

35 YEARS IN THE MAKING: **A Thunderbird soars again**

NOT JUST ABOUT THE METAL

Restoring a 1951 Studebaker
Champion Deluxe

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San Juan Antique &
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Berardini Brothers

32 Highboy-404 Pt II



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35 Years in the Making

After decades of being grounded, a classic Ford Thunderbird finds new life and soars again.



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The Huckster

A 1949 Chevy Canopy Express tours the West coast putting smiles on the faces of everyone she encounters.

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PRESIDENT'S MESSAGE

This year's Annual General Meeting will mark the end of my Presidency of the SVAA. While I feel honored to be part of such a strong and supportive organization for our hobby the time has come for me to step aside and let someone new take the helm. Thanks to an active Board of Directors our organization continues to flourish and has made many improvements over the years. The SVAA is recognized in government circles as well as industry as a strong proponent of our hobby.

I will continue as a board member as Past President until such time we have a new President.

The support and cooperation we get from our membership for our magazine and website is outstanding. It is the members that make a good organization and ours is one of the best

Do your safety checks and have a great touring season,



Harry Bullock

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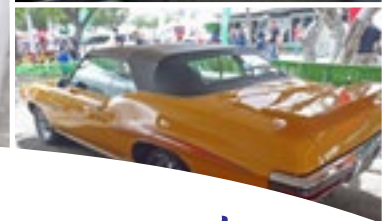
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Annual San Juan, Puerto Rico Antique & Classic Car Show

By **Terry Beuerlein**

We attended the two car shows on Feb 13, going in the morning before the temperature got too high (prior years it has been in the 90's °F) but a moderate 84 °F and cloudy this day. The show is held at a baseball stadium parking lot (about four acres) with about 1500 participating vehicles varying from 1920's to modern exotics.

There are many different car clubs on the island including VW (Volkys), Model A, Corvette, Mustang, Desoto, muscle cars, British and Military vehicles to name a few.

The majority of the cars are displayed under shade in tents as well as food and beverage merchants, a big flea market and other vendors.

I gather it costs about \$75 per vehicle to be in a shaded tent for the two day event with 24 hour

security from Friday afternoon to Sunday evening. Interesting is the fact that a lot of the vehicles are trailered in or brought in flat-decked as most people do not wish to drive their precious cars in the congested and crazy San Juan traffic. The city has a population of about two million people in an area less than a third the size of Edmonton.

There is also a car auction, which I did stay for this year, as most of the cars were rough or "Back Alley" restoration types.

They charge the public \$10 per person with Seniors paying half price (lucky for me). I believe thousands of people attend this event every year.

A number of the cars and collections have been passed down or have

remained in the same family for generations. Shipping them into or out of Puerto Rico is not cheap. However regular gas here is only 47.7¢/litre.

We attended a local car show just out of San Juan on Mar 13 but the turn out was hampered by intermittent rain. When driving around the island on a weekend you can come across a mini car show or a group cruising the back roads.

You do see a fair number of cars or models we would not see so much in Canada. For example, a 1964 Impala SS hardtop 409, 4 speed, or a 1968 Mustang GT500 KR and some nice British classics like a Jaguar XK150 coupe.

Puerto Ricans really like their cars even though with the new taxes a new vehicle can be surcharged upon import as much as 40%.



Carmen's Hot Rod

By **Al Hardstaff**
Foothills Street Rod Association

Little Carmen suffers from central core disease but that doesn't slow her down from being a hotrodder. When a person is in need, Foothills Street Rod Association long-time member and hot rod builder extraor-

dinaire Lou Diluzio is the perfect fellow to step up and help. Little Carmen, daughter of Lou's friend has mobility problems and Lou decided to solve some of her problems. He built the pictured hot rod mobile car for her. Only Lou could do such a great job and take it to a new level.

Carmen is the centre of attention in her neighbourhood when her parents take her out for a ride in her custom hot rod complete with Italian leather upholstery, air brush paint job, horn, lights and cup holder!! Kudos to Lou for showing us this side of the hot rodding community.



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By **Jeff Hill**
Okotoks Collector Car Auction

Every January Canadian enthusiasts migrate to Scottsdale to participate, witness and observe the greatest classic car sales events of the year. The BIG sales including Barrett-Jackson, Russo and Steele,

RM Auctions, Bonhams, Gooding and Co are all different in their own ways and offer something for the most discerning enthusiast.

I went to all the events and can sum them up like this:

Barrett-Jackson is the Calgary Stampede for car lovers. Huge grounds, massive inventory of cars, celebrities and things to do, feels a lot like the Stampede grounds in Calgary, just with Horsepower Vs Horses. It really is a spectacle and should be experienced by any car enthusiast. TV just doesn't do it justice.

Russo and Steele offers a very different feel and has an identity all its' own. They offer a high energy auction experience and the grounds are convenient right off the highway and they do their best to manage the parking. Russo also has a pretty diverse inventory of cars. It's worth a look.

RM Sotheby's has long been one of my favorites. I was always into the Exotic cars as a youngster and to see these motoring Icons selling for huge sums of money is worth witnessing. Now, not all their cars are million dol-

lar motors, but the inventory they do sell usually represent the finest of the marque, whatever it is. Even the less expensive cars are exquisite. Many of the truest car enthusiasts you may see on TV can be seen hovering around your favorite Classic. Check rmsothebys.com for more info.

Same can be said for Gooding and Co. I love attending Gooding. The cars are sensational and the people watching is incredible. A who's who of pop culture and auto enthusiasts. I felt humbled standing next to some of Jerry Seinfeld's Porsches' Gooding was promoting for their Amelia Island sale.

Bonhams, although selling the same category of vehicles, has a different feel all together. These auction companies do it right as they know exactly who they are selling to and don't want to have a sale missed because a bidder is at another sale.



Bonhams has a very classy feel and fits right in with the schedule. They are relatively new in Scottsdale but fitting right in.

2016 saw a reduction in sales numbers of about 16% all told. After several record years, what could be the reason? Sub par inventory? Definitely not. Softening of the Collector car market? No way.

The difference in my mind was simple. Very few Canadians were shelling out their hard earned cash only to get about 30% less for their dollar. It just became prohibitive.

So what does this mean for the Collector Car market in Canada? Well, as operator of the Longest Running Collector Car Auction in Canada, the

Okotoks Collector Car Auction, I feel us Canadians will be fine!

A Calgarian, looking to sell his Corvette as an example, will not have to compete with a similar car state-side. Canadians just aren't buying down South. The exception being that rare, just gotta have car.

Our economy has softened, but in my experience, most car enthusiasts, are not financing their toy and can ride out the waves of the highs and lows. Therefore, the usual number of cars will trade hands.

The motivation of a seller due to job related or financial issues may be higher, but the positive is that both U.S buyers and Canadian buyers will be looking for that car. It could actual-

ly be a good season to sell or acquire Canadian vehicles.

