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## HERE'S WHAT'S INSIDE

Pontiac's Truck	04	Would Your Collector Car Pass the Safety check?	16
It's Not Always About the Cars	06	The Story of My "T"	18
What Factors Affect the Value of My Collector Vehicle	08	Strong U.S. Dollar Means It's a Great Time to Buy or Sell at Okotoks Auction!	22
1908 Brush Runabout	10	T-Boned By a Moose	28
Drivin' With Dave	12	Beatnik Bus	30

## PRESIDENTS MESSAGE

Spring is here and the car shows are starting. I like to watch for the specialty cars this time of year. There are always new cars, maybe a restoration finally completed, perhaps a successful trip to an auction, or maybe someone finally has the time to enjoy their favorite ride.

Many of our members visit auto museums when they are traveling or on holidays and we are always pleased to hear about their finds. I have never seen a 1909 Brush Runabout but a lot of the people in Fort Nelson B.C. have and it is a running driving car. Be sure to see the article in this edition of Alberta Rides.

Don't miss the story by the Ol' Editor, Drivin' with Dave. I know I have memories of someone like Dave and I'm sure many of you do as well. Norm Flanders has continued his article on "What factors affect the value of my collector car". This is a question that comes up regularly and it can be quite complicated. Thank you to Norm for helping to clarify this subject.

Also included are articles on the Beatnik Bus, Okotoks Collector Car Auction, and a heartwarming Christmas article that shows the generosity of one Edmonton car club. Keep the articles coming, we will publish as many as we can.

Please do your safety checks and enjoy a trouble free cruising season.

Thank you for your support,

Harry Bullock, President, SVAA



# Pontiac's Truck

*John McEwan, Edmonton AB*



Given Alberta's fascination with the pickup truck, it must be hard for Pontiac enthusiasts to be deprived of a Pontiac truck to show its superiority against the Ford, Dodge and Chevy trucks on our roads. But wait! There is a Pontiac truck and it has been around forever, it just doesn't say Pontiac on the hood!

For very many years, if you wanted to buy a GMC truck, you went to a Pontiac Buick GMC dealer to buy it. You did not shop at a Chevrolet Oldsmobile store. As the GMC is an up-market, badge-engineered Chevrolet, it has had no real connection to trucks bearing the name of a regular automobile, like trucks from Chevy, Ford or Dodge. In reality, given who sold it, the GMC is actually a Pontiac truck built largely with Pontiac and Chevy components – but for years here, the same could be said about Pontiac cars! Both were a kind of mongrel.

It may also come as a surprise to some that there was a Pontiac truck for several years during the 1920s, after Pontiac was first introduced in 1926 as the 'junior' offering of Oakland. The junior car fad was then popular with most manufacturers, and persisted until the early '40s, the last

one being Cadillac's LaSalle. Pontiac's 1926 truck was what was then called a 'commercial vehicle' and was based on car components, as were all of the light trucks of the day. Pontiac's 'Deluxe Delivery' truck was available with a variety of bodies but all were basically two-door panel trucks, based on a two-door car chassis and with double rear doors (barn doors). There was also a 'Screen-Side' version and a 'Canopy Delivery'. The vehicle was so successful that in 1929, GM decided to re-badge the Pontiac Deluxe Delivery as a GMC! However it continued to use the Pontiac engine and drivetrain. At this point, it also became obvious that Pontiac's success was going to force Oakland into obscurity, so the parent car was cancelled.

For years here in Canada, and until the late '40s, a Pontiac car was a badge-engineered Chevrolet, using flathead Pontiac six or eight-cylinder engines, along with Pontiac external trim and interiors. In the early '50s, Pontiac switched to Chevy engines in Canada, but not in the US. I remember the days when people talked about someone having an "American Pontiac" because it was bigger and had a 'straight eight'. US Pontiacs were always much longer cars than our Canadian ones.



What must not be forgotten is that Pontiac revived its 'commercial car' in 1950 with another type of truck - an enclosed version of its old Deluxe Delivery, then called a Sedan Delivery, and using six and eight cylinder inline flatheads. It had a fully closed body on the station wagon chassis, with a single hinged rear door with a full rear window in it. Even more interesting, this 'truck' was built in Canada too, where it used a Chevrolet drive train, like the Canadian-built cars. The sedan delivery was discontinued after 1953 in the US, but some of the eight cylinder, long wheelbase units were exported to Canada prior to this. Survivors must be very rare. Of collector interest is that Canadian production of Pontiac's truck continued into 1958, as was the case with Chevrolet that supplied the body and drivetrain.

Pontiac finally got a V8 engine in the US, in 1955, the 287, (increased to 316 in 1956). The same engine was also announced by GMC as the GMC 288 and the GMC 316. In 1957, Pontiacs 347 was used in GMC trucks and by reducing the bore of the Pontiac 370 V8, GMC introduced the 336 V8 that was used for years. In Canada, in keeping with Canadian Pontiac standards, the chassis and drivetrain of a Pontiac consisted of a modified Chevy body and various sizes of Chevy small block V8 or six cylinder Chevy engines. Note too that automatic transmissions varied from Chevy Powerglide to Pontiac Hydramatic and this was the case with GMC drivetrains that also used both types. During the '60s, when Pontiac became GM's high performance division, we got Pontiacs with 409 Chevy engines (not 389s or 421s) but we didn't get Wide Track. When the compact and intermediate bodies came along, who knows what we got? Tempest anyone? GTO? Eventually. At least in those days, we had Pontiacs with suitably Canadian names, one of which was recently resurrected. Remember Laurentian, Canso and Acadian? The latter is back now, on a GMC, less the letter 'N'.

The first Pontiac I ever drove was a brand-new 1958 Strato Chief sedan, powered by a Chevrolet 283 engine and Powerglide transmission. It rode on a Chevy chassis and the only things Pontiac about it were the front clip, rear quarters, some Pontiac badges and interior fabrics. It was a pleasant car to drive and had good power. It was a mid-line car, nicer than the Chevy 210, costing about the same.

By the same token, GMC has been very similar in concept. What's the difference between a new GMC and a Chevrolet truck? Money and trim! I suppose we could also argue that it could have also been Buick's and Cadillac's truck, but GM didn't think so. Its luxury brands were not intended to be

confused with a work truck, so the only GM companies that had a close relationship with GMC for decades, were Pontiac in the US or Chevrolet and Pontiac in Canada.

In 1996, GM merged GMC with the entire Pontiac operation thus creating "P-GMC Division". This was done in order to give Pontiac dealerships a full line of cars and trucks, and allow Pontiac dealers to better compete with Chevrolet, which had always offered a full lineup. While GMC and Chevrolet trucks are mechanically identical, today GMC has always been intended as a premium offering, compared to the mainstream Chevrolets, just as Pontiac was to Chevy for all those years! The profitability of the GMC truck helped its survival in 2009 during the General Motors Chapter 11 reorganization. Today, GMC is GM's second-best seller, after Chevrolet, and far ahead of all other GM brands. Pontiac is gone now, but it lives on through its old partner, for 73 years GMC.

During its 103 years of production, the GMC logo has been displayed on many different vehicles. But only one name was shared with Chevrolet and that was the Suburban Carryall. This was the first example of Chevrolet and GMC sharing a model name. This famous name was introduced by Chevrolet in 1935 and adopted by GMC in 1937. The Carryall name was to remain on GMCs, not Chevys, although it was not always displayed on the vehicle. In the mid-70s, Carryall was dropped, and the truck became simply, Suburban, the oldest model name in automotive history.

