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RIDES

**SAFETY AND
CLASSIC CARS**
The difference
when driving a
classic car

CLASS WITH FUNCTIONALITY
Reviving a 1952 Buick Super Estate Wagon

PREVENTING LOOSE WHEELS
Things you should know when switching
from winter tires to summer tires

DROOLING IN PENNSYLVANIA
The Old Editor visits the Buick Club of
America's 50th anniversary gig

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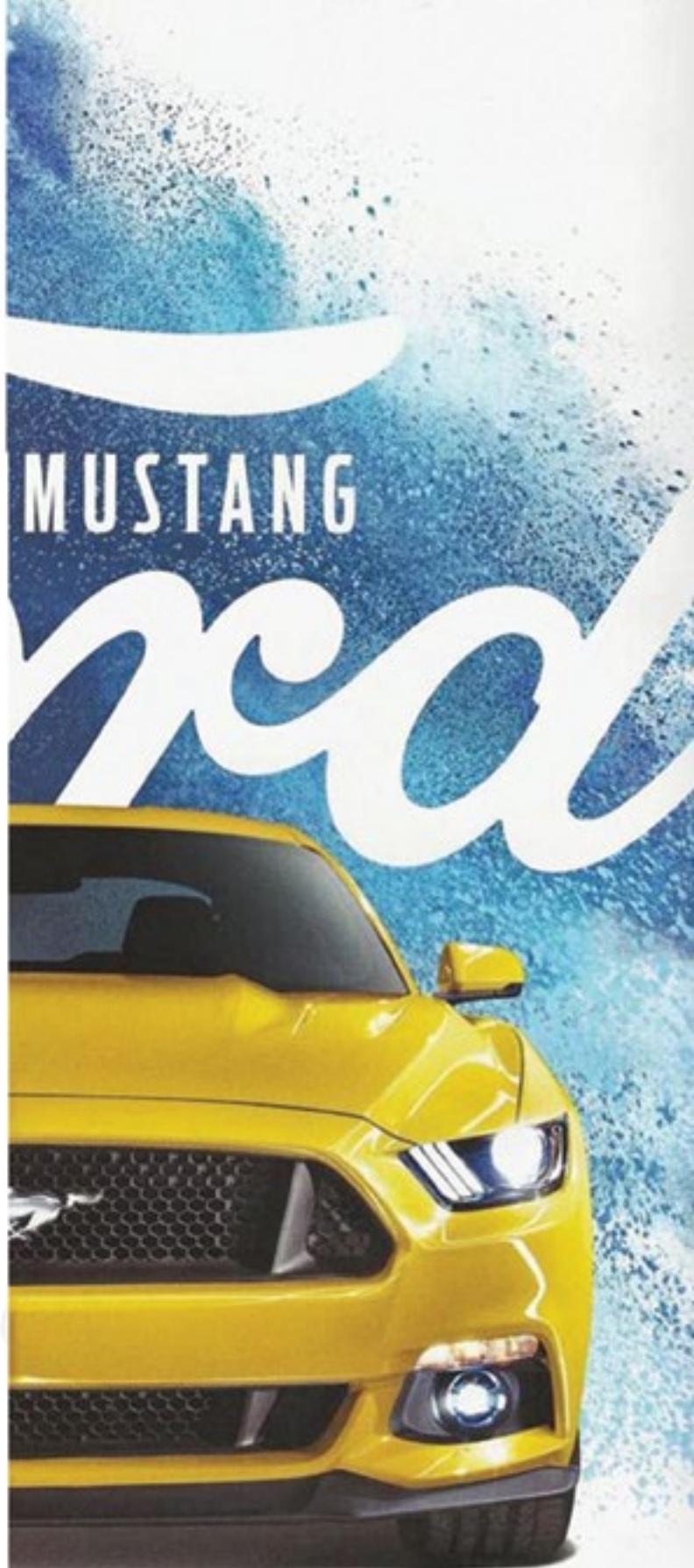
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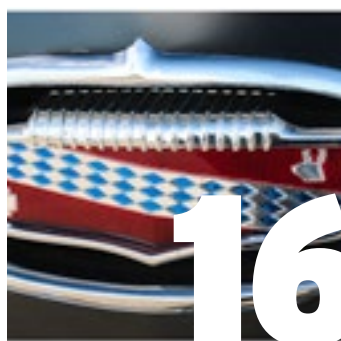
WHAT'S INSIDE



6

Safety and Classic Vehicles

Most classics required that the driver pay attention to the vehicle and the feel of the road.



16

Class with Functionality

Reviving a 1952 Buick Super Estate Wagon. A post-war luxury statement piece.



24

Buick Drool in Pennsylvania

The Old Editor and his sweetheart visits the Buick Club of America's 50th anniversary gig.

