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HERE'S WHAT'S INSIDE

| | | | |
|---|----|--|----|
| The Making of the Flintmobile | 04 | A year in the life of the MG Club | 16 |
| Banning older, less fuel efficient vehicles | 06 | Club Events | 20 |
| 1934 Pontiac Roadster – From a prince to a king | 08 | What to look for in an appraisal | 27 |
| Individual Membership in the SVAA | 12 | Is your car ready for a Winter lay up? | 28 |
| Impressin' girls ain't restricted to jes' Valentines Day! | 14 | What's new from National: NAACC Annual Meeting | 30 |

PRESIDENTS MESSAGE

The Climate Leadership Discussion Document recently published by the Alberta Government mentions a possibility of banning older vehicles. My belief is that they are referring to commercial daily drivers and I do not believe that the government wants to ban our collector vehicles from our roadways. Our impact on the environment is minute in comparison. My concern is that they inadvertently include our hobby in a category that could seriously curtail our driving. We must be proactive and get our views known before legislation passes. It is very difficult to change legislation after the fact.

I know that many of you responded to the on line survey that the document refers to and I thank you for that. We will keep you informed as we learn more about this situation.

Once again we had a busy season of car shows. We appreciate your submissions and enjoy reading and learning about them. If you make your shows known by posting on our website events page and/or advertising in this magazine you will most certainly attract out of area cars to your show. A group of car guys from Calgary made a road trip to the Crowsnest Pass show this summer and wrote to tell us about it.

Included is an interesting article that combines recycling and the automobile. While this car may not be street legal, the people that remember the Flintstones will recognize this vehicle. Amongst numerous other articles we should all review is the one on winter storage. A vehicle stored properly will benefit greatly come start up time next spring.

Your support is important to our hobby,

Harry Bullock, President, SVAA

THE MAKING OF THE FLINTMOBILE

NATALIE MOORE, RED DEER AB

Shawn Moore has been working with trees since 1991, starting out in the oil and gas industry cutting lines of site as a certified chainsaw faller.

In 2005 he ventured out on his own starting his own company, Trimmed-Line Seismic Services Ltd based out of Red Deer, AB. In the upcoming years the ups and downs of the industry were really beginning to show and the need to diversify became clear. Trimmed-Line purchased a chipper, excavator and tree spades to combat the slower seismic months and diversify into the residential/commercial tree community.

In the fall of 2012 he attended the Canadian Association of Geophysical Contractors seminar. Every

year the seminar was getting smaller and smaller giving the room an aura of doom and gloom. However, that year, Patrick Moore, author of "Confessions of a Greenpeace Dropout" was a guest speaker. He captivated the room by speaking of his journey from Greenpeace member to President, and then having to leave over differences in policy. He discussed renewable resources and how wood was one of the best. This spurred Shawn's interest in how to utilize his own wood waste and what other parts of the world were doing about their wood waste.

In September of 2012 he was invited to Remus, MI to Bandit Industries big event after purchasing a forestry mower. Bandit Industries have been a key player in the



new technology being used in the States and abroad with biomass in mind. He learned about the "fuel for schools" programs at Central Michigan University (CMU) where wood biomass was being converted into heat for buildings. Shawn saw this as inspiration to further better his tree company. In November 2012 he headed to Vancouver for the Can-Bio Conference which included tours of the University of BC/Nexterra project. This project has a CHP unit that transforms wood biomass into heat and power. Shawn also talked to Fink Machines out of Enderby, BC that has a biomass energy system serving eleven commercial, institutional and residential customers.

Just seeing and hearing what other communities were doing with their wood waste sparked Shawn's drive to be the best tree company possible. A wood mill became a possible solution to help salvage the wood coming off job sites. To test the feasibility, he borrowed a neighbour's wood mill. His successful waste reduction was recognized with a contract with Clark Builders to take the trees down at the Ecole la Prairie in Red Deer. Clark Builders was able to obtain LEED credits as Shawn recycled the majority of the wood coming off the job. Through his research, trial and error and knowing the potential a wood mill had for his company, a new wood mill was acquired in May of 2014. Again, he was shown recognition in the winter of 2014 by being awarded the contract to take the trees down and recycle them at the Assooahum Center (Red Deer Native Friendship Society) site in Riverside Industrial. A partnership arose in the winter of 2014 with Chad Yanulik who is a custom wood worker and shares the passion for local wood with Shawn. They met through a Kijiji ad Shawn posted selling firewood. Chad saw the firewood noticing right away that it was cut-offs from a mill. This provoked a conversation and they have been working together ever since. They have merged their talents to become Red Deer's Urban Logging team. They wanted to see if their ideas of recycling lumber would be well received by the public so they entered the 2015 Red Deer Home Show. The response was overwhelming and nothing but positive responses including winning best small booth.