By the 70s, aside from the very popular vans by Chevy and GMC, there was also a GMC version of the Chevy El Camino - the GMC Sprint - introduced in 1972. Soon after that, the Jimmy arrived, as GMC's answer to the Blazer. These vehicles were sold by Pontiac dealers and, as always, priced as premium units over the comparable Chevy version. Skipping through the years, we come to today's shortened versions of the Suburban, the Chevrolet Tahoe and the GMC Yukon. GMC was first to abandon Suburban, by replacing it with Yukon XL. And now the top of the line is another Canadian name - Denali. These names remind us of the old Pontiac (and Ford) practice of using distinctive Canadian names on Canadian-market vehicles.

Today, we can still appreciate and remember Pontiac through the success of GMC, Pontiac's Truck!

# It's Not Always About the Cars

*Shawn Genge, Edmonton AB*

As a non-profit car club, you always want to give back to the community. Before our October 2014 Alberta Iron Indians Pontiac Club (AIIPC) meeting, I was talking to our sponsorship chairman, John Dampf about ideas for giving back to our community via charities for the next year of club operation. John suggested that we should use the extra money from our car shows, sponsorships and other fundraisers to adopt a family for the holiday season. We discussed the matter further and brought it up for discussion by our members and eventually to a vote. The vote was approved and the membership agreed that \$500 be allocated to adopt a family. With John and I being business partners and owners of Torch Industries Ltd., we offered to donate the food for the families.

Once the club was onboard with the idea, we applied through Junior Chamber International and were quickly approved. I presented this to our work group and friends and we agreed to match or exceed the AIIPC donation of \$500. We now had a minimum of \$1,000 for gifts and clothing for two families. I went for lunch with AIIPC member Mike Launer, owner of Enersheild, and in casual conversation about adopt a family, his group came onboard. Mid November we sent a letter to all of our members and mapped out our plan for the next month. By the time our Christmas party came around we had the back of an SUV full of toys and clothing.

A few days before the December 20<sup>th</sup> drop off, a band of volunteers headed to Costco to purchase the remaining gifts and clothing for the families. Seeing our members shop for our adopt a family is what giving back to the community is all about. At the end of the drive, the AIIPC, Enersheild and Torch had donated more than \$2,500 in food and gifts for two of Edmonton's less fortunate families.

On December 20, the crew of volunteers, Dave and Susan Scragg, Cliff and Carol Riles, Mike and Devan Launer, Lorrie Baker and I arrived at the Torch Industries shop to load the presents and food for our families. I made a quick trip

to Northlands to get our turkeys and the addresses of our families and off we went.

The event was a total success! The appreciation that we received from the families touched our hearts. The entire experience has made us even more ambitious for 2015. With the support of our members and sponsors will look forward to adopting four families in 2015.



*Left to right: Devan Launer, Dave Scragg, Cliff Riles*





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# What Factors Affect The value of My Collector Vehicle?

*Norm Flanders, Calgary AB*

Previous discussions have considered factors that affect the “Collectability” of a vehicle and hence its possible effect on value. This is very important but there are other factors that also affect the value of collector vehicles. Although some general guidelines exist when it comes to predict collectability, there are also many exceptions. Everything is collectable to someone, if you have enough people agreeing that something is collectable and there is a limited number of that item available, values can go up dramatically. An appraiser must also consider a number of additional factors.

## **Condition**

Aside from the rarity of a vehicle and its collectability, the appraiser must accurately establish the condition of the vehicle, and look for comparable condition vehicles in reference guides that are currently for sale. Aside from the rarity and collectability of a vehicle, the condition of that same vehicle is probably the most important factor affecting value, which is why the appraiser should very closely inspect and describe the vehicle to assess the overall condition as accurately as possible. This can be difficult as in many situations the collector vehicle might be mechanically perfect but with an exterior or interior showing some aging and wear. Establishing the condition of the appraised vehicle allows the appraiser to look for appropriate comparables. All of these factors should be considered when looking for comparable vehicles to establish the value on a collector vehicle.

## **Geography**

Certain types of vehicles are more popular in different parts of the country. For example, one might argue that trucks are more popular at shows in Western Canada than in Central Canada, based on my experience growing up in Ontario. Another geographical factor is the difference between US and Canadian Markets. Sometimes, comparable vehicles are more expensive in the US than in Canada and in other cases

they are cheaper. In the past, convertibles and cars with air conditioning were more common options in the southern US than they were in Northern Canada. Sometimes vehicles at Barrett-Jackson auctions seem to sell for much more than anticipated than local auctions in Alberta.

Related to Geography are currency fluctuations. A year or slightly more ago the Canadian dollar was above par to the US dollar. If you bought a car for \$25,000 in the US it only cost \$22,500 in Canadian Dollars. Unfortunately this is the exception rather than the rule and historically it has meant that buying a \$25,000 car in the US has cost much more in Canadian dollars. If comparable vehicles for sale are found in the US and are used to determine the value of a Canadian car, then the difference in currency and exchange rates must be considered. Because the US market is far larger than the Canadian one, currency fluctuations must often be taken into account here in Canada.

## **Modifications**

Some modifications add to value while others can detract. There are no firm rules and the magnitude of the change is quite subjective. For example, many people feel that changing a six cylinder engine out for a V8 enhances value. Some people might love a car that has been repainted pink, while others might not. In general, the more unusual a modification, the greater the likelihood that the change will have a negative effect on value. Some might argue that any change from original takes away from value. This thought might be true for an original, and rare for a limited production performance car, and even less so for an original six cylinder sedan.

## **Originality**

There are some collectors that look for and pay dearly to obtain an original survivor; a car that is exactly as it was, from the factory. This desirability can change however if the vehicle is a survivor but has not been well cared for and



shows enough wear and tear that a complete restoration is needed. Being an original survivor is not the whole story and the appraiser must look at the big picture, including condition and collectability. For example, one might have a worn out but rare original six cylinder station wagon and some people would think "who cares?"

### Matching Numbers

A "matching numbers" car is one that has the same components it had when it left the factory. This is not as important perhaps for pre-war cars where casting numbers and stampings were not always considered important at the factory. However, post war manufacturers kept better records and wanted to trace this information for a variety of reasons including warranty issues. This means that the "matching numbers" concept is traceable and any stampings, serial or casting numbers on such vehicles must match or be a few months in advance of the actual manufacturing date.

### Timing

Timing is an issue as well. It is possible to sell a convertible easier and possibly for slightly more money in the summer than in the middle of winter. The same applies for

motorcycles. As a result, there is often a variation in value according to the time of year.

### Asking vs. Selling price

Often a appraiser will only know the asking price of a particular vehicle and not the actual selling price. This automatically introduces a potential error in the appraisal if that is not taken into account. An appraiser has to assess whether the asking price for the comparable car is appropriate rather than hopeful before the number is used for an appraisal.

As you can see, many factors affect the value of an appraised car. Specialty Vehicle Appraisal Institute of Alberta, also known as SVAI is a non-profit organization. It was formed to increase the level of professionalism for collector vehicle appraisals. It has tried to document and discuss as many factors as possible and the standards they have created encourage members to consider them all before a market value is determined. This increases the chance of getting a fair value placed on your vehicle. If you would like to contact an SVAI member in your area you can find more information on our website [www.svai.ca](http://www.svai.ca)



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# 1909 Brush Runabout

*Gord Dewhirst, Lethbridge AB*

Runabouts were first delivered to dealers in 1907 and Mr. Brush continued to design them until 1910. In this year the runabout with its 10 hp engine was advertised as capable of 40 mph. In actuality it would achieve 25 mph. Wood rails with iron cross members formed the chassis, the running gear was a friction drive transmission supplying power to the rear wheels via sprockets and chains. The engine was a single cylinder water-cooled 6 hp type (later increased to 10 hp) and was designed to run counterclockwise to make them safer to crank by a right-handed person. In 1912, Sid Ferguson and his navigator became the first people to cross the continent of Australia by motor car driving a Brush runabout. We came across the example pictured to the right in the Fort Nelson Heritage Museum on a trip to Whitehorse, Yukon. This is a running car and is taken out a few times each year for parades and shows. The company went out of business in 1913.



