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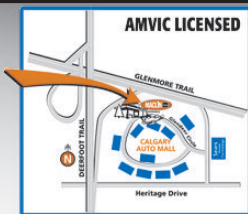
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PRESIDENTS MESSAGE

I am quite often asked "what is the SVAA doing for my club?" What I would like to say is "what is your club doing for the hobby?" but I don't. I give them our regular spiel. I tell them about our website, magazine, club liability insurance, monitoring of various levels of governments, etc.

I recently read an article in Hemmings Newsletter that epitomizes one of the reasons the SVAA exists. It began with some citizens complaining to their Michigan state representative about people setting off fireworks and the noise they make. It ended with a proposed bill that would fine shops \$10,000 for installing an exhaust system on a vehicle that was illegal (i.e., too noisy). It seems a stretch but apparently the noise discussions moved from fireworks to motorcycles and then to all noisy vehicles. Michigan has a noise law that is rarely enforced and it was felt that they would have more success targeting the shops. I won't get into the debate on whether this would be a good law or not. What I want to point out is how something that starts out not even related to our hobby can end up affecting the way we build and maintain our vehicles.

The SVAA monitors the various levels of government to pick up on any legislation that might interfere with our hobby. If we hear something of interest we can advise our members and rally a large portion of the hobby very quickly when we need to. The more members we have the larger the voice. Please continue to support the SVAA and encourage other hobbyists to do the same.

Harry Bullock, President, SVAA

Blizzards to blue bonnets

Trips & tales from our Texas trip

Harry Reding

Our most recent Dodge Brothers adventure took root during the 2012 Dodge Brothers Club International Meet in Connecticut. An affinity for long distance touring had been re-kindled after trailering our '29 DA roadster to Detroit then joining DBC members Barry and Andra Cogan and their Victory Six to tour leisurely to Southbury, Connecticut and on to see the mansions of Newport, Rhode Island. While enjoying a small libation before the Meet's final banquet with Gary Ross, host of the much anticipated 2013 DBC Texas Meet, he tosses me a challenge; Drive our '29 DA roadster from Alberta to the April Meet in Brenham, Texas! I do some quick mental calculations; April snow in Alberta, unknown terrain to Texas, aging roadster, aging driver, demanding business. In my mind it all adds up to "we can do that". I see Debbie's doing her calculations too and our results aren't balancing.

Fast forward a number of months. I've convinced Debbie that 2,000+ miles isn't really that far, I've got time to prepare the car and at worst we may encounter two days of cool weather on the way to warmer climes. Now let's take a look at that roadster! In the 17 years since we acquired the car it has been to 11 DBC Meets, and two regional Meets, in the process logging 23,000+ miles travelling around five provinces and nineteen states. The numerous successful tours have resulted from proper planning and preparation. During several winter evenings I plot our route to Texas including expected daily mileage, distance to fuel stops and expected overnight stops. A list of needed pre-trip mechanical checks completes the planning.

New BF Goodrich tires are ordered for the '29 and by February 2013 I have them installed and balanced. These tires have a bit more tread pattern than the previous Lesters. In Alberta the old ditty "April showers brings May Flowers" should be taken to mean snow showers so it's the prudent choice. Time goes by, the project stalls! Debbie says I work better under pressure. She may have a

point; two weeks before our departure date nothing more has been crossed off the list. Five days before departure I start and have all wheels, hubs, and rear axle shafts off the car. I lose a full day due to unforeseen circumstances. Re-assembly includes one new rear axle bearing, new rear seals, one new front wheel bearing, and one brake cylinder. Touch up the paint on all six wheels, change the fuel filter (partially plugged), blow out the fuel line, remove and clean the carburetor, ignore the vacuum tank (it never gives problems), change the oil, remove and check the fan blade for cracks, add packing to the water pump, install proper mix of antifreeze, grease the car, install new cap, rotor, points, check plugs and timing. No time to fabricate even crude side curtains or repair the gas gauge. Pick and pack tools and spare parts.

A spring snow the day before we leave prevents a road test. Maybe it would be wise to trailer! Departure day Friday April 12 dawns clear and cold at -5 °C (20 °F). The truck and trailer are connected and ready. Not wanting to give up I fill the DA's fuel tank at 23,152.5 miles. We consider a plan; drive the DA about 40 miles to Strathmore, have breakfast and evaluate efficiency of our 2 to 4 layers of clothing plus two blankets. With stomach full we press on, stopping for gas at 90 miles out. A short time later the car quits on Carmangay Hill. Not a great start! Drain the carb, try the grade again, but no luck. Pull the vacuum tank, open it, remember ignoring it, find valves sticking and work them a bit. Tear the gasket, luckily have a replacement and with frozen fingers get it all back together. Plan now is to make Great Falls, Montana and if sanity sets in turn around and go back 340 miles for the trailer. We cross the border at Sweetgrass, Montana. The customs officer says she won't hold us long so we can get ahead of the coming winter storm Xersis. They've started naming their winter storms, this might be a clue! A mile later the car squeals to a stop. Vacuum tank again, this time I use lubricant on the pivots and valves. My resolve starts to waver.



By next morning determination, not sanity, has set in and we head out. The day starts sunny but soon turns to rain then slushy snow as Xersis arrives. I need to help move the wiper to clear the windshield. Numerous units of an army convoy start passing us in the Little Belt Mountains but one dedicated personnel carrier sticks behind us for twenty miles to our scheduled breakfast stop where they smile, wave and carry on. Later along the rimrock of Billings a gust of horizontal rain blows my Dodge Brothers cap off my head and out the window. For all I know it has ended up on the grille of that big Peterbilt tailing us, but I've got to go back. No luck searching and somewhat dejected I back into a driveway to turn around. There sitting not ten feet away is my lucky cap!

Walda, an earlier winter storm has left deep snow along our planned route through the Black Hills of South Dakota so we opt for I-25 to Casper, WY. Casper is home to Colesium Motors one of three remaining charter Dodge Brothers dealers who signed on in 1914. Next day we head south and east toward North Platte, Nebraska. On I-25 a truck pulling a trailer whizzes by, brakes and allows us to pull alongside. A lady is waving, smiling and snapping pictures. We must be quite a sight all bundled up.

At a stop a few miles later we meet up and they offer to email us pictures. Near Douglas, Wyoming I diagnose a sudden high pitched squealing as a dry speedometer. A quick disconnect gets us on our way. With afternoon temperatures of 46 °F at North Platte it looks like we have out maneuvered the storm, the worst has got to be over. A motel fix is completed on the speedometer. The promised pictures arrive on the iPad. Winter storm Yogi arrives overnight and leaves the car covered 6 inches deep with snow. More bad roads, wind and cold as we continue south





on route 83. Somewhere along the way Debbie spots a hospital sign and asks me to turn in. Concerned I ask why and she replies “I want to get your head examined” I can’t argue the point! We make Garden City, Kansas. Weather reports indicate we now have a choice; hold back a day and deal with another coming storm, Zeus, or move on and risk possible hail and tornados in Oklahoma and Texas. According to forecast we will be just at the edge of Zeus so we decide to hunker down. The “edge” turns out to be more snow. A day later leaving Garden City we encounter cold temperature, wind chill, and 30 miles of glare ice. At Liberal, Kansas we stop at the Pancake House for breakfast. Great Food! Our frozen appearance and the snow covered car parked outside causes quite a stir, with people coming to the table introducing themselves and asking about the car and our trip. The owner won’t accept payment for our breakfast saying it is the least she can do (probably thinks we’re crazy).