The next challenge was to combat all the waste from milling along with drying the wood. Shawn's next focus was on obtaining a wood boiler. This would solve both

new issues by burning the wood waste coming off the mill in a boiler with the generated heat transferred to a kiln to dry the wood and heat the existing shop. With a lot of persistence and patience, he was approved for the City of Red Deer's first wood fuelled boiler. In all, the process of recycling lumber requires a large amount of energy. Without using wood waste in a boiler, all that energy would have to come from fossil fuels or off the electrical grid. The boiler helps complete his goal of utilizing the wood waste to become a full circle tree company.

Shawn and Chad now have the capacity to capture the raw material that previously would have been wasted, mill the logs into lumber using the wood waste as fuel in the wood boiler/kiln. The dried lumber can then be turned into a wide variety of value added wood products such as furniture and live edge slabs. The possibilities are virtually endless.

To complete the circle of becoming a full service tree company, they have the capabilities to replant with our tree spades. In order to showcase their value added products in a "WOW" factor, the building of the Flintmobile began. Local business as mentioned on the back wheel showed no hesitation when asked if they would be willing to donate their services to the cause. The Flintmobile was showcased at the Westerner Days Parade and won a Grand Award and Best Commercial Float Award.

FLINTMOBILE: MADE OF LOCALLY SOURCED WOOD

MAIN FRAME & ROOF

(made out of BAM)
Black Poplar taken down from the 19th Avenue Waste Water

STEERING WHEEL

Green Ash taken from Riverside Drive for the new Native Friendship Center Development

FIRST BENCH

Elm taken down for a new home to be built in the Mountview subdivision

PIPELINE DASH

Maple taken from Riverside Drive for the new Native Friendship Center Development

SECOND BENCH

Birch taken down from a residential yard in Bentley, Alberta

BANNING OLDER, LESS FUEL EFFICIENT VEHICLES

JIM HERBERT, CALGARY AB

This is one of the performance standards approaches up for discussion in the Alberta Government's "Climate Leadership Discussion Document". The SVAA director Jim Herbert made the following presentation to the Dr. Andrew Leach Chair of the Climate Change Advisory Panel.

From pre- World War II antiques and classics to the street rods and Muscle cars of the 1960, these vehicles are a valuable contribution to our province's heritage. These carefully preserved and well maintained vehicles are source of pride and recreation for thousands of enthusiasts and collectors across Alberta. A summer weekend would not be complete without a small town "Show & Shine" some attracting over 1,200 vehicles. Many of these events bring the much needed tourist dollar in to small town Alberta and expose the many small businesses to out-of-town visitors.

There are 45,000 collector vehicles currently insured in Alberta with 17,644 registered as antiques. This is less than 1.6% of the total registered passenger vehicles

and only 0.8% of the total registered vehicles. Most collector vehicle are driven less than 1000 km to shows or events.

Based on numbers from the Specialty Equipment Market Association, the average collector spends between \$1,000 and \$5,000 per year of the preservation and maintenance of their vehicle and can spend an average of \$180,000 on building or the restoration of a vehicle. This is a \$41 million dollar industry in Alberta with the 50% of this money going for labour in the 5000 small automotive businesses in Alberta.

The banning of older, less fuel efficient "Collector Vehicles" would not only eliminate the "Collector Car" hobby from Alberta but would have a major negative effect on the small automotive business that build, repair and service these vehicles





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1934 PONTIAC ROADSTER — FROM A PRINCE TO A KING

GARRY COOPER, ST. ALBERT AB

When Bernie Niska travelled down from his home in Outlook, Saskatchewan, to Seattle, Washington, to look at a collector car that caught his attention in a magazine ad, he realized it was a big mistake.

As every collector or “picker” knows, if you see something you really like, well, you’ve just “gotta” have it. The retired Saskatchewan grain farmer had to have this pick, a modified and customized 1934 Pontiac 8 Roadster, with convertible soft top and rumble seat, and the most handsome automobile to have ever rolled off an assembly line.

Bernie started negotiating a price right away, knowing he would never leave Seattle without ownership papers to this “prince” of a collector car. Bernie came up a bit, and the owner came down a bit, and a deal was made. The buy was made in June, 2014 and the handsome little roadster was delivered to Outlook several weeks later. Bernie showed the car locally that late summer, winning trophies in show and shines

put on by the Regina Majestics and the Saskatoon Draggins. Saskatoon is located an hour’s drive north of Outlook, a popular recreational area on the north shore of Diefenbaker Lake. He was voted in the Top 10 at Radium, B.C., and Top 10 again in the Super Run at Red Deer.

