this a fun gathering with door prizes, music and even some dancing! They finished the season with a photo night on September 27 with a photographer there to take photos of each vehicle at the drive-thru.

There is parking at their site for over



150 autos and with the support of the Sears Home store sharing their lot, it can easily expand to hold about 200. The gatherings did not end when all the cars were put away in the fall. Each Friday you will find a group meeting there for burgers and companionship.

A Christmas party was held on December 13 with over 40 people in attendance swapping gifts around the tree.

Be sure to come out on Friday nights beginning again at the end of April to this fun event. You can enjoy the A&W menu, have a beer with the gang (root beer of course!) and plan your cruises and events for the weekends.

With the Auto Mall across the street, you can look over most models of new vehicles, as well as admiring the variety of collector makes and models on display at this open event.

VINTAGE TIN
IS IN

NOTEBOOK

A Classic Vehicles Library is being started by the **Cochrane Classics Car Club** with the enthusiastic support of the Cochrane Public Library. The club collected several books and manuals at its show and shine in September, and this next year's Show and Shine, which will be held on Sunday, **September 14th, 2014**, they hope to collect a lot more.

Who has a book on classic Cars, Trucks or Motorcycles, and has not looked at it for a long time? Donate it to the Cochrane Club to help them build a valuable collection of literature and manuals on everything you might want to know about any Classic make. How about a Studebaker Avanti Manual? Maybe a National? How about an early Buick or an Olds 442? If you are a member of any public library in Alberta, you will be able to access these!

All the Club needs is support. A little bit from all the clubs in Alberta would go a long way to helping reach this goal!

Please contact **Ken Hutchinson @ 403 932 1677**, or mail your cheque to the Cochrane Classics Car Club, 310 Crawford Close, Cochrane Alberta, T4C 2G6

A representative of the Club, Ken Hutchinson, will be @ the Specialty Vehicle of Alberta Association meeting in Lethbridge on **February 5th, 2014**

Ken Hutchinson, FRAIC

Lloydminster
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Safety Checks
on 6 vehicles
during the
summer of
2013.

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CALENDAR

To submit events go to our website at www.svaalberta.com and use the ONLINE submission form

Feb 21 - 23 — World of Wheels Autorama Calvacade of Customs Calgary Contact: <http://autorama.com/attend-show/feb-21-23-calgary-ab>

Feb 24, 2014 — Model T Ford Club of America business meeting and winter get-away cruise Feb 24 - Mar 1 aboard Royal Caribbean Liberty of the Seas. The business meeting is organized by the Tin Lizzies of Albuquerque. Contact: Bernice Young at modelfordclub@centurylink.net or 505-294-7450

Mar 7 - 9 — Hollywood Car Auction, Amelia Island, Florida; select motorcars and more. Contact: 1-800-237-8954 or hollywoodmf@hotmail.com.

Mar 14 - 16 — Auctions America, Fort Lauderdale, Florida at Broward County Convention Center. Contact www.auctionsamerica.com or 1-800-980-7635

Mar 22 — Quick-Times Red Deer Swap Meet Westerner Park, Red Deer, AB Contact: 403-886-7663 or www.quick-times.com

Apr 4-6 — Portland Swap Meet, Portland, OR. Contact: www.portlandswapmeet.com or 503.678.2100

Apr 27 — Spring Thaw Show'n'Shine sponsored by Nifty Fifty's Ford Club of Calgary. Contact: www.niftyfiftyfordclub.ca

Apr 25 - 26 — Leake Auction Company Auction, Dallas, TX, over 400 cars. Contact: www.leake-car.com or 1-800-722-9992

May 2 - 3 — The Original CAVAC 44th Annual Red Deer Swap Meet, Friday 3 pm - 9 pm, Saturday 8 am - 4 pm at Westerner Park, Red Deer, AB. Contact: 403-896-1735 or cavacswapmeet@gmail.com

May 10 — Didsbury Show'n'Shine sponsored by Didsbury Car Club on Main Street. Live band, beer gardens, burnout box, stunt bikes, motorcycles 'n' dyno, portable dyno. Contact: Gil 1-403-994-0845

May 23 - 25 — 40th Annual Okotoks Collector Car Auction. Preview Friday 6 pm - 9 pm; open 9 am Saturday; sale starts at 10 am. Contact: 403-938-4139 or 403-272-8348 or info@okotokscarauktion.com or www.okotokscarauktion.com

