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RIDES



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Continental Magic

Gary and Jeff Staniloff find a rare 1956 Lincoln Continental Mark II in California and bring it back to Calgary to restore.



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All in the Family

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Every 10 years a group of classic car enthusiasts drive their old cars on one of the world's greatest tours, traveling coast to coast across Canada.

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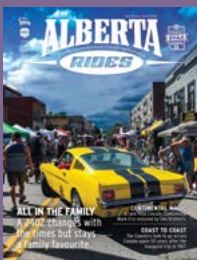
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ON THE COVER:

A Mustang rolls through the crowd at Inglewood's Sunfest as storm clouds loom in the distance. Photo by Teak Sato.

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PRESIDENT'S MESSAGE

The summer driving season is slowly drawing to a close and by the time you are reading this you will have put your car away for the winter. What a summer it was been! Whether it was hot and dusty or cold and wet you still pulled the car covers off and turned out in record numbers to attend and support the numerous charity fund raiser events put on by our member clubs.

I was reading a 1976 road test report on my latest project, a Datsun 280Z, and it starts out this way. "We all need to be irrational about something every so often. If we spent all of our time with both feet planted firmly on the ground in good old Puritan tradition, no doubt our bank accounts would grow, but life would be frightfully boring. It's long been our belief that if one is to be irrational, automobiles are as good an outlet as any. Because of their ability to move us from place to place, automobiles are among the easiest to rationalize of all irrational things, which sounds irrational, so we must be on the right track" With all of the great vehicles that I had a chance to view in my travels this summer, I am really glad that many of you are truly irrational. You have spent many hours in creating your special vehicle, you get up before sunrise to drive to the show and then you pay to put your car

on display, all for charity. I want to thank all of you for being irrational.

Whether it was the small town events like Milo & Elk Point or the massive weekend events like St. Albert and High River, I truly want to thank all the car clubs and service organizations that put in numerous volunteer hours to organize these events as even in this depressed economic time a great deal of money was raised for local charities.

I was astounded at the generosity of the local shops and businesses that donated to the raffles and door prizes in support of the fund raisers. In return for this support, please support your local businesses as they support your hobby.

Drive Safe



Jim Herbert

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WHY IS MY CLUB AN SVAA MEMBER?

What do I need the SVAA for anyway? \$5 of my club dues goes to the SVAA. What do I get for it? Don't they only sell insurance?

By **Ted Lobley**
SVAA Secretary, Calgary

All good questions deserving of an answer. The answers, as with many things, start at the beginning. About 40 years ago, a number of antique auto clubs saw a need for coordination between them to avoid having shows on the same day. They saw a need for an organization to speak for the hobbyist at the provincial level to address issues such as vehicle crushing and later evolved to include climate change initiatives. This resulted in the The Association of Antique Automobile Clubs of Alberta (AAAACA) coming into being. In about 2003, the street rod clubs recognized a similar need and, not knowing about the provincial antique group, began to form their own provincial association. Word got around about what was going on and it was suggested

that the street rod folks come together with the existing AAACA. The suggestion was received enthusiastically. The new organization, the Specialty Vehicle Association of Alberta was formed with the mission of Preserving the Rights & Privileges of Specialty Vehicle Enthusiasts in Alberta. The SVAA has grown to include over 60 clubs and is one of the largest provincial associations working for the hobby.

Wonderful, you say. So what do they do?

What is the SVAA?

The SVAA is an organization of clubs, individuals and businesses interested in the preservation of the hobby. It is a creature of those groups doing what they want done through the Board of Directors.

The Board is a group of volunteers who believe that through their participation on the Board they are making a contribution to the hobby that benefits

hobbyists across the province. They believe in the effectiveness of having one voice speaking for the many thousands of people and businesses across Alberta enjoying the hobby. They believe their commitment of time and energy to all of us enthusiasts.

The SVAA:

- Represents car clubs, individuals and businesses that are part of the specialty vehicle hobby in Alberta. There are over 17,000 specialty licence plates issued in Alberta – each is represented by the SVAA. Motorcycle groups, military vehicle groups – anybody with a “hobby” vehicle in whatever state is represented.
- Speaks for the hobby to various levels of government in Alberta. The SVAA Board is working at building collaborative relationships at all levels. We recognize that each and every bit of legislation and regu-



lation was written with the best of intentions to help the people of Alberta. We want to ensure that, as the proposed legislation becomes law, no incidental harm is done to the hobby.

- Provides a Safety Check system that is province wide. The purpose of the Safety Check is twofold. First, it helps us make sure that our vehicles are road worthy. Secondly, it demonstrated to the provincial government that we are responsible owners and operators of our vehicles. That message means that the province does not have to get into annual vehicle inspection saving money for the hobbyists and the taxpayer. It includes a safety check form and supporting information connecting the form to the Highway Traffic Act. The SVAA provides stickers to clubs doing Safety Checks so the vehicles have visible evidence of being checked for the year.
- Through our website, magazine (Alberta Rides), and our monthly events

e-mails, we provide information of use to members, easy access to a web-based events page, and a way for our membership to contact the SVAA with questions and concerns.

- Provides a competitive insurance package providing commercial general liability and Directors & Officers insurance to clubs at a reasonable cost.

Everything the SVAA does is done either at the request of our members or on behalf of our members. We are here to serve the membership.

Is it all about insurance?

The answer to that important question must start with answering "why is the SVAA providing an insurance package?".

To set the stage: we are members of car clubs. We do tours, shows, attend meetings, have parties and do many other things. We all know that we need protection against claims in the event of an incident and do not have the wherewithal to self-insure. We are each able to purchase liability and directors and officers insurance. So far so good. The

cost of such a purchase is prohibitively expensive for the smaller clubs – most of the SVAA membership.

The board of the SVAA understood the need for a club insurance program. They worked with an insurance broker to develop an affordable program that met the needs of the member clubs. The result has been a very successful program making commercial general liability and directors & officers insurance available to all SVAA members. It is an optional package – a number of our clubs are insured through their national organizations.

So, are we about insurance only? No, the SVAA is about providing services to its membership that are desired by its membership.

Reading the above, the \$5 per person cost to be part of the SVAA is a pretty good deal.

Please send your comments on the above to ted@svaalberta.com. They will appear in Letters to the Editor.