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# Drivin With Dave

*Malcolm Fischer, Stettler AB*



Well now, that might be stretchin' it a bit, cuz Dave didn't really "drive." What he did was more like "herdin'." And everyone who ever rode with him can recall that experience real clear-like! And one of his driving results was a nice little low-mileage fire-engine red '60 Ford Falcon sedan ending up with the front clip of a bright green '53 Hudson Jet fastened on 'er. Aha! NOW, yer wonderin', right? What would it look like if'n ya took the front end of the Jet on the right below, and bolted 'er right onto the front end of that Falcon on the left? An' more importantly, WHY would ya wanna do such a fool thing?

Well there ya go toyin' with reason an' common sense again. But first, let us reflect. What's the history here? Dave's family, fabulous people, have a genetic eye problem an' they don't see real good. All Dave's buddies were more 'n' amazed when he got a driver's license, actually. The Old Editor made sure he kep' his shiny '57 Laurentian well inside the yard whenever Dave wuz out cruisin'. An' he weren't alone, neither!

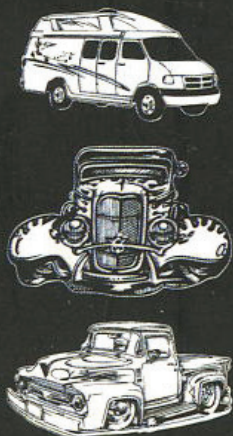
Dave wuz the guy who, on our raftin' slough a few years earlier, got all us buddies ta carry a big ol' armchair all the way from the dump to plunk on his raft so's he could have hisself a restful cruise each day. Jes' Dave on his slightly submerged raft, polin' along with his ol' dog Wags sittin' out there in front like sort of a hood ornament. Why, it wuz quite a sight, and cars drivin' by on the highway would slow right down ta have a look. Ya see, ya couldn't see the raft from there – jes' the chair. An' the dog. An' Dave. Slidin' easy-like across the water surface. Ya git the picture?

An Dave wuz the guy who talked his Mom inta buyin' him a '54 Dodge fer his first car. Baby blue sedan. Sweet. 'Cept the back springs wuz a li'l weak an nobody could ride in the back seat, cuz the floorboards would scrub on the driveshaft an' heat up the carpet, an' my, that didn't smell perty at all! An' Dave wuz the guy who had the '56 Meteor, the only one in several shades o' purple with no real muffler and no real shocks, so's every bump ya hit caused the ol' beast ta bounce crazy-like fer the next half mile.

*Story continued on page 14*



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But, then a friend of the Ol' Editor (Young Editor at the time!) had this perty li'l Falcon his Gramma had bought new an' hardly put any miles on at all, an' so one thing led to another, an' Dave's Mom bought it for him ta drive her around in. An' Dave used ta drive the eight miles on the highway to high school each day. An' so did the school bus. The bus that stopped every mornin' about halfway there ta pick up 3 kids, an' the kids had ta cross the highway ta get to the bus. Ya pitcherin' this? Bus stopped with lights flashing. Kids crossin' the road. Falcon comin' up behind? Did we mention the whole lack-o'-sight thing? Uh huh.

Dave's statement to the police went sumthin' like this: "I wuz comin' along an' all of a sudden, I looked up real careful-like, an' there in the middle of the road wuz a school bus. Stopped! An' kids wuz on the highway an' kids wuz around the other side a-gittin' on the bus, an' what wuz I s'posed ta do? Didn't wanna take a chance on hittin' any kids by goin' around the bus on either side, so I jes' plowed right into tha back o' thet big ol' bus!" Yep. An' the height of the bus meant that the hood an' front fenders o' that Falcon peeled back like a can opener had been there. But she still ran okay, so Dave drove 'er around like thet fer a while until the police suggested that maybe thet weren't such a great idea, an' then Dave went out to his bro'-in-law's place.

Henry is a scrap iron pro, an' he had this li'l Hudson Jet out there. An' the two of 'em concocted this here engineering feat. Took the front fenders an' hood an' grille an' everything of'n the Jet an' remodeled 'em a bit, an' bolted 'em right onto the Falcon! So what if the colours were a li'l different. So what if the Jet fenders stuck out a might past the Falcon body lines. So what if the hood sat quite a bit higher than the Falcon's had. So what! She ran, an' she had lights, an' she wuz ....unique! An' everyone knew where Dave wuz all the time. Couldn't miss that car! Dave herded thet fer a while 'til his Mommy bought them a brand new Datsun 510. Tan. Sedan. A new '68, an' she wuz a beauty. Dave drove his Mom everywhere in that car, an' one evenin' he went out ta see his buddy Ross who lived across the tracks north of town a bit. The Town had dug a ditch right alongside the track crossing ta put in new sewer lines and had the crossing road moved over about 50 feet. Dave took the detour well, that li'l swerve ta the right. Goin' out. But goldarnit, by the time he came back, he fergot all about it. And did we mention the whole lack-o'-sight thing? Drove right through the barricade, over the tracks, and into the ditch, nose-first. The li'l Datsun didn't any longer look perty at all. But insurance did cover it, an' a few months later, Dave was drivin' again. Back on the road. Yep, drivin' with Dave was always an adventure. An' the Ol' Editor is thrilled ta say thet no one wuz killed or even injured in the experimENTS of drivin' with Dave. Amazin' but true!



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# Would Your Collector Car Pass the Safety Check?

*Jim Herbert, Calgary AB*

"Of course it would" is the answer I often get from club members when I ask them if they have completed the SVAA Annual Safety Check. Statistics published by the Car Care Council for 12 states in the USA showed that there was an 80% failure rate in 2008 for at least one part or system on the car. That means only 2 out of 10 cars passed the car inspection.

## What Components Caused Cars to Fail?

Fluid levels or Fluid leaks	
Engine Oil	30%
Washer Fluid	23%
Engine Coolant	21%
Transmission Fluid	17%
Power Steering Fluid	15%
Brake Fluid	14%
Windshield Wipers & Washers	15%
Lights	
License Plate Light	10%
Brake Lights	9%
Backup Lights	3%
Turn Signals	3%
Tail Lights	3%
Dash lights	2%
Head Lights	1%
Engine	
Air Filter	18%
Cracked or worn belts	18%
Brittle hoses	7%
PCV Filter	7%
Safety Items	
Horns	2%
Mirrors	2%
Battery	
Cables or Clamps	10%
Hold Downs	7%
Tires	
Correct Pressure	15%
Worn below depth	12%
Cracked or Weathered	5%

Based on these statistics, it is unlikely that the car following you on cruise night would pass a safety check.

I know that the above statistics cannot be accurate for our member's cars because another answer I get when I ask the safety check question is "I maintain my car myself so I know it will pass so why bother with an inspection".

The SVAA Safety Check Program is not an inspection, it is a basic guideline to aid the collector car owner in maintaining the car's value. The Safety Check Sheet is designed to be completed by the vehicle owner and another "Car Guy or Gal". It can be done in the owner's garage or in a parking lot as a club event. Not all the items on the Safety Check Sheet will apply to every vehicle nor does every item have to be checked. If an item is noted as unsafe, it is only to remind the owner that this item needs attention and it is up to the owner to decide if the vehicle is safe to drive.

Once the owner has completed the Safety Check Sheet and notified his or her club or the SVAA safety director that the car is safe to drive, a Safety Check Window Sticker will be issued. If the vehicle already has a Safety Check Sticker, a new sticker is not required, all that is required is the current year on the sticker be blacked out.