Jun 1 — 45th Annual Weekend Banff Rod Run & Charity Picnic sponsored by Touring Tin Car Club. Contact: www.touringtin.ca or pearson@bantrel.com or lionel1bigguy@telus.net or rpm36@shaw.ca

Jun 1 — The Chipman Car Crafter's Show'n'Shine. Theme is flat heads - any make or model. A trophy for the most original will be presented. Contact: clubs.hemmings.com/car-crafters/ or Alf 780-363-2324

Jun 6 - 8 — Leake Auction Company Auction, Tulsa, OK. Over 750 cars. Contact: www.leake-car.com or 1-800-722-9942

Jun 8 — Brits Best Annual Show'n'Shine, Radium, BC. Contact: www.calgarymgclub.org or cefront@shaw.ca.

Jun 11 — The First Annual Speedster Run, Richmond, IN. Model T Museum, Wayne County Museum, Winchester Speedway, vintage aircraft rides. Contact: Jack Harlan 765-962-7459 or harlanjo@hotmail.com

Jun 14 — Mountain View Pistons Vehicle Club Show'n'Shine in Olds, www.mountainviewpistons.com or Barb 403-994-1453

Jun 14 — History Road the Ultimate Car Show by Reynolds-Alberta Museum. Registration deadline May 23, 2014, no fee. Over 100 years of transportation on display, hundreds of vehicles-any year welcome; daily through the decades vehicle parades; great prizes. 11 am - 4 pm. Contact: 310-0000 780-361-1351 or melissa.daoust@gov.ab.ca

Jun 14 — Father's Day Show'n'Shine sponsored by Ford Central Club, Red Deer, 10 am - 4 pm. Check club web site for Sat or Sun date. Contact: www.fordcentral.ca or gsm@mfgmfordlincoln.com

Jun 15 — Father's Day Show'n'Shine sponsored by Iron Runners Auto Club of Vegreville at Agricultural Grounds. Open 8 am, Demolition Derby at noon. Contact: www.vegronrunners.ca or sawss@telusplanet.net or 780-632-2793

Jun 15 — 45th Annual Weekend Banff Rod Run & Charity Picnic sponsored by Touring Tin Car Club. Contact: www.touringtin.ca or pearson@bantrel.com or lionel1bigguy@telus.net or rpm36@shaw.ca

Jun 15 — All Pontiac Show'n'Shine by Alberta Iron Indians Pontiac Club (Calgary). Opens at 9 am.

Jun 21 — Show'n'Shine in Olds sponsored by Antique Willies Association. 9 am registration, show 10 am - 3 pm. Contact: Judy 403-932-2175

Jun 29 — Ukrainian Cultural Heritage Village Vintage Day Show'n'Shine 25 minutes east of Edmonton, free meal, site admission, dash plaque for registered drivers. New awards; register 780-662-3640 or in Alberta toll free dialling 310-0000. Contact: www.ukrainianvillage.ca

Jul 1 — Show'n'Shine sponsored by Edmonton Antique Car Club at Alberta Legislature. Contact: Ted 780-458-6370

Jul 1 — Christmas in July by River City Classics Car Club, High River. Contact: www.rivercityclassics.com

Jul 4 - 13 — Calgary Stampede, The Greatest Outdoor Show on Earth. Contact: 403.269.9822, 1.800.661.767 or www.calgarystampede.com

Jul 11 - 13 — Hog Root Rod Run sponsored by Ponoka Pistons Poppers. Contact: Gene 403-783-9390

Jul 11 — Collector Car Appreciation Day sponsored by SEMA. All clubs are urged on both sides of the border to commemorate in what has become an annual event to raise awareness of the vital role automotive restoration and collection plays in our society

Jul 12 - 17 — Western Canada Power Cruise 2014. Open to all makes and models, \$10.00 registration. Various Tier Cruises. Contact: wpc@outlook.com, or westerncanadapowercruise@hotmail.ca, www.westerncanadapowercruise.webs.com/ or Chris 403-504-9454, Rob 306-729-2656

Jul 13 — Model T Ford Club of America (MTFCA) 2014 National Tour Jul 13 - 18, San Diego CA. Must be a member. Contact: Drea Simpson 619-749-3112 or tonybowker@aol.com

