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EXECUTIVE TEAM

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harry@svaalberta.com / 403 394-6486

NORTH VICE PRESIDENT

Paul Gordash
paul@svaalberta.com

SOUTH VICE PRESIDENT

Les McKelvey
les@svaalberta.com

SECRETARY

Ted Lobley
ted@svaalberta.com / 403 681-0001

TREASURER

Jim Herbert
jimh@svaalberta.com / 403 241-2218

DIRECTORS

Al Riise
al@svaalberta.com / 403 274-4474

Orest Lazarowich
orest@svaalberta.com

Bob Bownes
bob@svaalberta.com

Warren Rogalsky
warren@svaalberta.com / 403 280-9332

Earl Clements
earl@svaalberta.com

Bill Hunter
bhunter@svaalberta.com

Don Cooper
don@svaalberta.com / 403 934-0041

Dave Scragg
dave@svaalberta.com / 780 940-2641

Jess Smith
jess@svaalberta.com

SVAI DIRECTOR

Vacant

NAACC DIRECTORS

Warren Rogalsky
warren@svaalberta.com

Jim Herbert
jimh@svaalberta.com

ADVERTISING

Randy Poch
albertarides@svaalberta.com
403 680-6058

EDITOR

Farin Manji
farinmanji@gmail.com

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PRESIDENTS MESSAGE

Summer is a great time of year for the auto enthusiasts. The weather is hot and dry (usually) and the car shows are in full swing. The SVAA likes to participate in shows with our magazine, Alberta Rides. If you receive a copy we would love to hear your feedback. Likes, dislikes and suggestions are always welcome. Please email, call or talk to one of our directors.

Thanks to our regular contributor Garry Cooper, we have an article on a different sort of race, one without wheels. Did you know that a team of two can completely assemble a V-8 engine and have it running in less than ten minutes? In another article he explains the evolution from the auto mechanic to the auto technician. If you think they are the same thing just look under the hood of a new vehicle. What's next, driverless cars?

Please check out the article on tire aging. If tires have tread and air we may think they are good to go, but this is not necessarily the case.

Vegreville is a small community in east central Alberta and they hold a Father's Day show that is second to none. They include a wonderful variety of exhibits that include interests for young and old. This and much more great reading inside, enjoy!

Keep on touring,

Thank you for your support,

Harry Bullock, President, SVAA

Cover Image Credit:
Mark Weston, Sheep River Photography

Battle of the Technicians

Garry Cooper, St.Albert AB

Car guys will make a race out of pretty much anything with wheels on it – or not. And crowds will gather round to watch. That's how it was when the Battle of the Technicians was first staged at Calgary's World of Wheels (WoW) four years ago. "It was our first year and when we opened, the crowd was lined up to fill the bleachers," says Battle of the Techs presenter, Zane Southgate, whose Zeebs Performance Restoration Inc. produces the "engine race" that has been revving up into a popular show'n'shine attraction in the Calgary area.

Two teams of two are each assigned one small-block Chevy engine. Bare blocks are on engine stands each with 192 parts waiting on benches. The bell sounds and each team assembles their engine as the clock ticks. The first team to get the complete engine to turn over, fire and run smoothly, wins. And the contest gets as exciting, almost, as car races with wheels on, particularly when the teams are running "neck and neck."

World of Wheels didn't know what to expect of that debut show, but when they saw high fan interest, a World of Wheels director approached Southgate saying: "You're able to come back next year, aren't you?" And so it began. The competition came to be in 1996 with Zane, his father, Brian and hot-rodders in Saskatoon. They began prototyping the Battle of the Techs at Saskatoon's Draggins Rod & Custom Car Show with 302 engines, later going to 2002 Chevy V8s. Getting Calgary's first Battle together was not easy. Zeebs (nickname for Zane) approached the city's high school automotive classes for teams, but they declined, only to jump on board enthusiastically since then.

Zeebs assembled six teams the first year with an opening for eight for the two engines he had brought down from the S'toon show. One was independent, another from Saskatoon and one from the Calgary Mustang Club. Others were prepped and sponsored by SAIT's Automotive Pre-Employment program, "In that first year most of the kids from the SAIT program had never touched an engine. They weren't at that point in the curriculum" recalls Zeebs. "In that first year, the assembly times were 18 minutes. Then, very quickly, they were getting it down to 10, and by the

final, the winner marked a 7:52, a best time that stands today." The difference is that, in the first year early 305 engines were used. The next year Zeebs went to 1992 305s with rolled lifters and studded oil pans. With 12 additional parts, best times are in the 9- minute range. Some practice run times are down to the 8-minutes range. "The competition is so close now that we've had some races that were separated by only 4.5 seconds; we have to time in milliseconds now to find our winners" says Zeebs.