Once you have done all this work (It shouldn't take more than 30 minutes) please ensure that your participation in the Safety Check Program is recorded by your club's safety officer or the SVAA safety director at [safetycheck@svaalberta.com](mailto:safetycheck@svaalberta.com)

The Safety Check Sheet and the Safety Check Guidelines can be downloaded from [www.svaalberta.com](http://www.svaalberta.com)





## Vehicle Safety Check Form

Owner _____		Date _____	
Address _____		Postal Code _____	
Make _____	Model _____	Year _____	Body Style _____
VIN _____		License Number _____	
Insurance Expiry Date _____		Club _____	

Status Coding: ✓ - Safe      X - Unsafe      N/R - Not required      N/C - Not Checked					
General Operating	Status		Mechanical under the vehicle	Status	
1	Windshield & Glass		26	Power Steering (if equipped)	
2	Rearview mirrors		27	Exhaust manifold or headers	
3	Doors & door locks		28	Hood safety latch	
4	Driver's window    w/o signals		29	Wheels & wheel lugs	
5	Seat Belts		30	Tires - front	
6	Horn		31	Tires - rear	
7	Wipers and washers		32	Alignment (visual)	
8	Head lights - high & low beam		33	Steering box or rack, linkage	
9	Lights - tail, park, licence, brake		34	Rod ends	
10	Turn Signals		35	King pins, spindles & ball jts.	
11	Defrost/ heater		36	Shock & Sway bars	
12	Brake pedal reserve		37	Springs & Shackles	
13	Park Brake		38	Brake components - hydraulic	
14	Speedometer		39	Brake components - mechanical	
15	Neutral safety switch (automatics)		40	Exhaust system - mufflers, hangers	
16	Steering wheel lash		41	Fuel system - tank and lines	
17	Wiring - -underdash		42	Floor pan and frame	
18	Bodywork		43	Air lift components	
19	Fuel cap		44	Body &/or Suspension lifts & lowering	
20	Bumpers			Optional Equipment	
	Mechanical - under the hood		45	Fire extinguisher (ABC)	
21	Accelerator/carburetor linkage		46	Battery disconnect switch	
22	Battery, connections & hold downs		47	Trailer towing components	
23	Wiring				
24	Fan - Belts and hoses				
25	Master cylinders and fittings				

**NOTE:** The signature(s) below certify that I/we have completed the Safety Check on the listed vehicle and the information contained herein is complete and accurate to the best of my/our knowledge. Completion of this Safety Check **does not** constitute a formal safety inspection as may be required by the government or insurance companies.

_____ Print Name	_____ Print Name
_____ Signature	_____ Signature

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Version 2/13

# The Story of My "T"

*Randy Rollo, Calgary AB*



On most Fridays after work, neighbours of Susan and I used to gather on the front lawn and have a few drinks. This would often time turn into a pot-luck supper. To the best of my memory, it was about July 1993 when my neighbor across the street told me he had a Model T in his garage. He had been working on it for about 12 years to turn it into a hotrod but had done nothing on it for quite a while. I asked to see it.

We went to his garage and when I saw the car my chin dropped. And all I could say was "is this every neat...if you ever want to sell it, let me know first!". He said he found it beside a farmhouse south of Calgary with a tree growing in it and the doors were about a ½ mile away in a ravine. Someone had used an axe on the rear body panel. About a year later he told me he was moving to Texas to work on a ranch and wouldn't be taking the car with him. He realized how enthused I was and knew it was going to a good home.

I was now the proud owner of a 1927 Ford Model 'T' Tudor. We pushed it across the street to my garage and I got to work. I'll inject a bit of advice here, and that is "If you feel like building a hotrod, lay down till you feel better". I had no idea what I was getting into. It's cheaper and less frustrating to buy one already done and you get to drive it sooner.

Anyway, after a couple of years I got it to the point of being road worthy and legal to drive. I took it for a spin. It had a Pinto engine with a 4 speed manual transmission, an 8 inch Ford differential and a front end from a 70's Mustang. I soon realized just how un-aerodynamic the car was. It was like driving a barn door. With any headwind and a tired 4 cylinder engine it would slow down. This had to change. The following year I rebuilt a 1986 Buick 3.8 V-6 with a bigger cam and a 4 bbl carburetor. It was attached to a manual 4 speed transmission from a 1976 Chevy Monza

*Story continued on page 20*



# 1927 Federal (Scout) Truck

*Gord Dewhirst, Lethbridge AB*

Starting production in 1910, the first Federals were chain drive trucks of 1 and 2 ton capacity powered by a continental 4-cyl engine and a 3-speed transmission. In 1916 the chain drive was replaced by a Timken worm drive and a 5 ton version was introduced, followed by a 7 ton version in 1918. Starting in 1923 they produced 18 and 25 passenger school buses as well. In 1927 the continental engine was replaced by a Waukesha engine, which is the type that powers the Scout.

By 1929 all models were equipped with front brakes and 50 hp and 72 hp engines were available as an option on 4 and

6 wheel models. The company earned 4 military citations for the quality of its' military vehicles in WWII.

In 1952 the company was taken over by Fawick Airflex, who produced clutches and air brakes; a move that was to be the demise of Federal. The last Federal models were produced in 1959, a sad end to a very efficient and reliable truck. By the end of production 160,000 Federal trucks were built. This fine running example is housed at and maintained by the Fort Nelson Heritage Museum in BC.

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The SVAA has for many years worked with its broker to provide a comprehensive insurance program to clubs at 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.

### 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 as needed 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](mailto:insurance@svaalberta.com)

(cable clutch) I had located in Creston, BC. With new engine and transmission mounts in it went. The front brakes were changed to disc and I drove it this way for a few years. At this point I should explain that I wanted to keep the car looking like a Model T. I didn't want to stretch the engine compartment for a V8. The vehicle was so light, it didn't need one anyway. I didn't want to chop or section it either. Several of my friends threatened to do it with a chainsaw! Bob Smith was in the process of building me a new frame based on the Westcott design. I purchased a complete 1986 Jaguar rear end that was stripped, cleaned, and narrowed 4 inches. MacGyvers, in Edmonton, made me a Mustang II style front end. Both these were installed into the new frame. It sat that way in my garage for a little over a year.

In 2009 I was returning from the Columbia Valley car show in Radium and as I opened the garage door the clutch cable snapped. After carefully maneuvering it into the garage, I shut the engine off and said, "This is an omen". I started stripping the car apart to prepare to put it on the new frame. After welding in body mounts and a good sandblasting, the frame was powder coated. I installed the front and rear suspension and started thinking about the engine. I'll admit right now that I'm a brute for punishment.

I thought it would be neat to change the engine to a supercharged 3.8 because to my knowledge it had never been done. I should have followed my own advice and layed down until I felt better. Changing a front wheel drive engine into a rear wheel drive, what was I thinking? A lot of research, questions to other builders and some good guesswork resulted in installing a '95 Pontiac Bonneville

SSEI 3.8 V-6 into the car. Since these engines were being installed in the Pontiac Fiero, I thought that a 700-R4 from a 2.8 V-6 should bolt on. I was right. Larry's Transmission made me a torque converter with the correct stall and Bob Smith machined the spacers needed to mount it to the flex plate.

Kenny Gilmour rebuilt the engine with slightly bigger pistons. I took the power steering and AC pumps off so I had to change the serpentine belt system from a dual to a single. The intake for the supercharger would end up just behind the dash, so I made two flanges and cut a mandrel bent 3 inches exhaust pipe to fit. The flanges were welded to the ends of the pipe and when installed it brought the air intake out over the supercharger. With the new configuration, I had to modify the throttle linkage and adapt it to the gas pedal. Next came the wiring.

To me, electricity IS rocket science and I thank heaven for color coded wires and GM wiring diagrams. It took a long time for me to complete (with several thoughts of giving up) but I did it.

I took the computer to Wester's Garage in Tilley with a list of changes to the engine and Lyndon reprogrammed my computer. With several more ups and downs, five steps forward and three back, and fits of frustration, it's on the road. I want to thank members of the Foothills Street Rod Association for their much needed help. The whole car was built with safety in mind. I still have to do the cosmetics, upholstery and paint, but I'm driving it and putting smiles on people's faces. That makes my day.