Many people ask me what to do in this time. My response has been consistent. If a good Canadian car is for sale, buy it. A comparable car down South may not be available where it makes financial sense with our dollar the way it is for some time. And when the dollar comes back, the cars may have appreciated so much it doesn't make sense then either. Believe it or not, now is a good time to buy or sell a Canadian Classic.

Jeff Hill is a Collector Car expert, owner of the Okotoks Collector Car Auction, and Host of the Enthusiast TV show.

He can be reached at 403-272-8348.



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Vintage Vehicle Restoration



By **Nicole Mueller**
Reynolds-Alberta Museum

Staring down into the restoration shop, a young boy admires the vintage, sporty two-door sedan being put back together.

"Wow, I bet that car was a lot of fun to drive," he says to his Dad.

Jean McWhinnie leans over and says, "It was."

What the boy doesn't know is that Jean, as a young woman in the 1950s, had driven that very Studebaker Champion Deluxe.

The Reynolds-Alberta Museum's Champion Deluxe was purchased by Jean and her brother back in 1951.

"I'm not 100 per cent sure, but I think it was her first car," explains David McWhinnie, Jean's son. "Her and

her brother had bought the car brand new. After she was married, my uncle kept the car for another five to six years and then the car ended up back in our yard and sat there for 25 years, then it went into storage," he adds.

While the Studebaker sat in their back yard, David says it was used as a children's playhouse.

David explains that his father had always intended to restore the car, but never found the time. "He had rebuilt the motor but then it went back into storage for 20 years," he says. "Then it went to the museum (in 2006)."

This Champion Deluxe is now part of the museum's vast transportation collection.

The museum-quality, full body-off-frame restorations, such as the one done on this Studebaker, follow

a certain process.

Every component of the vehicle is disassembled, cleaned, repaired or replaced. Since the museum first opened in 1992, the museum's restoration shop has completed more than 28

full body-off-frame restorations of cars, tractors, and stationary engines.

"Conservation is always our first choice, says Darren Wiberg, Head,

"Wow, I bet that car was a lot of fun to drive,"

Restoration Services. "We always want to conserve first. The expenses are considerably less and you have more historical materials left."

Several areas required sheet metal replacement, including the driver and passenger floor pan, and the trunk pan. "These are typical areas of deterioration with classic vehicles," explains Justin Cuffe, the museum's Curator, Transportation Collections.

Following dent and rust repairs to the body panels, the car was reassembled to check for fit and alignment issues.

"Once we were happy with the fit, the body was sprayed with protective epoxy and high-build primer," explains Cuffe. "This was followed

by hours of painstaking sanding and final fitting until the body was ready for its final spray of alkyd enamel "Shenandoah Green."

During the restoration process, David would bring his mother to the museum so she could see for herself the work being done on her old Studebaker.

"From time-to-time, I'd bundle her up and come down to the museum so she could see the process (through the window into the restoration shop)."

Once the restoration of the car had been completed, Cuffe contacted David.

David says his mom was "over the moon" with how the restoration had turned out. For the first time in a long

time, Jean saw her old Studebaker as it had looked when she first bought it brand new back in the 1950s. "She was very happy."

The Champion Deluxe

The Champion was first produced in 1939 and was one of Studebaker's best-selling models because of its low price, durable engine, and styling. In 1941, the bodies were given a more streamlined look.

In 1947, Studebaker completely redesigned the Champion and the Commander, making them the first new cars produced after the Second World War. That same year, Champion made up more than 65 per cent of the total sales for Studebaker.

The 2.8 L (169.9 cu. In.), 6-cylinder engine produced 80 HP in 1947. In 1950, output was increased to 85 HP.

One of the new styling features on these cars was the wrap-around rear window, available on the two-door cars from 1947 to 1951.

Popularly known as the "bullet-nose," the Studebaker Champion was a radical departure from the traditional pre-war styling. The automotive industry adopted a new look following the Second World War. Studebaker represents one of the most distinctive automotive designs from the fifties.

The 1951 Champions were available in the Custom, Deluxe, or Regal trim level. Painted headlights and tail light rings were used only on Customs; Deluxe models had chrome headlight and tail light rings like the Regal, but not the chrome rocker panel mouldings of the Regal.

This 1951 Studebaker Champion Deluxe is a two-door, six-passenger sedan. The car has a 6-cylinder, in-line, L-head, water cooled engine. The original cost of the car was C\$2,396.



Front end of the 1951 Studebaker Champion Deluxe being fitted on to the car (Spring 2015).



The Studebaker makes its debut at 2015 History Road: the Ultimate Car Show at the Museum.



Berardini Brothers Racing Team—Part Two

32 Highboy-404

By **Susan Foshee and Moe Putney**
Photos **Action Sports Photography**
by **Moe**
Calgary

More on Berardini's "Black Beauty" as Moe and Susan (Pat's daughter) update you with her self-account on the history of Pat's 32 Deuce, "The 404".

In October of 2003, the Berardini Brothers Racing Team was honored with the first ever California Hot Rod Reunion's Golden Age award at the drag races in Bakersfield, California. Pat and Tony were given the award for their dedication, innovation and achievement during the infancy of organized drag racing. Just one more memorable highlight in my Dad's life.

Rudy Perez had vowed never to sell the "404" as he had owned it for the past 37 years, having driven the roadster some 185,702 miles. But one day in January 2004 while at the Grand National Roadster Show in Pomona, a true purist and avid car collector from Salina, Kansas, Roger Morrison made Rudy an offer he

couldn't refuse. Roger's offer was to preserve the history of the "404" and the Berardini Brothers Racing Team.

Roger's goal: to restore the car to its original racing glory of the early pioneer days when Pat and Tony owned it. The car went to Dave Crouse and his professional restoration crew from Loveland, Colorado. The roadster was on a full restoration schedule in order to have it ready for the 2005 Grand National Roadster Show. Roger interviewed and videoed Pat at his home for several hours. He wanted every detail on Pat and Tony and how they raced two of the coolest looking and hopped up roadsters of the 50s.

Well, let's give you some information on the restoration and parts used. Dave Crouse and crew totally restored the frame and created new bomber seats and a new two-point roll bar, with the help

of Pat's memory of the way it was in an 11 second race car. Custom Auto's Dustin Nere sprayed the "404" in black DuPont two-stage paint and recreated Pat's 1950s white flames. Von Dutch did the pain stripping.

A stock 32 dash sports Stewart-Warner gauges. The steering wheel is from a 1940 Ford. A 39 Ford transmission is powered by a 10-inch Borg and Beck clutch pressing on a lightened stock flywheel. An all original Moon 3 gallon fuel tank along with a manual fuel pump (kept safe by Rudy Perez) were re-situated on

the passenger's side floor boards. The bomber seats were covered in red vinyl and a white vinyl tonneau cover were created by Doug's Upholstery in Scottsbluff, Nebraska.

Pinstriper Alan Johnson studied Von Dutch's style and completed all pin stripping as closely as possible to Von

Roger's goal: to restore the car to its original racing glory...