Each day of our trip Debbie emails friends and family with details of our progress. One friend writes our adventures could be an episode of television show “Survivor”. Deb replies that she really wants to be “voted off the island” Our granddaughters are following our progress on a map. Their mom compares us to the puzzle “Where’s Waldo”. By plan our selected route 83 takes us through areas of Kansas, Oklahoma, and Texas most devastated by the Great Depression and effects of the Dirty Thirties.

The book “The Worst Hard Time” details the area, its residents and the suffering. While travelling through, it is fascinating to contemplate the past and observe the present. It is still a desolate area in many respects and has experienced severe drought recently. Many rivers with no water!

Crossing into Texas at 11:00 AM April 18th it is 33 °F. During the entire trip temperatures have been reported as 20 to 30 °F below average. We cross the Canadian river and stop for fuel in the town of Canadian. Our Canadian Visa card won’t work the gas pumps because we don’t have a zip code. Ironical? At Shamrock, Texas Debbie notices a man running out to snap a picture of us as we pass through a major intersection. We circle the block for a better look and discover we crossed Route 66 and the famous U Drop Inn café and Conoco station built in 1936, now restored. Pictures for all. U Drop Inn was originally named by a local 10 year old who won \$5.00 for his selection. Later we pass through Twitty, Texas. Nothing left of the town. Famous in my mind only because country singer Conway Twitty took his stage name from this very place combined with nearby Conway, Texas.

Vibrant red soil, greener trees, and warmer temperatures greet us on our way to our night’s stop at Abilene. Along the way the layers start to peel off at each fuel stop. Next day a final easy run of 288 miles down highway #36 to

our destination at Brenham. Eight days on the road and warmth at last! Mileage; 2,200 miles. With a day to spare it's time to investigate the mechanical issues that have dogged us. Change the fuel filter, disassemble and clean the carburetor, remove the distributor and find wear in the shaft causing issues with point gap, rotor interference with cap etc. Nothing to be done as I did not pack the spare distributor! (Note to self; Harry, refer back to proper planning and preparation!) I keep quiet, do what I can and gamble it will get us home.

The Dodge Brothers Tour d' Elegance was spectacular. This is what it is all about, spending time touring with old friends, meeting new ones, seeing places and things we may otherwise never take time to visit. Receiving a beautiful set of mounted Texas long horns nearly six feet across as recognition of our long trip is something special for this old Alberta cowboy! A question looms; how to get them home in a roadster? Too soon it is time to head for home. I want to cover new territory and knock off one day of travel on the return trip. First day out we are on the road by 5:30 AM heading for Clovis, New Mexico. Sights along the way such as a large turtle, a Road Runner, huge feed lots, cactus and sand dunes keep the day interesting. 14½ hours and 568 miles later we arrive at our hotel, setting a new "most miles



in one day". Graciously the DA waits to have a flat tire at the motel. Debbie wants a stop in a large city to shop and I prefer travelling the back roads so we compromise, heading north from Clovis through the back country toward Colorado Springs, Colorado. We pass wind farms at Caprock, wild antelope in the valleys, and abandoned towns. We cover long stretches of long and lonesome highway, definitely my kind of country. The two large remaining stone buildings at Wheatland draw our particular attention. Locals at a breakfast stop and a later Internet search confirm it as a school abandoned more than 50 years ago. I always wonder about the story behind the story.

Since leaving Brenham the car has run great but as we join I-25 near Raton, New Mexico it starts to balk. With a lot of coaxing in the 83 degree heat it manages to reach the top of Raton Pass at 7,880 feet, then sails down the other side. I-25 with Sunday traffic speeding home is not the wisest choice for a '29 DA but we arrive safely in Colorado Springs.

A morning of shopping and an afternoon spent at Garden of the Gods is culminated with an evening glass of wine in our room overlooking 14,100 foot Pikes Peak. Knowing there is a challenging road to the top I'm tempted! New forecasts encourage us to head out early. Aren't iPads and WiFi great! We pass through Cheyenne, Wyoming just past noon and snow starts to fall. We outrun it by the time we reach Casper but hear the highway closed behind us. The new storm Achilles catches us over night and I advise Debbie not to look out in the morning. Third time clearing ice and snow off the car! Each time the DA has fired without hesitation. This keeps up I may get fired too!

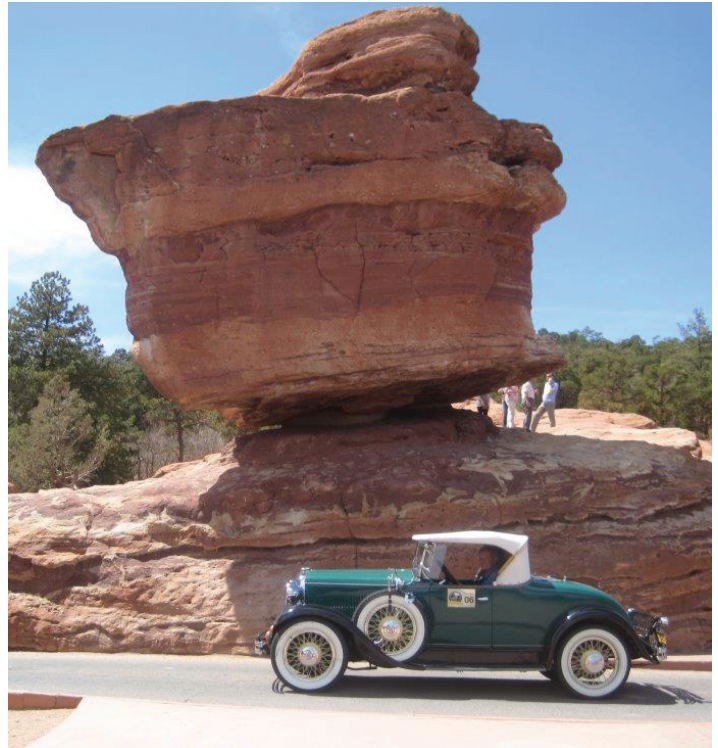
Severe roads in the morning turn to just high winds by the time we reach Billings, Montana. A car wash and a good night's sleep prepare us for the next day's run. En route to Great Falls and our final overnight stop a road closure detours us an extra 30 miles through beautiful Judith Basin. Weather is improving, and seems almost too good to be true as we arrive. We always feel compelled to do a bit more shopping in Montana, prices are lower and no sales tax! Closing the tightly packed rumble seat gets more difficult.