Jul 13 — Lloydminster Auto Club Summer Car Show, 10 am - 4 pm. Contact: Marvin 780-745-2545

Jul 19 — European Classic Car Meet sponsored by Vintage Sports Car Club of Calgary from 7 am - 4 pm. Contact: www.vscoc.ca or heikampg@shaw.ca

Aug 10 — Show'n'Shine sponsored by Porcupine Hills Classic Cruisers Club; 10 am - 4 pm. Contact: www.porcupinehillscruisers.com or Dave 403-625-6023

Aug 16 — Chestermere Lake Show'n'Shine, 201 West Chestermere Drive at the Rec. 10 am - 4 pm. Contact: Elaine 403-272-5354

Aug 23 — Calgary Thunderbird Club Show'n'Shine 9am to 4pm. Contact: Dale 403-254-5360 or www.calgarythunderbirdclub.ca

Aug 23 - 10:00 am — Annual Taber Show'n'Shine sponsored by Taber Corn Country Cruisers, Taber from 10 am - 4 pm. Contact: Brian 403-394-4585

Sep 12 - 14 — Touring Tin Car Club Picnic. Contact: www.touringtin.ca or kellyn-pearson@bantrel.com or lbigguy@telus.net

Sep 14 — Annual Cochrane Show'n'Shine sponsored by Cochrane Classic Car Club. Contact: www.cochraneclassics.com or Scott 403-875-0770

Sep 20 — 8th Annual Pig & Pumpkin Festival Antique Car Show sponsored by Lethbridge Lion's Club, 11 am - 3 pm, at Broxburn Vegetables & Cafe. Contact: Nick Hayes, 403-381-0756, or 403-328-9977 or nick@astro-insurance.com

Sep 28 — 12th Annual Show'n'Shine by River City Classics Car Club in High River. Contact: www.rivercityclassics.com

Oct 8 - 11 — Hershey Swap Meet, Hershey, PA. 8 am to 4 pm daily. Contact: www.hersheyaaca.org

COLLECTOR
CORNER

Still A WORK HORSE



by Howard Heninger

I purchased the truck in 2007. It has a factory radio, over-drive, and hill-holder. The truck has a 122" wheelbase and 8 ft. box. It's powered by the original 6 Cyl. Commander engine.

Currently, I maintain the truck. I am preserving it for its future owner(s). I use the truck quite often, and haul many things, from Model T Ford bodies to weeds pulled from my grandmother's park.

The most interesting and unique feature of my truck is that the original owner, M.W. Schoene was methodical, keeping millions of detailed notes on the truck from when he purchased it new from Buckley Bros.

The engine was rebuilt in 1964 MILEAGE RECORDS

Jan 2, 1958	72,050 miles
Dec 12, 1959	76,000 miles
June 10, 1960	86,812 miles
March 8, 1963	99,585 miles
April 8, 1965	7,317 miles
May 19, 1970	53,910 miles
April 29, 1986	58,753 miles
Aug 3, 1989	61,477 miles
Nov 4, 1992	77,768 miles
Nov 15, 2004	88,711 miles

Motors Inc. Denver, Colorado.

I think it's very cool when you know the history of a vehicle, and it's very clear. I know with certainty

parts that are original, and parts that have been changed.

The engine was rebuilt in 1964, after accumulating 99,585 miles.

The original owner had two of these trucks; I'm not really sure what happened to the other, but I know its rear axle ended up under my truck.

The thing I appreciate the most about my pickup truck is that it's a witness of a previous era in society and provides a sense of continuity. As humans we are fascinated by old things. Old things represent a tie to the past. We're mortal and we need this sense of continuity.

I never met Mr. Schoene, but I can hope he is cruising in peace where the gas is free and the weather is perfect and the roads are smooth.



SVAA MEMBER CLUBS

For more info.... please go to our website at: www.svaalberta.com.