Dutch's original stripes. Classic hot rod suspension tricks were done with stock radius rods on 32 Deuce springs supported with 49 Plymouth shocks, a Dago axle and 40 Ford spindles. Aircraft tube shocks were installed on the 40 Ford 3.78:1 banjo rear end. The rear end was supported on 40 Ford transverse spring tied to some 40 Ford radius rods.

Pat put 16 x 4 inch 40 Ford wheels on the front axle and 15 x 5 inch Ford pickup wheels on the rear axle. The rear wheels were mounted with 8.20 x 15 Coker Firestone tires, while the front wheels were mounted with 6.00 x 16 Coker reproduction Firestone tires.

The engine is a 1948 Ford flathead model 59A bored to 0.1250 over. A SCAT 4 inch cast nodular crankshaft connected to some SCAT 4130 steel H beam rods topped with some Ross forged pistons and some Harrell finned aluminum heads chambered and polished with stainless steel valves yielding a modest 9.75:1 compression ratio. Of course Ed Iskenderian found his very last 404 camshaft, lifters and Isky valve springs, which Dave and crew installed into this fresh flathead. Four Stromberg 97 carburetors rebuilt by Jake Yenny are mounted on an Edelbrock 4 x 2 bbl intake manifold, lit by a Harman & Collins magneto rebuilt by Tom Cirello of California. Speedway Motors high volume water pumps help cool this one of a kind flathead. The Belond-style headers were recreated and fabricated by Jake Yenny. All this horsepower was hooked to the rearend by a shortened 40 Ford drive shaft and a 48 Ford 3 speed manual truck transmission, built by Don Coleman of Englewood, CO. A 10" Borg & Beck clutch pressing a lightened Ford flywheel covered by a stock bell housing completed the final connection of the driveline.

The "404" restoration won the prestigious Bruce Meyer Preservation Award. Dave Crouse's Custom Auto Crew did an extraordinary job.

Roger gave Pat Barardini, Jeano LaCoste and Rudy Perez one heck of an unveiling and reception at the Wally Parks NHRA Motorsports Museum on January 19, 2005, almost one year to the day he bought the roadster.

Several hundred people attended, along with old and new friends, family, photographers and journalists. Pat gave Moe Putney from Action Sports Photography up in Calgary, Alberta, Canada a call and invited him to come to this rare event to shoot images alongside the Rodder's Journal photographer. (You may remember from part one of the last issue of Alberta Rides where Moe and Pat first met at the hobby shop in Garden Grove, California and became hot rod friends to this date.)

Jeano and Rudy made the night come full circle. Here were the two men who helped make the history of the "404" complete.



The "404" restoration won the prestigious Bruce Meyer Preservation Award.

The "404" was driven by Roger from the Grand National Roadster Show on January 23, 2005 into the Wally Parks NHRA Motorsports Museum. It stayed there throughout the winter national drag races. The "404" was given a first rate write up in the Rodder's Journal (one of the finest journals for the Custom Car and Hot Rod Enthusiast).

The roadster was then taken to Northern California where it was further photographed for the Rodder's Journal. After the California shoot the "404" was taken back to the Wally Parks NHRA

Museum for a few months, then on to the Peterson Automotive Museum in L.A., not necessarily in that order. Next the roadster was taken to the 14th Annual California Hot Rod Reunion in Bakersfield, CA and displayed in the lobby of the Double Tree Hotel.

But wait! Yes, it does get better! In 2007 Roger and the "404" and Pat were invited to the Pebble Beach show where the "404" 32 Deuce roadster took "first place" in the roadster class. Now the pinnacle has truly been reached both in Pat and Roger's careers, all with many thanks to Roger and his wife Sissy and Dave Crouse and crew, along with all the previous owners who helped save the "404" throughout the years. A special request by Pat to Roger to have Tony's name put on the right side of the "404" has been carried out.

Over the past few years I have seen Pat's memories of the "404" re-kindled from our first meeting at the hobby shop to date. It is an honor to have you as my good friend Pat. "Once a Hot Rodder, always a Hot Rodder!" Thanks Roger!



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FINDING A NEW GEAR

The Hagerty Driving Experience was first introduced in 2011 as a way to help build the next generation of classic car enthusiasts. Since many classic cars have manual transmissions, Hagerty was concerned that no one would know how to operate them in the future since most cars produced today are automatic. The Hagerty Driving Experience hopes to fix this program. Since it first started, more than 500 young drivers have learned the basics of driving a manual

while behind the wheel of exciting classic cars.

At each event, young drivers ages 15-25 will learn to start, operate and drive classics. Prior to entering the low speed controlled driving course, the young drivers will participate in an interactive class where they will learn about the manual in addition a car care essentials seminar. We are excited to announce The Hagerty Driving Experience will be taking place at the Reynolds-Alberta Muse-

um, in Wetaskiwin, on Saturday, July 16th and we would love your help! To make these events possible, we will be looking for local car owners to volunteer their manual classics for this event, along with their time and expertise to teach younger generations to drive a manual and share their appreciation for classic cars.

For more information, or to sign up to participate, please contact us at youthprograms@hagerty.com.



My first car



Photo: Gavin Young—Calgary Herald

come back —35 years later

By **Sue MacKenzie**

The purple car with the backwards doors came into our family back in 1977 while my parents and I lived in Spokane for a few years. I don't know where my dad bought it; it just caught his eye one day while wandering around town. I had just taken my driver's test, so it became my car to toodle around town with my mom. Saturday nights were especially fun when my cousin came in from Coulee Dam, and we would wander around town, listening to disco music on the AM / 8-track radio.

A few years later they decided to move back to Calgary, so the car came back with them. Dad didn't bother to hire a car mover; he just put a couple of tow hooks on the front bumper and it followed along behind the big Ford truck Dad had at the time. If you look carefully at the bumper (which I can't believe stayed on!), the two little dents are still there—it sort of looks like a smile.





Dad drove it for many years, but storing it became a problem. At first it was in the garage, but then a new truck replaced it and it sat on the car pad. When Dad bought a motorhome, the car was stored for several years in a neighbor's garage, but when she moved away there was no place for it. After trying to find it a home, he finally decided to drive it into the back yard temporarily until another solution was available. This temporary storage ended up being permanent — shortly after that Dad took the battery out and it remained under the apple trees for close to a decade.



When I would come and visit, I would try and coax Dad to put the battery back in, but he had lost interest and would just wipe a little wax on it to keep me happy.

I tried to get him to sell it (silly me), but fortunately he didn't want to. I didn't have the money at the time to restore it, so I had hoped someone else would give it the care it deserved.

In September 2009 Dad passed away, followed early the next year by Mom, his partner of 64 years. The loss of them so close together was a terrible shock, and now my job of executor began — what to do with everything? The purple car suddenly became very important to me, as there were too many memories to even consider selling it. My brother took the gold 1977 Lincoln, which was like new since it had always been in the big double garage. My bird wasn't so lucky — covered in leaves and rotten apples, it had one flat tire and hadn't been started in a very long time.