Morning shows threatening skies combined with what has been nearly a constant on this trip; wind. During the morning starting ritual the DA decides to voice its displeasure with it all by backfiring violently through the carburetor eventually settling down to a constant miss and popping out the exhaust. Sounds like a stuck valve, possibly due to a diet of too much "corn liquor" based gasoline. Time to gamble again! I'm too close to home, too proud to give up and not willing to perform another roadside restoration so I elect to drive it on home. 340 wet, windy, engine shuddering miles later we turn down the gravel road to home! Final tally is 7,704 kilometres (4,787 miles) including accounting for a partial day's down time on the speedometer. We added five new states to our roster, now totalling twenty four as well as the five provinces. Total mileage travelled in the DA is now over 28,000 miles (45,000 km). We're still married!

(Story continued on page 8).

During most of this trip my mind as well as Debbie's has entertained it as our last long trip in the DA. While we can't say we enjoyed the extreme weather it was an adventure and there were many memorable experiences along the way. We encountered and enjoyed speaking with people from all walks of life, saw amazing sights we may otherwise have never encountered, and overcame a variety of challenges along the way.

The prime motivating factor for this trip was experiencing another great Dodge Brothers Club Annual International Meet. With Dodge Brothers' 100th anniversary at hand we truly recommend all club members consider taking it in as well as future annual meets. Who knows, you may make lifelong friends, we did. Add a new dimension to your hobby and plan a road tour with your own DB vehicle no matter how long or short, you'll likely learn more about yourself and the car than you could imagine. For me I need to consider best way to get two old DB vehicles to Detroit. Hmm... hey Debbie!



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CAVAC continues its history of giving

Malcolm Fischer

Since its inception in 1965 the Central Alberta Vintage Auto Club (CAVAC) has had a continuously successful history, with membership typically numbering about ninety. Approaching its 50th anniversary next year, the club has a long legacy of financial giving as well. In addition, the club has the practice of handing out \$300 to \$500 to museums within the areas where members reside. The amount and recipients vary depending upon activities, need, and recommendations from members.

The Big Valley Historical Society now has sufficient funds to proceed with their next very unique project – a museum housing the massive tool collection of Rod Miller (also known as “The Toolman”, or “The Tubman” due to his incredible bathtubmobile). CAVAC has committed to donating a very welcome \$5000 in each of the next three

years to provide proper display cabinetry for this collection. We are excited to watch the progression of this ambitious project!



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1952 GMC ½ ton custom cab pickup

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Rob Tomlinson

What could you buy in 1973 for the grand sum of \$62.50? A 1952 GMC half-ton truck, cast aside for the sake of a broken transmission case, that proved to be no problem at all. Just acquire an old transmission and combine with the broken one and simply make one out of two and you're on the road!

After driving it for a short time and finding it to be reliable and worth keeping, I decided to do a little cosmetic work. My dad helped with the welding, patching in the new floor and filling in the rust holes in the fenders and other areas. Next, assembly of parts. The inexperience of the novice was taken over by the body shop where she was to be painted. They put the finishing touches on it before a coat of bright red paint was applied. The completed truck was then my daily driver for ten or twelve years, in all weather conditions. She was also used for heavy construction work of my driveway and garage, and the demolition of a heavy timber building. She hauled gravel, cement blocks and all manner of rough items. But she also had fun in her career, taking our family of four and the dog annually to the forest to find that special Christmas tree, and on picnics and wiener roasts.

The severe pace eventually took a toll on the appearance and condition of the old truck. It reposed for many years in one bay of the garage, battered but not beaten, awaiting its next resurrection. Mechanically it still ran like a watch. The intention was to do a proper frame-off restoration, but one year followed another without the project getting under way due to other priorities. Everyone knows that tune! However, after retiring in 2000 it was either sell the truck or do the restoration. The history and memories with our family proved to be too strong to let it go so the project began.

Another cab was substituted for the original because of rust and damage. All parts were removed from the frame and everything was sand blasted clean and taken to the body shop for the body work and painting. All other parts were sorted into boxes, labeled and stored wherever there was space in the garage and house. I knew all the power train was sound but while washing the transmission I discovered a broken snap-ring – déjà vu – once again finding another transmission and making one out of two. The engine was fine.





During the first restoration I had installed a newer 261 engine with pressure oil system, replacing the 216 with the splash oil system. This engine has lots of power and is still strong and quiet. The frame came back painted glossy black and the assembly began. The first step was the power train and wheels, etc. The cab arrived shortly thereafter and when it was mounted the truck began to take shape.

Mounting the hood, fenders and doors could not have been accomplished without the help of my two sons – lots of alignment involved. When assembling the box, the shade of the fir wood floor in contrast with the deep green paint affirmed my decision to change the colour from red to the stock green paint. Last step, replating many of the chrome parts, polishing the remaining stainless steel bits and pieces, new weather stripping and some new windows.

Finally, with the installation of the glass and interior fittings, we were ready for the road. The truck has been a great ride, and still is.