Alberta Iron Indians, Calgary
ABC Country Rest, 24 St. SE
1st Wed. of month 7 pm
Bill: 403-242-9718

Alberta Iron Indians, Edmonton
ABC Country Rest, 127 St.
Last Mon. of month 7 pm
Dave: 780-940-2641

Alberta Pioneer Auto Club
Aero Space Museum Calgary
2nd Tues. Sept - June 7 pm
Lynne: 403-652-5518

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

Alberta SuperRun Association
Westerner Park, Red Deer
Ongoing various dates
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 Thur. of month 7 pm
Dennis: 780-826-0724

Calgary Cruz'n Tour Club
Boston Pizza, Riverbend
Last Tue. of month 7 pm
Rob: 403-203-0073

Calgary Firebird Club
Calgary Motor Products
Last Tue. of month 7 pm
Dave: 403-686-6048

Calgary Plymouth & Friends
Wendy's - McLeod Tr. S.
as scheduled
Jim: 403-272-1925

Calgary Thunderbird Club
Horton Rd Legion, Calgary
1st Thur. of month
Steve: 403-251-3339

Calgary Z Club
Brasso Nissan, Calgary
3rd Tue. of month 7 pm
Al: 403-208-3814

Calmar Custom Wheels Auto Club
1st Tue. of month 7 pm
Lanny Burth: 780-980-1107

Canadian Vintage Motorcycle Group
Rocky Mountain section
Chapelhow Legion, Calgary
3rd Tue. of month 7 pm
Janice: 403-272-7840

Central Alberta Mopar Assoc.
Humpty's Gasoline Alley
2nd Tue. of month 7 pm
Ryan: 403-357-0892

Central Alberta Vintage Auto Club
Golden Circle, Red Deer
2nd Tue. of month 7:30 pm
Malcolm: 403-742-1663

Chestermere Car Nutz Club
3rd Tue. of month 6:30 pm
Roy Spanko: 403-285-8309

Chinook Winds Motorcycle Club
ABC Rest. Douglas Glen SE Calgary
3rd Mon. of month 7 pm
Annette: 403-252-6819

Chipman Car Crafters
Chipman AB
Lana 780-363-2324

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 Thur. of month 7 pm
John: 403-932-5450

Cypress Rod & Custom Car Club
location varies, Medicine Hat
1st Wed. of month 7 pm
Les: 403-526-0545

Diablos Car Club
Crossfield
Random locations every Thur.
Pat: 403-630-3779

Dropsicles Edmonton
7508 Gateway Blvd. Edmonton
Last Wed. of month 8 pm
Paul: 780-473-6644

Edmonton Antique Car Club
N. Alta Pioneers & Desc. Assoc.
1st Wed. of month 7:30 pm
Ted: 780-4586370

Edmonton Thunderbird Club
Chateau Louis
4th Thur. of month 7 pm
Bob: 780-473-0750

Elk Point Auto Club
Magic Pizza, Elk Point
2nd Wed. of month 7:30 pm
Ed: 780-724-2966

Foothills Model T Ford Club
Aero Space Museum, Calgary
4th Wed. of month 7:30 pm
(see web site)
Keith: 587-888-9393

Foothills Street Rod Assoc.
Legion, 606 38 Ave NE, Calgary
2nd Mon. of 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 Tue. of month 7:30 pm
Tal: 403-381-7236

Lloydminster Auto Club
Heritage Building, Weaver Park
1st Wed. of month 7:30 pm
Tony: 306-825-0511

Medicine Hat Vintage Vehicles Club
Veiner Centre
1st Wed. of month 7:15 pm
Gary: 403-528-9918

MG Car Club of Calgary
606 - 38 Ave NE
2nd Tue. of month 7 pm
Azim: 403-288-1153

Mpuntian View Pistons
Smitty's Rest. Olds
1st Wed. of month
Barb: 403-556-7295

Nifty Fifty's Ford Club of Calgary
Advantage Ford
2nd Tue. of month 7 pm
John: 403-547-3537

Northern Thunder Car Club
Westwinds Motor Inn
Frayton Valley
3rd Thur. of month
Bob: 780-621-8677

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

Ponoka Piston Poppers
1st Tue. of month. loc. varies
Gene: 403-783-5322

Porcupine Hills Classic Cruisers
Klein Auto Sales, Claresholm
Apr. thru Sept. 6 pm Sundays
Dave: 403-625-6023

River City Classics Car Club
High River
1st Wed. of month 7 pm
Ted: 403-652-3786

St. Albert Crusiers
St. Albert Inn
2nd Wed. of month
Bob: 780-718-2257

Southern Alberta Antique & Classic
Auto Club
1st Tue. of month, excluding July & Aug.
7:30 pm
ATCO Gas Auditorium 7:30 pm
Don: 403-380-4825