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SVAA INSURANCE PACKAGE SUMMARY

Top Notch Protection at Low Cost

Why do we, as specialty vehicle club people, have insurance?

One word: PROTECTION. 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.

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

What does the SVAA insurance program cost us?

Using a club with 20 members as an example, the cost of insurance is \$110 per year. A Certificate of Insurance is sent to the club upon receipt of their application for membership. Additional Certificates covering specific events are provided 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 email us at insurance@svaalberta.com



NAACC: REPORT # 96-AUGUST 2016

By **John Carlson**
President/CEO, NAACC

The NAACC has been involved in several major undertakings these past few months. In British Columbia we are working with the Insurance Corporation of BC. We will be helping to distribute a Provincial Government initiated collector vehicle survey in the coming months. In the past month I am pleased to report that the BC Government has relaxed the rules for fenderless vehicles 1940 and older. The pre 1941 highboy style Hotrod is now welcome on BC roads providing it is driven on dry pavement. The only other Province in Canada that has this option is SK. Many different organizations have worked for years to bring this legislation into affect. Members of the BCHRA, SVABC, CCCC and the NAACC have worked tireless hours over the past 20 years to bring about many changes in BC legislation. This legislative change has been warmly received.

Pacific North West Deuce Days held in Victoria BC on July 24 saw over 600 1932 Ford fenderless highboy roadsters, coupes and various other body styles drive legally onto the showfield in front of the parliament buildings. Over 1200 vehicles participated in this glorious event. Chairman Al Clark welcomed over 200 vehicles driven from California. Vehicles traveled from as far away as Toronto, Quebec, NB and Vermont

in the USA. The who's who of Hot Rodding including Californians Roy Brizo, Bruce Myers, Ed Gilbertson and legendary pin stripper Don Audel from Spokane Washington, Vic Edlebrock and Indy legend Danny Sullivan were in attendance. I have never seen more car celebrities. The spectator crowd was estimated at over 100,000. NAACC president John Carlson presented two awards and addressed the crowd. He thanked them for their continuous support over the past 46 years.

Nova Scotia NAACC Director Conrad LeLievre attended the (CCMTA) Canadian Council of Motor Transport Administers AGM on June 19-22nd. Conrad participated in high level discussions. He brings a wealth of knowledge as he is also involved currently in the NS motor vehicle legislation re-write. <http://ccmta.ca/en/events/annual-meeting-2016>

The Cobble Beach Concours d'Elegance in Ontario will be the site of the NAACC AGM on weekend of September 17-18, 2016 www.cobblebeachconcours.com Exotic vehicles coupled with rare muscle cars, period race cars and CCCA Full Classics will be

on display accompanied by a rare group of museum displays. Over 125 vehicles will be on the showfield. This event is now ranked as one of the best Concours in North America. The showfield lawns and manicured golf greens look over the vast body of water on the Owen Sound. The show setting is spectacular. The NAACC has sanctioned this event and will present an Award for Elegance.

The 'Collector Car Hobbyist Of The Year' will also be announced. If you are in the Toronto/Owen Sound area do plan to attend. You will not be disappointed!

Alberta: Congratulations to

James (Jim) Herbert who has taken over the presidency of the Specialty Vehicle Association of Alberta. James is also an NAACC Director and works with Alberta Director Warren Rogalsky. A special thank you to retiring SVAA president and past NAACC Director Harry Bullock for his tireless efforts on behalf of the old car hobby.

In my next report I will address the Coasters Cross Canada Tour that is taking place in the summer of 2017. In closing, I wish you all a continued wonderful summer.



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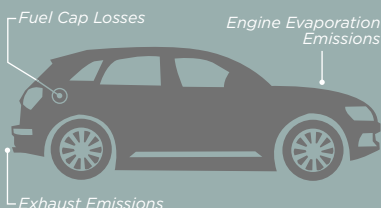
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A RARE 1956 CONTINENTAL IS RETURNED TO IT'S FORMER GLORY



Article and Photos By **Sue MacKenzie**
Calgary

The year was 1956. Elvis was on the charts, the post-war baby boom was booming, and a white Continental Mark II was cruising the streets of southern California.

The Mark II model technically wasn't a Lincoln because it came from the Continental Division, which was separate from Ford Motor's Ford, Mercury and Lincoln divisions. This new division, initially called the "Special Product Operations" was housed in sumptuous quarters and had a star-studded lineup of designers and engineers.

Only 3000 of these were made. Powering this elegant automobile was a 368 cubic inch V-8 engine generating 285 horsepower. This limited-production two-door coupe was largely hand-built under the direction of Henry Ford II's younger brother William Clay Ford.

This beautiful car is a rarity, as it was produced for only a few years starting in June 1955. This was a car for those with money – costing \$10,000; it was the price of a house at that time, and

the most expensive American car. A convertible model was considered and two prototypes were developed, but at a cost of \$18,000, Ford decided not to pursue production, and the convertible idea was moved over to lower end models with higher production like the Ford Skyliner. Convertible technology at that time wasn't quite good enough to lend itself to the Continental nameplate.

Ford Motor Company went public in 1958, and shareholders decided to stop the production of limited-run cars or models that only the rich and famous could afford. The company listened, and production of the Mark II was stopped shortly after so resources could be focused on more affordable vehicles.

Gary and Jeff Staniloff have always been interested in classic cars. Their father had purchased a 1956 Thunderbird, but it just didn't captivate them, and as they had no ties to it, it was sold to a

family friend and they decided to start looking for another classic to replace it.

The brothers currently own a gorgeous black 1970 Lincoln Continental Mark III, so when through an Internet search they discovered this beautiful white Mark II, they knew right away they wanted it. As Jeff elaborates, "One of our younger brothers thought we were a bit crazy to buy this old car, but we knew it was special, as we hadn't

seen anything like it at any of the car shows we had attended over the years, and with it's white paint, it complemented our current Lincoln."

It had been sitting in a car museum

in Salt Lake City with 192 other cars, residing in a quonset hut for twenty years without moving. Every car in the museum needed work, including the Continental, but that didn't deter them. One of the features that caught their eye was that this car had air condition-

This beautiful car is a rarity, as it was produced for only a few years starting in June 1955.



ing – a rarity in 1956, and only 20% of this model had it, so in July 2012, Jeff bought a plane ticket and went down to have a look at it.