AMA came to the rescue, and after two long hours, we managed to squeeze it out between the garage and the deck. My dad, being a WWII pilot, could put a car in any space with only an inch to spare, and he had! The car was moved to the pad since I hadn't sold the house yet, and I put a cover on it until I could figure out what to do.

A few months later, I had it towed on a flatbed to our usual shop, where



it sat in pieces while they sourced parts. After three months it was finally up and running!



I hadn't been able to sell the family home at the estate sale, so I decided to take it off the market and use the garage for the TBird. I took it out occasionally to keep things moving, but it looked awful with its chipped paint and plain black tires. Fortunately it had no rust and the roof was still in good shape (to my amazement), and very importantly, no mice had made a home inside, so the interior looked great.



I took some of the money Dad had left me, and decided to get whitewall tires and have it repainted. The shop kept the car for another three months while it was being painted, as well as fixing all the little things that didn't work, like the windows, heater, and the windshield washer lines. Finally in November 2011 it was ready for the road—just in time for snow! I had recently sold my parent's home, so I was very happy to have found a storage bin for it and off it went for the winter.

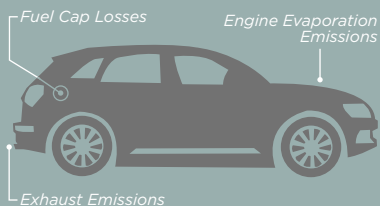
Little things continue to be worked on (wobbly steering, creaking doors, strange noises), but it is finally to the point where I am happy and proud to drive it. It gets a lot of 'thumbs up' and "Nice car!" comments from other drivers, which always makes me smile. There's a sense of sadness though, that my Dad didn't see the potential then, and what it has become today. I think he would have loved it, and I hope he's smiling, somewhere, at his little purple car with the backwards doors.

Thanks Mom and Dad xoxo



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EVENTS CALENDAR

MAY

● -Show & Shine ● -Swap Meet ● -Events/Meetups ● -Touring ● -Auction & Other

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	① 13	① 14
① 15	16	17	18	19	20	② 21
22	23	24	25	26	③ 27	③ ④ 28
③ ⑤ ⑥ ⑦ ⑧ 29	30	31	1	2	3	4

JUNE

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29	30	31	1	2	3	⑨ ⑩ 4
⑨ ⑩ ⑪ 5	⑩ 6	7	8	9	⑫ 10	⑫ ⑬ ⑭ 11
⑫ ⑬ ⑭ 12	13	14	15	16	⑮ 17	18 ⑮ ⑯ ⑰ ⑱ 19
⑮ ⑯ ⑰ ⑱ 19	20	21	22	23	24	⑳ ㉑ 25
㉒ 26	27	28	29	㉓ 30	1	2

JULY

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	29	30	31	㉔ ㉕ ㉖ ㉗ ㉘ 1	㉙ ㉚ ㉛ 2
㉜ 3	4	5	6	7	㉝ ㉞ ㉟ ㊱ ㊲ 8	㉛ ㉜ ㉝ 9
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㊴ ㊵ 17	18	19	20	21	22	㊶ ㊷ 23
㊶ 24	25	26	27	28	㊸ ㊹ 29	㊸ ㊹ ㊺ 30
㊹ ㊺ ㊻ 31	1	2	3	4	5	6

1	May 13-15	Goodguys 11th Nashville Nationals – Nashville, TN Nissan Stadium www.good-guys.com/nvn-2016	12	June 10-12	Goodguys 24th East Coast Nationals – Rhinebeck, NY Dutchess County Fairgrounds www.good-guys.com/ecn-2016
2	May 21	Spring Tractor Pull – Leduc, AB Leduc West Antique Society www.leducwestantique.com	13	June 11-12	Prairie Motor Brigade Summer Skirmish – Calgary, AB The Military Museums of Calgary www.prairiemotorbrigade.org/events.html
3	May 27-29	OCCA Spring Car Auction – Okotoks, AB Okotoks Recreation Centre www.okotokscarauktion.com	14	June 11-12	History Road: the Ultimate Car Show – Wetaskiwin, AB Reynolds-Alberta Museum http://history.alberta.ca/reynolds/specialevents/historyroad.aspx
4	May 28	Vintage Vehicle Show and Pancake Beakfast – Innisfail, AB Innisfail and District Historical Village www.innisfailhistory.ca	15	June 17-19	Banff Rod Run – Pleasanton, CA Tunnel Mountain, Banff, AB www.touringtin.ca/event-calendar.html
5	May 29	Calgary Firebird Charity Show & Shine – Calgary, AB Marquee Beer Market and Stage Parking Lot Contact: Dave Holmes at bandit77@shaw.ca 403-686-6048 George Ferris at georgef@shaw.ca , 403-660-6462	16	June 18	Mountain View Pistons 11th Annual Show & Shine and Fly-In – Olds, AB Olds/Didsbury Airport www.mountainviewpistons.com/events.html
6	May 29	Autorama 24 Show & Shine – St. Albert, AB Main Parking Lot, 5 St Ann Street www.facebook.com/events/1104134916315879/	17	June 18	Barnyard Racer – High River, AB High River Fairgrounds Model T speedsters on the 1/2 mile Contact Trevor at landage@shaw.ca or 403-982-5984
7	May 29	Coaldale Custom Cruisers – Coaldale, AB R.I. Baker Middle School Contact: Gary Klassen garyklassen@shaw.ca 403-330-4598	18	June 18	Jeep 10th Anniversary Show & Tell – Olds, AB Olds-Didsbury Airport www.antiquewillys.com
8	May 29	Super Cars for a Super Cause – Edmonton, AB East Parking Lot, 9908 170 Street (near Toys R Us) www.facebook.com/events/241142372887577/	19	June 18	BritsBest Classics – Radium Hot Springs, AB Legends Field www.calgarymqclub.org/britsbest.html
9	June 4-5	Goodguys 23rd Summer Get-Together – Pleasanton, CA Alameda County Fairgrounds www.good-guys.com/sgt-2016	20	June 19	Alberta Iron Indians All Pontiac Show & Shine – Calgary, AB Douglass Glen Shopping Centre www.ironindians.ca/cal-events.htm
10	June 4-6	Elk Point Show & Shine – Elk Point, AB Mainstreet, Elk Point Contact: Ed Smith 780-724-2527 Bill Cockrane 780-724-2649	21	June 19	25th Annual Fathers Day Show & Shine and Swap Meet – Vegreville, AB Vegreville Fair Grounds http://vegironrunners.ca/?cat=1
11	June 5	The 16th Annual Chipman Car Crafters Show and Shine – Chipman, AB Main Street, Chipman http://clubs.hemmings.com/carcrafters/main.htm	22	June 25	Le Barons Car Club Drag Racing – Lethbridge, AB Lethbridge County Airport http://lebaronscarclub.com/drag-race/
			23	June 25	Goodguys / Speedway Motors 2nd Day at the Hay – Lincoln, NE North Haymarket Festival & Sports District www.good-guys.com/day-2016