Bernie, who holds memberships in both Edmonton and Calgary Alberta Iron Indians Pontiac Clubs, hauled his roadster over to the World of Wheels show in Calgary last February to start off the 2015 show season. It was there that Bernie began to realize what a great purchase he’d made in Seattle. “I won my class trophy,” recalls Bernie, “but I was stunned when my name was called out for the World of Wheels’ Ultimate Street Rod Award. I couldn’t believe it” smiled Niska, “and they handed me a \$250 cheque to go with the trophy.” The dark green ’34 Pontiac out-voted some pretty impressive street rods in the Lost in the ‘50s” show at Sand Point, Idaho., earning an invitation to the Good Guys North West Nationals in Spokane, Washington. “They put my





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roadster in a room full of \$300,000 street rods,” says Bernie. “I wondered, what am I doing here?” His little “Prince” of a Pontiac, however, was judged “King” of them all! Bernie Niska’s handsome ride won the 1940s and earlier category in the Edmonton AIPC’s 6th annual “All Pontiac” Show’n’shine on September 12 at Don Wheaton on Whyte Avenue. Winning trophies at the Edmonton AIPC Show’n’shine isn’t anything new for the Saskatchewan classic car collector. He’s attended just about every show, winning with his awesome “Raspberry” metallic 1966 GTO convertible, one of two GTOs in his Outlook collection. He also has a 1976 Pontiac Grand Prix and a 1999 Trans Am. “I love all cars. I’m not one who hates Fords or knocks Mopars,” says Bernie. “I love them all, but you can’t collect them all. I chose Pontiac for their style and torque. I recently put up a 40’ x 60’ man cave in my yard. I’m collecting memorabilia. I have 14 or 15 gas pumps, a Rock-ola juke box, things like that.”

While the ’34 Pontiac 8 Roadster is spotlighted in the Niska show garage, it might not have been because Bernie had been planning to have a ’32 Deuce Coupe hot rod built for his next project. However, when a friend who was having one built told Bernie that he had \$125,000 into it and it wasn’t finished yet, the Outlook

collector’s outlook changed. “I decided to check out the Internet and collector car sales magazines.” That’s when he spotted the roadster and that’s why he doesn’t mind divulging what he paid for it - \$75,000 CND, probably half of what a ’32 Deuce Coupe would have cost him to build. “And the dollar exchange then was only 6 cents.” There was another thing that made the roadster choice special. Bernie’s grandfather had owned a Pontiac sedan. “I asked an older cousin if he knew anything about that Pontiac. He checked old family photos and, coincidentally, his grandpa’s Pontiac was a 1934 model. The roadster was restored and modified by an Oregon hot rod specialist. The body and frame are stock, but the front and rear suspensions are from a Corvette. The engine and transmission are also Corvette. “It’s basically a Corvette with a funny-looking Pontiac roadster body,” says Bernie, who has added a few of his own improvements – a wood steering wheel and additional chrome under the hood. Although the handsome head-turning roadster has already garnered many trophies, Bernie Niska emphasizes his collector car hobby does not depend on trophies at all. “I enjoy having a show car that draws a lot of attention. It’s fun for me to discuss the car and talk with people about cars. I’ve met so many great people. And I find that car people are great people.”

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INDIVIDUAL MEMBERSHIPS IN THE SVAA

TED LOBLEY, CALGARY AB

This summer saw the first individual memberships in the history of the SVAA. Alberta SuperRun was chosen for the initial offering.

Jim Herbert organized the SVAA booth, handouts and posters. Amongst the handouts was the application form for individuals. Over the two days at SuperRun over two hundred applications were distributed with people signing up on site and some later by mail. A very successful introduction.

The individual membership has been discussed in meetings with member clubs and by the executive for several years. The object was to provide a way for the lone wolf (not affiliated with a club) enthusiast to enjoy the benefits of SVAA membership and make their voice heard in a welcoming forum. As pointed out in the story on the proposal to ban older, inefficient vehicles elsewhere in this issue, there are over 45,000 collector vehicles in Alberta. While the SVAA is the strongest provincial association in Canada with 60 clubs representing 2,500 members, that still leaves tremendous number of automotive enthusiasts not availing themselves of the services provided by the SVAA.

Typical concerns shared by enthusiasts include:

- Vehicle licensing regulations
- Well intentioned legislation potentially negatively impacting the hobby
- Restrictive municipal bylaws
- Out-of-province and new-build regulations
- Impact of Ethanol
- Importing collector vehicles

The SVAA now is providing information and support to lone wolf members that was only available to them had they been members of a club that is part of the SVAA. Individual members, as part of their membership, receive by mail four issues per year of Alberta Rides, The events calendar for the coming month throughout the year, e-mail bulletins on issues of concern such as the aforementioned governmental proposal to ban older vehicles and the opportunity to participate (non-voting) in the SVAA information meetings at the Early Bird Swap Meet in Lethbridge, the annual general meeting at the Original Red Deer Swap Meet in May and the final information meeting of the year at the QuickTimes swap meet in October.

For more information visit: svaalberta.com



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MALCOLM FISCHER, STETTLER AB

Now Boys, the Ol' Editor knows this ONLY applies ta him, but when he wuz younger, he did stoooppid things ta impress girls. Never once did they work, but 'e did 'em all the same. Sound familiar? Well, jes' in case it don't, here's one li'l example.

All started off when he wuz cruisin' around town on a sunny summer afternoon in his shiny '57 Laurentian with his girl at his side. An' she wuz a beauty (the girl wuz perty nice too). Sierra Gold Metallic paint with Adobe Beige trim. Whoopee. An' the Ol' Boy's (well, young boy then) friend ... let's jes' call him Elliott ... mostly cuz thet wuz his name! ... wuz cruisin' aroun' in his ratty ol' (compared to the Ol' Editor's shinin' Pontiac) '57 Chevy convertible. Red. Flashy (an' his girl wuz kinda nice too!). Up an' down main street, an' all aroun' town.