Purchasing the car and having it shipped to it's new home in Calgary turned out to be the easier part of the restoration process. Several things needed work, so they made their list and decided to get started.

First item to be tackled was the interior. Having the car reupholstered proved to be frustrating – a word which doesn't really cover the depth of the ordeal. The first place it was taken to let it sit for four months without doing any work, so a new company was sought out, but it

proved to be an exercise in futility, as the upholstery wasn't worked on for another year. In the meantime, some other work was accomplished, as the car was taken to a shop in Black Diamond and was painted a beautiful creamy white.

The transmission was in need of repair, so the car was taken apart to fix it, as well as electrical issues, engine work, suspension, and the radiator. All this took six months before the Continental was running.

Two scrapbooks document this beautiful car's history and restoration, and a page with some recognizable names pops up. Gary flips through the pages and points out the famous people who

have owned one. "Frank Sinatra, Elizabeth Taylor, Mike Todd, Louis Prima, Henry J. Kaiser, Shah of Iran, the Saudi Royal Family (they had four), President Dwight Eisenhower and his brother Milton, and Elvis Presley". Page after page lists very familiar names that were owners of this unique brand of car.

After a total of four years, it was finally operational and ready to drive, and made its debut at this year's Black Diamond car show on July 24.

Rare, beautiful, and elegant, this Continental has become an attraction over the summer both in and out of town. If you see it around, be sure to take a closer look. And bring your camera.

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Sea-
son One of

Car Stories was shot this spring in the four western provinces. We produced 26 stories into 13 half-hour programs about classic cars and the owners who love them.

Now we're looking for car owners and their stories for season two! If you have a classic car or truck of any make or model that was made between 1905 and 1995, and have a great story to tell about why you love this vehicle, please let us know.

In each half-hour episode of the series we feature two vintage car stories. In every story we get a tour of the car, learn about its past from the owner and use a combination of expert interviews and archival material to show the car's manufacturing history.

It's a fun show that gives car lovers a great opportunity to show the world all the work they've put into their favorite cars. Vehicles range from pre-WWI 30-horsepower buggies to 600 HP

muscle cars. These cars were made in Canada, the U.S., Europe and Asia. If you've got a cool old car, and a great story to tell about it, you should be on Car Stories.

The show is produced by Joe Media Group of Calgary in French and English, as Histoires de Chars/Car Stories. The French version is now airing across Canada on UNIS TV. The English version will be broadcast in Fall 2017.

If you are francophone living in Western Canada, we are particularly interested in hearing from you. However this is not a requirement of the program!

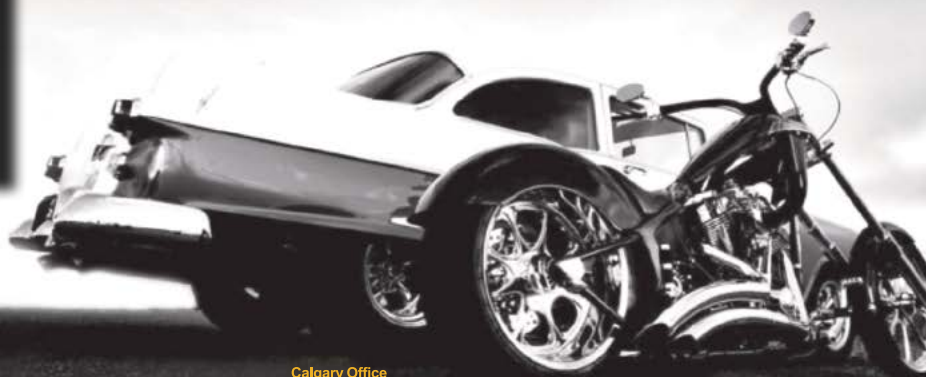
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A THUNDERBIRD WEEKEND IN ALBERTA

Article and Photos By **Sue MacKenzie**
Calgary

Thunderbirds were everywhere during two warm summer days in August with both the Calgary and Edmonton Thunderbird Clubs hosting their yearly show and shine on the same weekend.

Sunny warm weather graced the Calgary event, and while Edmonton had a high overcast, the day was just as warm and inviting.

Both shows were well attended – Calgary featured 100 vehicles on the Saturday, while Edmonton hosted 88 on Sunday.

A new venue hosted the Calgary show and was met with great enthusiasm. The Richmond/Knob Hill Community Association allowed the use of their community centre and grassy field, which proved to be very comfortable as the warm sun beat down. The Red Wagon Diner food truck served up delicious smoked meat sandwiches, wraps, and icy cold drinks.

Club members displayed a wide variety of birds from all eras, starting with

the Baby Birds of the 1950's to the final edition Retro Birds of the early 2000's. Other Ford car clubs were invited to attend, including Mustangs, Mercury's, Lincoln's, trucks, and modified cars. One lone vintage Chevy truck graced the special interest group and drew many admirers.

Beautiful plaques were awarded to first and second place winners in each category, grouped by the vehicle's age and model, as well as the Young Guns award going to Bill MacKenzie Jr. for his modified Ford Focus SE sedan featuring Canada's only full ST turbo conversion. Best in show went to Jules Klepak, for his gleaming black 1955 Baby Bird.

The Make-A-Wish foundation was the charity chosen by club members and a generous donation was given on behalf of the club.

The Edmonton show was located at the Gateway Village A&W in St. Albert and offered lots of room for all participants as well as great burgers and root beer within a few short steps.

Registration was either \$10 or the donation of a teddy bear, which were be-

ing collected for Victims Services. Wasn't long before a huge mound of bears and other assorted plushies spilled over from the TBird on display and started stacking up on the ground in front.

The Root Bear made a guest appearance, and a DJ kept the atmosphere lively by playing the hits from the 50's and 60's.

Several cars from Calgary and other surrounding towns were present, but a special visitor from Quesnel B.C. in his beautiful Baby Bird should be noted, as he and his little companion dog were at the Calgary show the day before and enjoyed visiting with everyone.

Also present was a beautiful creamy white 1963 Monaco Edition Thunderbird, and an adorable white 1957 Baby Bird named Sophia. Both were gorgeous and in immaculate condition.

The Thunderbird brand has played a significant role in automotive history, and it was a privilege to talk to the owners and see their beautiful cars. Long may the love affair with these iconic automobiles continue.