Zeebs lucked out that first year in finding prize sponsorship with a client donating iPads for the top teams. Every year sponsorship has come from dealerships, some of whom are also providing teams for the Battle. SAIT's Pre-Employment Program is solidly behind the event, providing team entry fees as an incentive to enter. That first year there were 10 teams vying for six spots, the next year it was 16 teams for eight spots and this year it was 18 teams for six spots. They aren't "two-man" teams either – two-women teams (one earning third place) and co-ed teams have entered.

The World of Wheels event is not the only Battle of the Techs. Zeebs has organized a summer out-doors series, featured at show'n'shines in Calgary and region. What's more, the 38 year old street rod specialist is open to expand into Central Alberta, if he's invited. "Our goal is to get the passion back into our hobby."

Zeebs proudly relates the testimonial of one young man who entered Battles until he won, "I'd just been sitting on my mother's couch at home, wondering what I was going to do with my life when I happened to watch the Battle at the World of Wheels show." He is now employed at a BMW service shop in Calgary. This enthusiasm, this passion is catching on big time with dealerships in the Calgary area. They are coaching their own teams for the World of Wheels or summer shows, and they are eagerly kicking in sponsorship prizes. They see value in the Battle of the Technicians program; a program that – with the Saskatoon program – appears to be a one-off production in all of North America.

At the end of the day, car buffs love a good race. Even if they're just engines without wheels.



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What is SVAI?

Norm Flanders, Calgary AB

SVAI is the shortened name of the Specialty Vehicle Appraisal Institute of Alberta. For an owner of a collector vehicle, or perhaps an insurance broker, or anyone who is interested in getting an accurate assessment of the value of a vehicle, SVAI is an important group to know.

Historically, valuing collector vehicles has been unregulated with no real published standards that had to be followed. As a result, the quality of appraisals and appraisers was extremely variable. We have all seen very good as well as very poor appraisal reports. This was not as important 15-25 years ago when collector vehicle values were in general much less. In order to improve the level of professionalism within the industry, SVAA formed a group, met with hobbyists, appraisers, and insurance industry and encouraged a group of appraisers to establish some standards; resulting in the formation of the similarly named SVAI. As a result, SVAI was formed almost 10 years ago.

We are a non-profit organization of volunteers who have donated their time and experience to establish some reasonable standards and guidelines relating to collector vehicle appraisals. Members now have guidelines for how to format a report and inspect vehicles. In addition, there are specific requirements for content of appraisal reports. We have generated an appraisal training manual and an accreditation process for appraisers who can generate a report that meets or exceeds our standards. In addition, we have created a code of ethics suggesting appropriate behaviour for collector vehicle appraisers. This code of ethics includes conflict of interest guidelines to protect vehicle owners and insurance companies. For example, if a restorer of a car has expended considerable labour and money to recondition the car, that same restorer should not also appraise that vehicle because of an obvious conflict of interest. If an appraisal is challenged by the insurance industry or in a legal forum, it is much easier to defend when no conflict of interest is present.

SVAI has also created guidelines for determining values of vehicle. Most of the time, the value of the car appraised should be "market value." In the event of a total loss of

the collector vehicle due to theft, fire, accident, etc., what is the cost of replacing that vehicle with something similar or equivalent? This does not necessarily mean replacing it with something identical. To find the value of an equivalent vehicle, one can refer to reference guides or find comparable vehicles in similar condition for sale. We do not always know what vehicles sell for but a close approximation is obtained by utilizing asking prices of equivalent vehicles.

Auction sales can be another valuable source of information but in many cases this value is limited because the condition of the cars sold at auction is usually not adequately provided and must be assumed by the appraiser. In the event of a very rare, totally restored, or extensively modified custom that is truly unique, finding true comparables may be impossible. In this situation, an estimate of value might be established by adding up the appropriate invoices for the custom and rebuild work, plus the value of the original vehicle thereby determining a "replacement value" of the vehicle. Replacement values tend to be higher than market values. Replacement values should only be used on very unique and custom vehicles for which there are no true equivalents and for recently completely restored vehicles showing no aging or wear. Once these vehicles are used and enjoyed, they will show some wear and tear; the likelihood of finding comparables is higher, therefore using a replacement value is not appropriate and market value should be used instead.

As a general rule, insurance companies prefer that an appraiser determine market value if possible. SVAI has worked very hard to establish guidelines and standards to help ensure you get a valid and quality appraisal report.