The 1928 ACME truck

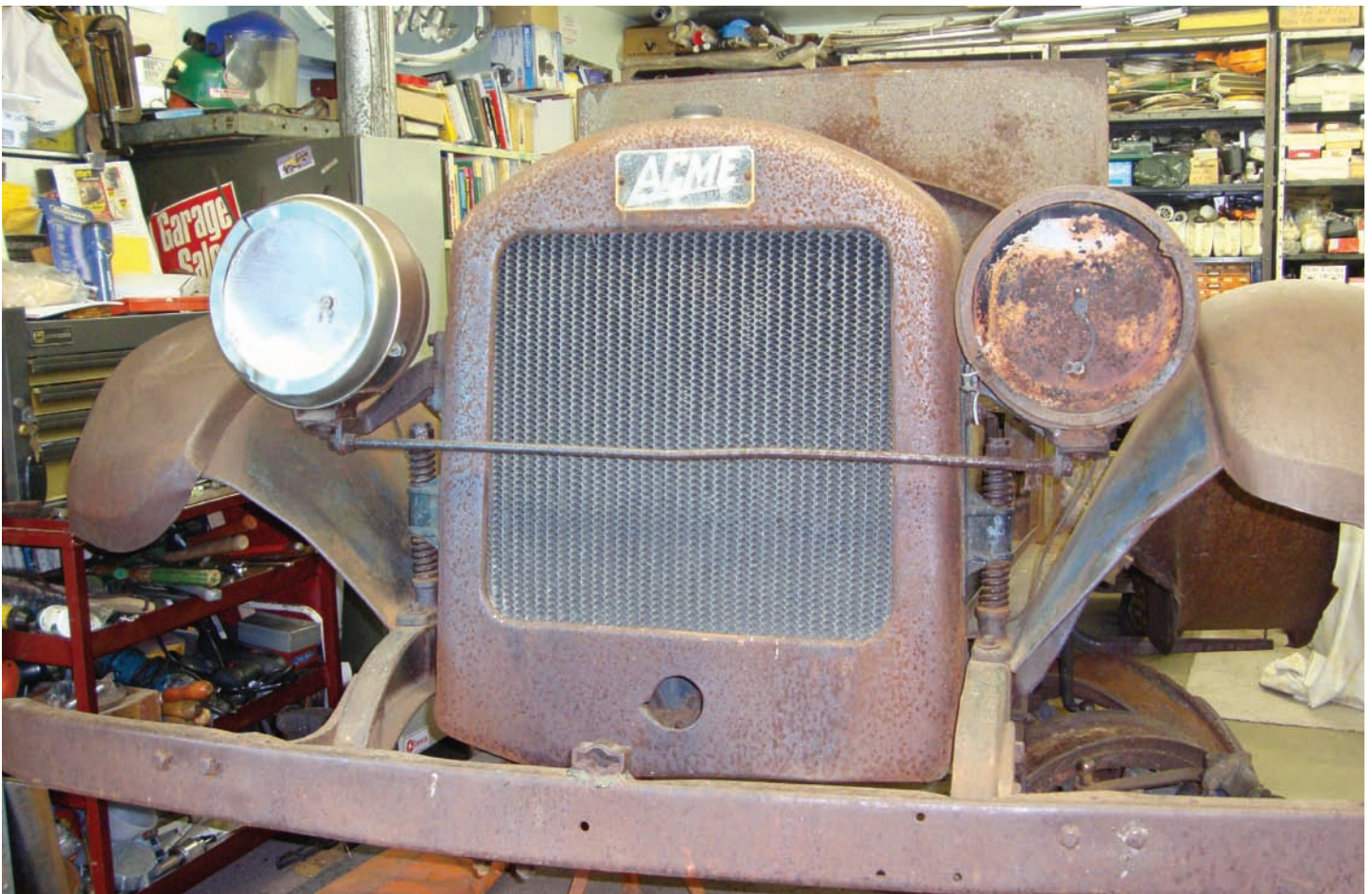
Orest Lazarowich

Forty five years ago while looking for Model A coupes I came across an old truck. It was in fairly good condition still standing on all four tires with the cab and box intact. I have been trying to buy that truck for over forty years and two years ago I had the chance to buy it, and so I did.

Unfortunately it had sat out all that time and was moved twice. It's sort of like the girl you fancied years ago but she sure has changed. The cab and grain box had collapsed so for towing purposes I knocked them down and strapped the wood to the frame. The front tires were jammed into a pile of dirt and the front of the truck was lifted out. We towed it to the shop on its the rear tires which somehow were still holding air.

The truck is a 1928 ACME 1 ton model 16M build number 557 built in Cadillac, Michigan. Acme made trucks from 1 ton to 7.5 tons in various body styles. From grain trucks to dump trucks and chassis for fire trucks. The truck is component built meaning they used manufactured assemblies. The engines were Continental "Red Seal" 4 or 6 cylinder. Timken rear axle and bearings, Borg & Beck clutch, and Ross steering.

This truck is a 6 cylinder with the fuel, ignition and cooling systems in place. The steering axle, transmission and rear axle are free to move. My plan if all goes well is to have the truck built as a chassis that left the factory on its way to a cab and box building company.



The Man Van

Bill Hunter

The "Man Van" is a very unique, customized van that I saw recently at the GTO Show in Calgary. The Man Van frequents car shows and other events around Calgary, but is completely unlike any other customized van you have seen. The graphics on the Man Van are custom made to draw you in, literally. The body itself is also highly customized, something like a camper, but smoother. The interior is something every car guy should see. Seriously. Every car guy should see the inside of this van. The interior is very bright and purpose built. The seats are leather, the counters, cabinets and surfaces are custom made. The two rear seats face each other, swivel, and have a small counter next to them. When I stopped by to check out The Man Van, it was actually me who got checked out.

If you are intrigued at this point, please read on. It could save your life, or the life of one of your best car buddies. The Man Van is a mobile unit operated by the Prostate Cancer Centre in Calgary. Its purpose is to increase

awareness about the importance of early detection of prostate cancer. They offer on the spot baseline PSA blood tests for men over forty during scheduled clinics. Invite them out to your clubs show by contacting them at: 403 943-8888 or info@prostatecancer.ca

It only takes minutes to get checked! I got checked at the event because it finally clicked: I would have to be crazy not to do it. Do yourself a favour, and check out the Man Van when you see it. It might be the best time you ever spent in a Van!



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Do I need an appraisal?


Norm Flanders

As a collector vehicle appraiser, I am biased of course, but many people ask this question. Appraisals are useful to establish value for divorce and estate settlements, and sometimes for insurance claims but the most common purpose for an appraisal is to establish the value of a vehicle for collector vehicle insurance. Not all insurance companies require an appraisal. However there are some significant reasons why having an appraisal done anyway is worth the small amount of time and expense required.

First, it becomes part of the documented history of the car. A properly done appraisal will fully describe the condition of the vehicle, mileage etc., of that vehicle at that time. A prospective buyer would no doubt read the information with considerable interest as it provides an independent viewpoint on the vehicle without a sales pitch included. Secondly, an appraisal should answer any questions that the insurer might have in the event of a claim. The written description and pictures provided should clearly show what is being replaced. For example if your custom wheels and new high performance tires get stolen, the insurance company should have no problem replacing them in kind if they are shown and described in the appraisal. The appraisal will prevent them from giving you a few hundred bucks, and telling you to go to a shop and get some tires and wheels.

In my experience, having that appraisal on record answers a lot of questions immediately and claims seem to be processed more rapidly and efficiently when an appraisal is in the insurance file. Finally, having an appraisal lowers the risk for the insurance company. They know what is being insured, and have an independent valuation on hand. The risk of fraud is therefore reduced and although I have not done a scientific survey, from what my clients tell me, the annual premiums for those companies that require an appraisal seem to be lower than the premiums from those companies who insure cars without an appraisal.

This seems to me to be the insurance company's way of protecting themselves for insuring collector cars without an independent appraisal. An appraisal is there to protect you and your investment; as long as it's properly undertaken and is thoroughly done. An inexpensive and poorly done appraisal serves no purpose and is easily challenged in a legal setting or by the insurance companies themselves if they choose to do so. SVAI (Specialty Vehicle Appraisal Institute) is a non-profit group of appraisers that has formed to provide training and establish some guidelines for properly done appraisals. Our goal is to improve the level of professionalism for the collector vehicle appraisal business. For information about SVAI appraisers, go to their website at www.svai.ca.



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Quality is everything

Fred Nelson

Being able to recognize top quality is important in all phases of the automotive world, not just appraisals. While doing paperwork on the kitchen table the other day, I thought I'd use the upstairs bathroom instead of going down the basement to use "mine." The upstairs one has been claimed as "hers" by Poopsie, my trophy wife of many years. There was nothing to read, so I looked around for anything with writing on it. I noticed that the roll of paper was empty. While changing the roll, there seemed to be something written on the centre cylinder the paper is wound around. Mine are cardboard, but this one was wood (teak, I think) and it seemed to be engraved. I dug out my glasses and read "Richpeople Brand - Flannelette Series." No wonder she thinks she's a Princess.

But I digress. Anyone who has been following our JOESWGN '57 Chev wagon has seen our steady list of upgrades. Each one makes it more dependable and much more drivable. They're just too primitive in their stock form. At the Red Deer Swap Meet last year, we ran across a complete bolt-on chassis for these cars, which uses Corvette fourth generation suspension front and rear. My dad was a brilliant Mechanical Engineer, and he taught me what to look for when evaluating something like this. In September I was able to tour the facility where these are made, and I was in awe. I tried to stay out of the way as they were loading two units bound for Winnipeg.