PONTIACS ON PARADE

The 7th Annual Alberta Iron Indians Pontiac Club Edmonton Chapter "All Pontiac Show" was a success. Although the weather was not perfect the we had over 60 Pontiac's from 1929 to 2009. 80 years of Pontiac History on the Don Wheaton Chevrolet Cadillac GMC parking lot on Whyte Ave in Edmonton Alberta.

With the hardship of our Alberta economy the executive of the club wanted to give back to the community. All of our show and shines we have hosted the Edmonton Area Food Banks as our charity of choice this year. At our all makes show in June the St Albert Food Bank received non perishable



food and money. With over 1000 dollars and close to 800 lbs of food.

Our Sept show each car donated either 5 dollars or non perishable food items. The club collected a pick ups truck full of food over 1500 lbs and over 1400 dollars cash from donations and Silent Auction items.

AIIPC past president Dave Scragg organized the silent auction table , with great items such as an I pad, Eskimo Tickets and other Automobila items. One on the highlights was a Don Meleshko original print of Drag Days veteran Rich Guidos 1965 GTO racing at Castrol Raceways.

The team at Don Wheaton donated over 500 lbs of food and is a corporate sponsor of the AIIPC and the Edmonton Food bank. We thank Dave Mussell and his team at Don Wheaton for all their support

We would like to thank all of the members and the public who donated to the food bank and will continue this great tradition. With 2 car show we collected over 2500 dollars and over a ton of non perishable food items. Well done Edmonton






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The Family Hat Lives On...

Article and Photos By **Sue MacKenzie**
Calgary

A little boy takes a break from his ice cream cone and watches as his sister studies the rear tire and shiny lugnuts of the red 1972 Datsun 240Z, then glances up towards his dad, who encourages him on. "Good boy Edison, check the tire." Edison ponders for a moment, then returns his gaze once again to the wheel.



chback

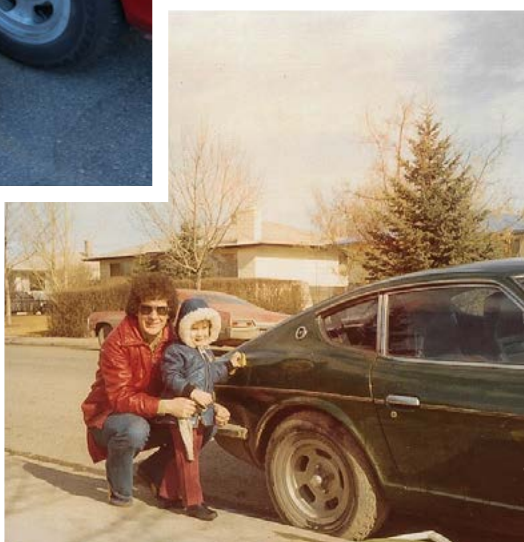




This scene is very familiar to Kyle White, the owner of the now iconic car, for as a young boy his parents captured a similar scene on film many decades earlier.

The car has changed in appearance over the years; first silver with a black stripe around the base of the door, then as it became rusty, it was changed to forest green in the spring of 1977, and finally to its present colour of candy apple red in 1985. The engine was rebuilt around ten years ago, and the carburetors replaced this year, but those are the only restorations done, and the car currently has 91,000 original miles on it. The interior has remained the same and currently hosts a baby seat, much like it did when Kyle and his sister rode in it as children.

The 240Z joined the White family in the fall of 1973 when it was purchased from an acquaintance, the original owner, who was replacing it with the newer model 260Z. As a new addition to the family was expected shortly (Kyle), the intention was to only keep the car until it became too uncomfortable and impractical for the growing family. The little car soon became part of the family and over the years has carried its fair share of people and cargo. As Kyle explains, "When talk of selling the car was raised, the then 10-year-old (me) made



a vocal and successful plea to keep the car until I was old enough to drive." Kyle got his wish when the car was gifted to him as an 18th birthday present.

As with many cars that have been a part of a family for a long time, the 240Z has its share of memorable moments and fond memories.

"While I don't remember the original road trip to Ottawa, (I was only 18 months old), I am told that from my car seat, which was mounted in the hatch between the two seats, I could just nicely kick my dad in the back of the head as he drove. If that was not aggravating enough, there were some mechanical issues on this trip as the 'professionally' installed trailer hitch was in fact riveted to the sheet metal, which held on until a stretch of high-

way in Michigan before it let go. This apparently caused a bit of drama as our tent trailer began to sway and veer as the safety chains did their job."

Over the years, the car carried cargo that the designers most likely didn't envision. At age six, when his parents renovated their home including the addition of cathedral ceilings, young Kyle's imagination ran wild with visions of a perfect Christmas tree that year.

"We picked a wonderful tree, but upon walking out of the lot with this beautiful 21-foot fir, it became apparent that we might have over estimated our car's carrying capacity. Fortunately there

was a good Samaritan, who after looking at the ridiculousness of our predicament, drove our tree home in his truck."

The carrying capacity of the little car was tested on more than one occasion, as Kyle recalls.

"My dad once offered to pick up my grandparents, only to

discover that our full-size family car was unavailable. No problem, my grandma was a good sport and besides being in her 70's, climbed into the hatch for the ride across the city. I can only imagine the thoughts of the other drivers as this dear sweet lady, clad in her Sunday best, waved at them from her perch under the rear window."

As with many cars that have been a part of a family for a long time, the 240Z has its share of memorable moments and fond memories.



Kyle enjoys talking to admirers about the once-modern and now unusual features of the car.

"The funny part today is explaining a manual choke and stick shift to a generation who has never seen such technology. Manual windows are another priceless discovery that have provided much amusement."

A new generation of the White family now rides in the 240Z and looks forward to trips in the car. Although the car was once winter-driven and a daily driver for many years, it now is reserved for the warmer weather, and makes it's way around the city at meets and out for ice cream and other special activities. As little Edison and his sister Cadence continue to study the shiny wheel, it's apparent another generation is already planning to keep the little Z in the family for many years to come.



EVENTS CALENDAR

OCTOBER

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

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

NOVEMBER

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

No events currently scheduled for December or January. Please check the Online Events Calendar for updates.