EVENTS CALENDAR

24	June 26	Pacemaker Classic and Performance Auto Show – St. Albert, AB Ron Hodgson Chevrolet Buick GMC www.ironindiansedmonton.com/event-calendar.html	35	July 9	6th Annual Bonnyville Gear Grabbers Classic – Bonnyville, AB Bonnyville and District Centennial Centre Parking Lot & Field House www.geargrabbers.ca
25	June 30–July 1	55th International Antique Auto Meet – Leduc, AB Hilton Garden Inn Edmonton International Airport www.facebook.com/EdmontonAntiqueCarClub	36	July 9	Sylvan Lake Customs & Classics – Sylvan Lake, AB Meadowlands Golf Club www.facebook.com/sylvancustomandclassics/
26	July 1	East Village Street Fair, Show & Shine – Calgary, AB East Village, Calgary Contact: Brian at bfood@telus.net or 403-262-6009	37	July 10	Mainstreet Cruisers Car Show – Edmonton, AB Millwoods Town Center www.mainstreetcruisersonline.com
27	July 1–3	Goodguys 25th Heartland Nationals – Des Moines, IA Iowa State Fairgrounds www.good-guys.com/hln-2016	38	July 12–16	2016 POCI Convention – Bettendorf, IA Isle Casino Hotel www.poci.org
28	July 1	River City Classics Car Club Christmas In July – High River, AB George Lane Park www.rivercityclassics.ca	39	July 13–17	GTOAA NATIONALS CONVENTION – Bellevue WA Bellevue Hilton Hotel www.gtoaa.org
29	July 2	RM Reno 51 Car Show – Consul, SK Consul www.facebook.com/events/1560909447562333/ Contact: Larry at cam1fast69@hotmail.com or 403-504-9454	40	July 15–17	Ponoka Piston Popper 37th Annual Hog Root and Rod Run – Ponoka, AB Ponoka Stampede Grounds Contact: Gene Holben at gnctoys@telus.net or 403-341-9259
30	July 2	Picture Butte Show & Shine – Picture Butte, AB Coyote Flats Pioneer Village www.coyoteflats.org	41	July 16	Lloydminster Auto Club Show & Shine – Lloydminster, AB 54 Avenue Contact: Marvin Kryska at lloydautoclub@gmail.com or 780-745-2545
31	July 8	SEMA Collector Car Day Canada and USA www.semasan.com	42	July 16	Westiva 2016 – Kananaskis, AB Wedge Pond, Kananaskis Country Contact: Ian Cassley at fastivaca@yahoo.ca or 403-869-7311
32	July 8	Cruisin' the Dub – Calgary, AB Glendeer Circle www.svaaevents.info	43	July 23–24	Leduc West Antique Society 25 Annual Exposition – Leduc, AB Leduc West Antique Society www.leducwestantique.com
33	July 8–10	Goodguys 19th PPG Nationals – Columbus, OH Ohio Expo Center www.good-guys.com/ggn-2016	44	July 23	Western Wheels Hooked on Classics Show and Shine – Rocky Mountain House, AB Contact: Dick Edwards at dicksflr@hotmail.com or 403-845-2383 Bill Kronen at billpat@telusplanet.net or 403-844-4203
34	July 8	Mile Zero Cruisers Summer Cruise Weekend – Dawson Creek, BC Dawson Creek CO-OP www.milezerocruisers.ca/summer-cruise-2016.html			

45	July 29-31	Super Run 2016 – Brandon, MB Keystone Centre Grounds www.provincialexhibition.com/events-page/super-run-2016/	47	July 30	Crowsnest Pass 11th Annual Show & Shine – Hillcrest, AB Main Street, Hillcrest www.cnpss.ca
46	July 29-31	Goodguys 29th Pacific Northwest Nationals – Puyallup, WA Washington State Fair Events Center www.good-guys.com/pnwn-2016	48	July 31	Meltdown Show N' Shine – Edmonton, AB NAIT South Campus http://clubs.hemmings.com/dropsicles/meltdown.htm

EVENTS CALENDAR LOOKAHEAD

August 2-6

Rock N August

www.rocknaugust.com/event/

August 4

Cruise the 'Dub in High River

www.rivercityclassics.ca

August 5

Peace Country Big Rig Show & Shine

Don: 780 814 2031

don@carouselgroup.ca

August 6

Airdrie Summer Classic

www.timetravellers.ca

August 12-13

Cypress Rod & Custom Show & Shine

[www.facebook.com/](http://www.facebook.com/events/969119096456801/)

[events/969119096456801/](https://www.facebook.com/events/969119096456801/)

August 14

Porcupine Hills Classic Cruisers

www.porcupineclassiccruisers.com

August 14

Milo Lions Show N Shine & 55th BBQ

www.milolions.ca

August 19-21

Goodguys 15th Great Northwest Nationals

www.good-guys.com/gnwn-2016

August 20

Springbrook Shakedown

www.cruizin2curecancer.ca

August 20

Central Alberta Mopar Association Show & Shine

www.centralalbertamopar.com

August 20

Street Spectacular

www.facebook.com/Peace.Classics/

August 21

Cold Lake Cruisers 16th Annual Show & Shine

Lance Roe 780-573-5034

kevink@persona.ca

August 21

Rocky Mountain Goats ALL G.T.O.

Ralph: 403-608-1716

tripower64@shaw.ca

August 26-28

Goodguys 30th West Coast Nationals

www.good-guys.com/wcn-2016

August 27

Bowties vs the World

www.edmonton567club.com

August 27

Corn Country Cruisers Show & Shine

Brian Planger 403-394-4585

Bud MacMurchy 403-593-9234

budmac1@shaw.ca

August 27

Chestermere Lake Show & Shine

[www.facebook.com/Chestermere-Lake-](http://www.facebook.com/Chestermere-Lake-Show-n-Shine-lnc-582783465124410/)

[Show-n-Shine-lnc-582783465124410/](https://www.facebook.com/Chestermere-Lake-Show-n-Shine-lnc-582783465124410/)

September 9-11

Goodguys 19th Colorado Nationals

www.good-guys.com/cn-2016

September 10

Leduc West Antique Society

Country Harvest

www.leducwestantique.com

September 10

Alberta Iron Indians All Pontiac Show & Shine

www.ironindiansedmonton.com

September 10

Diablos Greaseball Bash

www.facebook.com/events/970344299698034/

September 10

West Central Alberta Classic Car Club Show & Shine

Ron Brookes: 780-865-7066

jbrookes@moradnet.ca

Terry Boles: 780-865-7573

September 11

Cochrane Classic Show & Shine

www.facebook.com/cochraneclassics/

September 25

River City Classics Show & Shine

www.rivercityclassics.ca

September 30-October 2nd

Goodguys 24th Lone Star Nationals

www.good-guys.com/lsn-2016

October 5-8

2016 Hershey AACA Eastern Regional Fall Meet

www.hersheyaaca.org

October 8

Andrew Garlic Fest Show & Shine

Gary: 780-603-3668

gary@barpek.com

October 14-16

Goodguys 5th Nostalgia Nationals

www.good-guys.com/nn-2016

October 21-23

Goodguys 23rd Pennzoil

Southeastern Nationals

www.good-guys.com/sen-2016

November 12 & 13

Goodguys 27th Autumn Get-Together

www.good-guys.com/agt-2016

November 18 - 20

Goodguys 19th Southwest Nationals

www.good-guys.com/swn-2016

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PRIZES AND DRAWS!