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

Stampede City Model A Ford Club
Club garage, Springbank
2nd Wed. of month 7:30 pm
Dean: 403-240-1277

Studebaker Drivers Club,
Edmonton Chapter
History Road RAM Wetaskiwin
Mike: 780-471-6993

Studebaker Drivers Club
Foothills Chapter
Austrian Canadian Club
1st Tue. of month 7:30 pm
Craig: 403-605-4215

The Cruisers Club of Red Deer
Circuit Cafe, Red Deer Airport
2nd Tue. of month 7 pm
Victor: 403-886-4016

Touring Tin Street Rods
Edmonton
Lionel: 780-446-9618

Vegreville Iron Runners Auto Club
Club house at the museum
1st Wed. of month 7 pm
Bill: 780-623-2793

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

Western Wheels, Classic Auto Club
Tamarack Inn Rocky Mountain House
1st Wed. of month 7 pm
Dick: 403-845-5227

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

WHAT'S IN YOUR MAN-CAVE ?



Whether it's only a dream at this point, a bunch of parts, an under construction project or a finished beauty of style, horsepower or history we want to know about it.

Drop us an image with basic details of who, what, when, where? Ok we won't use that last one so you don't end up with unwanted visitors in the night.

newsletter@svaalberta.com

If you own an antique, muscle car, hot rod or any other collector car, celebrate this historic day attending a car show, club gathering cruise-in, or simply by driving and being seen in your special ride on Friday, July 11, 2014.

JOIN IN THE 
**CELEBRATION of
 COLLECTOR CAR
 APPRECIATION DAY**
 JULY 11, 2014

Yep, she were a thang a beauty – a Arctic white '63 Laurentian wagon. Blue interior. Would seat a hunderd if ya needed. One fine Friday summer night, six o' us boys wuz off to Klondike Nites in a neighbouring town. We wuz in high school, an' we had us a half dozen beers. Big thang back then, 'member? Age wuz 21, then, not this sissy 18 stuff.

Anyhoo, we swallered down them thar beers on the way – the drive wuz about a half hour – an' jes' fer safety's sake, laid the half case o' empty bottles out in a culvert a ways from town and proceeded on in. There to greet us was RCMP Constable Jim. The Old Editor'll tell ya his name wuz Jim – cuz it was – but won't mention his last name ... fer safety's sake. He might be readin' this somewhere's! Constable Jim was well known as a hassler of high school boys. Heck, he weren't more'n a year older 'n us, so he unfortunately knew how we thunk. An' often acted. Not that all actions was preceded by thinkin'!

So, Constable Jim pulls us over, an' comes on up with his big patented smile an' he says, "Well boys, I don't suppose ya got any booze in there, now have ya?" O' course, we all shook our heads at once "Nope", but apparently he'd seen that response before, so he asked us ta git on out o' the sleek Pontiac. Bein' cooperative young fellers, we wuz happy ta oblige. We could see he didn't like the satisfied grins on all our faces, too! 'Specially Ross the driver's. Ya see, the weekend before, ol' Rosco had gone an' got hisself a IP. Remember IPs? Illegal Possessions? An' guess who wuz happy to issue that li'l ticket? Why, Constable Jim, o' course!

Rosco smiled real big an' said, "Constable Jim, we ain't got a drop. An' I want ya ta search this here car real thorough-like, so's y'all will know I have mended my ways jes'

ROSS' DAD'S PONTIAC WAGON



by: Malcolm Fisher
THE OLD EDITOR

like ya told me to las' week! Several times. I am a new man!" Constable Jim happily obliged.

He took that big ol' flashlight, an' with a smile, aimed 'er right there under the front seat. Checked REAL close. Nuthin'. Shined 'er all around the inside o' thet wagon. Still nuthin'. Said, "Well Ross, seems you're gittin' off lucky this time. Now you boys behave yourselves!"

Did I tell ya about Rosco? Well sir, he jes' weren't the kind o' guy that could EVER let well enough alone. 'Specially when he had the upper hand! So, he shore as heck wuzn't gonna quit so quick this time! Rosco said, "Constable Jim, I've heard ya c'n slide beer or a mickey under the dash o' these cars. Sure ya don't wanna check there?" Constable Jim got a big grin on, an' decided he'd better check that out. Nuthin' again.