For more information, or if you would like to find an SVAI member in your area contact www.svai.ca

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Dr. Zeebs & New-Tech Street Rods

Garry Cooper, St. Albert AB

“Hello, Dr. Zeebs? We need to talk.” After my interview with Rob Dawson, program director for automotives at N.A.I.T.’s School of Trades, I felt I needed help. I was getting quite jittery about today’s and tomorrow’s) highly-sophisticated and computerized “family sedan” world bearing down on us mere mortals. Dawson says new automobiles are “diagnosed” now. Mechanics isn’t like the mechanics that we used to know. In fact, it isn’t even called mechanics. That world had evolved into something called technicians plugging into computers to diagnose and repair problems. It’s all moving rapidly toward something called Collision Prevention Technology, and motorists are being dragged along into it.

For young people of the digital world of iPads, iPhones, Twittering or whatever, there will be no problem adjusting. They’re loving it. But what about “old guys” like me, who struggle every Spring and Fall to re-set our “stupid” digital clocks at home? What about those who are trying to cling to “retro” days with our classic cars and hot-rods? Where’s our place in the “brave new world?” In the World of Wheels in Calgary I was impressed by an “Engine Race” competition for young aficionados of the V8 internal combustion engine. In teams of two, they are timed assembling a small block V8 of 192 parts – and they do it in an amazing 10 minutes or so, including starting and running to prove it was put together correctly. Called “Battle of the Technicians,” the show is run by Zeebs Performance Restoration Inc., of Chestermere, east of Calgary. Figuring that if anybody in the hot-rod world knew how to “tune me in” on the new high-tech automotives, Zeebs might be just the “doctor” that I need to ease my fears. So I Googled him.

Zeebs is a nickname for 38-year-old hot-rod specialist and builder Zane Southgate, a second-generation restorer of classic cars and builder of hot rods. He is of the Southgate family of Saskatoon. Zeeb began twisting wrenches at age 13 for his dad, Brian, who was a GM Grand Masters Technician. Zeeb inherited his passion for everything street rod. He took auto body apprenticeship training and enrolled at WyoTech at Laramie, Wyoming. In between those times, Zane worked at Canadian Tire automotive shop in Saskatoon and became service manager for Canadian Tire at Camrose.

The WyoTech experience, says Zeeb, was “where I got my refinement.” The Wyoming school is “highly respected”, and Zeeb graduated with high honors. He worked at a hot rod shop for a brief period in Kansas City before returning home. While at the Street Rods Nationals at Kansas City, in 2007, Zeeb met Calgary hot-rod customs shop owner, Ted Allen. They teamed up and two years later Zeeb bought Allen Customs opening the doors of Zeebs Performance Restoration Inc.

“Here I am now, at age 38, with 25 years’ experience in the business,” laughs Zeeb. Yes, I think that qualifies him as being my “doctor” of automotive advisor, and “Future Shock” shrink. After telling Dr. Zeebs about my concerns for the future of classic car restoration and street rodding, he figuratively patted me on the head and said, “there, there, it’s all good, it’s a very good thing for hot-rodding.” One can modify a hot rod with a new technology engine and transmissions for \$12,000 to \$15,000 and drive a modern day classic, the good doctor informed me. “Eight and 9-year-old cars today stand up better than a 9-year-old car of 15 years ago. These newer cars can go 200,000 kms or more without major events or repairs. With 2007 and newer power train technology, putting it into your ’57 Chevy is a good thing,” he assures.

Today’s computerize carburetion self-adjusts to atmospheric conditions providing optimum fuel mileage. Computers constantly tell the engine what to do. Zeebs says motorists through the first 115 years had workshops in their garages out of necessity because the family sedan needed constant attention. Now the new technology takes care of the basics; even telling us when it’s time to get an oil change. And installing new-tech power trains in street rod classics is the next stage. Zeebs tells of his Dad’s British collector car that he new-teched. It now gets 40 mpg, way better than the original carburetion. “When Dad goes on cruises with that car, he is the last to leave, helping club members whose cars are old technology and need fixing.” So now, high-performance, trouble-free hot-rod operation is in our future. Thanks, Dr. Zeebs. I needed that. I feel much better now.

They're Not Called Automotive Mechanics Anymore. And for Good Reason.

Garry Cooper, St.Albert AB

The future for the family car is inexorably moving from high-tech beyond – into science-fiction territory. Yes, the family sedan is getting out of control. At least out of control of the driver, who has been fingered as responsible for 90 per cent of automobile crashes. We drivers are the “loose nuts” behind the steering wheel, so high-tech engineers are working on technology that will relegate us to passenger status.