Features

- 8 Preventing Loose Wheels
- 9 An Iron Indians Christmas
- 10 My First Auction Brings My Fantasy Car
- 14 The Next Collector Cars
- 29 KMS' Tools for the World
- 32 More Dastardly Dealership Stories

Departments

- 2 President' Message
- 4 Board Profiles
- 20 Events Calendar
- 26 Member Clubs



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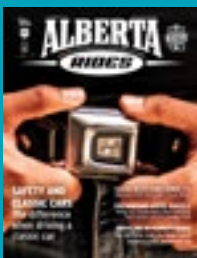
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Buckle up! Our model Tahnee Conradie buckles in for our safety issue. Photo by Teak Sato.

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PRESIDENT'S MESSAGE

Our editors have chosen "Vehicle Safety" as a theme for this issue of Alberta Rides. Safety is the state of being "safe," the condition of being protected from harm or other non-desirable outcomes. Safety can also refer to the control of recognized hazards in order to achieve an acceptable level of risk.

In regards to the main focus of our hobby, our collector vehicles. One sure way to control the recognized hazards of our hobby is to keep our vehicles well maintained. And what better way to ensure that our pride and joy are being well maintained than to subject them to a "SVAA SAFETY CHECK" conducted by one of our peers. Our fellow club members or fellow car fanatics are one of the best resources to help ensure our vehicles are well maintained and safe to drive. Not only are they generally a wealth of knowledge about your type of classic, they also do not want to have an accident as it may involve their vehicle.

Whether you are in your shop working on your classic or at your computer researching more neat things to buy for your classic, this is the time of year to start planning your summer drives and tours. Check out the events schedule in the magazine as well be sure to subscribe to our monthly email events update. One to the major event that will be passing

through this summer is the "Canadian Coasters 50th Anniversary Tour". They will be passing through along Highway #3 in early July and will be spending 6 days in Alberta and would love to show off their cars. Also please ensure that you have July 14 marked off on your calendar to celebrate International Collector Car Appreciation Day.

While you are in the garage looking at that new tool or set of tools that Santa left under the tree and are wondering where to store the old ones, rather than store them a better way to clear out your old or no longer needed tools is to donate them to the "Tools for the World" project run by KMS Tools.

Hope to see you in Lethbridge at the SVAA spring informational meeting on Feb11 at 12:30.

Keep it safe



Jim Herbert

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Annual General Meeting

SATURDAY, MAY 6, 2017 AT THE CAVAC RED DEER SWAP MEET

Agenda items include:

Proposed bylaw changes including:

- Implementation of an honorary board member position
- Discussion and implementation of a donations policy

Election of board members. Positions open are:

- Vice President - South
- Secretary
- Directors (6)

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Malcolm Fischer

Based on what my dear ol' Dad used to kid me about, I have been an old car nut since birth. Though he was a mechanic, he was in no way an old car nut as its commonly understood. He used to tell me how, even as a small child who stood beside him on the seat of the old '36 Chevy pickup we had, that if we'd drive down the road and a glint of glass or chrome glittered out from behind a bush or from among old buildings, I'd pester the dickens out of him until we could stop, go over, and have a snoop. And if we were visiting any farm at all, I'd inevitably wander off and be found in "the back 40" pretend-driving old Model A remains, or old tractors, or whatever had a steering wheel. At my favourite old car place, Uncle Norman and Auntie Emma's, he always knew where to find me. They had two old Model A corpses and three mid 50s Plymouth leftovers about a quarter mile from the buildings in the bush. There I'd be, just as sure as could be. Ol' Shep, their Collie, would always be along looking out for me.

What captured or held my interest? Dunno. It just seemed to be innate, and seems so still. Who isn't thrilled with the find of an "old tin" treasure, heretofore undiscovered? I love it. When I was about 13, I had a paper route, and netted \$8.50 per month. A local farmer - we'll call him Edwin because that was his name - had a derelict '39 Chevy they used to use for running around the pastures sitting along a bush just near enough to the road to be a teaser. Finally, I asked him what it would take to buy it and he decided on \$50. Saved every nickel, gathered bottles, and took jobs on farms picking bales, and finally had the 50 large. Dad and I took a tire pump and a chain out there and I pumped madly. When seeing that all the tires and tubes held air, I still remember the thrill. We towed

her home, poured diesel fuel in the cylinders, set blocks of wood to keep constant pressure on the crank sticking out the front, and after three weeks, got her started up. It knocked, but what the heck. Roared around in that thing all summer. (I wrote a piece about it for Alberta Rides in recent months.) Dreams of what I was going to do to customize that car kept me fuelled for a long time, even through owning a subsequent, and legally drivable!, '52 Chevy coupe, and until I got my first "beauty" car - a Sierra Gold Metallic and Adobe beige 283/Powerglide 1957 Pontiac Laurentian. Wow!