A Magic Canopy Ride

Patsy Kachanoski
British Columbia

A proud new Canadian is sweeping the Western U.S. and Canadian Car shows. The "Huckster" as we call our "cute" new truck, is a 1949 Chevrolet Canopy Express Truck. Patsy and Ivan Kachanoski purchased the little truck at the 2007 Barrett Jackson car show in Phoenix Arizona in January of 2015. We learned that arriving at the show early pays off, with getting the pick of the magnificent cars for sale. The little Forester green Huckster was located in a side tent at the auction and was available for immediate sale. We were told that the truck arrived too late for the main auction, but we wondered if it was because the owner had a reserve bid on it. No vehicles put through the auc-

tion had reserved bids. The little truck was located in the middle of the tent with her little striped awnings spread wide. An artistic sign with "Huckster" written on it hung from the back of the little fruit boxes in the back of the truck. The Barrett Jackson attendant seemed to only be dusting this truck despite the fact she had 30 vehicles under her charge. It was love at first-site, which is usually the reaction when you see "Huck" our nickname for her.

We had gone to the Barrett Jackson Auction to obtain a robins egg blue,

58 GMC fleet-side pick-up when we found Huck. The pick up's auction number was 334 and when my bidding pass arrived it was also 334. Coincidence. Maybe? We believe it was destiny. Every time we go to a car show we

We had gone to the Barrett Jackson Auction to obtain a robins egg blue, 58 GMC fleet-side pick-up when we found Huck.

find pennies in the town of the show. Depending on how many pennies we find tells us how many trophies the trucks will bring home. Coinci-

dence... maybe but we have found 4 pennies and brought home four trophies! We were successful in obtaining the 58 GMC truck but we couldn't bear to leave Huck behind.

We quickly put a bid in and acquired the truck only ten minutes before another buyer came looking to purchase it. Despite the Barrett Jackson staff cocooning the truck in plastic and moving it to the back, the car buffs still poked holes in the plastic to see what this special little truck was all about. The details listed on the Barrett Jackson signage noted the "Canopy Express Truck" as a Model Number 3107 1949 Chevrolet. The truck had a fresh frame-off restoration, matching numbers, original engine, radio, fresh air heater, radiator, even original keys and 55k original miles. Deluxe Model with Coker WSW tires, Chrome beauty rings and hub caps, Chrome Grill and Bumpers, Dual Tail lights, Optional Right Seat, both seats have factory leather upgrade, and the Internet estimates only 570 units made in 1949. "

The little truck supports a wooden frame in the box with fruit boxes that tilt up for display. The bed of the box is a glossy dark wood with the standard metal strips. Despite the little truck being only 16 1/2 feet long it is 79 inches high. This made obtaining an auto transport for it a real challenge. The seller of the truck and man who restored the truck was Gary Wagley, of Cottonwood, Arizona. Gary Wagley's site on the Stovebolt Page of the Internet.

Gary states, that he found the truck on eBay in 1994. It was represented that it had some rust in the bed and tailgate. He had it shipped from West Virginia to Arizona on an open transport. When it arrived, it must have weighed 200 pounds less than when it left. There was an inch



of rust dust underneath it. The brake return springs were so badly rusted that they broke in transit and locked up the wheels. They had to drag it off the truck. He knew he was in for a project. If the canopy weren't so rate, he probably would have used it for a parts truck. After he examined it he found out that it was a totally original truck with all the bells and whistles available in

1949. He bought two other panels for body parts and commenced the frame-off restoration. The project took Gary and a friend about nine month's full time work to complete.

We found that "Huck" puts a spell on anyone who looks at it. The reason we call it "cute" is because that is the favorite word that people use to describe Huck. From

the first time we drove the little truck into town we knew this truck was special. When you see people walk into parked vehicles and just about drive off the road trying to get a better look you get the hint that you have a winner. At shows you hear comments like, "so this is the little truck you guys were talking about last night" and of course the first comment is usually the same, "This is an after-market cut out of a panel right?" Wrong..."Then we give them the spiel about the factory direct Canopy Express. We have been to three shows and the little Huckster has been a trophy winner every

time, mayor's selection and just a crowd-pleasing favorite. Of the three shows we have seen none of them. We can't leave the little truck as it takes two of us to keep the crowd's questions answered.

When in parades the people see the front of the truck and smile but when they see the back of it they start to hoot and holler and



point and give us the thumbs up. We try to provide fresh vegetables for display in the boxes at the car shows. At our first show the boxes were empty so we told the guests that the customs people confiscated the fruit, which resulted in a chuckle.

We work the little truck in a farmers market selling fruit for Hopkins Harvest. We do this just so people can see the truck and the market people give us a preferential location out front to draw people in. The little truck is too special to keep tucked in a garage. It needs to be shared with the people. How much do people love the little truck? Well the gentleman from Washington who just missed out buying the truck at the auction drove to Sandpoint, Idaho to see Huck when he heard it was at the show. If you can get a picture of Huck with no people in it you are very lucky as there are usually a minimum of ten people around the little truck at all times.

As far as we know this is the only Canopy Express in Canada and there are very few of them left in the United States. They were made as work trucks and most of them were worked to death. The occasional article in magazines or on the web site produces a few Canopy Expresses but most are in need of refurbishing. There was also a one-ton Canopy Express produced but they are even more scarce

than the 1/2 tons. In the movie Forrest Gump you will see a Canopy Express Truck drive down the road behind Sally Fields and the adolescent who was playing the young Forrest Gump. We hope to find out who the original owner of the truck was in West

Virginia so we can obtain the history of it. Various versions of the Canopy Express were made by most of the vehicle manufacturers. The first were produced in 1917 and the last around 1955. The 1949 Model 3107 Chevrolet Canopy Express Truck sold for \$1,502 when new.

We are real proud of the Huckster and hope to have many more years of sharing her with the people. To watch Huck spin her magic spell over the people is awesome. And the fact that the little truck is a Canadian now is even more special. We drive the truck locally and when we shop for groceries one of us stays with the truck. There is always a crowd surrounding the truck when we get out of the store. We hope to hit as many shows as we can every year to share the Huckster with everyone. And we give out home-grown apricots for free...

To watch Huck spin her magic spell over the people is awesome.