The new automobiles are loaded with computers, hundreds of sensors and cameras that already are dramatically changing, or recreating the car/truck daily drivers that are coming off the assembly lines. It has become so much more complex even for new car operators that they must study their owner's manuals as if preparing for final exams – and that's just to learn how to set up the multi-speakers radio sound system! The high-tech complexities make older generation fellows such as myself feel like comedian Rodney Dangerfield: “I tell ya, I don't get no respect!” But try to imagine how it must be for those who are tasked with instructing young men and women in the new automotive technology?

“It's challenging,” says Rob Dawson, program director for automotive technology at the School of Trades, Northern Alberta Institute of Technology in Edmonton. Challenging might be an understatement, for technological advances and refinements are coming so fast that AIT (Apprenticeship & Industry Training, Alberta) is having to update the automotive curriculums almost as fast as they can write it. “Keeping up with the technology in new vehicles is difficult. The diagnostics on vehicles is evolving constantly. Even entertainment systems have diagnostics to them; everything is linked together. One computer talks to another through something called CAN, which is a Controlled Area Network. It's a data bus. You can't be going in and fooling around with one area without affecting another. As a result, a lot of our time is spent studying diagnostics.”

We don't do what you'd call mechanicking; what you

and I would think of as mechanicking. Most everything now revolves around diagnostics. There's an element of computer control now on pretty much everything.” Dawson says there now are as many as nine computers in cars, and hundreds of sensors. “There will be sensors for all of the engine functions. Engine managements systems like throttle position sensors. Then there will be impact sensors that control your air bags; there will be sensors alerting you that a door is not closed, a window is not up. All those different things.” Now with the collision prevention technology, we have sensors that tell that you're out of the lane. For example, in 2014 Chevy trucks, if you don't signal and the truck starts to move into another lane, the steering wheel vibrates to let you know that something's not right. “Adaptive cruise control will have sensors that tell you how far ahead the vehicle in front of you is and to slow your vehicle down as you close up the gap until you change lanes,” explains Dawson. “And when the sensor sees there's nothing in front of you again, it will resume to the speed at which you had it set. “There's a steering position sensor in place if you have a traction control vehicle; the steering wheel has to be in a certain position so if the wheels vary to what the steering wheel sensor says, the car goes into skid control and applies brakes, or accelerates, or cuts power; it basically does what it needs to do in order to straighten the vehicle out.”

Clearly, the technological advancement these days is in “overdrive,” so to speak. The changes, and the demand to keep up with the auto evolution, admits Dawson, “is constant.” Our staff sometimes struggles because they have to go to upgrading sessions with Chrysler or Ford or GM once a year, at least.” Dawson adds that the NAIT training school has to have “a little bit of knowledge about every make and model. The diagnostic program interfaces are slightly different between Chrysler, Ford, GM, Toyota, Nissan. They all have their own diagnostic programs so really it's a matter of understanding how those work.” Automotive tech schools do not provide specialized training. “It's still broad principled education. We try to expose as

many students as possible to as many makes and models as possible. This causes a problem for us in acquiring the latest high-tech vehicles on which to work. "GM has been very good to us," says Dawson. "We've received in this past year six GM vehicles, 2014 and newer. If something gets damaged in shipping and it happens in this area, it will show up here as a donated vehicle for our students to work on. But, unfortunately, we do not have an awful lot of Ford products here. And we're struggling a little bit with the high-end vehicles, Mercedes, BMW, Porsche and Jags. And that's becoming a bigger part of the market as incomes go up."

Students from the NAIT Automotive Trades School are more and more in demand as the high-tech vehicles are marketed in the province. "In Alberta, you must be an apprentice or a journeyman to work. We have a pre-employment program in which we have 72 students run through that program this year, and that doesn't even cover the dent. I can see us expanding to four classes a year (of 24 students each) just to meet the demand."

Dawson says older journeyman mechanics who have jobs but are not keeping up with tech advances are coming up against restrictions from the auto makers. They cannot work on the newer vehicles if they aren't qualified to do so. It's becoming a constant learning process even for journeymen "wrench twisters". NAIT does not yet teach anything about electric cars, "But I can see it coming," says Dawson. "We have some training now on hybrid vehicles. Our major concern on hybrids is there are 600 volts on those batteries. You don't want to be fooling around with that stuff. You need to know what the hell you're doing. Safety training is a big part of the hybrid cars program."

More than 700 students attend NAIT automotive classes each year. Most drop-outs occur in the first apprentice year, but about 120 students get their journeyman papers each year. The way things are moving technologically in automotives, it isn't hard to imagine these once-called "Grease Monkeys" swaggering around in green scrubs, stethoscopes hung round their necks, peering under the family sedan hoods as they perform diagnostic "surgery." "Give it to me straight, Doctor, I can take it." Then the repair bill is presented, and you faint away.