Over the years, I have been very active with friends and their friends working on old tin, but the Central Alberta Vintage Auto Club is my only club affiliation. I've worked hard in several roles organizing tours, organizing a Circle Tour and two Internationals (with my great friend Bob Poapst as co-chair), but my primary role is that of newsletter editor, the beloved Brass Lamp. We typically have about 90 members, and the Lamp receives enough praise to keep me fuelled for more!

I volunteered for SVAA because two highly persuasive hitmen flew into town in a 1951 Cessna and railroaded me into joining up! Har, har. But, it didn't take much pressure. I have long admired the work the SVAA has accomplished and watched with interest as it, and the hobby, continue to grow. A provincial voice is vital and the SVAA has been an excellent advocate for us in all aspects of the hobby. I guess I felt I have something to contribute, so here I am.

I have no decided "missions" in mind as a board member, but the continued increase in visibility of our hobby, and the continued variation in how people value it fascinates me. The more people we can reach to become part of a reasonable and dedicated provincial voice, the better.



Randy Rollo

Randy has been a car guy since 1965. Like many of us, he had to wait to bring his dreams to life buying a new Datsun 240Z five years later. All it took to turn him into a buyer was the Datsun advertisement announcing the arrival of the 240Z. To date, he has owned four of them though not all at once.

The Datsun 240Z's were followed by his current ride, a 1927 Ford Model T street rod. Being a wise fellow, Randy joined the Foothills Street Rod Association looking for help with building his car and, perhaps, parts. As a member of FSRA, Randy has contributed energy and time to many activities over the years – often the charity work FSRA is known for.

Joining the SVAA as a Director seems a natural fit for Randy. His working life (the part of our world that funds our car world) was as an Occupational Health & Safety Officer. His focus as a director follows a similar path. Randy wants to promote the safe operation of our vehicles through working with member clubs to organize safety check days, participating whenever possible. He also is a contributor to Alberta Rides focusing on safety issues. You may have seen his story on the hazards of driving with tires that are past their best-before-date.

You can reach Randy at rollorw@shaw.ca.



Safety & Classics

By **Jim Herbert**
Specialty Vehicle Association of Alberta

Our classic cars are a poor risk when it comes to road safety. They are not equipped with many of the modern safety features that we find in modern vehicles and are most likely to pose a serious risk to the driver in a collision. For example in my 1951 MG, the steering shaft is likely to straight through me like a spear. The same goes for many of our classics.

Crashtesters at IIHS (Insurance Institute of Highway Safety) conducted a frontal collision between a 2009 Chev Malibu and a 1959 Chev Bel Air to evaluate the safety features of newer vehicle vs the classic car. This video can be viewed on YouTube just search IIHS crash test.

"It was night and day, the difference in occupant protection," says Institute president Adrian Lund. "What this test shows is that automakers don't build cars like they used to. They build them better."

In terms of modern safety features that help you survive a collision, classics are at a severe disadvantage. With this in mind, here are a few points that generally reduce your risk when you take your classic out for a drive.

Classics are driven less.

Many classics really see the road. Most are only driven on weekends and holidays and even the "living classics" that are driven as daily drivers, tend to do far less miles than the average new vehicle.

Classics "tend" to be driven very carefully.

If you have just spend \$20,000 on body work and new paint job on your granddad's old Ford, you are hardly likely to go screaming around town challenging modern vehicle to drag race from the stop lights. Owners love their classics and so tend to go to a great deal of trouble to avoid accidents. Older vehicles generally have poor handling and braking than modern cars so owners tend to drive slower and with a great deal more caution.



Classic Vehicles

Classics generally are more visible.

Try changing lanes in rush hour traffic in your new BMW and everyone will likely ignore you. But in a classic other drivers tend to notice you and tend to yield more, partly out of respect, partly out of fear as the big shiny bumpers make big dents in the new shiny plastic of the new cars.

Classics “tend” to be well maintained and regularly safety checked.

Classic owners take a great deal of pride in their vehicles and often spend more time maintaining and servicing their vehicles than driving them. Many owners subject their classic to annual safety checks that are hosted by local clubs. Check out the Safety Check Program on the SVAA website.

Classics can have many safety features added.

Unless you restored your classic as a concours show car, you can install many modern features that will enhance the safety of the vehicle and that will not take away from its original

style. Period style seat belts can easily be installed as well as high mount brake lights. LED replacement bulbs are available for most classics. Many tire companies can supply original looking tires as a radial thus giving you better handling. Many suppliers offer brake system upgrades such as dual master cylinder kits and disc brake conversion kits.

Remember always think safety when you are driving your classic, coffee cup holders and sound systems were not an option in my early British sports cars for a good reason. These cars like most classics required that the driver pay attention to sounds of the vehicle and the feel of the road, and not to the many flavours of the coffee savoured while getting the right sound mix out of the audio system.





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As you are reading this hopefully spring is just around the corner and you will be thinking of switching to summer tires on your daily driver. This is a brief summary of an article on wheel safety published by the TIA (Tire Industry Association).