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# Strong U.S Dollar Means It's a Great Time to Buy or Sell at Okotoks Auction!


41 years is a long time. Imagine the changes that have gone on in the Automotive and Collector Car world in that time. Back in the 70's cars that were new then and considered nice cars but not spectacular are now considered very collectible. Okotoks Collector Car Auction President Jeff Hill says the collector car landscape is ever changing; "This is a golden era for specialty vehicles. What was once regular farm or work trucks from the 50's are now highly sought after and collectible while newer Halo cars are becoming very desired. Cars like the early Dodge Viper, Corvette ZR-1, Mustang, or many of the Japanese cars are winning favor. We are proud to be able to offer many of these types of Collector Cars."

Putting a sale like this together must be no small task yet in his fifth year as President, Hill says it is becoming more fluid, "I wouldn't ever say it's easy but we understand how to appropriately position cars in the sale as well as have meaningful discussions with sellers regarding price expectations. We are not running a Car Show, so our stuff

has to be legitimately for sale or we are just wasting everyone's time, including our own."

With a sale rate of over 70% last year and a very attractive inventory for 2015's May sale, the 41<sup>st</sup> Annual sale is looking very promising, "Coming off a record year in 2014, and coupled with our TV show production of the sale, we expect 2015 to be a terrific year. With the U.S dollar so strong we can expect a good contingent of U.S buyers as well as many of our Canadian bidders buying Canadian cars as the inventory south of the border is now too cost prohibitive," adds Hill. "We have world class cars here and a world class car culture with some of the most knowledgeable people in the world right here in Alberta and we are proud to be their go-to Auction House."

This year's Okotoks Collector Car Auction is held from May 22 – 24 at the Okotoks Rec Center, Rain or Shine. There is still time to consign your classic at okotokscarauction.com or 403-272-8348.




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# MEMBER CLUBS

*If you are looking for a club in your area or a club with a particular focus, you should find it here.  
For the most up to date list visit [www.svaamembers.info](http://www.svaamembers.info)*

## **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  
1380 Avenue & 127 Street  
St. Albert, AB  
Phone: 780-940-2641

## **Alberta Pioneer Auto Club**

Second Tuesday 7:30 pm Sept - June  
Aerospace Museum  
Calgary, AB  
Phone: 403 247-8638

## **Alberta Post War Car Club**

Memories Funeral Chapel  
13403 St Albert Trail NW  
Sherwood Park, AB

## **Alberta Region of Packards International Motor Car Club**

Third Tuesday, 7:30 pm Sep - Jun  
Various locations  
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: 403-932-2675

## **Bonnyville Gear Grabbers Car Club**

Irregular  
Agricultural Society  
Bonnyville, AB  
Phone: 780-815-1980

## **Calgary Firebird Club**

Last Tuesday 7:00 p.m.  
Calgary Motor Products  
Calgary, AB  
Phone: 403-686-6048

## **Calgary MG Club**

Second Tuesday 7:30 pm  
606 - 38 Avenue NE  
Calgary, AB  
Phone: 403 281-0363

## **Calgary Plymouth & Friends Car Club**

Varies  
Denny's on 16 Avenue NE  
Rockyview County, AB

## **Canadian Vintage Motor Cycle Group: Rocky Mountain Section**

Third Tuesday, 7:00 pm  
Chapelhow Legion  
#284 606 - 38 Avenue NE  
Calgary, AB  
Phone: 403 293-4105

## **Central Alberta Mopar Association**

Second Tuesday, 7:00 pm  
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: 780-352-6949

## **Chipman Car Crafters Car Club**

Second Tuesday at 7:30 p.m.  
Chipman Town Office  
Chipman, AB  
Phone: (780) 363-2324

## **Coaldale Custom Cruisers**

Second Wednesday at 7:30 pm  
The Hub 2107 - 13 Street North  
Phone: 403 330-4598

## **Cold Lake Cruisers Car Club**

Second Monday at 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 at 7:00 p.m.  
Member garages  
Medicine Hat, AB  
Phone: (403) 526-0545

## **Didsbury Car Club**

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

## **Diablo's Car Club**

Thursdays, 7:30 pm  
Member garages  
Airdrie, AB  
Phone: 403 512-5896

## **Didsbury Car Club**

First Wednesday, 7:00 pm  
Didsbury Museum  
Phone: 403 994-0845

## **Edmonton Antique Car Club**

First Wednesday at 7:30 p.m.  
Northern Alberta Pioneers & Descendents  
Association  
9430 - 99 Street  
Edmonton, AB  
Phone: (780) 465-4041



**Edmonton Thunderbird Club**

Third Tuesday, 7:00 pm, Sep - Jun  
Chateau Louise Conference Centre  
Phone: 780 955-5506

**Elk Point Auto Club**

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

**Foothills Model T Ford Club**

Fourth Wednesday, 7:30 pm  
Sep - May excluding Dec  
Aero Space Museum  
Calgary, AB  
Phone: 403 540-2093

**Foothills Street Rod Association**

Second Monday at 7:00 p.m.  
www.fsra.ca  
Calgary, AB  
Phone: 403-259-4764

**Ford Central Club**

First Wednesday at 7:00 p.m.  
MGM Ford Lincoln  
Red Deer, AB  
403-505-9811

**Just Kruzin' Specialty Vehicle Club**

Second Tuesday at 7:30 p.m.  
Lloydminster Exhibition Grounds  
Lloydminster, AB  
780-205-2154

**Lebarons Car Club**

Last Tuesday at 6:00 p.m.  
Member garages  
Lethbridge, AB  
403-328-2923

**Lloydminster Auto Club**

First Wednesday at 7:30 p.m.  
Heritage Bldg. Weaver Park  
Lloydminster, AB  
780-871-2553

**Medicine Hat Vintage Vehicle Club**

First Wednesday at 7:30 p.m.  
Veiner Centre  
225 Woodman Avenue SE  
Medicine Hat, AB  
403-527-3678

**Mountain View Pistons Vehicle Club**

First Wednesday, 7:00 pm  
Smitty's Restaurant  
Olds, AB  
Phone: 403 559-7140

**Nifty Fifty's Ford Club of Calgary**

Second Tuesday, 7:00 pm  
Advantage Ford  
Calgary, AB  
Phone: 403 374-0653

**Peace Classic Wheels**

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

**Ponoka Piston Poppers**

First Tuesday at 8:00 p.m.  
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

**Prairie Motor Brigade**

Second Saturday at 9:30 a.m.  
Smitty's in Airdrie  
Crossfield, AB  
Phone: 403-823-0333

**River City Classics Car Club**

First Wednesday at 7:00 p.m.  
High River Agricultural Museum  
High River, AB  
Phone: 403-652-7226

**Southern Alberta Antique & Classic Auto Club**

First Tuesday at 7:30 p.m.  
Atco Gas Auditorium  
Lethbridge, AB  
Phone: 403-380-4825

**Southern Alberta Drag Racing Association**

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

**St. Albert Cruisers**

Second Wednesday at 7:30 p.m.  
St. Albert Inn  
St. Albert, AB  
Phone: 780-499-5546

**Stampede City Model A Ford Club**

Second Wednesday at 7:30 p.m.  
Club Garage  
Calgary, AB  
Phone: 403-282-9655

**Studebaker Drivers Club, Foothills Chapter**

First Tuesday at 7:30 p.m.  
Austrian Canadian Club  
Calgary, AB  
Phone: 403-247-0581

**Sylvan Lake Customs & Classics**

First Wednesday at 7:00 p.m.  
Legion Hall  
Sylvan Lake, AB  
Phone: 403-887-7047

**Taber Corn Country Cruisers Club**

Second Tuesday at 7:30 p.m.  
Taber Legion  
Taber, AB  
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