1	Every Tuesday til Oct 11	West Creek Cruise In – Chestermere, AB 5:30 PM - 8:30 PM West Creek Plaza <i>Hosted by Lakeside Kruzers</i> <i>Contact: Roy Spanko 403-285-8309</i> <i>or rtspanko@shaw.ca</i>
2	Every Friday until Oct. 7	Cruisin' at the Junction – Calgary 5:00PM-8:00PM Glendeer A&W
3	Sep 30 - Oct 2, 2016	Goodguys 24th Lone Star Nationals – Fort Worth, TX Texas Motor Speedway www.good-guys.com/lsn-2016
4	Sep 30 - Oct 1, 2016	Horsepower At Spruce Meadows – Calgary, AB Spruce Meadows www.enthustiastevents.com <i>Contact: Jeff Hill 403-272-8348 or</i> <i>info@enthustiastevents.com</i>
5	Oct 1, 2016	Great White North Pumpkin Weigh-Off & Fair – Smoky Lake, AB 10:00 AM - 4:00 PM Downtown Smokey Lake <i>Hosted by Iron Cruisers</i>
6	Oct 5-8, 2016	2016 Hershey AACA Eastern Regional Fall Meet – Hershey, PA Hersheypark www.hersheyaaca.org

7	October 8, 2016	Quick Times Swap Meet – Red Deer, AB 8:00 AM - 4:00 PM Westerner Park www.quick-times.com
8	October 8, 2016	SVAA Meeting at Quick Times Swap Meet – Red Deer, AB 12:00 PM Westerner Park www.svaalberta.com
9	October 8, 2016	Andrew Garlic Festival – Andrew, AB 9:00 AM - 3:00 PM Andrew, AB <i>Contact: George 780-365-2098 or</i> <i>Gary 780-603-3668 gary@barpek.com</i>
10	Oct 14-16, 2016	Goodguys 5th Nostalgia Nationals – Bowling Green, KY Beech Bend Raceway Park www.good-guys.com/nn-2016
11	Oct 21-23, 2016	Goodguys 23rd Pennzoil Southeastern Nationals – Concord, NC Charlotte Motor Speedway www.good-guys.com/sen-2016
12	Nov 12-13, 2016	Goodguys 27th Autumn Get-Together – Scottsdale, AZ WestWorld of Scottsdale www.good-guys.com/agt-2016
13	Nov 18-20, 2016	Goodguys 19th Southwest Nationals – Pleasanton, CA Alameda County Fairgrounds www.good-guys.com/swn-2016

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Calgary Thunderbird Club Highway Cleanup

Article and Photos By **Sue MacKenzie**
Calgary

Calgary Thunderbird Club members spent a warm fall day on Septmebr 24th doing their annual cleanup of a section of the Trans-Canada Highway, just east of Cheshermere, at the Junction of Highways 1 and 791.

The club has maintained this 3.2-kilometer stretch along the north side, just west of the junction since 2003. A new contract is signed every three years to continue our "Caring for Alberta Highways" agreement.

The amount of litter picked up this time was lighter than in years past, but the hard-working crew still managed to gather well over a dozen bags worth. A few of the interesting items found were part of a car bumper, seat cushions, and a huge amount of broken-up styrofoam.

Following the cleanup, a colourful convoy of TBirds cruised down the highway to the Strathmore Station Restaurant and Pub for a most welcome lunch.

Thanks to the volunteers for making our highways more beautiful!





ALBERTA CLASSIC CAR OWNERS PASS DRIVING SKILLS, ENTHUSIASM TO NEW GENERATION

Recent Research Shows Millennials Love Classics, Hagerty Brings Cars to Kids

Traverse City, Mich (July 18, 2016)

The Hagerty Driving Experience continued its 2016 tour in Alberta, Canada on Saturday, July 18th as a way to teach a new generation the time-honored skill of how to operate a stick shift. Young residents of the Alberta area, ages 15-25, received driving lessons and classroom instruction about vehicle maintenance from Hagerty's classic car experts.

"We are thrilled to bring the Hagerty Driving Experience to Alberta, where we hosted local youth and taught them the art of driving a manual transmission," said McKeel Hagerty, CEO of Hagerty. "At the Reynolds-Alberta Museum, today's younger generation had the incredible opportunity to not only learn how to drive a manual transmission, but to do so in the classic cars their parents grew up loving."

Recent research collected by Hagerty shows that more than 70 percent of young drivers between the ages of 16 and 34 agree that driving a classic car is fun and that 60 percent of them would like to own a classic car at some point in their life. According to the same survey, 60 percent agreed that classic cars are more interesting, stylish and cooler than the cars being produced today.

"The 1987 Porsche 911 was my favorite! Even though I mostly knew how to drive a manual, this event allowed me to hone my skills and experience the feel of classic cars – something not a lot of young people get to do," said Amos Oliver, 20, of Morinville, Alberta. "I know a few MG owners, but have never had the chance to learn to drive their cars because they are their 'babies'. It's really great that the car owners today allowed us to drive their cool cars."

The Hagerty Driving Experience is a program that Hagerty has held since 2011. Hagerty has hosted more than 20 events throughout the U.S. and Canada teaching more than 600 young drivers how to operate a manual transmission and instilling in them the joy and excitement of the classic car hobby – a passion that has captivated the hearts of millions before them.

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Centennial Caravan: Canada's COASTERS ride again!

By **Michel Lamoureux**

Photos submitted by **Michel Lamoureux**
courtesy of **the "Coasters"**
Originally published in Hagerty Classic Cars
magazine and www.hagerty.com

For Fraser Field of Deroche, British Columbia, life on the road has largely amounted to attending the sick and aiding the injured. Which is what you do, of course, when you spend thirty years at the wheel of a fast-paced, wailing-siren ambulance as a paramedic. So it's no surprise that Fraser's knowledge of, and interest in, these life-saving utilitarians grew with time. Plus, if you're a car guy to boot, why not collect them too. And so, Fraser's job-to-passion transition led to him owning various such models and makes, including a unique 1957 Chevrolet Bel Air, a couple of late '60s Pontiac Bonneville's, a 1972 Cadillac, as well as a rare 1948 Chevrolet Panel currently being restored for future use.

"It's interesting to observe people's reaction when they see ambulances out of the past", he says. "There is a special

aura about them that rekindles human sentiment, mixed with intense curiosity. On one hand, an image forms of the 'user'—usually individuals who face sudden threats to their lives at some point.