"The correct torque guarantees nothing" are the words that Kevin Rohlwing TIA's Senior Vice President of Training uses in his loose wheel prevention speech. He goes on to state that the two major causes of loose wheels are unclean mating surfaces and lug nuts tightened in the incorrect sequence.

How Clean is Clean?

The simple answer is that all of the surface debris and loose material must be removed with a wire brush. Special attention should be paid to the centre bore of the wheel and the concentric ring on the hub. Any foreign material in these areas will probably contribute to the type of joint setting that often leads to loose wheels. It is suggested that a little brake cleaner be sprayed on the face of the rotor or drum after it's been cleaned with a wire brush. This will effectively remove any residual foreign material. This practice also works well on the back of the wheel, but remember that spraying brake cleaner on the back of an alloy or aluminum wheel will result in overspray on the front that will probably have a negative

effect on the finish. A better way is to spray the brake cleaner on to a clean shop towel first, then the mating surface can be cleaned without risking damage to the surface on the front.

What is the correct tightening sequence?

Wheel fasteners should always be snugged and torqued in a star pattern to ensure the wheel is evenly seated on the hub and the torque is evenly distributed between the studs. You should avoid the "one and done" method of snugging the lug nuts and gradually tighten them in a star pattern to seat the wheel. Once the wheel is seated, the final torque should be applied in a star pattern as well. However, when the torque is checked after a few miles (5-50 miles), it is perfectly acceptable, and even recommended, that the lug nuts are checked in a circle pattern. By checking the torque in a circle, it's much more difficult to skip or miss one, especially on light trucks or SUV wheels with 8 or 10 studs.

In most cases, loose wheels can be prevented when the mating surfaces are clean and the lug nuts are tightened in a star pattern so the wheel is properly seated on the hub. And when a calibrated torque wrench is used to apply the manufacturer's recommended torque in a star pattern, success is the most likely outcome.

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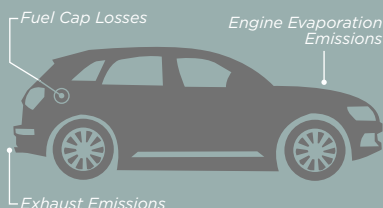
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AN IRON INDIANS CHRISTMAS

By **Dave Scragg**

Together with AIIPC Edmonton, Torch Ind. and Friends of Torch we raised over \$2500.00 in gift cards, gifts and food for 5 less fortunate Edmonton families. This is put on by JIC Edmonton Holiday Hamper program. www.jisedmonton.com

19 AIIPC Edmonton members purchased gifts, food, wrapped and delivered for the adopt a family program. This is a very rewarding event which we do once a year at Christmas.

AIIPC member Lance Briggs wrote a poem which reflects his appreciation of this event.

*Twas the week before Christmas and all thru the North
Iron Indians were rising and gathering at Torch.
Nine o'clock in the morning we all gathered there
The smell of hot coffee filling the air.*

*With greetings and handshakes and smiles all around
There was not a sad face in the place to be found.
Husbands and wives and children in tow
Tho cold outside our hearts were aglow.*



*Cases of food and boxes of toys
All wrapped up pretty for good girls and boys.
These we loaded into our cars
And headed to Northlands, in cold like on Mars.*

*At Northlands we picked up the turkeys and pans
Six families would gain from all of our plans.
From house to house we travelled in convoy
Receiving much Thanks and smiles of great joy.*

*Hampers delivered, our stomachs were hollow
We then went to Ricky's for lunch was to follow.
Our stomachs are full and hearts filled with cheer
We'll gather again and do it next year!*

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MY FIRST AUCTION



By **Sue MacKenzie**

Photos By **Bill MacKenzie**

I'd never been to a classic car auction before and, after all, I have my vintage Thunderbird so what else could I want? Well....

My son and I attended Horsepower at Spruce Meadows this past October as part of the Calgary Thunderbird Club's team at the car show portion of the event. Since it was a rainy day and spectators were sparse, we all wandered inside the pavilion where the auction was being held and took a quick look around at the cars offered up for sale. A few things caught my eye, but hunger took over, so after grabbing some hot dogs we sat in the bleachers and watched as the bidders in the reserved section down on the floor studied their programs, waved their bidder cards, and if lucky, purchased the car of their dreams.



BRINGS MY FANTASY CAR

This was a new experience for me. I hadn't seen an auction in person before, only Barrett-Jackson on the TV and had often dismissed the idea of going to one since I didn't think I could afford anything that was presented. As the first group of cars was sold, however, I was pleasantly surprised at how affordable some of them were.

With lunch finished, we headed back out to review our programs and revisit the cars noted during the first circuit we made. I took a second look at the classic Mustangs and Thunderbirds, but my son headed in the opposite direction. Outside the show area, sitting in the rain, was a small red convertible sports car, which looked somewhat out of place surrounded by

American muscle and European luxury cars.