**Touring Tin Car Club**

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

**Vegreville Iron Runners Auto Club**

First Wednesday at 7:00 p.m. except Jan & Aug  
Vegreville Historical Society Museum  
Vegreville, AB  
Phone: 780-632-4279

**Vintage Sports Car Club of Calgary**

Second Wednesday at 7:00 p.m.  
Austrian-Canadian Club  
Calgary, AB

**West Central Alberta Classic Club**

First Thursday at 8:30 p.m.  
Athabasca Valley Hotel  
Hinton, AB  
Phone: 780-223-0974

**Western Wheels Classic Auto Club**

First Wednesday at 7:00 p.m.  
March to October  
Tamarach Inn  
Rocky Mountain House, AB  
Phone: 403-845-2335

**Wildrose Rod & Custom Car Club**

Third Tuesday, 7:30 pm  
Shagannapi Community Hall  
2516 - 14 Avenue SW, Calgary  
Phone: 403 540-2486

# 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. To advertise your club events here and on the SVAA website visit [www.svaalberta.com](http://www.svaalberta.com) or call Dave Scragg at 780-962-8430.***

## **May 1**

A&W Cruisin' The Dub Show'n'Shine at Junction of Deerfoot & Glenmore. See you here every Friday night of the driving season.

## **May 1 - 2**

The Original CAVAC 45th Annual Red Deer Swap Meet, Fri. 3 pm – 9 pm; Sat 8 am – 4 pm, Westerner Park, Red Deer. Art Burgess 403-358-4404 or 2015cavacswapmeet@gmail.com

## **May 2**

SVAA Annual General Meeting 12.30 pm at CAVAC Original Red Deer Swap Meet, Westerner Park, room TBA. For more information, visit the [svaalberta.com](http://svaalberta.com)

## **May 6**

Show'n'Shine at Grey Eagle Casino in Calgary every Wednesday for the driving season.

## **May 9**

Didsbury Show'n'Shine 2015 by Didsbury Car Club on Main Street. Registration at 8:00 am, \$10 fee. Show 8 am – 5 pm. Charity: Essentials For Our Community. Show'n'Shine, 100' Shoot Out, Burn out Box, Portable Dyno, FMX Bike Jump Show & Motorcycle Show'n'Shine hosted by Rural Ride for Dad. Semi trucks welcome. Call Gil at 403-994-0845.

## **May 23**

4th Annual May Madness Car Show'n'Shine Fundraiser for STARS Air Ambulance; starts 9:00 am at NAIT Souch Campus, 7110 Gateway Blvd. Come participate and see the vehicles, the passion for cars and community. Call Nichole Olenek [maymadnesscarshow@gmail.com](mailto:maymadnesscarshow@gmail.com)

## **May 23**

11th Annual Vintage, Classic & Specialty Vehicle Show & Pancake Breakfast by Innisfail & District Historical Society, 6 categories People's Choice awards; prize draws during event. Pancake breakfast 8:30 am – 11:00 am; opens at 8 am. First 10 pre-registered drivers receive free breakfast. Pre-registration by phone & e-mail. Unregistered? Go to gate until 10:30 am. Categories: Best of Show, Best Classic, Best specialty, Best over 25 years, Best over 50 years, Best non-classified (not for highway use). Lawrence Gould at [lgould@telus.net](mailto:lgould@telus.net), 403-227-1883, 403-302-2694, Fax: 403-227-2901

## **May 22 - 24**

41st Annual Okotoks Collector Car Auction. Preview Friday 6:00 pm – 9:00 pm, Sat open 9:00 am, sale 10:00 am. 403-938-4139, 403-272-8348, [info@okotokscarauktion.com](mailto:info@okotokscarauktion.com), [okotokscarauktion.com](http://okotokscarauktion.com)

## **May 24**

Coaldale Custom Cruisers Show'n'Shine at Baker School. Registration 10:00 am to noon, \$10, spectators free. Show 12:00 – 4:00 pm. Charities: Coaldale Food Bank & Christa Spahmann Memorial Fund. Call Gary Klassen at 403-330-4598, [garyklassen@shaw.ca](mailto:garyklassen@shaw.ca) or Peter Spahmann at 403-345-4911

## **May 31**

23 Annual Autorama Show'n'Shine by St. Albert Cruisers. Main parking lot across from City Hall. Starts 10:00 am. Over 200 classic/street rods; silent auction, raffles, hula hoop contests, vendor area, swap meet, food, \$10 entry; goodie bags and prizes. See Facebook for up to date information. Call Alex Gavinchuk 780 499 5546, [newageretro@hotmail.com](mailto:newageretro@hotmail.com)

## **May 31**

Calgary Firebird Club's Annual Charity Show'n'Shine at MacLeod Trail Hooters. Registration \$10 starts at 9:00 am. Show 10:00 am – 3:00 pm. Charity: Children's Wish Foundation. Dave Holmes, [bandit77@shaw.ca](mailto:bandit77@shaw.ca)

## **June 7**

Chipman Car Crafters Annual Show'n'Shine; registration 9:00 am – noon, \$10. Show 9:00 am; trophy presentation 4:00 pm. Pancake breakfast at 9:00 am, Ukrainian food all day. Entertainment, 50/50 draw, gate prizes. Local charities supported. Alfred Zips at 780-363-2324 or [lzips@mcsnet.ca](mailto:lzips@mcsnet.ca)

## **June 13-14**

History Road - The Ultimate Car Show by Reynolds Alberta Museum. Highlights best of more than century of automotive history. Stunning chronological lineup of cars from 1900 to 2014. Featuring rare vehicles from Reynolds-Alberta Museum and enthusiasts across Alberta. Any year welcome; daily "through the decades" vehicle parades; great prizes. 11:00 am - 4:00 pm. 780-361-1351 or [melissa.daoust@gov.ab.ca](mailto:melissa.daoust@gov.ab.ca)

## **June 19 – 20**

Just Kruzin Show'n'Shine, Lloydminster Drive In. Registration 9:00 am – noon; no fee. Show 10:00 am – 4:00 pm at Servus Credit Union. Charity is Rescue Squad. Dave Rieger at 780-875-1660 or [rieger@telusplanet.net](mailto:rieger@telusplanet.net)

## **June 19 – 21**

Brits Best Classic Show'n'Shine MG Car Club of Calgary in Radium, BC. Registration 9:00 am, \$45, [britsbest@calgarymgclub.org](mailto:britsbest@calgarymgclub.org) or [calgarymgclub.org](http://calgarymgclub.org)

## **June 19 – 21**

46th Annual Western Canada Rod Run by Touring Tin Car Club, Tunnel Mountain Park. Reg'n (2 adults) \$75. Charity: Town of Banff Campership Fund. Call Darryl Tricker (Registrar) at 780-662-4409 or [registration@touringtin.ca](mailto:registration@touringtin.ca)

## **June 20**

Annual Show'n'Tell Show by Antique Willys Association in conjunction with Mountain View Pistons. Registration starts at 9:00 am, \$10. Show 10:00 am – 3:00 pm. Donna geekie@ucalgary.ca We specialize in Willys vehicles built 1940 – 1970.