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Tool Tourin'

Malcolm Fischer, Stettler AB



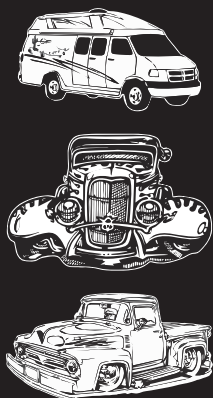
Well, long 'bout there in late April the Ol' Editor gits a notion. He thinks the ol' '38 is all ready fer the road. He thinks Big Valley is a nice half hour away. A good warm-up an' test run. An' he thinks it's dern near time he wuz takin' the awesome pieces Eric the Red gave into his protective custody some months before, an' git those pieces down ta Rodney "Toolman, Tubman" Miller fer thet fancy new tool museum under construction! So, when ya puts all thet together, he calls up Sir Rodney an' they decide ta "do lunch", an' away he goes. An' makes it all the way ta Big Valley! (By golly, the ol' Century purrs along at 65 jes' as sweet as c'n be, too!)

An' there with Rodney the Brave is Chef Extraordinaire Bill Smillie, an' they have the Ol' Boy take a look at some tools. O' course, they hasta run the Ol' Editor through the wringer, him tryin' ta guess what a few o' them obscure tools is, an' he gits none right. Not even one. Jes' like usual! An' now that Bakin' Bill an' Smilin' Rod has had their morning giggles at the Ol' One's expense (see them satisfied smiles above!), they all jumps in the '38 an' mosies over ta the

museum site. An' WOW! First impressions shore is dandy! Lookit below at the grand heritage style front on the tool museum, as the Tubman an' the Chef ponder the upcomin' summer, an' sittin' on thet grand front deck in the mornin' sun, an' tippin' a fine glass er two er three of ru ... er ... refreshment! An' even the ol' '38 McLaughlin Buick Century looks good in sech company!

An' inside is even more impressive! Ya c'n already picture the wondrous display! She's a grand arch style buildin' with 8 ft. high straight gyproc walls, which the local Reverend Allan Clark is doin' the crack-fillin' on. Top half'll be pegboard an' bottom half will be display cabinets, an in the middle areas, will be the mobile racks, 20 of 'em, thet Bill an' crew designed, cut pieces for, an' welded up, expert-like. These too will be set up as display areas.

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See here below, on the left is lookin' (west) toward the back of the 40 ft. X 96 ft. structure, with the excellent racks all parked an' ready ta work with. On the bottom right is lookin' east toward the building's front entry from main street, with Sir Rodney the inspector seated an' inspectin' Rev Allan's work, an Baker Bill overlookin' the scene ta break up the fight er ... intervene as needed. On the far left in that picture is the washroom area, an' on the right is a well-windowed room fer displayin' smaller stuff, an' fer more individualized close-up lookin'.

Tell ya whut, folks, y' know the Ol' Editor is a fussy ol' cuss, an hard ta impress. But he wuz surely impressed by all these goins-on. An' super-pleased that the CAVAC donation is being so well used. This will be fascinating, an' shows yet again what the Big Valley folks can do. They is known nationally, an' fer good reason!

Now, thet bein' said, lastly we mosied down ta Tanya's café on Jimmy Jock's Boardwalk, where the Ol' Editor, connoisseur of cheeseburgers, had about the bes' cheeseburger he's ever devoured! An' even Chef Billy agreed. The spuds (REAL pan fries!), the beans, the dill, an' what a burger. Jes' 'bout had ta hire a towtruck ta git the Ol' Boy out o' there. Only sad note wuz thet Smilin' Bill had snuck in earlier in the day an' slathered down the very las' date square, Sir Rodney's favourite treat. But, the Toolman seemed ta handle the abject disappointment with calm, an' said he'd hafta hang a whuppin' on Bill when he had more energy.

Drop round Big Valley when yer out fer a cruise. You'll be impressed too. A grand time, guys. Thank you.



Are Your Tires Tired?

Robert Bownes, Red Deer AB

Tires, tyres (across the pond), tarrs (south of the Mason-Dixon Line) refer to those hopefully round things under your ride. We all have them on our vehicles, unless you are into ancient farm tractors or rail roading!

Tires come in all sizes from less than 6 inches diameter to about 10 feet tall. Most tires are filled with air to give us help with that comfortable ride and handling we enjoy. Tires are made of rubber, steel and synthetic compounds designed to give us the performance needed for all the myriad of uses they are subjected to. The rubber and compounds age just as we do. Tires show their age by wear, cracking, leaking and worst case they will disintegrate unannounced.