He was instantly taken by the mint-condition 1993 Nissan 240SX, with its beautiful bright red paint and contrasting black convertible top. I sauntered over, only half interested, but as he described the features, my curiosity got the best of me and I started to examine it in greater detail.

Whoever had it before certainly knew how to take care of it. Mint condition is exactly what it was – everything from the fabric top to the interior carpet was in excellent shape.

We couldn't get a close look inside because it was locked, but we both peered in through the rain-soaked windows and were impressed by what we saw.



Returning to the pavilion, I decided to have some fun and handed \$20 over to the registration desk and in return received a bidder's card and some information sheets. I sat in the reserved area along with the other participants which made me feel part of the action, but I found the view of the cars wasn't as good from my vantage point on the floor so back up into the bleachers I went.

As the afternoon went by, I jumped into the bidding wars over a 1965 Mustang and came very close, losing out by only \$500. I must admit the adrenalin rush was somewhat addictive, but I was also relieved since I really didn't need another car. Or did I....?

More cars went by and the crowds started to thin as the day drew to a close. Finally the Nissan rolled into view. Opening bids drew silence and the starting price kept dropping. It finally was low enough that I couldn't pass it up anymore, so I waved my bidder card in the air, but panic set in; the featured vehicle in front of the convertible was a big truck, and as it was still on display, the auctioneers couldn't see me from their angle. I started waving my card around frantically while my son and a few members of my TBird club yelled until I was noticed.

Only one other person was bidding against me, but I



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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





By **Jeff Hill**
Okotoks

As the automobile gets older and so do all of us enthusiasts, certain types of cars fall in or fall out of favor. Those vehicles that go from neat cars when new, to almost forgotten only to reemerge as desired collector cars, often replace cars that the new generation of collectors don't seem to care about.

I have always said, there is no wrong answer as far as where one places their enthusiasm. There is however right and wrong when it comes to making simply financial sense. By that, I mean that if you buy a collector vehicle purely for the fun of it and the joy it gives you then, right off the top it is a sound investment. Purely, because why else do we work, make money and spend time doing things if we can do what we want in a vehicle we enjoy. There is more than one currency in life and enjoyment needs to be the first factor when buying.

With that said, there are many among us that buy cars that not only bring joy but also have financial upside. The crystal ball of the collector car world has actually been relatively predictable as to what cars will increase or decrease but it often misjudges how these cars will appreciate and by how much. Take for example a Ferrari F40. Not too long ago I went

to the U.S and acquired one for a client and then it was worth around \$500,000 and the Canadian dollar was close to par.

Today that same car would easily sell for over \$1.3 Million U.S dollars. That's over a 300 % increase in Canadian money now. So this enthusiast loved every minute with his car and should he choose to sell it, is also in a fantastic financial situation.

Take even air-cooled Porsches. Any air-cooled 911 has more than doubled in the past few years. What does this tell enthusiasts? Well I believe that the values of F40s brought every other, cheaper Ferrari up along with it. So the \$50,000 F355 is now worth \$100k and more.

But what about the Porsches – well all air-cooled 911 cars have gone up, but what else has it done to the Porsche market? Now, good, serviced and cared for 928's have started to increase, which makes sense as they were more expensive than the 911 and languished far below in used values. The 914's are rising quickly and soon, I believe good 944's will see a nice increase.

The land of the Rising Sun and the cars it produced are now becoming very sought after amongst the new generation of enthusiasts. I am among them. The Mk 4 Toyota Supra, Acura NSX, Nissan 300ZX Twin Turbo, FD RX7 and even the Mitsubishi based Dodge Stealth are all on the rise and so they should be. When you look at performance per dollar those



examples illustrate amazing values when compared to some of those European vehicles mentioned earlier.

The next generation of Muscle cars are also on the rise. A great example is the outrageous increase in the Smokey and the Bandit Trans Ams and even its contemporary Camaro counterpart. More recently though, the early version of the Dodge Viper and the Corvette ZR-1 are without question cars that check the boxes for fun and potential collector upside.

With all of these new and desirable cars coming into the light and younger generations appreciating them, something gotta give. The effect is that entire categories of cars become less collectible. We will discuss those another time.

Jeff Hill is owner of the Okotoks Collector Car Auction, a licensed Broker and enthusiast. He can be reached at 403-272-8348

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Functionality

ate Wagon fits the bill

Functionality but also luxury. The cars of the post-war era reflected the rise of consumerism - they were no longer just a means of transportation, but were also a statement.



Photos and Article By **Sue MacKenzie**

completely rewired with a new harness assembly from Y & Z Wiring, and had a complete front-end rework including kingpins and rebuilt dual action shocks in the front and rear. The rear end, or third member assembly as Buick refers to it, was completely disassembled and reassembled using new bearings, gaskets and seals as required. Much of the stainless body trim was replaced or reworked as required and the bumpers were replated. The brake system was completely reworked including shoes, cylinders, and all brake lines. New tires with NOS hubcaps were also installed. The interior was completely redone by Aristocrat upholstery. All of the accessories have been rebuilt, including the starter, generator, fuel pump, heater, defroster, wiper motor, and the radio."