On the other, the realization of those who provide the care needed, typically in critical circumstances. Add an historical layer to the picture, and all of the right ingredients combine to create a singular fascination for this mode of transportation".

But now, a bigger mission awaits Fraser, as a busy summer looms ahead in 2017: That of shepherding 125 vintage vehicles across Canada and back—a whopping 9,500-mile journey stretching over four months. As chief coordinator of this formidable volunteer task, he is conferred the title of Wagonmaster by a

one-of-a-kind grassroots organization known simply as the "Coasters", whose Canadian origins date back to 1966.

Those were, of course, the inimitable days of peace and love, the year when Mary Quant's miniskirt was all the rage, when Batman started competing with Captain Kirk for top TV ratings and the creatives who made *The Sound of Music* the highest grossing film ever won the Oscar statuette.

Meanwhile, back in Canada, a group of intrepid car collectors decided they wanted to do something out of the ordinary in the name of their passion. Wouldn't it be great, they thought, to organize the mother-

er-of-all-trips across the entire nation and back. After all, the 1967 Centennial celebrations were fast approaching, and



Bill & Betty Sauder Family 1967 Halifax

A symbolic "dipping of the wheels" ceremony in Halifax for the Sauder family and their 1914 Ford.



what a fine way this could be to celebrate Canada's history by showcasing its automotive heritage. It was further agreed by the newly formed organizing committee that their über-cruise would leave from Victoria, B.C., and reach St. John's, Nfld. way east, with a farewell dinner scheduled in Montreal at the then-biggest bash of all: EXPO 67. Amazingly, and in spite of the ambitious commitment required from Tour participants, some 130 registrations from every province were officially entered. Of that number, nine cars would eventually complete the total distance under their own power.

Pete Gagan took part in that inaugural Coasters expedition with wife Mary Jane aboard their 1928 Model A Ford Roadster, while best friends John and Sue Somerset lodged in the car's rumble seat. A young Bill Sauder of Ontario was also among the event's pioneers in his

dad's 1914 Ford—the oldest car to finish the entire Tour, though their engine chewed up two crankshafts along the way. Bill even remembers the day when they climbed the stairs of Ottawa's Parliament building in their Ford while the Coasters stopped in the nation's Capital. Unimaginable nowadays. At 15, Jean Mulloy joined her mom and dad, George and Ethel Brown, for the ride of a lifetime. To this day, she remembers how proud she felt to be Canadian, as the trio traveled 9,000 plus miles across the land in their 1929 Chrysler Four-Door Sedan. Amazingly, Jean, Bill and Pete all plan to return in 2017.... five decades later!

When the first Coasters edition of 1967 got underway, it was decreed that the Tour should be repeated every decade or so thereafter, despite the massive, multi-year, volunteer effort involved each time. One of the founders' initial intent was unifying antique car clubs across every province. The result was the establishment of a first chartered organization, now the National Association of Automobile Clubs of

Canada—just one of four noble goals agreed upon, including:

- To travel across the breadth of Canada on her 100th birthday and see as much of her and her people as possible, the slow and easy way (now, that's the spirit!)
- To join together all of the antique car clubs of Canada in a co-operative effort, as another step toward building a working federation (nation-building at its best)
- To show the people of Canada the part that the antique auto clubs are taking to preserve an important segment of Canadian history (significant social legacy)
- To assist other Centennial celebrations where possible (going the extra mile).

Fraser Field thinks the Coasters experience provides an unparalleled way to discover one's country and discover its people. "This is when you also become aware of the power that antique vehicles carry with them, everywhere you go. Literally any person you meet has a tale to tell about themselves and their own family car. In the end, it's the story of a whole nation unraveling before your eyes", he adds.

So once again next year, participants departing from across Canada will meet in Victoria for the Coasters' historic 50th anniversary Tour and Canada's 150th birthday. They will travel east, winding through British Columbia's and Alberta's spectacular Rockies. Then, along the awe-inspiring flatness of Saskatchewan and Manitoba – the Prairie region, said to have “a lot of sky” – straight into Ontario's breathtaking vistas. Moving next into French-speaking Quebec, across its distinguishing panoramas, then onto New Brunswick, Nova Scotia and Prince Edward Island, all replete with maritime history and sea air. The goal is to ultimately reach St. John's and the Province of Newfoundland and Labrador's picturesque shores. A mari usque ad mare, as the Latin motto reads on the Canadian Coat of Arms. From sea to (shining) sea!

In the summer of 2017, as Wagonmaster Field gets behind the wheel of his freshly restored 1948 Chevy Panel ambulance, flicks on the switch of its symbolic siren, and sets forward with wife Dorothy by his side, one can wonder what reflections will fill his mind. After all, he'll be carrying the torch of those who assembled this venerable caravan of Canada's Confederation five decades before him, not to mention the countless men and women who have kept that

national flame burning ever since.

There will be shared memories of years passed around barbecues at night, and new friends from across the land joining the fun. Cars and parts may demand urgent repairs; logistics, regular checking and weather, the big unknown, could wreak havoc as it pleases. But then, there will be thousands of wellwishers, old and young alike, in

numerous towns and cities, shopping malls, arenas and schools, waving the flag and cheering on the proud pan-Canadian convoy. So much motion marked by so many emotions.

But then again, Fraser may just be too busy to engage in deeper thought, making sure there's enough gas in everyone's tank both morning and night, or plenty of food to feed

his family of hundreds thrice a day. It's nothing he won't be able to handle, of course, when you've been an ambulance paramedic helping people in need all your life. One thing is certain, though: The summer of 2017 won't be the same across Canada, thanks to a remarkable league of devoted lovers of old cars: The country's very own, home-grown, Coasters.

And now, a little travelling music, please.

For more information and visuals: canadiancoasters.ca

Fraser Field thinks the Coasters experience provides an unparalleled way to discover one's country and discover its people.




Toronto Township Centennial Parade, 1967. Part of the Coasters first pan-Canadian Tour. For this stretch near his home, Pete Gagan took out his 1914 Model T Speedster.



The oldest car that traveled coast-to-coast in 1967 was Tom Stewart's 1909 Ford, the earliest example known then in Canada.



Original photo of Fraser Field's Canadian-built 1948 Chevrolet Panel ambulance when it was delivered from the factory. Number 339 off the assembly line.