Very dangerous at today's highway speeds. We take pride in our antique vehicles, sports cars and classics. Safe driving of those vehicles depends on your knowledge of the age and condition of your tires. Tire manufacturers and auto makers give tire life a range of from 6 to 10 years. Regardless of whether they were mounted and used, sat on the dealer's shelf or are properly maintained and cared for. Regular inspection for uneven wear, loss of air, lumps or bulges and crooked treads or cracks on the side walls is a must to maintain your tires.

Proper inflation, wheel alignment and balancing also improve the life of your tires. Heat from climate, running low air pressure or high speeds accelerates the aging of your tires. Determining the age of your tires is done by reading

the numbers molded into the sidewalls of the tire. Numbers are found on both the outside and inside of the tire. Tires made since 2000 have a 4 digit D.O.T. code. The first two numbers are the week when the tire was made, the next two indicate the year. A D.O.T. code of 1109 means the tire was made in the 11th week of 2009. Half of the tires made before 2000 (hopefully not yours) are hard to decode. Some tires made in the 1900's (not all) have a triangle after the code denoting the decade but a code of "328" could be from the 32nd week of 1988 or 1978.

While you are out there finding the age of your tires have a good look at the general condition and note any abnormal findings. If your inspection finds problems, attend to them as soon as possible. Remember you, your vehicle, passengers and other drivers rely on a safe sharing of the road.

Buying tires can be expensive. Ensure the new tires you buy are "fresh" and haven't been on the shelf for half of it's useful life. Ask your sales person to show you the D.O.T. code and explain the date of manufacture, this is important. Don't buy used tires as you have no way to tell what kind of service or abuse it has had. Ensure part of your tire check includes a look at the valve stems as well, and don't forget the spare. Your spare is made of rubber too and suffers the same aging failures.

Remember check your tires regularly and safe motoring!



Blow out on the highway: excellent tread, aged out with rotten valve stem and sidewall.

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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@svalberta.com

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*

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 p.m.

Sept to 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 p.m.

Sept to June

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 p.m.

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

Calgary Thunderbird Club

First Thursday, 7:30 p.m.

Royal Canadian Legion

9202 Horton Road SW

Phone: 403 254-5360

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: 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 p.m.

The Hub 2107 - 13 Street North

Phone: 403 330-4598

Cochrane Classics Car Club

Fourth Thursday at 6:00 p.m.

Cochrane A & W

Phone: 403 585-9887

Cold Lake Cruisers Car Club

Second Monday at 7:00 p.m.

A&W Cold Lake

Phone: 780 639-3084

MEMBER CLUBS

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

Diablo's Car Club

Thursdays, 7:30 pm

Member garages

Airdrie, AB

Phone: 403 512-5896

Didsbury Car Club

First Wednesday at 7:00 p.m.

Didsbury Museum

Didsbury, AB

Phone: 403 994-0845

Didsbury Car Club

First Wednesday, 7:00 pm

Didsbury Museum

Phone: 403 994-0845

Dropsicles

Last Wednesday at 8:00 p.m.

Tim Horton's

7508 Gateway Blvd

Edmonton, AB

Phone: 780 709-0093

Edmonton Antique Car Club

First Wednesday at 7:30 p.m.

Northern Alberta Pioneers &
Descendents Association

9430 - 99 Street

Phone: 780 465-4041

Edmonton Thunderbird Club

Third Tuesday, 7:00 pm,

Sept to June

Chateau Louise Conference Centre

Phone: 780 955-5506

Elk Point Auto Club

Second Wednesday at 7:30 p.m.

Magic Pizza

Phone: 780 724-2527

Foothills Model T Ford Club

Fourth Wednesday, 7:30 p.m.

Sep to 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

Phone: 403 505-9811

Just Kruzin' Specialty Vehicle Club

Second Tuesday at 7:30 p.m.

Lloydminster Exhibition Grounds

Lloydminster, AB

Phone: 780 205-2154

Lebarons Car Club

Last Tuesday at 6:00 p.m.

Member garages

Lethbridge, AB

Phone: 403 328-2923

Lloydminster Auto Club

First Wednesday at 7:30 p.m.

Heritage Bldg. Weaver Park

Lloydminster, AB

Phone: 780 871-2553

Medicine Hat Vintage Vehicle Club

First Wednesday at 7:30 p.m.

Veiner Centre

225 Woodman Avenue SE

Medicine Hat, AB

Phone: 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 p.m.

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 to 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

Edmonton Chapter
Phone: 780 471-6993

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

Time Travellers Car Club of Airdrie

First Friday
85 Eastlake Circle
Airdrie, AB
Phone: 403 921-5053

Touring Tin Car Club

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

V8less

Edmonton, AB
Phone: 780 910-6266

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 or call Dave Scragg at 780-962-8430.