I have seen the future for these cars, and it's right here. In the case of JOESWGN, it will transform our old escapee from American Graffiti into a high performance sports car. But it will still look like a 55-year-old street custom, built 35 years ago. After seeing what is available in addition to the chassis, it's clear the products are being constantly improved. I gathered enough material for about three more stories this size. For one thing, everything is new or fully reconditioned on each chassis. With recycling covered, and clean air going out the back, tree huggers will smile and wave as you drive by.

At the Quick Times Fall Swap Meet last year, the boys from Canadian Hot Rods Inc. were there with their display. They sold the display chassis and were promoting the completion of their new one for the 1955 – 1959 pickups; and coming shortly is the one for the 1948 – 1954 pickups. Nothing being built today compares to this Made In Canada product. Also, they're only being sold in Canada. Their website is canadian-hotrods.com.

We'll saw it off here for now. Lest you think I'm poking too much fun at my wife, Poopsie. On August 8, we celebrated our 50th wedding anniversary. The secret to our success? Having, and displaying, a sense of humor.

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



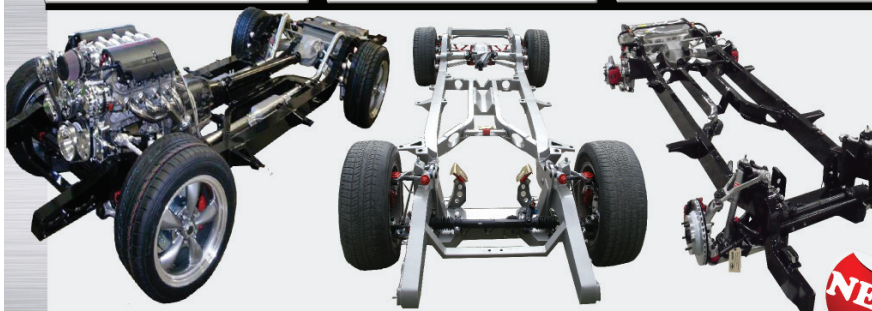


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Help us to preserve the Rights and Privileges of the Specialty Vehicle Enthusiasts!

St. Albert's 18th Annual Rock 'n' August Festival of Cars and Music

Bob Fisher

For 2014, the Rock'n August (RnA) annual 5 days of classic car events and 50's music opened with an expanded variety of events. Over 1500 RnA classic pictures are in albums by day and event in the photos area at facebook.com/RocknAugust. Thanks to Cruiser Alex Gavinchuk for the great photos.

Tuesday August 5 *Kickoff, St. Albert Inn*

Early 7:00 a.m. pancake breakfast at St. Albert Inn. 70-80 classic vehicles and their owners in attendance.



Tuesday August 5 *Remax BBQ Lunch*

What a great location for a BBQ! Who knew there was an oasis hiding behind the Remax Building? Estimated 50-60 vehicles. A great for a first time RnA event.

Tuesday August 5 *Night at the Apex Casino*

It was a beautiful night to cruise into Apex Casino, and, as always, Apex rolled out the red carpet for upwards of 350 classic vehicles. Bonus Elvis impersonator, wow!



Wednesday August 6 *Memories Breakfast*

Another beautiful day and another great breakfast at Memories Funeral Home. 50+ classics in attendance.

Wednesday August 6 *A&W & Tim Hortons Night Car Rodeo*

Three event Rodeo: Slow Race (slowest 20 meters without stopping), Go and Glide (best accelerate and glide to a fixed line) and Garage back in parker contests. Estimated 80 classic owner attendees. Thanks AMC of Alberta Club for running this event for St. Albert Cruisers.



Thursday August 7 *Rickys with a Twist*

New event including hula hoop contest. 50+ classics attended first year. No adults were harmed in the hula hoop contest.



Thursday August 7 *Afternoon Show 'n' Shine at Todd's Fountain Tire St. Albert*

Over 300 classics in attendance. Very impressive show; full before 7:00 p.m.



Thursday August 7 *Drive Inn at Servus Place*

Gates opened 8:00 p.m. for Smokey and the Bandit II. 100+ cars in attendance.



Friday August 8

Apex Cruise Casino Setup

Under a mostly sunny afternoon at Apex Casino, approximately 250 classic mixed and mingled during Cruise setup. New 2014 Cruise route to Downtown St. Albert was rated as one of the best ever.



Friday August 8

Street Dance & Show 'n' Shine

A great mix of classic cars, food and awesome music in downtown St. Albert. After vehicles all settled in we were treated to a great night of entertainment from The Tsunami Brothers & The Fortrelles. Thanks to the Iron Indians Pontiac Club and other volunteers for helping with the parking. 350-400 classics attended.



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Saturday August 9

Show 'n' Shine

Mr. Sun was back for Saturday resulting in over 680 vehicles registered. Parking teams started arrived for 6:00 a.m. SVAA volunteers were handing out copies of Alberta Rides magazine.



Lions Park had 250 cars parked to round out the Show and Shine parking. Thanks to Edmonton Classic Sports Car Club for help with Saturday parking.



Saturday August 15

Sold Out Concert

With a late surge of ticket purchases, the final event for 2014 was a great classic car, music and financial success. In addition to the multiple events over 5 days of classic cars and music, organizers anticipate over \$100,000 will be raised in support of the Alberta Diabetes Foundation. Look forward to seeing you and your club attend Rock 'n' August number 19 from August 4 – 8, 2015. For more information visit RocknAugust.com or on [facebook.com/RocknAugust](https://www.facebook.com/RocknAugust).



Friday August 8

Street Dance & Show 'n' Shine

Attendees and car owners enjoyed Rock 'n' August 2014. Presentation of 52 categories of trophies and overall over 140 of the RnA classic piston trophies. Furthest attendee was from Whitby, Ontario, furthest club was from Dawson Creek BC, and largest club attendance was Mainstreet Cruisers. Trophy winners are at rocknaugust.com



The 1960 Chrysler 300 F

Mark Hopkins

I've been taking in the January Scottsdale collector car auctions for nearly ten years now, and they've become my mid-winter escape from Calgary snow and cold. At one of my first RM Auctions, I spent about half an hour going over a 1960 Chrysler 300 F in Alaskan White. This car among 120 mostly Packards, Deussenbergs and V-16 Cadillacs captured my attention. I looked for a "Big Brute" for several years after that. At the January, 2012 Russo and Steele auction, I spotted a 300 F done in Polar Blue (DDI). Not a stock 300 F colour I learned, but a period correct Chrysler colour all the same. The car was originally Alaskan White (WWI). F's came in a choice of only four colours: Formal Black, Alaskan White, Regal Red and Terra Cotta.