## **June 20**

Mountain View Pistons 10th Annual Show'n'Shine, Olds. Registration 8:00 am, \$10. Show 10:00 am - 4:00 pm. Charities are supported. Contact Neil Morrow [2morrow@dmlfabrication.com](mailto:2morrow@dmlfabrication.com), 403-559-7140 or Gary Rock [gerock@gmail.com](mailto:gerock@gmail.com) 403-586-4998

## **June 20**

Red Deer All Ford Day Show 'n' Shine at MGM Ford, 3010-Gaetz Ave. Registration 9:00 am, \$10. Show 10:00 am – 4:00 pm, awards at 3 pm. \$10. Call Allan at 403-304-8425 [allanbidyk@gmail.com](mailto:allanbidyk@gmail.com)

## **June 20**

Al Azhar Shrine Centre Show'n'Shine by Al Azhar Shriners at 5150 - 101 Street N W, Calgary. Trevor Landage, 403-982-5984, [trevorlandage@shaw.ca](mailto:trevorlandage@shaw.ca)

## **June 20**

Annual Show'n'Shine, at Antique Sale in Fort Macleod by Historic Main Street. Everyone welcome. Ted Buzunis [bill@billjenkins.ca](mailto:bill@billjenkins.ca) 403-308-2020

## **June 21**

Father's Day Show'n'Shine 8:00 am – 3:30 pm by Vegreville Iron Runners Auto Club, Agricultural Society Fair Grounds. Registration 8:00 am – noon, \$10. Demo Derby, Model Train Display, Lawn Mower Races. [sawss@telusplanet.net](mailto:sawss@telusplanet.net). Contact William 780-632-2793 or 780-632-9971, [Vegironrunners.ca](http://Vegironrunners.ca)

## **June 21**

Alberta Iron Indians ALL Pontiac Show'n'Shine at ABC Country Restaurant, Calgary. Registration at 9:00 am, \$10. Show 9:00 am – 4:00 pm. Charity: Veterans Food Bank. Bill Hunter 403-650-5009.



June 21

All GM Show'n'Shine by Alberta Iron Indians Pontiac Club, Edmonton at Ron Hodgson GMC, St Albert, 10 am – 4 pm. For GM vehicles & those with GM power plants. Multiple classes, trophies for all winners. Shawn firehawkconsulting@hotmail.com

June 28

Ukrainian Village Annual Vintage Day at Ukrainian Cultural Heritage Village 25 minutes (50 km/30 miles) east of Edmonton on Highway 16. Register your vehicle; enjoy of cars, food, entertainment and history! To register, Christina Mandrusiak christina.mandrusiak@gov.ab.ca 780-662-3855 or 780-914-9093

July 1

Show'n'Shine at East Village Street Fair, Calgary. Classic & Vintage cars on display, music. Registration fee: Donation to East Village Flood Relief. Contact Brian at 403-262-6009

July 2 – 5

2015 International Meet by Southern Alberta Antique and Classic Auto Club. Starts 1:00 pm Thursday at Heritage Inn, Pincher Creek. Contact Byron 403-485-8501, bhmatlock@hotmail.com

July 4

Show & Shine 9:00 am to 4:00 pm, Coyote Flats Pioneer Village, Picture Butte Prairie Tractor Museum Denny Morgan dennyqh@gmail.com 403-328-9587

July 10 – 12

Hog Root Street Rod Run by Ponoka Piston Poppers. Starts at Ponoka Stampede Grounds. Registration \$75/vehicle. Free camping with registration, campfire Friday, Hog BBQ Sat evening, Breakfast Sunday morning. Contact Bob Kraft 403-783-4054 rwkraft@telus.net or Gene Holbert 403-783-5322 gnctoys@telus.net

July 11

5th Annual Gear Grabbers Classic Show'n'Shine by Bonnyville Gear Grabbers Car Club at Centennial Centre. Registration 9:00 am, \$10. Show 11:00 am – 3:30 pm. Dyno on site. Top ten vehicles win trophies. Contact Dennis Germain at 780-826-0724 or dgermain@homesinbonnyville.com or Don Serbu 780-573-8621

July 11

Sylvan Lake Customs & Classics Show'n'Shine at Meadowlands Golf Course 8:00 am – 3:30 pm. Registration \$15, 8:00 am – 1:00 pm. Silent auction, piston trophies. Gord Bredo 403-887-7047 or gordbred@gmail.com

July 18

Antique & Specialty Vehicles Show'n'Shine by Lloydminster Auto Club, 9:00 am at Lions Park across from Lloyd Mall. Contact Marvin Kryska 780-745-2545, mkryskanw33@gmail.com

July 18

Show'n'Shine by Vintage Sports Car Club of Calgary starting 10:00 am Stanley Park, Calgary. Contact Peter MacFarlane macfarlpeter@telus.net 403-282-3558

July 25

Hooked on Classics Show'n'Shine by Western Wheels Classic Auto Club in Rocky Mountain. House. Registration \$10; show 9:00 am – 3:30 pm. Ron Mclean 403-844-5803 or Dick Edwards 403-845-5227.

July 27 – Aug 2

Alberta SuperRun web site for 2015 is now live. Visit rocknreddeer.com

Aug 1

11th Annual Main Street Crowsnest Show'n'Shine by Crowsnest Pass Wheel Nuts. Registration 11:00 am, show 11:00 am – 4:00 pm. Contact Brian 403-563-3844 brian.macfar@gmail.com or joni.macfar@gmail.com 403-563-7725

Aug 2

Meltdown Show'n'Shine by Dropsicles Car Club at NAIT Souch Campus. Reg'n 9: am – noon; \$20. Show 9:00 am – 4:00 pm. Charity is Alberta Cancer Foundation meltdown@dropsicles.com

Aug 4 – 8

19th Rock'n'August by St. Albert Cruisers. Don't miss it!

Aug 7 – 9

Pioneer Acres 46th Annual Show & Reunion, Irricana. Featuring Massey-Harris equipment.

Aug 8

Show'n'Shine at Nose Creek Park by Time Travellers Car Club, Airdrie. Registration 8 a.m, \$10/car. Show 10 am – 4 pm. Spectators asked for food bank donation. Suze timetravellers@hotmail.ca 403-921-5053

Aug 8

Cypress Rod & Custom Car Club's 29th Annual Car Show at Medicine Hat College 10:00 am – 4:00pm. Registration 10:00 am, \$20. Charities: Kids School Lunch Fund & Medicine Hat Women's Shelter. Contact Les McKelvey at 403-526-0545 lesmck@yahoo.ca Ron Beauchesne 403-526-1574 aaglass@telus.net

Aug 9

Porcupine Hills Classic Cruisers Show'n'Shine, Centennial Park, Claresholm. Registration 8:00 am – noon; \$10. Show 12:00 – 4:00 pm; vendors, beer gardens and music. Contact Dave 403-625-6023 or o57sky@hotmail.com

Aug 16

15th Annual Show'n'Shine by Cold Lake Cruisers Car Club. Registration 10:00 am, \$10. Show 12:00 – 3:00 pm. Charity: Cold Lake Emergency Food Bank. Contact Lance 780-639-3084 or efroe44@yahoo.ca

Aug 17 – 27

RXN Classic Rides; aggressive 10 day cruise; 8 -10 hours/day starting 6:00 am in Beaverlodge. Open to everything. Stops have camping/lodging. Each person to arrange accommodation. Contact Ryan Rexin 58rocket88@gmail.com, 780 942-3239, Cell 780 993-3119

Aug 22

Mopars Only Show'n'Shine by Central Alberta Mopar Association at Parkland Mall, Red Deer. Registration 9:00 am, \$20, show 9:00 am – 4:30 pm. Charity: Red Deer Food Bank. Contact Jim Brown 403-396-1550 or Robin Larsen 403-302-0260 robinoutdoorsrv@yahoo.com

Aug 22

Peace Classic Wheels Street Spectacular Show'n'Shine with Fairview's "Summer End Festival" on main street. Registration 9:00 am, \$20. Show 11:00 am to 4:00 pm. Vern Zumbusch at 780-835-0544 or Ron Rauckman at 780-835-5413 or Elain Zumbusch at 780-835-4674 facebook.com/peace.classics, zummy1@telus.net

Sept 12

Alberta Iron Indians Pontiac Club Edmonton All Pontiac Show'n'Shine, Don Wheaton Chevrolet Buick GMC, 10727 82 Ave. For Pontiacs only. 10:00 am – 4:00 pm. Multiple classes, trophies for all winners. Contact Shawn firehawkconsulting@hotmail.com

Sept 12

Annual Show'n'Shine in Hinton by West Central Alberta Classic Car Club. Registration 10:00 am, show 10:30 am – 4:30 pm. Contact Ron jbrookes@moradnet.ca

Sept 12

Grease Ball Bash Show'n'Shine by Diablos Car Club at Thorncliffe Community Centre, Calgary. Registration 10:00 am by donation. Show 10:00 am – 5:00 pm. Contact Keith 403-512-5896, Jeremy 403-471-9296, Spock 403-797-0921. This is a family friendly event.