Well sir, them girls didn't seem very impressed a tall. So, on one run down main street, the ol' feet on the gas pedals got a wee bit heavy. Some called it racin' (at least the Mountie did!) but we wuz jes' "testin' out our 283 V8s ta have a comparison check." Legit mechanical investigation, wouldn't ya say? Thet's whut we said, anyhoo. So neither of us noticed yon patrol car near behind us (havin' a girl along'll do thet to a fella). An' since the Mountie couldn't chase us both down, he picked out (musta been some unfair selection methodology!) the Young Editor, and chased him into the Red Head gas station, where he wuz stoppin' ta fuel the thirsty ol' 283 up. An' since the Mountie didn't have the courtesy ta throw on his sireeeen, the Young One didn't even know he wuz there (ya know how a lovely lass' long shiny dark brown silky hair kinda takes up the space the rear view mirror is aimed at?) Til he stepped out of the Laurentian, an' there, lo an' behold, right behind 'im wuz a '67 Pontiac Mountiemobile with what seemed like a hunderd lights flashin' (in them days there wuz only one, but it shore seemed like a

hunderd!) The Uniformed One had a nasty scowl on 'is face, an' the "gulp!" thet the Young Editor made musta been able ta be heard a block away. An' thet shiverin' feelin' ya git when sumthin' like thet happens? Thet's nasty too.

Well, ta make a looong story short ... mostly all of the story consisted of a looong Mountie-type lecture ... he said, "Seems like yer a decent, law-abidin', respectable young feller (Mounties is entitled ta be mistaken too!) so I'm gonna let ya off with a 20 dollar warning ticket." Now, the gulp from earlier prob'ly weren't near as loud as the sigh of relief now heard! "But ya gotta promise me you'll drive with care from now on!" Oh, his Mountieship had every assurance from the young editor that such would be the case. And it wuz. Fer quite a while. Really.

An' whut about Elliott, you say? Well, a little searchin' turned up a red '57 Chevy convertible parked behind a bale stack at the edge of town with Elliott an' his hussie makin' out therein. How very inconsiderate, wouldn't ya say? Seems not gittin' caught brought way more luck to a guy than gittin' Mountified. Fer the time bein' anyway. But later, his gal departed ta ride another day with a feller in a '57 Monarch (prob'ly Past Prez Billy?). The Young Editor's lady stayed with 'im fer a few years fer some reason. Never did figger out why. Guess she really wuz impressed!





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A YEAR IN THE LIFE OF THE MG CLUB

NORMA KENWARD, CALGARY AB

Our winters might be brutal, but when Alberta has a good summer, it's really good! The Calgary MG Car Club (CMGCC) took advantage of every moment of the warm weather, both as a Club and as smaller "splinter" groups and enjoyed every bit of our drive time. We have our fingers crossed we can drive well into the fall.

Our Club does keep up the fun all year long – we do some winter drives in our daily drivers but we spend a lot of time talking about when we'll be able to fire up our classic beauties. We kick it off as early as we can every year – as soon as (most of) the snow is off the roads and, if we're lucky, the streets have been swept, we're out!

Our first official event of 2015 was a safety inspection conducted for our members by our members, and breakfast at Auto-Mann on Manilla Road on May 2nd. Always a supporter of our Club, owner Bill ?? generously offered our members the use of his parking lot to set up the 'que and serve out a great breakfast (and opened up his garage so we could view some great looking works in progress). It was a great opportunity for support each other and conduct one of our regular Club self-safety inspections early in season—we're serious about maintaining our vehicles for safe operation, both to benefit our membership and those we share the road with.

Our Club's premier event, BritsBest, took place this year on June 19, 20 and 21 at Radium Hot Springs, in conjunction with "Radium Days". Those in attendance happily celebrated the 60th anniversary of the MGA while enjoying the show 'n shine, social events, and time well spent with fellow car-folk. Half the funds raised through BritsBest are used to fund a scholarship in the Mechanics Program at Central Memorial High School in Calgary - never too early to "recruit" future members while hopefully making a difference in a young person's life!

The annual Canada Day Run and President's BBQ is one of the best events of our car club year! We meet up early to grab a coffee and chat in the parking lot of some lucky establishment who finds they are suddenly hosting a small show 'n shine. We're always happy to talk to folks who are drawn to our great little cars (even if one of the questions we often hear is "What are those?"). We then hit the road flying an assortment of Canadian flags for a couple of hours of scenic cruising, and ended with a great meal. We enjoyed some great Alberta steaks on the acreage of one of our always



hospitable member couples and were proud to be from the best province in an amazing country.

A large group of our members enjoyed our annual visit to Innisfail for the “Adair Affair” (thanks as always, Helen and Len!) on August 15th and despite the torrential rainfall, tested our driving skills. The always fun “blind-folded slalom”- conducted safely in an empty parking lot of course – is a bit of a highlight. Even if it isn’t raining, it’s best to keep the windows rolled up so blind-folded driver and their navigator can argue to their hearts’ content while completing this challenge.