My F was purchased in 1992 for \$12,500 US by a guy in Reno, NV and restored by a shop near Houston over the next year at a then cost of \$42,000 US. It's travelled about 6,000 miles since, and I was impressed at how well the paint and interior fared over 20 years. The restoration is fully documented, as is the ownership history and work done since 1992. The F's claims to fame are numerous, which some argue make them the most sought after Chrysler "Letter Cars", others will point out the tall finned pre-1959 Hemi cars are, but I digress. 1960 was the first year for Chrysler's unibody construction, purported to strengthen as well as lighten their cars. It was the second year for the Golden Lion 413 c.i. wedge, rated in the 300 F at 375 hp (495 lb. ft. torque) with an automatic transmission and 400 hp (465 lb. ft. torque) with the optional Pont-à-Mousson 4speed.

The car was tested by every automotive magazine of the day, and best performance by a stock 375hp automatic was 0-60mph in 7.0 seconds; ¼ mile in 16.0 seconds at 85mph. The F was the first Letter Car equipped with Chrysler's 30 inch cross ram intake manifolds supporting dual Carter AFB 4 barrels. 300 F's captured the first six places in the Daytona Flying Mile competition that year, with a top speed of 145mph – on nylon tires running in the sand! The F was the first Letter Car to offer four leather power/swivel bucket seats and a full length chrome console,

as well as the AstraDome instrument cluster and push button automatic found in all '60 to '62 Chryslers. The AstraDome's electroluminescent "floating" gauges are truly cool at night. Lexus adopted similar instrument lighting technology a few years ago. The F's body is distinct from other '60 Chryslers with its vented hood and simulated continental kit in the centre of the trunklid, a one year only feature dubbed "the toilet seat" by its critics. 1960 Chrysler styling, nearing the end of the Virgil Exner era, sport angled fins, "boomerang" taillights and large V bumpers. Standard F equipment included power steering, brakes, windows and seats, a console mounted tachometer, 150mph speedometer, and Golden Tune radio with touch tuner standard.



SVAA INFORMATIONAL MEETING

February 14, 2014

12:30 p.m.

Lethbridge Exhibition Park

The meeting will be held at the 2015
Early Bird Swap Meet.

Everyone is welcome to attend!

www.svaalberta.com

My car was also ordered with factory Conditionaire air conditioning (\$570), rear window defogger (\$21), power antenna (\$26), rear seat speaker (\$17), and Solex tinted glass (\$43). Only 964 hardtops and 248 convertible 300 F's were produced. Base price in the U.S. for the hardtop was \$5,411 and \$5,841 for the convertible.

F's were built on the New Yorker 126" wheelbase, are 219.6 inches long and weigh in dry at 4,270 pounds (4,310 for the convertible). About 320 300 F's survive today. Chrysler Historical confirmed my 300 F was sold new in Indianapolis, Indiana at O'Brien Motor Sales, Inc. The previous owner to me was John Staluppi Jr. who owns five car dealerships in Las Vegas and kept the F in a warehouse collection for five years. His father is the infamous Florida car dealer, yacht builder, museum owner, who bids from the Barrett-Jackson skybox with his miniature poodle, Killer. John Jr. was very obliging after the sale, even covering \$1,600 in minor repairs (two power window rotors, wheel cylinders etc.) that I required to get the car through the Alberta out of province check.

Hemmings Motor News highlighted my car in their review of the 2012 Russo and Steele auction, stating the hammer price was a fair deal for buyer and seller. Although thirsty for premium fuel, these cars weren't intended to be economy cars. They were built in limited numbers for affluent Americans who could tolerate a stiff suspension and wanted luxury and performance in one package. In the February, 1960 issue of Motor Life, they concluded their review with "it could be necessary to search a long time to come up with any one single automobile that has all the attributes of the 300F. For high speed cross country touring, there's nothing even close that carries a "Made in USA" tag, and few if any, foreign machines that qualify as competition for this car." Hot Rod Magazine, April, 1960 put it more simply, "the 300 F is ideal for the man who wants everything."



The GTO Show

Ralph Vandenakker, with material from Al Riise



The Rocky Mountain Goats/GTO Association of Alberta held their first show 'n' shine at the A&W at the Junction of Deerfoot and Glenmore Trails SE Calgary September 14. The Goats under the guidance of members of the Alberta Iron Indians Pontiac Club and friends (see the pictures of the Goat Herders), ensured that the day was a great success. 26 GTO's participated under sunny skies and enjoyed the car show. Dave Scragg and friends from Edmonton drove to Calgary to participate and share in the enthusiasm. The Green Envy GTO with the red interior drew a lot of attention from participants and spectators as this is the way it arrived from the factory.

The show was great success with cars representing every year except 1972 and 1973. Now 26 might not sound like a big number but when you think the idea was born about





10 weeks before show time and only represents one model of car it's not too bad! When I first brought it to the club it was met with a bit of concern as to whether we could pull this off in the short timeline so I pulled together a few things quickly and when the club saw that they all jumped in. We had tons of prizes, individual pictures of every car and the Man-Van (see the Man-Van story elsewhere in this issue) since we were raising money for Prostate Cancer. The Deerfoot A&W was a great venue since we don't have much as a small club. The A&W provided the space and the sound system, parking cones, etc. All in all, they were a big help. In the end we promised ourselves this would be a one time thing to celebrate the 50th anniversary of the GTO but we sure got a lot of requests to do it again which is really the ultimate compliment. Who knows what we'll do it's too early to say right now.



MEMBER CLUBS

The SVAA represents 64 clubs with a total of 2,570 members across Alberta. Here is a list of our member clubs with their meeting and contact information.

Alberta Iron Indians Pontiac Club (Calgary)

First Wednesday 7:00 p.m.

ABC Country Restaurant

11520 24 St SE

Calgary, AB

Phone: (403) 650-2009

Alberta Iron Indians Pontiac Club

(Edmonton)

Last Monday 7:00 p.m.

ABC Country Restaurant

140 Avenue & 127 Street

Spruce Grove, AB

Phone: (780) 940-2641

Alberta Pioneer Auto Club

Second Tuesday 7:30 p.m.

Sept – June

Alberta Aerospace Museum

Calgary, AB

Phone: (403) 475-1186

Alberta Post War Car Club

Second Monday, 7:30 p.m.

Memories Funeral Chapel

13403 St Albert Trail NW

Sherwood Park, AB

Phone: (780) 454-8148

Alberta Region of Packards International

Motor Car Club

Third Tuesday, 7:30 p.m. except Jul & Aug;

Private residences

Calgary, AB

Phone: (403) 652-7806

Alberta Super Run Association

Car Show

First Sunday at Noon

Westerner Park

Red Deer, AB

Phone: (403) 250-7046

Antique Willys Association

Innisfail Legion

Crossfield, AB

Phone: (403) 932-2175

Bonnyville Gear Grabbers Car Club

Irregular

Agricultural Society Boardroom

Bonnyville, AB

Phone: (780) 826-9645

Calgary Cruz 'n' Tour Club

Second Last Tuesday 7:00 p.m.

Austrian Canadian Club

Calgary, AB

Phone: (403) 203-0073

Calgary Firebird Club

Last Tuesday 7:00 p.m.

Calgary Motor Products

Calgary, AB

Phone: (403) 686-6048

Calgary Plymouth & Friends Car Club

As scheduled

Denny's on 16 Avenue NE

Rockyview County, AB

Calgary Thunderbird Club

First Thursday at 7:30 p.m.