We dream of roaring engines
of metal, rubber, the smell of exhaust
of a car that does more than A to B
it stirs the soul

It's not some pie-in-the-sky dream
it's the dream we earned
the dream we live
the dream we'll pass on

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MEMBER CLUBS

Alberta Iron Indians Pontiac Club (Calgary)

☎ (403) 650-2009
 📅 1st Wednesday 7 pm
 📍 Ricky's All Day Grill
 11520 24 Street SE, Calgary

Alberta Iron Indians Pontiac Club (Edmonton)

☎ (780) 288-7835
 📅 Last Monday 7:00 pm
 📍 Ricky's All Day Grill
 12707 140th Ave NW, Edmonton

Alberta Pioneer Auto Club

☎ (403) 247-8638
 📅 2nd Tuesday 7:30 pm Sept - June
 📍 Aero Space Museum
 4629 McCall Way NE, Calgary

Alberta Post War Car Club

☎ (780) 473-7140
 📅 2nd Monday, 7:30 pm
 📍 Memories Funeral Chapel
 13403 St Albert Trail NW, Edmonton

Alberta Region of Packards International Motor Car Club

☎ (403) 587-5639
 📅 3rd Tuesday, 7:30 pm
 📍 Various locations, Calgary

Alberta Super Run Association Car Show

☎ (403) 250-7046
 📅 1st Sunday Noon
 📍 Westerner Park
 4847A 19 Street, Red Deer

Bonnyville Gear Grabbers Car Club

☎ (780) 815-1980
 📅 Irregular
 📍 Agricultural Society
 5211 47 Street, Bonnyville

Calgary Firebird Club

☎ (403) 686-6048
 📅 Last Tuesday 7 pm
 📍 Calgary Motor Products
 1313 36 Street NE, Calgary

Calgary MG Club

☎ (403) 995-3465
 📅 2nd Tuesday 7:30 pm
 📍 606 - 38 Avenue NE, Calgary

Calgary Plymouth & Friends Car Club

📅 Varies
 📍 Rockyview County

Calgary Thunderbird Club

☎ (403) 274-2669
 📅 1st Thursday, 7:30 pm
 📍 Royal Canadian Legion, Branch 285
 9202 Horton Road SW

Canadian Vintage Motor Cycle Group: Rocky Mountain Section

☎ (403) 899-3758
 📅 3rd Tuesday, 7 pm
 📍 Chapelhow Legion #284
 606 - 38 Ave NE, Calgary

Central Alberta Mopar Association

☎ (403) 748-2185
 📅 2nd Tuesday 7 pm
 📍 Humpty's Classic Café
 Gasoline Alley, Red Deer

Central Alberta Vintage Auto Club

☎ (780) 352-6949
 📅 2nd Tuesday 7:30 pm
 📍 Golden Circle
 4620 47 Ave, Red Deer

Chinook Wings Motorcycle Club

☎ (403) 836-4703
 📅 3rd Monday, 7 pm
 📍 Ricky's All Day Grill
 11520 24 Street SE, Calgary

Chipman Car Crafters Car Club

☎ (780) 363-2324
 📅 2nd Monday, 7:30 pm
 📍 Chipman Town Office
 4816 50 St, Chipman

Coaldale Custom Cruisers

☎ (403) 330-4598
 📅 2nd Wednesday 7:30 pm
 📍 The Hub
 2107 - 13 Street North, Coaldale

Cochrane Classics Car Club

☎ (403) 585-9887
 📅 4th Thursday 6 pm
 📍 A&W
 23 Westside Dr, Cochrane

Cold Lake Cruisers Car Club

☎ (780) 639-3084
 📅 2nd Monday 7:00 pm
 📍 784 Wing/A&W
 5319 48 Ave, Cold Lake

Crowsnest Pass Wheel Nuts

☎ (403) 563-3844
 📍 Hillcrest

Cypress Rod & Custom Car Club

☎ (403) 487-3002
 📅 1st Wednesday, 7 pm
 📍 Member garages, Medicine Hat

Diablo's Car Club

☎ (403) 512-5896
 📅 Every Thursday, 7:30 pm
 📍 Member garages, Airdrie

Didsbury Car Club

☎ (403) 994-0845
 📅 First Thursday, 7 pm
 📍 Didsbury Train Station
 20 Street, Didsbury

Dropsicles

☎ (780) 473-6644
 📅 Last Wednesday 8 pm
 📍 Tim Horton's
 7508 Gateway Blvd., Edmonton

Edmonton Antique Car Club

☎ (780) 410-1113
 📅 1st Wednesday 7:30 pm
 📍 Northern Alberta Pioneers & Descendents Association
 9430 - 99 Street, Edmonton

Edmonton Thunderbird Club

☎ (780) 988-5506
 📅 Last Thursday 7:00 pm, Sep-Jun
 📍 Chateau Louis Conference Centre
 11727 Kingsway NW, Edmonton

Elk Point Auto Club

☎ (780) 724-2527
 📅 2nd Wednesday 7:30 pm
 📍 Magic Pizza
 4904 50 Street, Elk Point

Foothills Model T Ford Club

☎ (403) 651-1612
 📅 4th Wednesday 7:30 pm
 Sep - May excluding Dec
 📍 Aero Space Museum
 4629 McCall Way NE, Calgary

Foothills Street Rod Association

☎ (403) 274-3378
 📅 2nd Monday 7 pm
 📍 Calgary
 📍 FoothillsSRA

Ford Central Club

- ☎ (403) 304-8425
- 📅 1st Wednesday 7:00 pm
- 📍 MGM Ford Lincoln
3010 50 Ave, Red Deer

GTO Association of Alberta

- 📅 2nd Wednesday 7:30 pm
- 📍 Classic Performance
Bay #27, 1410 - 40 AVE. NE, Calgary

Just Kruzin' Specialty Vehicle Club

- ☎ (780) 871-2772
- 📅 Second Tuesday, 7:30 pm
- 📍 Lloydminster Exhibition Grounds
5521 49 Ave, Lloydminster

Lebarons Car Club

- ☎ (403) 327-2199
- 📅 First Tuesday 6:30 pm
- 📍 Member garages, Lethbridge

Lloydminster Auto Club

- ☎ (780) 871-2553
- 📅 1st Wednesday 7:30 pm
- 📍 Heritage Bldg. Weaver Park
4515 44 Street, Lloydminster

Medicine Hat Vintage Vehicle Club

- ☎ (403) 527-3678
- 📅 1st Wednesday 7:30 pm
- 📍 Royal Canadian Legion Branch 17
702 2 St SE, Medicine Hat

Mountain View Pistons Vehicle Club

- ☎ (403) 507-0049
- 📅 1st Wednesday, 7 pm
- 📍 Smitty's Restaurant
4513 52 Ave, Olds

Nifty Fifty's Ford Club of Calgary

- ☎ (403) 374-0653
- 📅 2nd Tuesday 7 pm
- 📍 Advantage Ford
12800 Macleod Trail SE, Calgary

Peace Classic Wheels

- ☎ (780) 835-0544
- 📅 3rd Wednesday at 7:30 pm
- 📍 Dunvegan Motor Inn
9812 113 Street, Fairview

Ponoka Piston Poppers

- ☎ (403) 783-5322
- 📅 1st Tuesday, 8:00 pm
- 📍 Member garages, Ponoka

Porcupine Hills Classic Cruisers Club

- ☎ (403) 625-6023
- 📅 6 pm Sunday, April to Sept
- 📍 Klein Auto Sales
4322 1 Street W, Claresholm