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11520 24 Street SE, Calgary

Alberta Iron Indians Pontiac Club (Edmonton)

✉ sgenge@torchindustries.ca
📅 Last Monday 7:00 pm
📍 Ricky's All Day Grill
12707 140th Ave NW, Edmonton

Alberta Pioneer Auto Club

✉ jmwear@shaw.ca
📅 2nd Tuesday 7:30 pm Sept - June
📍 Aero Space Museum
4629 McCall Way NE, Calgary

Alberta Post War Car Club

✉ cardebt@shaw.ca
📅 2nd Monday, 7:30 pm
📍 Memories Funeral Chapel
13403 St Albert Trail NW, Edmonton

Alberta Region of Packards International Motor Car Club

✉ rbwhitmore@shaw.ca
📅 3rd Tuesday, 7:30 pm except Jul & Aug
📍 Various locations, Calgary

Alberta Super Run Association Car Show

✉ dickwall@shaw.ca
📅 1st Sunday Noon
📍 Westerner Park
4847A 19 Street, Red Deer

Bonnyville Gear Grabbers Car Club

✉ steve.wojcik@bakerhughes.com
📅 Irregular
📍 Agricultural Society
5211 47 Street, Bonnyville

Calgary Firebird Club

✉ bandit77@shaw.ca
📅 Last Tuesday 7 pm
📍 Calgary Motor Products
1313 36 Street NE, Calgary

Calgary MG Club

✉ harrdean1@gmail.com
📅 2nd Tuesday 7:30 pm
📍 Royal Canadian Legion Branch 284
606 - 38 Avenue NE, Calgary

Calgary Plymouth & Friends Car Club

✉ ericskagen@gmail.com

Calgary Thunderbird Club

✉ llgl@telus.net
📅 1st Thursday, 7:30 pm
📍 Royal Canadian Legion, Branch 285
9202 Horton Road SW

Canadian Vintage Motor Cycle Group: Rocky Mountain Section

📅 3rd Tuesday, 7 pm
📍 Chapelhow Legion #284
606 - 38 Ave NE, Calgary

Central Alberta Mopar Association

✉ glenwilde3@gmail.com
📅 2nd Tuesday 7:00 pm
📍 Humpty's Classic Café
Gasoline Alley, Red Deer

Central Alberta Vintage Auto Club

📅 2nd Tuesday 7:30 pm
📍 Golden Circle
4620 47 Ave, Red Deer

Chestermere Car Nutz Club

✉ mjfstcyr@hotmail.com
📅 Last Friday, 7:00 pm
📍 Priddis

Chinook Wings Motorcycle Club

✉ billhutchison@shaw.ca
📅 3rd Monday, 7:00 pm
📍 Ricky's All Day Grill
11520 24 Street SE, Calgary

Chipman Car Crafters Car Club

✉ lziips@mcs.ca
📅 2nd Monday, 7:30 pm
📍 Chipman Town Office
4816 50 St, Chipman

Coaldale Custom Cruisers

✉ garyklassen@shaw.ca
📅 2nd Wednesday 7:30 pm
📍 The Hub
2107 - 13 Street North, Coaldale

Cochrane Classics Car Club

📅 4th Thursday 6 pm
📍 A&W
23 Westside Dr, Cochrane

Cold Lake Cruisers Car Club

✉ efroe44@yahoo.ca
📅 2nd Monday 7:00 pm
📍 784 Wing/A&W
5319 48 Ave, Cold Lake

Crowsnest Pass Wheel Nuts

✉ brian.macfar@gmail.com

Cypress Rod & Custom Car Club

✉ hemihunter69@hotmail.com
📅 1st Wednesday, 7 pm
📍 Member garages, Medicine Hat

Diablo's Car Club

✉ keith.malmkvist@servicemastercalgary.com
📅 Every Thursday, 7:30 pm
📍 Member garages, Airdrie

Didsbury Car Club

✉ gilbert@gtaperformance.com
📅 First Thursday, 7 pm
📍 Didsbury Train Station
20 Street, Didsbury

Dropsicles

✉ paul@dropsicle.com
📅 Last Wednesday 8 pm
📍 Tim Horton's
7508 Gateway Blvd., Edmonton

Edmonton Antique Car Club

✉ berth@nait.ca
📅 1st Wednesday 7:30 pm
📍 Northern Alberta Pioneers & Descendents Association
9430 - 99 Street, Edmonton

Edmonton Thunderbird Club

✉ kmknipelberg@shaw.ca
📅 Last Thursday 7:00 pm, Sep-Jun
📍 Chateau Louis Conference Centre
11727 Kingsway NW, Edmonton

Elk Point Auto Club

✉ epac1986@yahoo.ca
📅 2nd Wednesday 7:30 pm
📍 Magic Pizza
4904 50 Street, Elk Point

Foothills Model T Ford Club

✉ rbmanagement@shaw.ca
📅 4th Wednesday 7:30 pm
Sep - May excluding Dec
📍 Aero Space Museum
4629 McCall Way NE, Calgary

Foothills Street Rod Association

✉ slmurray@telusplanet.ca
📅 2nd Monday 7 pm
📍 Calgary
📱 FoothillsSRA

Ford Central Club

✉ allanbidyk@gmail.com
📅 1st Wednesday 7:00 pm
📍 MGM Ford Lincoln
3010 50 Ave, Red Deer