As much of the mechanical work progressed, it was time to start the restoration of the exterior. The complex and intricate wood used was removed from another car, and unlike woodies of this era which had wood used as an appliqué, the C and D pillars on this car are solid ash, making replacement difficult and challenging. Some new wood had to be fabricated including the lower rail under the tailgate and the left side rear post. The associated

hardware for the lift gate and tail gate required extensive rework as replacements are extremely rare and nearly impossible to find."

Restoration progressed over the years, and Rob explains the feeling he had about the process.

"This is a little out there, and it's hard to imagine a car having a soul, but in a way this car has a strong energy about it. The way the restoration flowed together at times almost gave the feeling that this piece of history wanted to see the open road again."

The wagon currently has less than 200 miles on it since completion and has been attracting attention at the few car shows that were attended this past summer drawing great interest and many questions from curious onlookers.

Now that the work has been completed on this beautiful automobile, Rob

has turned his attention to Buick woody #2, once again with the assistance of Daryl, who still comes out every Friday to lend his expertise gained from a life-long career as a body man. The regularly scheduled work sessions keep the project moving along and good progress has already been made.

So how has this Buick affected Rob's passion for cars?

"This was the first Buick that I have ever owned and it has certainly started a strong passion for the hobby, and since buying it, several other Buicks are now in my life for better or worse, definitely not for richer but certainly for poorer!"

Keep an eye out for this beautiful wagon as you make your way through the upcoming car show season, and take time to admire the amazing woodwork and attention to details. It truly is worth seeing.



EVENTS CALENDAR

FEBRUARY

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

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

MARCH

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

APRIL

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

1	Feb. 10-12	57th O'Reilly World of Wheels – Kansas, MO Kansas City Convention Center www.autorama.com/attend/kansascity/	10	Mar. 3-5	18th JB's Power Centre World of Wheels – Edmonton, AB Edmonton Expo Centre www.autorama.com/attend/edmonton/
2	Feb. 10-12	58th O'Reilly World of Wheels – Indianapolis, IN Indiana State Fairgrounds www.autorama.com/attend/indianapolis/	11	Mar. 3-5	43rd O'Reilly's Autorama – Salt Lake City, UT South Towne Exposition Center www.autorama.com/attend/saltlakecity/
3	Feb. 11	2017 Early Bird Swap Meet – Lethbridge, AB 8:00AM-4:00PM Exhibition Park <i>Hosted by Southern Alberta Antique and Classic Auto Club</i> <i>Contact: John Potts 403-345-2975 or</i> <i>bedsandbears@shaw.ca</i>	12	Mar. 3-5	55th O'Reilly's World of Wheels – Chicago, IL Donald E. Stephens Convention Center www.autorama.com/attend/chicago/
4	Feb. 11	SVAA Winter Meeting – Lethbridge AB 12:00PM Exhibition Park	13	Mar. 10-12	Toronto Motorama Custom Car & Motorsports Expo – Mississauga, ON International Centre www.motoramashow.com
5	Feb. 17-18	Mercun Auctions Los Angeles – Pomona, CA The Fairplex www.mecum.com/auctions/los-angeles-2017/lots/featured/	14	Mar. 10-12	Goodguys 8th Spring Nationals – Scottsdale, AZ WestWorld of Scottsdale www.good-guys.com/sn-2017
6	Feb. 17-19	57th O'Reilly Autorama – Dallas, TX Dallas Market Center www.autorama.com/attend/dallas/	15	Mar. 17-19	Goodguys 7th Spring Lone Star Nationals – Fort Worth, TX Texas Motor Speedway www.good-guys.com/slsn-2017
7	Feb. 24-26	51st Auto Value World of Wheels – Calgary, AB BMO Centre www.autorama.com/attend/calgary/	16	Mar. 17-19	EG Auctions Collector Car Auction & Speed Show – Red Deer, AB Westerner Park www.theelectricgarage.com/auctions/
8	Feb. 24-26	55th O'Reilly's World of Wheels – Milwaukee, WI Wisconsin State Fair Park www.autorama.com/attend/milwaukee/	17	Mar. 17-19	62nd O'Reilly's World of Wheels – Omaha, NE Century Link Center www.autorama.com/attend/omaha/
9	Feb. 24-26	65th Meguiar's Autorama – Detroit, MI COBO Center www.autorama.com/attend/detroit/	18	Mar. 17-19	50th O'Reilly's World of Wheels – Minneapolis, MN US Bank Stadium www.autorama.com/attend/minneapolis/