This year the day included the annual timed rally as well as a secret destination for dinner as the rally’s endpoint. One couple were a little late, having given up on the rally (hopelessly confused?) and returned to the usual end point in Innisfail only to find themselves all alone, before getting a call to hot foot it over to Red



Deer where a fantastic meal was being served in the beautiful home of Elsie and Jack Ramsden.

August 22nd was the first annual show 'n shine at the Chapelhow Legion and it was a chance to give some support to the people who let us hold our monthly meetings free of charge in their establishment, by bringing out our cars (a win-win – we love getting out as a Club!). It was a great time with live entertainment, prizes and a really good turnout of all kinds of beautiful vehicles – not the least the LBCs! (Little British Cars).

It's hard to limit the length of this article – the Calgary MG Car Club is a terrific organization that hosts a lot of really fun drives, sociable monthly meetings and great gatherings, and has been doing so for a long time. In 1979 a group of Alberta MG sports car enthusiasts were hearing reports of the possible closure of the MG car plant in Abington, England and the resulting end of the MG sports car era. To guarantee a common source of parts and technical information it was decided to form an Alberta Chapter of "The MG Car Club".

The chapter was founded by 14 members in Calgary, Edmonton and Lethbridge and was registered as the MG Club of Alberta. The Club grew, but as the majority of the members were in Calgary, the MG Club of Calgary was formed. The first CMGCC club badge was struck in 1988.

You don't have to own an MG to belong to CMGCC. We welcome any and all to join in the fun! You'll know us if you see us. We have: appreciation for the work put into a car (many of our members are also associated with the "More Dollars Than Sense Club"); British sports car heritage (although most of us aren't British!); camaraderie (heck of a nice bunch of people in this Club!); an endless fountain of information on just about anything on wheels; enjoyment (we have a lot o' fun); friendly competition as a focus for a driving experience (as it's not about speed – that's what we tell ourselves, anyway); and a love for the hum of the motor (always delightful when it starts...).



2015 Early Bird Swap Meet

Automotive Parts, Antiques & Collectibles

Saturday February 13, 2015

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

Lethbridge Exhibition Park

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

Swap stalls: \$35

Car stalls: \$50

For more information and registration contact:

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



SVAA Insurance Package Top notch protection at low cost

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

// CLUB EVENTS

ALBERTA SUPERRUN 2015 DICK WALLACE, CALGARY AB

Despite the murkiness and uncertainty in the oil patch these days, the Alberta SuperRun Association's ROCK'n RED DEER® classic car-hotrod event defied suggestions of downward attendance trends. Over 750 rods, customs and classics from across the four western provinces and beyond poured into the central Alberta city. This tri-year celebration of the Cars, Culture and Music of the 50s' 60's 70' converts the streets of Red Deer on the August holiday weekend into a scene from the classic cult film American Graffiti. Hotel and restaurant parking lots filled with classic iron of a bygone era, and, of course, the gas guzzlers of the era, lined up at the city gas stations with their contribution to the local economy.

Organized earlybird cruises were so popular the FULL signs had to be hung out weeks in advance as hundreds booked these tours visiting spectacular private collections, unique period style diners, and even the former ghost town of Wayne's 1920's operational saloon. Not to mention the experience of cavalcade cruising in groups down rural highways.

The rumble of mufflers, glistening chrome and paint, and rock 'n roll tunes filled Red Deer's downtown Friday night cruise for the rebirth of 50's 60's style 'cruisin. An estimated 850 cruisers shared the route with public vehicles experiencing the cruise from the driver's seat of their modern iron. Thousands of spectators lined the streets for the show of glitzy chrome, glistening paint and rock'n roll tunes filling the air. A public display of vintage tin, color, games and sounds and dozens of related vendor displays filled the Westerner Park facility Saturday and Sunday.

The generous support of our many sponsorships, services and product suppliers will allow us to again raise a charitable donation to STARS (Shock Trauma Air Rescue Society) reaching a grand total of over \$105,000 in support to date. The next ROCK'n RED DEER® rolls into Red Deer in 2018.

REACH UP FOR CRYSTAL KIDS CAR SHOW FUNDRAISER CRYSTAL KIDS FOUNDATION, EDMONTON AB

Crystal Kids has an annual Reach Up for Crystal Kids car show fundraiser in Borden Park. This event promotes awareness of our charity and helps us raise money to keep our doors open. Crystal Kids is centered in the heart of the inner-city on 118 Avenue. We are a registered charity that has nurtured and supported at-risk children for the past 22+ years. Our clients are some of the most disadvantaged children in Edmonton

Crystal Kids provides supervision, role modelling, mentoring, skill building, and life coaching in a safe environment. We offer a Nutrition program providing hungry children daily snacks and meals, a literacy program providing educational support, sports and fitness programming, leadership programming, and artistic programming.

We give our kids a fighting chance and we level the playing field for kids that have the odds stacked against them.