GTO Association of Alberta

✉ tripower64@shaw.ca

📅 2nd Wednesday 7:30 pm

📍 Classic Performance
Bay #27, 1410 - 40 AVE. NE, Calgary

Just Kruzin' Specialty Vehicle Club

✉ dreiger@telusplanet.net

📅 Second Wednesday, 7:30 pm

📍 Lloydminster Exhibition Grounds
5521 49 Ave, Lloydminster

Lakeside Kruzers Car Club

✉ rtspanko@shaw.ca

📅 Second Tuesday, 5:30 pm

📍 Chestermere Plaza
300 Merganser Drive West, Chestermere

Lebarons Car Club

✉ jurangreene@gmail.com

📅 First Tuesday 6:30 pm

📍 Member garages, Lethbridge

Lloydminster Auto Club

✉ lloydautoclub@gmail.com

📅 1st Wednesday 7:30 pm

📍 Heritage Bldg. Weaver Park
4515 44 Street, Lloydminster

Medicine Hat Vintage Vehicle Club

✉ pchuk@telus.net

📅 1st Wednesday 7:30 pm

📍 Royal Canadian Legion Branch 17
702 2 St SE, Medicine Hat

Mountain View Pistons Vehicle Club

✉ iam2morrow@icloud.com

📅 1st Wednesday, 7:00 pm

📍 Smitty's Restaurant
4513 52 Ave, Olds

Nifty Fifty's Ford Club of Calgary

✉ bseal@telus.net

📅 2nd Tuesday 7:00 pm

📍 Advantage Ford
12800 Macleod Trail SE, Calgary

Peace Classic Wheels

✉ zummy2@hotmail.com

📅 3rd Wednesday at 7:30 pm

📍 Dunvegan Motor Inn
9812 113 Street, Fairview

Ponoka Piston Poppers

✉ gnctoys@telus.net

📅 1st Tuesday, 8:00 pm

📍 Member garages, Ponoka

Porcupine Hills Classic Cruisers Club

✉ o57sky@hotmail.com

📅 6 pm Sunday, April to Sept

📍 Klein Auto Sales
4322 1 Street W, Claresholm

Prairie Motor Brigade

✉ rdebruyn@telus.net

📅 Second Saturday at 9:30 am

📍 Smitty's
191 East Lake Crescent NE, Airdrie

River City Classics Car Club

✉ jeffloilpro2325@gmail.com

📅 1st Wednesday 7 pm, Feb - Dec

📍 High River Agricultural Museum
64137 Hwy 498 E (543 for GPS),
EXIT 197, north of High River

Rollers

✉ pother@shaw.ca

📅 2nd Tuesday 6:00 pm

📍 335 Lynnview Way SE, Calgary

Southern Alberta Antique & Classic Auto Club

✉ arevalib@shaw.ca

📅 1st Tuesday 7:30 pm

📍 Atco Gas, Office Auditorium
410 Stafford Dr N, Lethbridge

Southern Alberta Drag Racing Association

✉ josstechnical@yahoo.ca

📅 1st Wednesday 7:30 pm

📍 1610 - 31 Street N, Lethbridge

St. Albert Cruisers

✉ newageretro@hotmail.com

📅 2nd Wednesday 7:30 pm

📍 St. Albert Inn
156 St Albert Trail

Stampede City Model A Ford Club

✉ troy@pcmc.ca

📅 2nd Wednesday 7:30 pm

📍 Club Garage, Calgary

Studebaker Drivers Club, Edmonton Chapter

✉ keyn55@xplornet.com

📍 Edmonton

Studebaker Drivers Club, Foothills Chapter

✉ kfonseca@telus.net

📅 1st Tuesday, 7:30 pm

📍 Austrian Canadian Club
3112 11 Street NE, Calgary

Sylvan Lake Customs & Classics

✉ gordbred@gmail.com

📅 1st Wednesday 7 pm

📍 Royal Canadian Legion, Branch 212
4916 50 Avenue, Sylvan Lake

Taber Corn Country Cruisers Club

✉ brianmelissa@planger.ca

📅 2nd Tuesday 7:30 pm

📍 Royal Canadian Legion, Branch 20
5205 48 Ave, Taber

The American Motors Club of Alberta

✉ regano@telus.net

📅 2nd Tuesday 6:30 pm

📍 Royal Canadian Legion Branch 284
606 - 38 Avenue NE, Calgary

Time Travellers Car Club of Airdrie

✉ sdetombe@telus.net

📅 1st Friday

📍 85 Eastlake Circle, Airdrie

Touring Tin Car Club

✉ pearsonk@bantrel.com

📅 2nd Monday, 7:30 pm

📍 Member's homes, Edmonton

Vegreville Iron Runners Auto Club

✉ sawss@telusplanet.net

📅 1st Wednesday, 7:00 pm except
Jan & Aug

📍 Vegreville Historical Society Museum
5029 45b Ave, Vegreville

Vintage Sports Car Club of Calgary

✉ stonehocker@shaw.ca

📅 2nd Wednesday, 7:00 pm

📍 Austrian Canadian Club
3112 11 Street NE, Calgary

Wednesday Auto Show Association

✉ ron.gor45@gmail.com

📅 Wednesday, 6:00 pm

📍 The Military Museums
4520 Crowchild Trail SW

West Central Alberta Classic Car Club

📅 1st Thursday 8:30 pm

📍 Athabasca Valley Hotel
124 Athabasca Ave, Hinton

Western Wheels Classic Auto Club

✉ dicksflt@gmail.com

📅 1st Tuesday at 7:00 pm
March to October

📍 Tamarack Inn
4904 45 Street, Rocky Mountain House

Wildrose Rod & Custom Car Club

📅 3rd Tuesday at 7:30 pm

📍 Shagannapi Community Hall
2516 - 14 Avenue SW, Calgary

Dumb things I see drivers doing



By **Randy Rollo**
Calgary

I have to wonder sometimes how some drivers get (or keep) a license. Every day I notice one or all of the following bad habits. I can't decide whether it's ignorance of the law or just being plain ignorant. The following is in order of observed occurrences, number one being the highest.

- 1 Not using turn signals. That little lever on the left side of the steering wheel is there for a purpose. It indicates to other drivers what your intentions are. I once followed a young driver from a community area to northbound Deerfoot and the turn signal was not used once.
- 2 Tail gating: driving with no more than one car length behind the vehicle in front of them. It's worse on
- 3 Turning into the wrong lane from one lane onto a two lane road, e.g., turning left into the right lane or right into the left lane. When turning left or right from a single lane onto a two lane road, the law says you turn onto the closest lane then signal to move over to the other. (See 1.)
- 4 Trying to get ahead of everyone in a right hand exit ramp by driving along finding a place to butt into the line of traffic. I've even seen cars come to a complete stop on Deerfoot (southbound) waiting for a spot to get over to the right. (See 1.)

- 5 Using a phone at a red light and not noticing the light has changed to green. There is a distracted driving law in Alberta.
- 6 Not using an entrance ramp to get up to traffic speed while entering onto a highway. Many times I've observed drivers waiting until they are on the highway before speeding up. (See 1.)

I'm sure everyone has observed other dumb things drivers do, but these are what I've noticed the most. Traffic laws are safe driving laws and by not obeying them, the offending driver is disrupting traffic and possibly putting themselves and other drivers at risk.

Are any of us guilty?

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