Prairie Motor Brigade

- ☎ (403) 823-0333
- 📅 Second Saturday at 9:30 am
- 📍 Smitty's
191 East Lake Crescent NE, Airdrie

River City Classics Car Club

- ☎ (403) 650-0334
- 📅 1st Wednesday 7 pm, Feb - Dec
- 📍 High River Agricultural Museum
64137 Hwy 498 E (543 for GPS),
EXIT 197, north of High River

Southern Alberta Antique & Classic Auto Club

- ☎ (403) 405-5038
- 📅 1st Tuesday 7:30 pm
- 📍 Atco Gas, Office Auditorium
410 Stafford Dr N, Lethbridge

Southern Alberta Drag Racing Association

- ☎ (403) 320-7272
- 📅 1st Wednesday 7:30 pm
- 📍 1610 - 31 Street N, Lethbridge

St. Albert Cruisers

- ☎ (780) 499-5546
- 📅 2nd Wednesday 7:30 pm
- 📍 St. Albert Inn
156 St Albert Trail

Stampede City Model A Ford Club

- ☎ (403) 240-4668
- 📅 2nd Wednesday 7:30 pm
- 📍 Club Garage, Calgary

Studebaker Drivers Club, Edmonton Chapter

- (780) 785-5660
- 📍 Edmonton

Studebaker Drivers Club, Foothills Chapter

- ☎ (403) 640-1398
- 📅 First Tuesday, 7:30 pm
- 📍 Austrian Canadian Club
3112 11 Street NE, Calgary

Sylvan Lake Customs & Classics

- ☎ (403) 887-7047
- 📅 1st Wednesday 7 pm
- 📍 Royal Canadian Legion, Branch 212
4916 50 Avenue, Sylvan Lake

Taber Corn Country Cruisers Club

- ☎ (403) 223-1581
- 📅 2nd Tuesday 7:30 pm
- 📍 Royal Canadian Legion, Branch 20
5205 48 Ave, Taber

Time Travellers Car Club of Airdrie

- ☎ (403) 921-5053
- 📅 First Friday
- 📍 85 Eastlake Circle, Airdrie

Touring Tin Car Club

- ☎ (780) 862-4748
- 📅 2nd Monday, 7:30 pm
- 📍 Member's homes, Edmonton

Vegreville Iron Runners Auto Club

- ☎ (780) 632-2793
- 📅 1st Wednesday, 7:00 pm except
Jan & Aug
- 📍 Vegreville Historical Society Museum
5029 45b Ave, Vegreville

West Central Alberta Classic Car Club

- ☎ (780) 865-7573
- 📅 1st Thursday 8:30 pm
- 📍 Athabasca Valley Hotel
124 Athabasca Ave, Hinton

Western Wheels Classic Auto Club

- ☎ (403) 845-2383
- 📅 1st Wednesday at 7:00 pm
March to October
- 📍 Tamarack Inn
4904 45 Street, Rocky Mountain House

Wildrose Rod & Custom Car Club

- ☎ (403) 540-2486
- 📅 3rd Tuesday at 7:30 pm
- 📍 Shagannapi Community Hall
2516 - 14 Avenue SW, Calgary

Skullduggerous Shopmates

By **Malcolm Fischer**

Well folks, 'member back in yer high school days, the days when maybe ya had a part-time job. An' maybe thet job wuz at the local Chevy dealership. An' maybe ya worked there all through high school an' even fer a year after. An' maybe ya were lucky enough ta work with some o' the best folks ya could imagine. Lotsa fun, and lots ta learn? Wuz that you? Well, it shore 'nough was the Old Editor. He relishes them days, still. He had some o' the greatest "shopmates" ya could imagine. But, there was indeed skullduggery. Yep, a fair bunch of it actually!

Like the time the two grease rack guys, we'll call 'em Jack an' Ray cuz thet wuz their names..... decided they'd like ta do a quickie engine removal from a '57 Buick wagon. Thet ol' nailhead 364 was beckonin', as wuz the ol' Dynaflow right behind it, but the boys didn't have a lotta time. So one night, kinda late-like, they dragged the ol' wagon into the shop – she actually weren't thet old then, but she weren't perty neither – an got out the two Bay lifts an got 'er perched up in the air as far as they could, an' fired up the acetylene torch. Well, it were indeed fast! They got the engine hoist all tied on up top, an' then crawled underneath and commenced ta cuttin'. They cut through the torque tube, the motor mounts, the gas lines

..... they cut through EVERYthing thet wuz attachin' thet power train to the ol' wagon, an' they got 'er out quick! But part ways through, the garage owner mosied in ta pick up a few tools, and spied all this rough-edged removal goin' on. After a good reamin' out, he billed the boys fer the acetylene an' oxygen, an' gave 'em stiff warnings about future use o' his shop. Whut he didn't know wuz thet these boys wuz two of the finest siphoners a-goin'. They snuck gas outta everything, a little here, a little there.

One time the car haulin' outfit had just unloaded a bunch o' new Chevies, an' the tractor unit was all filled up with gas, seat tank an' both the great big ol' saddle tanks, fer the long trek homeward. As he pulled away, the clutch gave out. "Dernit" wuz ONE of the words the driver used! The whole shebang was towed across the street into a vacant lot, the trailer was unhooked, an' the cab-over wuz towed into the shop an' parts wuz ordered.

Now in them days, cab-overs wuzn't all thet common, an' the parts took a long while ta come. QUITE a long while. As the truck rested peacefully in its stall waitin' fer its new parts ta arrive, mysteriously the gas gradually started ta disappear outta her. So much so, thet when the clutch finally got installed an' the cab-over was being driven outta the shop, she ran clean outta gas! Hmmmm. Didn't take long ta solve the mystery, however.

Wonder where them guys found their next jobs?

An' we had a mechanic named Don, a master practical joker. Don wuz also a master of the nasty, silent-killer, sneak-up-on ya fart! He couldn't wait fer the shop foreman ta be talkin' with a lady customer so's he could sidle on by an' let a nasty silent one drift out, an' then watch the foreman and the lady both try ta ignore it, an' both thinkin' it was th' other one who'd let 'er rip. Masterful, wouldn't ya say?

An' Don used ta buy eggs from the Hutterites who'd come in weekly, an' he'd leave them eggs on the shelf on the end of his toolbox fer the rest of the day. Now, anyone could see thet such foolishness wouldn't go unnoticed, but not Don. Jes' so happened thet his work stall wuz next to the tool room, an' in the tool room was a pot o' water on a gas stove thet wuz used ta check thermostats. An' so, when Don was distracted, someone'd take a few eggs out, hard boil 'em, an slip 'em back in. One Day Don called the Hutterite boys an' said he wuz dam sick an' tired o' hard boiled eggs, an' they better smarten up. Took a while fer him ta solve thet one, an' ta quit accusin' them innocent Hutterite fellas!

Yep, shopmates. They wuz great fun. Won't even git into the stories about Delbert. This time anyways!



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