Royal Canadian Legion

9202 Horton Road SW

Calgary, AB

Phone: (403) 251-3339

Calgary Z Club

Third Tuesday at 7:00 p.m.

Brasso Nissan

Calgary, AB

195 Glendeer Circle SE

Canadian Vintage Motor Cycle Group

Rocky Mountain Section

Third Tuesday, 7:00 p.m.

Chapelhow Legion #284 606 - 38 Avenue
NE, Calgary, AB

Phone: (403) 293-4105

Central Alberta Mopar Association

Second Tuesday 7:00 p.m.

Humpty's Classic Café

Gasoline Alley

Red Deer, AB

Phone: (403) 748-2185

Central Alberta Vintage Auto Club

Second Tuesday 7:00 p.m.

Golden Circle

Red Deer, AB

Phone: (403) 704-3039

Chestermere Lake Show 'n' Shine Association

Third Tuesday 6:45 p.m.

Dockside at Chestermere Lake

Phone: (403) 630-4007

Chinook Wings Motorcycle Club

Third Monday 7:00 p.m.
ABC Country Restaurant
11520 24 St SE
Calgary, AB
Phone: (403) 271-9159

Chipman Car Crafters Car Club

Second Tuesday
Chipman, AB
Phone: (780) 363-2324

Coaldale Custom Cruisers

Second Wednesday 7:30 p.m.
The Hub
2107, 13 Street North
Coaldale, AB
Phone: (403) 330-4598

Cochrane Classic Car Club

Fourth Thursday 7:00 p.m.
Cochrane A&W
Cochrane, AB
Phone: (403) 932-1677

Cold Lake Cruisers Car Club

Second Monday 7:00 p.m.
A&W Cold Lake
Cold Lake, AB
Phone: (780) 639-3084

Crowsnest Pass Wheel Nuts

Hillcrest, AB
Phone: (403) 563-3844

Cypress Rod & Custom Car Club

First Wednesday, 7:00 p.m.
Member garages
Medicine Hat, AB
Phone: (403) 526-0545

Diablo's Car Club

Every Thursday
Member garages
Airdrie, AB
Phone: (403) 512-5896

Didsbury Car Club

First Wed, 7:00 p.m.
Didsbury Museum
Phone: (403) 994-0845

Dropsicles

Last Wednesday, 8:00 p.m.
Tim Horton's, 7508 Gateway Blvd.
Edmonton, AB
Phone: (780) 473-6644

Edmonton Antique Car Club

First Wednesday 7:30 p.m.
Northern Alberta Pioneers & Descendents
Association
9430 - 99 Street
Edmonton, AB
Phone: (780) 910-3767

Edmonton Thunderbird Club

Last Tuesday, 7:00 p.m. Sep – Jun,
Chateau Louise Conference Centre
Edmonton, AB
Phone: (780) 920-8624

Elk Point Auto Club

Second Wednesday 7:30 p.m.
Magic Pizza
Elk Point, AB
Phone: (780) 724-2527

Foothills Model T Ford Club

Second Tuesday, 7:30 p.m.
606 - 38 Avenue NE
Calgary, AB
Phone: (403) 540-2093

Mountain View Pistons Vehicle Club

First Wednesday
Smitty's Restaurant
Olds, AB
Phone: (403) 994-6667

Nifty Fifty's Ford Club of Calgary

Second Tuesday 7:00 p.m.
Advantage Ford
Phone: (403) 547-3537

Northern Thunder Car Club

Third Thursday, 7:00 p.m.
January – October
Westwinds Motor Inn
Drayton Valley
Phone: (780) 514-0957

Peace Classic Wheels

Third Wednesday at 7:30 p.m.
Dunvegan Motor Inn
Fairview, AB
Phone: (780) 835-0544

Ponoka Piston Poppers

First Tuesday
Member garages
Ponoka, AB
Phone: (403) 782-9390

Porcupine Hills Classic Cruisers Club

6 p.m. on Sunday's, April – Sept
Klein Auto Sales
Claresholm, AB
Phone: (403) 625-6023

River City Classics Car Club

First Wednesday 7:00 p.m.
Snowy Owl Transportation
High River, AB
Phone: (403) 652-7226

Rollers

Calgary, AB
Phone: (403) 289-0711

Southern Alberta Antique & Classic Auto Club

First Tuesday 7:30 p.m.
Atco Gas Auditorium
Lethbridge, AB
Phone: (403) 308-0640

Southern Alberta Chapter of the Military Vehicle Preservation Society.

At shows/events. Contact the club.
Museum of the Regiments
4520 Crowchild Trail NW
Crossfield, AB
Phone: (403) 443-2213

Southern Alberta Drag Racing Association

First Wednesday 7:30 p.m.
1610 – 31 Street N
Lethbridge, AB
Phone: (403) 320-7272

MEMBER CLUBS

St. Albert Cruisers

Second Wednesday 7:30 p.m.
St. Albert Inn
St. Albert, AB
Phone: (780) 4995546

Stampede City Model A Ford Club

Second Wednesday 7:30 p.m.
Club Garage
Calgary, AB
Phone: (403) 2829655

Studebaker Drivers Club

Edmonton Chapter
Edmonton, AB
Phone: (780) 471-6993

Studebaker Drivers Club, Foothills Chapter

First Tuesday, 7:30 pm,
Austrian Canadian Club
Calgary, AB
Call: (403) 247-0581

Sylvan Lake Customs & Classics

First Wednesday 7:00 p.m.
Legion Hall, Sylvan Lake
Phone: (403) 8877047

Taber Corn Country Cruisers Club

Second Tuesday 7:30 p.m.
Taber Legion
Phone: (403) 223-1581

The Cruisers Club of Red Deer

Second Wednesday at 7:00 p.m. Burger
Baron
Red Deer, AB
Phone: (403) 886-4016

Time Travellers Car Club of Airdrie

First Monday
85 Eastlake Circle
Airdrie, AB
Phone: (403) 850-8257

Touring Tin Car Club

Second Monday, 7:30 p.m.
Member's homes
Edmonton, AB
Phone: (780) 862-4748

Vintage Sports Car Club of Calgary

Second Wednesday
Austrian-Canadian Club
Phone: (403) 238-1075

West Central Alberta Classic Club

First Thursday 8:30 p.m.
Athabasca Valley Hotel
Hinton, AB
Call: (780) 865-7573

Western Wheels Classic Auto Club

First Wednesday at 7:15 p.m.
Mar – Oct; supper at 6:00 p.m.
Tamarack Inn
Rocky Mountain House, AB
Phone: (403) 845-2335

Wildrose Rod & Custom Car Club

Third Tuesday at 7:30 p.m. Shagannapi
Community Hall
2516 – 14 Avenue SW
Calgary, AB
Phone: (403) 936-5301

CALENDAR OF EVENTS

All information contained herein was compiled by the SVAA for all to use. We encourage reprinting of the information and would appreciate credit for its use.