"An," ays Rosco, "there is thet space al

around the spare there in the back. Whut about thet?" He wuz already undoin' the wing nut an' takin' off the cover. Flashlight shone in with no result. Rosco was feelin' REAL good and smilin' REAL big now.

Constable Jim, visibly disappointed, shook his head. "Looks like you boys're clean. Off ya go now." But Rosco jes' couldn't. He was "let-it-go disabled".

"Under the hood, Constable Jim! Ya GOTTA check under the hood!" The Constable said no, that was fine, but Rosco persisted. Lifted up that big gapin' hood an' insisted Constable Jim check 'er out. So he did.

Y'know them brackets whut held windshield washer bottles back in them days? Y'know, the glass bottle o' thet blue GM windshield washer fluid? Well, turns out, them holds other thangs too. A bottle of Royal Reserve whiskey, in this case. Half drank. Why, when Constable Jim's flashlight hit thet, you'd a thunk he won the lottery! An' Rosco? He wuz a wheezin' an' denyin', an' soundin' real pitiful-like. Fer quite a while.

Constable Jim slipped the top of'n the bottle an' had a sniff. He grinned so big ya could o' seen his teeth a mile away in the dark, an' he said, "Why, thet smells JUST like Rye whiskey, wouldn't ya say, boys? Come with me, Rosco."

Well, it wuz a \$50 fine, with \$2.50 court costs added on. But, Rosco's Dad was quite a guy. He actually went to court the following week an' confessed thet it was HIS whiskey! He put it there after a curlin' game in a bonspiel the winter before, an' plum fergot about it. Rosco wuz off the hook.

But this time, as he glanced over at Constable Jim, there weren't NO smile on his face at all!

REFLECTIONS

REFLECTIONS

Story and Photos
by Patti Fieger

When wandering around at car shows or cruise nights looking at all the vehicles, I often wonder what defines beauty.

The old expression, Beauty is in the eye of the beholder, comes to mind. For different people, different vehicles will catch their eye. A Ferrari or Cobra may be the car of one person, dreams, where a 1942 pickup may draw another person like a magnet.

So I have asked some folks - why, that car?, and the stories about the background for the love of a particular make or model come pouring out. We all have our first love - the car we learned to drive in, or saw Grampa in, or brought home our first baby in, or was our first car, bought with our hard earned money from those first jobs. Whatever the reason, the passion is there. I have asked old and young, men and women and the answers are amazingly similar. The vehicle is the symbol of what that moment meant to us. First cars mean independence. We can almost feel that steering wheel. We knew her idiosyncrasies off by heart, pump the gas pedal three times, turn the key and hope, on, turn the radio, turn signal and lighter all at once, fill the oil and check the gas.

Our first brand new car - a symbol of increasing financial security and our maturity. The minivan - an acknowledgement of being a family now Trading in our 2-seater MGB for that 4-door sedan and many years later - again having that two seater when the kids have left the nest.

Our vehicles speak of who we are, the muscle cars from our teenage years, now driven at the speed limit, or less. The kids, now with the tuner cars. Hard to picture them in their fifties yearning for a Mitsubishi with a stereo that can break windows a block away, but they likely will. The love affair with the vehicle doesn't change, just the makes and models do. You can strike up a conversation with nearly anyone at a show and find their passion is as deep as yours. It is a great equalizer, it doesn't matter if the vehicle is worth \$2500, or \$25000, we all love our rides. We don't walk up to a stranger and say, hey, nice shoes!, or, Hey, how many horsepower in that lawnmower, - but we do walk up to a total stranger and ask about what's under the hood, and they love to tell us.

What is beautiful? Whatever you think is - for me it is a 1958 Pontiac 2 door. What is it for you??





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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	Directors and Officers Liability
Limits of Insurance	Limit of Insurance
\$5,000,000 General Liability	\$1,000,000
\$10,000 Medical Payments	Plus costs for defense
\$500,000 Tenants Legal Liability	Conditions
\$5,000,000 Non-owned Automobile	Participating clubs must be named in the policy.
Conditions	New clubs must sign a preexisting claims warranty.
US operations are excluded.	
Clubs are on a named basis.	If you have any questions please contact Colin Baker at 403-245-1006.
New additions are added to the policy, however no warranty letter is required.	