Aug 1

11th Annual Main Street Crowsnest Show'n'Shine by Crowsnest Pass Wheel Nuts.

Registration 11:00 am, show 11– 4 p.m.

Contact Brian at 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.

Registration at 9:00 am – noon; \$20.

Show 9–4 p.m. Charity is Alberta Cancer Foundation; meltdown@dropsicles.com

Aug 4 – 8

19th Rock'n'August by St. Albert Cruisers.

Aug 7 – 9

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

Aug 8

Show'n'Shine at Nose Creek Park by Time Travellers Car Club; Airdrie, AB.

Registration 8 a.m, \$10/car. Show 10 – 4 p.m. Spectators asked for food bank donation. Contact Suze at 403 921-5053; timetravellers@hotmail.ca

Aug 8

Cypress Rod & Custom Car Club's 29th Annual Car Show at Medicine Hat College 10 – 4 p.m. Registration starts at 10:00 a.m, \$20. Charities: Kids School Lunch

Fund & Medicine Hat Women's Shelter.

Contact Les McKelvey at 403 526-0545; lesmck@yahoo.ca and Ron Beauchesne at 403 526-1574; aaglass@telus.net

Aug 9

Porcupine Hills Classic Cruisers Show'n'Shine, Centennial Park, Claresholm, AB. Registration from 8 – noon; \$10 fee. Show 12– 4:00 p.m.

Vendors, beer gardens and music.

Contact Dave 403-625-6023 or o57sky@hotmail.com

Aug 14 –16

Goodguys 14th Great Northwest Nationals. Spokane County Fair & Expo Center; 404 North Havana Street, Spokane, WA 99202. General Admission (ages 13+) \$17.00; Kids (ages 7-12) \$6.00; Kids (ages 6 & under) Free.

Visit good-guys.com

Aug 16

15th Annual Show'n'Shine by Cold Lake Cruisers Car Club. Registration 10 a.m.; \$10 fee. Show 12– 3:00 p.m.

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 at 6:00 a.m. in Beaverlodge. Open to everything. Stops have camping/lodging. Each person to arrange accommodation. Contact Ryan Rexin at 58rocket88@gmail.com; 780 942-3239, or 780 993-3119

Aug 22

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

Aug 22

Calgary Thunderbird Club Show'n'Shine held at Cam Clark Ford, Airdrie AB. Registration from 9 to noon; \$10 fee. Show runs from noon to 4:00 p.m. Larry Lee: s+s@calgarythunderbirdclub.ca calgarythunderbirdclub.ca

Aug 22

Peace Classic Wheels Street Spectacular Show'n'Shine with Fairview's "Summer End Festival" on main street. Registration starts at 9:00 a.m.; \$20 fee. Show from 11– 4:00 p.m. Contact 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

Aug 23

All GTO Show'n'Shine at Deerfoot Meadows A&W, Calgary AB. Presented by the Rocky Mountain Goats GTO Association of Alberta.

Sept 12

Alberta Iron Indians Pontiac Club Edmonton All Pontiac Show'n'Shine, Held at Don Wheaton Chevrolet Buick GMC, 10727 82 Ave. For Pontiacs only. 10– 4:00 p.m. 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 starts at 10:00 a.m., show from 10:30 – 4:30 p.m. Contact Ron at jbrookes@moradnet.ca

Sept 12

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

Sept 13

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

Sept 20

Edmonton Thunderbird Car Club Show'n'Shine held at A&W Gateway Village, St Albert AB. Registration from 10–12:00 p.m. Show from 10 – 3:00 p.m.; The registration fee is one 12" to 15" Teddy Bear or \$10 donation. Charity of choice is the Annual Teddy Bear Collection For Victim Services. Contact Harold at 780 940-0957 or Bob at 780 483-5272; edmontonthunderbirdclub.com

Sept 20

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

Sept 27

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

Oct 7 – 10

Hershey Swap Meet, Hershey, PA. 8 – 4:00 p.m. daily. Contact Hershey Region: Antique Auto Clubs of America, hersheyaaca.org

Oct 10

Quick Times Swap Meet at Westerner Park, Red Deer, AB.

Oct 10

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



Add your events to the SVAA calendar!

Do you want:

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Submit your event details to svaalberta.com/eventsform.html or to events@svaalberta.com today!

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

Vegreville Father's Day Event

Del Morrison, Vegreville AB

The Vegreville Iron Runners and Vegreville Agricultural Society join forces every Father's day to offer an event like few others. On June 21, 2015 the nice weather and enthusiastic crowds combined to ensure a very successful event.