Nov 4 – 6

The Specialty Equipment Market Association (SEMA) Show in Las Vegas is the premier automotive specialty products trade event in the world. www.sema.org

Jan 9 – 11

Calgary Motorcycle Show at BMO Centre at Stampede Park. calgarymotorcycleshow.ca

Feb 14

Early Bird Swap Meet, Lethbridge, at the Exhibition Grounds Indoor Pavilion. Presented by Southern Alberta Antique and Classic Auto Club. 8 – 4 p.m., admission \$3 per person. For details and table applications visit facebook.com/saacac or contact John Potts, bedsandbears@shaw.ca or call 403-345-2975

Feb 14

SVAA Information Meeting at 12.30 p.m., during the Early Bird Swap Meet, Exhibition Grounds, Lethbridge. For more information, visit svaalberta.com

Feb 20 – 22

49th Annual World of Wheels presented by Investment Vehicle Restorations. At BMO Centre, Stampede Grounds. Contact Bill Knecht 403-936-8446 or knecht@worldofwheels.com or worldofwheels.com

Mar 11 – 15

Calgary International Auto & Truck Show at BMO Centre, Calgary. autoshowcalgary.com or calgarymotordealers.com

2015 Early Bird Swap Meet

Automotive Parts, Antiques & Collectibles

Saturday February 14, 2015

8:00 a.m. to 4:00 p.m.

Lethbridge Exhibition Park

Gate admission: \$3 per person, under 10 free

Swap stalls: \$35

Car stalls: \$50

For more information and registration contact:

John Potts | 403 345-2975 | bedsandbears@shaw.ca | saacac.com



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Cars, "The Dub" & MS

Bill Hunter

At one A&W in Calgary, affectionately known as "The Junction", a few car guys and one very dedicated franchisee started a cruise night. Donny Tsang runs the A&W, and Randy Poch had thought for many years that this A&W at the junction of Deerfoot and Glenmore Trails was the perfect location for a cruise night. It's central, has lots of parking, and the west exposure to take full advantage of fleeting summer nights in Cowtown. Randy pitched the idea to some of us other SVAA car nuts and everybody loved it! Randy is a Director with the SVAA; he knew we would need to be insured, and the SVAA has great insurance for Clubs and events, so the connection was made. And, with 60 + Member Clubs, the SVAA was able to help get the word out. The first year, we had about 70 cars out the first Friday, and then fought weather the rest of the season. We had a ton of fun. Donny, and his great staff treated everybody like family, and word spread. In 2014, we have had in excess of 150

cars some nights, and regularly see people arriving early to "get a good spot". It's fun. We have support from the Sears next door, who have been very good neighbors when it comes to providing parking for the "daily drivers" (non show) cars. Some of the "Big 3" car dealers (Jack Carter-GM, Maclin Ford and Courtesy Chrysler) bring out new cars and trucks for display, and are very generous with door prizes and all manner of support including advertising in the SVAA's quarterly magazine *Alberta Rides*. Over the course of this year, \$10,474 has been raised at this location to fight MS. Marv worked the crowd every Friday, selling 50/50 tickets, twice selling \$1020 in one night! A&Ws across Canada support MS, and each year donate \$1 from each teen burger sold on MS Day to the MS Society. In 2013, A&W raised over \$1.5 million for MS, the single biggest donation to the MS Society. With the help of A&W, the MS Society, the SVAA and our sponsors we can help! The fact that we can have fun doing it is just a bonus.

GREAT PARKING

120 stalls. A great place to come, have fun and plan your weekend cruises and shows.



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Where Glenmore and
Deerfoot Trails meet.





Coming in November: 2015 SVAA Club Membership forms

Why join the SVAA?

- ✓ A well-researched and recognized Safety Check Process
- ✓ 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
- ✓ Rapidly mobilize the hobby in the event of problematic regulation/legislation
- ✓ Directors on the NAACC maintaining the provincial/federal connection

Help us to preserve the Rights and Privileges of the Specialty Vehicle Enthusiasts!

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ONE WORD: PROTECTION

The SVAA and Baker Insurance have worked together to provide a comprehensive insurance program to clubs at a reasonable cost.

What do we get?

Our sanctioned events and meetings have general liability coverage ranging from bodily injury and property damage to volunteer medical payments. It also includes setup and takedown at club events, all club meetings and events such as swap meets and fundraisers. Further, the insurance company acts on our behalf and our member clubs when there is an incident. All volunteers and committees are covered. Our current limit is \$5,000,000.00.

If you are an officer or director of your club, you will want coverage. It is your responsibility in your role to act in a reasonable and prudent manner. That being said, in the litigious culture of today, directors and officers are being named in lawsuits even when they are not apparently involved. The SVAA insurance program covers the cost of your legal defence. Our current limit is \$1,000,000.00.

What does the SVAA insurance program cost us?

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

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

For more information: insurance@svaalberta.com

Canadian Motorcycle Hall of Fame Awards

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The Canadian Motorcycle Hall of Fame hosted their annual induction and awards gala in Edmonton from September 26 – 28. Starting in 2006, it has each year recognized individuals who have contributed significantly to motorcycling in Canada. For 2014, Edmonton area residents Steen and Marion Hansen will be inducted and Calgary motor journalist Greg Williams receives the Barr and Heddy Hodgson Award.

Greg Williams name will be recognized, especially in the Calgary area, where many specialty vehicle hobbyists have seen Greg write and publish their stories in the Driving section of the Calgary Herald. Greg is also a monthly columnist for several motorcycle enthusiast and vintage motorcycle publications. Congratulations to those receiving this year's awards!

Jack Kerrison Memorial Run

Al Hardstaff

On July 20, 2014 Foothills Street Rod Association held a car run in memory of a long time member, Jack Kerrison. Jack was known as a friend to everyone. Jack and Marilyn participated at all Foothills events and their robin-egg blue 1936 Ford five window was a guaranteed presence at all events. These days with everyone so busy with so many things in their lives, it is very difficult to pull off an event with in excess of fifty people in attendance. We did have these numbers for Jack's run and it was an indication of how many felt about Jack that they changed their plans on this day to attend.



We had members from Foothills, Jack's family and A-1 Autobody where Jack finished his working career. The line up of collector cars stretched out for over a mile. The day started off with a bit of showery weather but by the time everyone gathered at the A&W near Aldersyde the sun came out and the rest of the day was great until supper time when we got another shower. The parking lot at Aldersyde was full and a copy of our new Foothills license plate was made available for everyone to engrave the back of the plate. This was presented to Marilyn at the end of the run.

At about ten o'clock we wound our way through the countryside over to High River then west on the Tongue Creek road to Hartell. South to Longview and west to the mountains. Travelling on Highway 40 we enjoyed some of the most beautiful country that Alberta has to offer. We also witnessed some of the destruction that mother nature left in this area. Washed out roads and ditches. Our run was originally planned last year but this destruction delayed our plans. At the top of the Kananaskis we stopped at a service area and toasted Jack with champagne. From this location we made our way north to the Trans Canada Highway where we headed back to Calgary to the home of John and Sandy Price in Springbank. Bob and Angela Price had organized everything beyond what we expected. What a wonderful end to a wonderful day to celebrate a wonderful man and member of our club. This day will be talked about for many years to come and we all miss you Jack.





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