Sept 13

Annual Cochrane Show'n'Shine Cochrane Classics Car Club, facebook.com/cochranecclassics or Ray Kaczmer 403 932-2504

Sept 20

Super 8 Shawnessy Show'n'Shine, Calgary; starts 11:00 am. Raffles, prizes, & games. Charity: Make-a-Wish. Monica Bittner 403-254-887, 403-710-6688, super8calgary@shaw.ca

Sept 27

River City Classics Car Club presents 13th Annual Show'n'Shine 10:00 am – 4:00 pm. Contact Brian Chipchase, bc7226@telus.net, rivercityclassics.com

Oct 7 – 10

Hershey Swap Meet, Hershey, PA. October 7 – 10, 8:00 am – 4:00 pm daily. Contact Hershey Region: Antique Auto Clubs of America, hersheyaaca.org

Oct 10

Quick Times Swap Meet at Westerner Park, Red Deer.

Oct 10

SVAA Information Meeting at 12.30 pm, during the Quick Times Swap Meet, Westerner Park in the Trail Blazer Room. Visit svaalberta.com

# T-Boned By a Moose

*Garry Cooper, St. Albert AB*

In my long and somewhat adventurous life, I've had my share of "close calls." Some have been with a motor vehicle and some, I must admit, have been because of my own stupidity. But an incident in January while driving with my wife Donna in our 2008 Cadillac SRX (first generation) SUV shook us up pretty good. We were T-boned by a ¾-ton moose. And lived to tell about it!

On average, in Alberta, six motorists are killed annually by collisions with moose, mostly; some with large deer. This was one of the statistics I discovered by combing through the Internet. If this story seems off-topic for a specialty vehicles magazine, it isn't, really, and I'll tell you why: The moose crash would have been much worse had we been summer cruising in our 1952 Pontiac convertible. Probably fatal for me, at least. The moose's huge head would have collapsed the ragtop's windshield. I'd likely have been decapitated as the animal flipped over into the back seat. Its kicking feet would have possibly killed us both as the critter regained its feet in an effort to get out from paying cab fare.

In a recent report, Canada-wide, some 50 drivers and passengers died in one year and thousands were injured in collisions with wildlife. Other fascinating facts: Some 60,000 Canadian motorists collided with deer in a recent survey year. That's twice the number from a decade ago. A State Farm Insurance Company report places the annual over-all costs for auto repairs (or replacements), injuries etc., at \$400,000,000. The province of New Brunswick is best known for its problems with moose and automobile collisions. The moose population in recent decades has climbed to 120,000 to 150,000 animals. The human population is only 740,000. Its square mileage is less than 28,500. New Brunswick has the highest moose density in all of North America. In 2010, there were 783 serious motorist collisions with moose, increased from 726 the year before. People consider it suicidal to drive wilderness roadways after dark. So dangerous is the situation, New Brunswick has a Save Our People Action Committee in place to demand highway fencing in high-danger areas. The province recently spent \$1.5 million on a computerized system that would activate warning lights if sensors

detected moose on or near the highway. The system has been plagued by problems and seldom works.

The most complete study of wildlife collisions has been done by the Insurance Corporation of British Columbia. In that province, there were 52,359 collisions in northern B.C. between 2006 and 2010. Every year in B.C. some 384 motorists are injured. Total costs amount to \$240 million. The ICBC report for the 2006-2010 period lists 3,565 collisions with moose while 10 times as many hits were on deer. In addition, 1,659 smash-ups were with bears, 1,239 were with elk and 32 were caribou. Ontario leads with deer collisions, about 14,000 in 2008. Nation-wide, 9 out of 10 deer collisions are with white-tails.

In my accident, I literally did not know what hit me. The road was clear, then the windshield exploded in my face. My lips and teeth were filled with sand-like grits of glass. Fortunately, I was wearing sunglasses. I now recommend we all wear driving glasses for obvious reasons. Donna and I have had our close calls with moose and deer on the rural roads over the years. For years we've warned visitors to our acreage to "watch out for deer" on their drives home after dark. Now it's "watch for MOOSE and deer." For years, too, we've reduced our driving speed along roads we know can be dangerous to "not more than 80 km." Like bush men, we can spot wildlife much more quickly than our city friends. But neither I nor Donna saw this moose as it galloped along a cutline, down into the ditch and up on the two-lane Secondary Highway 779, about 10 kilometres north of Stony Plain (a bedroom community west of Edmonton. We had driven only five kilometres from home on our acreage near Calahoo, AB.

The huge bull moose that had shed its massive antlers just days or weeks earlier, T-boned us less than two feet in front of my face. Those big animals can reach speeds of 35 mph at full lope, equal to the speed of racing thoroughbred horses. We first saw the animal after stopping and looking back. There he stood in the ditch, head low and obviously dazed before he slowly picked his way back into the forest, apparently unhurt. Hope we gave him a splitting headache! And, gladly, we were not on a summer's day cruise with our '52 Pontiac convertible.



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# Beatnik Bus

*Randy Poch, Calgary AB*



Kristin Poch has always had a dream of having a vintage and vinyl music store. Selling LP records and vintage 60's collectables was something that Kristin always wanted to do. Both Kristin and her older sister Stephanie have always been involved with listening to 60's music. Their dad Randy Poch had a juke box in the basement along with 1000's of LP records that he had been collecting since he was a teenager.

Realizing that opening a retail store would be too big of an expense, the next best thing would be to go mobile. Word was out, everyone involved in the Poch world began the search for a mobile vehicle, be it a Postal Truck, Ambulance, Cube Van or old School Bus. When Rob (Sparky) Smith emailed that he had found the perfect vehicle, a 1990 Ford Econoline 350 handy bus, Kristin's dream was starting to become a reality.

The bus was bought, Kristin and Stephanie formed a company, came up with a name "The Beatnik Bus" and the fun began. Sparky's Fix All shop has become the home of the Beatnik Bus over the last few months. The Bus Boys –Rob Smith and Randy Poch began demolition

and construction on the vintage 1990 Ford. Seats were removed, parts of the floor reconstructed, wheelchair lift and air conditioner unit removed. The ignition column had to be replaced and a hole in the fiber glass roof had to be repaired. A call was sent out looking for a master body man capable of fixing the hole in the roof.

The hole in the roof was fixed by Fiber Glass Man, alias Marv Bidlock came to the rescue. The flooring was put in, sound system by Jordon VanDyke of dbi, shelving was built by Josh Goldenberg and Ian Leadbeater. Lots of TLC was





taking place at Sparky's Fix All Shop. Stephanie sourced a friend, Jessica Englund to help with the branding and graphics of the bus. Security had to be addressed, and again Sparky (If I can't break in then no one else can either) came to the rescue.

The Beaknick Bus will be ready for business this summer. Playing music and selling vintage vinyl, Kristin plans to attend car shows, music festivals, street fairs and Calgary Stampede in 2015.

This summer if you see The Beatnik Bus, please drop in, say hi, browse through the 1000's of records and enjoy the atmosphere. A purchase would be much appreciated and if you have any old vinyl laying around please bring them by (donations welcomed).

Thanks to Warren Rogalsky for driving lessons and special thanks to Rob Smith. Without your help this project would never have happened.





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