Having a Show and Shine this summer? Any club activities? Make sure you are protected with the right insurance policy.

contact us at: insurance@svaalberta.com for more information or pricing.

Barrett-Jackson TALK-o-THE TOWN



'Snakebit'

**Shelby GT500- inspired
1956 Ford F-100 hauled in
\$450,000 for the Children's
Hospital of Saskatchewan**

**SCOTTSDALE, Ariz.,
(Handout)**

At Barrett-Jackson sale in Scottsdale, Ariz., a Shelby GT500-inspired 1956 Ford F-100 sold for an impressive \$450,000, bought by Gordie Broda of Prince Albert, Saskatchewan. The truck was created to raise funding for the new Children's Hospital of Saskatchewan.

The future hospital received a large donation through the sale of the 1956 Ford F-100 or "Snakebit," as the truck is known. It is a blend of street rod styling with influences from the iconic Ford Shelby GT500. It boasts a supercharged 5.4-liter V8 breathing through a high-performance exhaust system. A six-speed manual gearbox feeds the estimated 550 horsepower to the 20-inch rear wheels.

The sale was made possible through the Wheels of Dreams Project, which is a unique collaboration involving KISS bassist and Rock and Roll Hall of Fame inductee, Gene Simmons, his wife and Saskatoon-born actress, Shannon Tweed-Simmons, along with area businesses including the local

Saskatchewan Ford dealer association.

Though the fundraising campaign to build the hospital started several years ago, the group collectively wanted to do their part to achieve the 2016 construction completion goal. The two celebrities joined the truck on stage for the charity sale.

"We are elated with the response to this one-of-a-kind truck," says Vaughn Wyant, co-chair of Wheels of Dreams and president and CEO of Vaughn Wyant Automotive Group. "The volunteers involved in this project traveled an amazing road to get here, and it was thrilling to finally reach the moment where Gene and Shannon were spurring on the auction crowd to support the future children's hospital. What an incredible moment."

"We continue to be astounded by the ongoing generosity of the Saskatchewan community and those beyond our borders who are making the Children's Hospital of Saskatchewan a reality," says Brynn Boback-Lane, president and CEO of the Children's Hospital Foundation of Saskatchewan. "Special thanks go to Ford Canada, the Ford Dealers Association of Saskatchewan and those at home in Saskatchewan who created and built this truck with the generosity of funding, commitment of time and sharing of their talents ensuring this project is world-class. These are the heroes in helping to build Saskatchewan's new children's hospital.

Our Foundation is grateful for their efforts. We simply could not have done this without them, as this is a true testament to what Saskatchewan people can do when working together."



KISS bassist and Rock and Roll Hall of Fame inductee, Gene Simmons, his wife and Canadian-born actress, Shannon Tweed-Simmons, attended spurring on the auction crowd

About the Wheels of Dreams Project
Championed by the KISS bassist and new Rock and Roll Hall of Fame inductee, Gene Simmons; his wife and actress Shannon Tweed-Simmons; and local businesses including the Saskatchewan Ford Dealer Association, the Wheels of Dreams Project is on a mission to raise funding for the development of the future Children's Hospital of Saskatchewan in Canada.

For information, please visit wheelsofdreams.ca.



Thelma & Louise - *The Later Years*

by Fred Nelson

A few months back, we had Bill Hunter's '63 Galaxie 500 convertible in our Classic Corner.

Once I began hearing some of the details surrounding its history, I knew we had to do a full story.

Since it has a "Thelma & Louise" connection, and since I always take a different slant on things, I had a bit of time to think about it.

The stories that pop out are always a surprise to me, too. For example, in this one, Thelma is 71 and Louise is 16.

And since it's winter, we only have so many pictures. And it's not a T-bird, and the top is up, and the shiny picture looks like it could have been taken in light snow.

But this is where senior citizen poetic license comes in. That also looks like it could be white sand, from the beach... in Arizona. Remember the Grand Canyon scene?

Besides, I'm telling the story, so if I change the order of things, who's to know? Most people figure I'm full of it, anyhow.

Lately, I've been putting this creativity to work, consulting for the Provincial Government. When the uproar broke out about the do-nothing committee, they called me in, albeit a few days too late.