19	Mar. 24-25	Mercun Auctions Kansas City – Kansas City, MO Kansas City Convention Center www.mecum.com/auctions/kansas-city-spring-2017/lots/featured/
20	Mar. 24-26	43rd Piston Ring World of Wheels – Winnipeg, MB RBC Convention Centre www.autorama.com/attend/winnipeg/
21	Mar. 25-26	Goodguys 35th All American Get-Together – Pleasanton, CA Alameda County Fairgrounds www.good-guys.com/aagt-2017
22	Mar. 25	Quicktimes Red Deer Spring Swap Meet – Red Deer, AB 8:00AM-4:00PM Westerner Park
23	Mar. 28- Apr. 2	Vancouver International Auto Show – Vancouver, BC Vancouver Convention Centre (West) www.vancouverinternationalautoshow.com

24	Mar. 31- Apr. 2	43rd Town Fair Tire World of Wheels – Boston, MA Seaport Hotel & World Trade Center www.autorama.com/attend/boston/
25	Mar. 31- Apr. 2	Goodguys 17th Meguiar's Del Mar Nationals – Del Mar, CA Del Mar Fairgrounds www.good-guys.com/dmn-2017
26	Apr. 6-8	Barrett-Jackson Palm Beach – Palm Beach, FL South Florida Fairgrounds www.barrett-jackson.com
27	Apr. 6-8	Mercun Auctions Houston – Houston, TX NRG Arena www.mecum.com/auctions/houston-2017/
28	Apr. 21-23	EG Auctions Edmonton Motor Show Collector Car Auction – Edmonton, AB Edmonton Expo Centre www.theelectricgarage.com/auctions/
29	Apr. 21-23	43rd Radical Speedsport – Moncton, NB Moncton Coliseum www.speedsporteast.com
30	Apr. 22	Garage Fever Evening – Calgary, AB 7:00PM Winston Heights-Mountainview Community Association <i>Hosted by Wild Rose Rod & Custom</i>
31	Apr. 28-30	Goodguys 3rd North Carolina Nationals – Raleigh, NC North Carolina State Fairgrounds www.good-guys.com/ncn-2017



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PRIZES AND DRAWS!



Buick Drool in Pennsylvania

A low production 1935 coupe.

By **Malcolm Fischer**
Stettler

The Old Editor and His Sweetheart had the great privilege of recently the BUICK CLUB OF AMERICA's 50th anniversary gig in Allentown, Pennsylvania attending (and had to miss out on the Great Circle Tour, darnit!). More than 2,000 participants driving more than 800 Buicks – it's the stuff Buick dreams are made of! And hosted by none other than Nicola Bulgari, yes – the high-end jewellery billionaire at his American Motorcar Complex. Not to bore our faithful readers with endless details about Mr. Bulgari (feel free to check him out online), but he is indeed a fascinating gentleman who has chosen to buy a 27 acre former drive-in theatre "dirt pit" and in less than half a dozen years turn it into a beautiful landscaped complex of buildings and paved tracks, therein to house his beautiful Buick collection. Imagine a large building where only mechanicals are done. And another for body work and painting. Another for upholstery. And another where a matchless collection of 1,000 point-restored mostly 30s and 40s Buicks resides with your luxury glass-surround apartment on the mezzanine floor where you can gaze down at them at your leisure. And still more buildings and more cars (though a favorite, not ALL are Buicks) every single one of which has

a battery-minder on it and keys in it and are ready to go at a moment's notice. Think this is all fiction? Were it not for Nicola Bulgari, it might well be. And we got the rare opportunity to check out personally (only 50th anniversary participants got to – the buildings were all locked up when the public came to the show and shine on Saturday – and come they did, by the thousands.)

Upon arrival at registration, we were greeted by a small bevy of amazing Buicks indoors, both original and restored. Among them was the Wildcat II, a completely hand built dead ringer of original 50s concept car. Even got the chance to chat with the fellow at our table who built it from nothing. Amazing! And different, too. Incredible piece of work. Mr. Bulgari sat at a table very near ours at the banquet – we were sure it was on purpose!, and we saw him driving his very famous and incredible 1938 Buick concept car during the show and shine.

On one tour, we visited the MARTIN GUITAR FACTORY, begun in 1893, with 600 employees now capable of producing up to 200 of the world's finest crafted guitars each day. A woodworker's dream, this big operation. Attention to detail is second to none. We saw Hank William's original Martin (bought back at a Christie's Auction – wonder what they paid. Staggering quality of workmanship and pride everywhere we

went. After the tour, one was able to strum an or all of the Martin models (which the Old Editor did!). An opportunity not to be passed up for a guitar fan! There was a particular model that sells for over \$6,000 USD, and it wouldn't fit in our backpacks, so we were unable to bring it home for y'all to see.

We were also fortunate to tour the nearby AMERICA ON WHEELS museum, a beautiful endeavor. The Old Editor's favorite car was not the 1987 Buick GNX with only 20.7 miles on it, but the 1933 Hupmobile K-31 Convertible Coupe. Wonderously beautiful, styled by the famous Raymond Loewy, in fact! As we encountered at other venues, this Buick event was big news in the Allentown area and specific Buick displays were often enjoyed.