Scotiabank has been our primary sponsor and we greatly appreciate their support. For more details about charity go to our website at crystalkids.org.



PRAIRIE MOTOR BRIGADE – WINGS OVER SPRINGBANK AIR SHOW DONNA GEEKIE, CROSSFIELD AB

The air show which was previously held in Airdrie, was quite an experience. To be able to get so close to vintage aircraft like the B17, named Sentimental Journey, was thrilling and made for some great photo ops.

As well, our vehicles were well received by the tens of thousands of attendees. Rick DeBruyn brought his Cletrac, Jim Hodgson brought his GPW, Arlon Bauer arrived with his Ilitis and Stu and Donna Geekie trucked in their M38 Willys Overland and MB. Stu Geekie

also had his M38 CDN. Our stall was next to the food vendors and the extreme-sized bouncy castle so the traffic through our display was phenomenal especially on Sunday.

The feature performances at the show were the Canadian Armed Forces Snowbirds and the SkyHawks. There were over 60 aircraft in the show.



// CLUB EVENTS

THE STAMPEDE CITY MODEL A FORD CLUB SAFETY CHECK RON RIGBY, CALGARY AB

Saturday, June 13th turned out to be a great day for Chris and Rose Brancaccio to host this year's edition of the Club's annual 'Safety Checks' exercise.

The Club already has a host of completed inspection forms on file from recent years, inclusive of some recently certified by experienced Club Members, but we were pleased to have also have 16 Members of the Club (inclusive of relatively new members Cam Bush and Armand Mullie), attend this year's event in order to newly certify an additional variety of Club Member's cars.

Additional to the advice offered, the inspections completed, and the comradeship involved, Yvon Picot delivered a variety of foodstuffs donated by 'the Buntain's 12th Avenue Tim Horton's outlet', Kathy Chudek organized the lunch makings, Paul Chudek moved the Club's AA truck and Barbecue trailer 'to and from' the event for the day, and the day proved to be a successful one in every respect!



CROWSNEST PASS WHEEL NUTZ ALBERT OGUSUKU, CROWSNESS PASS AB

On Saturday August 1st, 2015, a group of car enthusiasts from Calgary drove their favourite rides (approx. 20 vehicles) to the Crowsnest Pass and attended the annual CNP Show 'n Shine in Bellevue, Alberta.

This was the third year for this open cruise with a mix of interesting vehicles; old and not so old. This cruise provides an opportunity for members of various car clubs and others with no club affiliation to get together to enjoy a cruise; whether in a Mopar, Chevy, Ford, Rambler or whatever.

The open cruise starts off at Longview, Alberta following Highway 22 south to Lundbreck then Highway 3 west to the Crowsnest Pass. This drive takes you through the rolling hills of Alberta providing breathtaking scenery for the driver and passengers to soak in.

In addition this route takes you through an area rich in historical events, sites and landmarks. These include Leitch Creek Collieries, the tunnels of Emperor Pic Rum Running during the Prohibition era, the Hillcrest Mine Disaster, the Frank Slide and the Lost Lemon Mine.

The Municipality of Crowsnest Pass consists of five small towns; from west to east – Coleman, Blairmore, Frank, Hillcrest and Bellevue. The annual CNP Show 'n Shine is held in a different town of the Crowsnest Pass each year to provide variety of scenery and character to the show. This year the show was held in Bellevue providing a majestic view of the Frank Slide, a bold backdrop to the show.

This cruise provides the opportunity of experiencing the history of our vintage collector vehicles within the setting of our historical communities of Alberta. All the more reason for supporting the preservation of the collector car hobby in Alberta to maintain the heritage of our province.



CROWSNEST PASS WHEEL NUTZ

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 at 7:00 pm
ABC Country Restaurant
11520 24 St SE
Calgary, AB
Phone: 403-650-2009

Alberta Iron Indians Pontiac Club

(Edmonton)
Last Monday at 7:00 pm
ABC Country Restaurant
1380 Avenue & 127 Street
St. Albert, AB
Phone: 780-940-2641

Alberta Pioneer Auto Club

Second Tuesday at 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 at 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 at 7:00 pm
Calgary Motor Products
Calgary, AB
Phone: 403 686-6048

Calgary MG Club

Second Tuesday at 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

Calgary Thunderbird Club

First Thursday at 7:30 pm
Royal Canadian Legion
9202 Horton Road SW
Calgary, AB
Phone: 403 254-5360

Canadian Vintage Motor Cycle Group: Rocky Mountain Section

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

Central Alberta Mopar Association

Second Tuesday at 7:00 pm
Humpty's Classic Café Gasoline Alley
Red Deer, AB
Phone: 403 748-2185

Central Alberta Vintage Auto Club

Second Tuesday at 7:00 pm
Golden Circle
Red Deer, AB
Phone: 780 352-6949

Chipman Car Crafters Car Club

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

Coaldale Custom Cruisers

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

Cochrane Classics Car Club

Fourth Thursday at 6:00 pm
Cochrane A & W
Cochrane, AB
Phone: 403 585-9887

Cold Lake Cruisers Car Club

Second Monday at 7:00 pm
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 pm
Member garages
Medicine Hat, AB
Phone: 403 526-0545