If they had called me right away, I could have defused the situation with two words - conference calls. We met online.

In fact, I have the minutes of our last meeting handy, and I quote: "A priest and a rabbi walk into a bar...."

But I digress. The barn plays a prominent part in this story too.

Bill's father-in-law, Ed purchased the car in its restored condition in Didsbury in 2000. He took it back home to Burlington, Ontario where he sold it to one of his friends. But in 2005 he bought it back, and kept it in his collection.



Unfortunately, he passed away soon after. Five years went by before the family decided to auction off Ed's car collection.

Bill flew down to attend the auction, and ended up buying the '63 rag top. His

mother-in-law Chris talked about taking Ed's 1951 Ford convertible on the cross-country Coasters Tour and driving to Calgary, at least.

A better idea, Bill suggested, would be for him to leave the Galaxie there, and for Chris to drive it to Calgary, then fly home. (The 1951 Ford had a flathead engine, standard transmission, no power steering, six-volt system etc.)

Bill hired one of Ed's friends to go through the Galaxie and change fluids, tune it up, and make sure nothing had

deteriorated in the five years it had been sitting.

When the time came, Bill's daughter Heather (16) flew down to Burlington so she and "Gramma" could go on the tour.

Thelma and Louise put the top down and headed west along with the rest of the group.

They were in good hands, and the other travelers kept an eye on them. There were no problems keeping up, and they took turns driving.

Last year, Bill took the big blue Ford to the Spring Thaw. Ron Marchuk spotted it and told Bill how he had pulled it out of a barn in Langdon in 1988.

Ron had replaced the engine and top, then repainted it the stock color, but it was otherwise in pretty good condition.

The car now resides about 10 Km from where Ron found it in 1988.

What can we conclude from this series of events? Well, it's as plain as the nose on your face.

Whenever you see an old barn like this, for heaven's sake try to get a peek inside. Could be a goldmine in there.

Fred Nelson is an accredited local appraiser who owns and operates Nelson Racing. Reach him at 403-242-3856.



SAFETY CHECKS

Does your club plan to do safety checks on your member vehicles this year? Go to www.svaalberta.com and download our form, grab a friend and check out your vehicles. This simple process makes us all safer on the roads. It also assists us highlight the voluntary responsibility of our hobbyists, which will help avert having this sort of activity being mandated.

After your club does your safety checks, send us a note to safetycheck@svaalberta.com telling us so we can track all the participation.



**DON'T FORGET TO SEND
US A NOTE ABOUT YOUR
DONATIONS SO WE CAN
SHARE YOUR CLUB'S
GOOD NEWS**

GIVING BACK

The Cochrane Classics Car Clubs giving all the proceeds for their September Show and Shine to the community. Martin Parnell was at the AGM, and received \$500 for the Right to Play, which with matching grants supports 40 kids for 1 year!

Al Lyon was presented with a cheque for Mothers Against Drunk Drivers, and cheques will be issued to the Cochrane Activettes Food Bank, the Cochrane and District Warm Water Therapy society, the Rotary Club of Cochrane and the Cochrane Heritage and Preservation Society, and the Girl Guides of Cochrane. With last year's contributions, this brings the amount that the car club has contributed to local charities to \$4,200.



YOUNGEST GUN EVER

by Patti Fieger

We have introduced you to some really interesting Young Guns over the past few years. But here we are setting a new standard in 'Young'. This young lady is a fourth generation car buff. We have presented an article on Grampa Harold Heninger in the past. Four year old Saydee is shown here with her 1990 Ferrari. She will be riding shotgun for a few years yet, but this little lady knows this is her car.

Saydee may not be able to reach the pedals, but she can point out the gas, the brake and the shifter. She was happy to show me to



push here, to honk the horn. When asked what she likes about her car, her answer was, 'It goes fast' and it is loud when you go under tunnels.

The Heningers are a well known name in the car hobby in Calgary and it is already obvious that the love of autos will be continuing on to the next generations.

Saydee, and little sister Haylee will be inheriting her Grampa Harold's motorbike and there is a 2002 Mercedes convertible with her name on it as well. These two little girl's mommy Michelle is a Heninger and her husband Jeff also has the car bug. I guess you could say oil runs in their veins.



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