The Show and Shine filled most of the grounds with over 175 cars, pickups, motorcycles, hot rods and rat rods. Some very nice Semi-tractors also competed for prizes. Many owners were on hand for the numerous awards, including cash prizes plaques and trophies. The well run and wildly entertaining Demolition derby was enjoyed by a huge crowd

as the grandstands were virtually filled. Many people enjoyed the lawnmower races as well. A large number of antique snowmobiles and antique Tractors were on display also. Children and adults alike enjoyed the amazing indoor Model Train displays.

The RCMP brought their Freightliner double stack trailer and YIELD Race Cars from Stony Plain, which brought considerable interest from the youth in attendance. As you can see, there was something for everyone and everybody had a great Father's Day!



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Car Hobby Divided on Vintage Vehicle Bills

Courtesy of SEMA Action Network



When it comes to older vehicles, the adage “one person’s trash is another person’s treasure” certainly applies. The variety of tastes within the automotive hobby ensures that just about any car or truck is desired by someone. In addition, the value attached to each four-wheeled specimen changes over time. However, because a car may be rare doesn’t always mean that it is valuable. Many other factors, including current condition, prior refurbishment, pedigree,

special options, limited packages and more must be considered as well.

After more than 100 years of automotive innovation, identifying factors that have earned certain vehicles “classic” status is increasingly relevant. A leading authority in the collector car community, the Antique Automobile Club of America, allows all vehicles 25 years old or older

to be officially judged at national meets. In many states, vehicles that are 25 years old and older are eligible to receive a variety of benefits and accommodations. At the federal level, the Cash for Clunkers Program spared cars 25 years old and older from the scrappage heap and expanded parts recycling opportunities. Long-time readers will remember the SEMA Action Network's (SAN's) role in securing that amendment to the law.

Earlier this year, the Maryland and Nevada legislatures introduced legislation attempting to redefine which rides qualify for specialty registrations. Under the Maryland bill, the age requirement for vehicles eligible for registration as "historic motor vehicles" would have been raised from 20 to at least 30 years old. The law currently provides these vehicles certain benefits, including an historic license plate, reduced registration fees, and exemptions from equipment and emissions inspections. In Nevada, under pending legislation, only vehicles manufactured prior to '96 would be eligible for "classic vehicle" registration, denying future classics the opportunity to ever achieve this registration status. Currently, vehicles 25 years old and older are eligible. A separate bill to repeal the emissions test exemption for all classic vehicles, classic rods, street rods and old timers is also on the table. Under that bill, all vehicles manufactured before '96 would instead be exempted, meaning that all '96 and newer vehicles would be emissions tested for life.

These measures, and others like them, are the result of specialty registrations being granted to vehicle owners that "abuse" the privilege. You know what they are—daily drivers, commercial trucks and otherwise poorly maintained autos wearing a specialty tag. Supporters argue that these efforts attempt to restore the designation's inherent value. Most laws limit use of these cars and trucks to participation in car club activities, exhibitions, tours, parades and occasional pleasure driving.

Many abusers commonly seek refuge in these designations after failing the required emissions test, diluting these categories with cars that the law was not intended to protect.

On the flip side, opponents believe that these proposals are not favorable to enthusiasts and make it more difficult to register legitimate historic vehicles. Over the past several legislative sessions, Marylanders have fought to retain the historic vehicle definition against restrictions that are based on unsubstantiated claims of abuse. The Maryland Motor Vehicle Administration is already authorized by regulation to suspend the registration of any historic vehicle for use that violates the law. The state also seems focused on collecting additional registration revenues at the expense of collector-car owners. Further, the population of these vehicles is still not enough to cause any significant smog issue in either state. It has been shown that classic vehicles currently constitute less than 1.6 % of the total vehicle population in Nevada! Now approaching age 25, cars such as this '93 Chevrolet Camaro Indianapolis 500 Pace Car are destined to become collectibles.

The SAN has chosen to oppose these bills in order to safeguard the greater good. SAN member Ramzi Vincent boiled down the issue in a letter to Maryland lawmakers: "Why penalize the many for the crimes of the few?" As an organization, we have always recognized the fact that the automotive community as a whole forms a diverse constituency. We believe that nobody's taste in cars and trucks should be compromised by legislation to the extent possible. The hobby will be best served by demonstrating that we share common goals and that we can work together to ensure that these designations will be available to younger enthusiasts entering the hobby in the years to come.

Only time will tell the outcome of these battles. Fortunately, Maryland's bill died when the legislature adjourned for the year. However, the fate of Nevada's proposals is still undecided at the time the Driving Force went to print. Be on the lookout for an update and let's hope with our combined efforts, it brings good news for those affected car collectors!



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403-258-6300

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