Diablo's Car Club

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

Didsbury Car Club

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

Dropsicles

Last Wednesday at 8:00 pm
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
Edmonton, AB
Phone: (780) 465-4041

Edmonton Thunderbird Club

Third Tuesday at 7:00 pm, (Sep – Jun)
Chateau Louise Conference Centre
Spruce Grove, AB
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 pm
facebook.com/foothillssra
Calgary, AB
Phone: 403 259-4764

Ford Central Club

First Wednesday at 7:00 pm
MGM Ford Lincoln
Red Deer, AB
Phone: 403 505-9811

GTO Association of Alberta

Second Wednesday at 7:30 pm
Classic Performance Calgary

Just Kruzin' Specialty Vehicle Club

Second Tuesday at 7:30 pm
Lloydminster Exhibition Grounds
Lloydminster, AB
Phone: 780 205-2154

Lebarons Car Club

Last Tuesday at 6:00 pm
Member garages
Lethbridge, AB
Phone: 403 328-2923

Lloydminster Auto Club

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

Medicine Hat Vintage Vehicle Club

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

Mountain View Pistons Vehicle Club

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

Nifty Fifty's Ford Club of Calgary

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

Peace Classic Wheels

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

Ponoka Piston Poppers

First Tuesday at 8:00 pm
Member garages
Ponoka, AB
Phone: 403 782-9390

Porcupine Hills Classic Cruisers Club

Sunday's at 6:00 pm, (April – Sept)
Klein Auto Sales
Claresholm, AB
Phone: 403 625-6023

Prairie Motor Brigade

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

River City Classics Car Club

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

Southern Alberta Antique & Classic Auto Club

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

Southern Alberta Drag Racing Association

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

St. Albert Cruisers

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

Stampede City Model A Ford Club

Second Wednesday at 7:30 pm
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 pm
Austrian Canadian Club
Calgary, AB
Phone: 403 247-0581

Sylvan Lake Customs & Classics

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

Taber Corn Country Cruisers Club

Second Tuesday at 7:30 pm
Taber Legion
Taber, AB
Phone: 403 223-1581

MEMBER CLUBS

The Cruisers Club of Red Deer

Second Wednesday at 7:00 pm
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 pm
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 pm, except Jan & Aug
Wegreville 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

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WHAT TO LOOK FOR IN AN APPRAISAL

NORM FLANDERS, CALGARY AB

So you need an appraisal, or have been told by your insurance broker you need one to update your insurance file. You ask your friends or from past experience have an appraiser to go to for that badly needed report. How do you know that you will get good value for your hard earned money? Specialty Vehicle Appraisal Institute (SVAI) is a non-profit volunteer group of appraisers that have developed professional standards for collector vehicle appraisers. A properly done appraisal should include the items below.

The purpose of an appraisal is two-fold. First, establish a value and, secondly but equally important, is a detailed description of the vehicle. The insurance company needs to know what is being insured, particularly in the event of a partial loss. This is the only way they can determine what adequate compensation might be. Without the description they can only assume the vehicle is old and shows typical aging and wear. They will not know how many hours of tender loving care have been lavished on your collector vehicle to get it to, or maintain it at, the current condition. In many respects, the description of the vehicle is more important than the value that is estimated. It certainly should be more accurate as it describes physically what is present while the valuation is can be more subjective.

Thus the appraisal report must include factual information about the car. VIN, mileage are obvious requirements; body tag information, if available, helps the appraiser understand at least some details as to how the vehicle came from the factory in comparison to its current state. This is a start to understanding the changes that have been made over the years. All other aspects of the vehicle, interior, exterior, paint, options, power train, brakes and suspension should be described in as much detail as possible. Not all appraisers have the training or the opportunity to accurately assess the mechanical condition of components but they can describe what they see. Are hoses old, brittle and cracked or new and pliable? Is there evidence of fluid

leaks or wear? The appraisal report should comment on the mechanical condition of the vehicle even though this requires some assumptions, and you can only report on what you can see. Ignoring it also means you are ignoring a major factor in determining the overall condition of the vehicle.

It is very important that all areas of the vehicle be described in some detail. This means more than a one page check list, and means that the report should as a minimum, be more than a page or two in length. Following the description are comments on the condition of major areas and a determination of the overall condition. Condition ratings aid the reader in understanding the report. Some auction houses have condition ratings an appraiser may use or can develop his or her own ratings. The system chosen should be included so the reader knows what is meant by “excellent” vs. “very good” condition. Otherwise the words can be interpreted very differently by individuals. Even so, condition ratings can be very subjective.

Colour photos, paper or digital, of all areas (undercarriage, four sides of the exterior) front and rear seats, trunk or truck bed, and engine) are required. Motorcycles should include both sides, front and rear, instrumentation and seat. Any special features, modifications, detractors or options need photographs.

When all the above is done, the vehicle must be valued. A valuation requires substantiation citing references, number of comparables, and, ideally, ads for similar vehicles. This moves the valuation from an opinion to an evidence-based conclusion. Remember, a well-supported appraisal is just that much more bullet proof.

In a nutshell, your appraisal report should include lots of description, good clear colour pictures, physical details of the car, and a value supported by research. If your report does not include this, you might want to look for a better appraiser. For more information visit svai.ca.

IS YOUR CAR READY FOR A WINTER LAY UP?

JIM HERBERT, CALGARY AB

Preparing your car for a long lay-up can prevent nasty and expensive surprises when you decide to go for your first Spring drive. You certainly don't want cracked cooling systems, dead batteries or your interior eaten to bits by those little furry things that go chomp in the night.

Fuel System: This is first on the list. You want a full fuel tank to reduce any room for condensation in the tank. If condensation is allowed to occur, the accumulation of water can rust out the low point in the tank. Pour a fuel conditioner in the tank before adding fuel. Note: Check the mixing ratios on the can as too much can be damaging to the system. The drive from the gas station will disperse the mixture throughout the fuel system.

Oils and Lubricants: Change the engine oil to remove any acids that built up over the driving months. Ensure all levels are topped off and all fittings are greased.

Battery: You have a choice here. To take the battery out or leave it in the car. Either way, you will need to keep the battery charged. A discharged battery can freeze and crack. Top off the cells (if you have original style non sealed battery) with distilled water to the top-level line. Thoroughly clean the case and terminals and put a light coating of petroleum jelly on the terminals, then hook it up to an automatic charger, such as the Battery Tender. If you have removed the battery store in a cool dry place.

Cooling System: Top up the system and ensure that the antifreeze mixture is good for -40 degrees C or F. If you haven't flushed the system lately this is a good time to remove all that old contaminated fluid from your radiator. This may reduce your over-heating problems next year.

Brakes: Do not leave the emergency brake on. We don't want the rear shoes stuck to the drums in the spring. Top off the brake fluid and check for leaks.

Tires: Check the air pressure and top up if necessary. Do not forget the spare. If you can, jack up the car and place on blocks to take the weight off the tires and bearings helping to avoid a flat spot from prolonged storage.

Car Finish: Clean and wax the car, Clean the interior. Treat the leather with a good leather product. For the older roadsters, I install my side currents and put the top up to avoid any creasing in the material. When you finished, cover the car with a nice breathable cover. Old blankets work well.

Critters: No matter where you store your car, critters may decide to use it as a winter vacation stop. Mice are the biggest worry as they have teeth and nesting habits, which involve bits of our cars. I use mothballs and ultrasonic repellent but I hear pipe tobacco works as well. I also cap the exhaust pipe.

Storage Place: Dampness can play havoc with an older car. Make sure your storage area is dry and has good ventilation under the car. If you are storing in your garage, try to keep it out of a traffic area. Kids, pets and other family members can inadvertently damage the car's finish. Extra blankets on the fenders and sides can help.

Repairs: While you are doing your lay up service, it is a good time to make up a list of any repairs that may be needed next driving season. Brakes, suspension bushings, clutches and even major repair work etc. Check with your local shop with your list in hand and usually you can get good repair rates during the winter months.

Member of SVAA? Ask us how you can save on your insurance.

If your car club is a member of the Specialty Vehicle Association of Alberta (SVAA), you can receive preferred rates through BrokerLink's group insurance plan. For starters, you get a 10% discount just for being a SVAA member and an additional 15% if you bundle your home and auto policies together.

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1.855.771.9438 | BrokerLink.ca/SVAA

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WHAT'S NEW FROM NATIONAL: NAACC ANNUAL MEETING

JIM HERBERT, CALGARY AB

The NAACC held their annual face to face meeting in Owen Sound, Ontario in conjunction with Cobble Beach Concours d'Elegance on Sept. 11, 2015. Many of the directors had been invited to work on the judging teams at the Concours. The meeting was well attended with representation from all provinces except Manitoba.

Two new directors joined the board: Morley MacDonald, from British Columbia and Doug Greer from Ontario.

The membership report showed continued slight drop in the number of members from the previous year. The provincial directors noted that this happening in their home provinces as the membership ages and the younger collectors often tend not to join clubs. All the directors were asked to work with their local clubs on ways to attract new members, as well as work to encourage new clubs to join and support the NAACC.

The NAACC continues to work with Environment Canada on two major issues that effect the car hobbyist:

1. The continuation of the Exemption for Leaded Race Fuels
2. To maintain the availability of Ethanol free gasoline

The NAACC is working with the SVAA on their current information campaign against the consideration of banning older vehicles by Alberta Environment.

The highlight of the weekend was when the Lee Iacocca Award was presented to NAACC long serving President. John Carlson, by the Rob McLeese, the founder and chair of the Cobble Beach Concours d'Elegance. This very special award honors a person who, over time, has demonstrated an extraordinary dedication to the classic car hobby through vehicle preservation, club participation, and one who has unselfishly assisted and encouraged others in perpetuating an "American Automotive Tradition." It should be noted that this was the first time this award has been presented outside of the USA.



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