On another tour, we travelled (all tours were by tour bus) to Hershey to visit the AACA MUSEUM which the Old Editor had the privilege of seeing last fall in the company of Dave, Jerry and Edgar. A second visit was no less charming! The display quality sure showed off that delightful Studebaker, and

Roadster considered by many to be the most beautiful English sports car of the 1930s, with the 14 produced at the degree of perfection required by the manufacturer making them "too expensive to sell". We saw THE Cobra, one of six Cobra Daytona Coupes, and the first to be registered in the National Historic Vehicle Register, it having set several Bonneville speed records while regularly whupping Ferrari GTOs just for fun.

And finally, after lots of touring and meeting interesting people from literally all over the planet, the Saturday Show and Shine! Ahhhhhhhhhh! The forecasted rain did not show until it was all over, and it was a beautiful, beautiful day in every way. More than 800 Buicks of all years, types, and colors were on display at the Bulgari complex. Field of Dreams!

Buickness everywhere, and among them Mr. & Mrs. Bill McLaughlin from Ontario (yes, THOSE McLaughlins) had their 1929 Roadster displayed, all untouched and original (and yes, Dave Weidner asked them how they are doing these days). And lest you think that most cars were of the newer



Mr. Bulgari driving his 1938 Buick concept car.



1933 Auburn V-12 12-165 Speedster.



Over 800 Buicks at the Bulgari complex.

the world's largest Tucker collection dazzled as much as before as one peered over the front of the Tucker number 1 at the only one with an automatic tranny! One of the many drool-inspiring autos there was this spectacular 1930 DuPont Model G.

Also on our menu was the SIMEONE FOUNDATION MUSEUM, and the Old Editor being his typical skeptical self, expected from what he had heard, nothing more than a bunch of uninteresting – to him – NASCAR stuff. Again! Wow, this is a dazzling place to snoop through. The history of "fast" cars therein is staggering and beautiful. Check out the derriere of that 1933 Auburn V-12 12-165 Speedster, or the 1933 Squire

years, the middle ground in the complex is where we found the oldsters, beauties all.

But, aha, the one the Old Editor chose for his very own. A low production 1935 coupe. And what a beauty she is! The Old Boy was kind of hoping that seeing how he stood dreamily beside it endlessly in an hypnotic state, that Mr. Bulgari might come by and say, "Oh okay, take it home!". But sadly, _____ nope. Maybe next time he has us over.

These events, and ones like them regardless of marque, are too much fun not to take in. Too far away? Yep. Too expensive? Yep. But too enjoyable. Do take one in. It is so worth it!

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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

✉ stu.sheppard@icloud.com
📅 1st Sunday 10am
📍 Kipp Scott GMC Boardroom, Red Deer

Beaumont Dream Cruisers

✉ rbchristi@shaw.ca
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📍 Member houses
DQ Beaumont during summer

Bonnyville Gear Grabbers Car Club

✉ schuggz@outlook.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

✉ pitmand@telus.net
📅 3rd Tuesday, 7:00 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

✉ kaczm@telus.net
📅 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

✉ gregjalbert@gmail.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

✉ gil.didsburycarclub@yahoo.ca
📅 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.170720@gmail.com
📅 1st Wednesday 7:30 pm
📍 Old Timers Cabin
9430 - 99 Street (Scona Road), Edmonton

Edmonton Thunderbird Club

✉ staceybenison326@hotmail.com
📅 Last Thursday 7:00 pm
📍 Chateau Louis Conference Centre
11727 Kingsway NW, Edmonton

Elk Point Auto Club

✉ epac1986@yahoo.ca
📅 2nd Wednesday 7:30 pm
📍 Elk Point Public Library
5123 50 Ave, 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

✉ chev39@shaw.ca
📅 2nd Monday 7 pm
📍 Calgary
📱 FoothillsSRA

Ford Central Car 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

Northern Thunder Car Club

✉ wesmancoat@gmail.com

📅 3rd Thursday 7:00 pm, Jan - Oct

📍 Westwinds Motor Inn,
4225 50 St, Drayton Valley

Peace Classic Wheels

✉ zummy1@hotmail.com

📅 3rd Wednesday at 7:30 pm

📍 Dunvegan Motor Inn
9812 113 Street, Fairview

Ponoka Piston Poppers

✉ gandctoys@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

✉ oilpro2323@gmail.com

📅 1st Wednesday 7 pm

📍 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 Lynnvie Way SE, Calgary

Southern Alberta Antique & Classic Auto Club

✉ arevalib@shaw.ca

📅 1st Tuesday 7:15 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

✉ gordbred0@gmail.com

📅 1st Wednesday 7 pm

📍 Sylvan Lake Region

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

📍 Calgary: Ricky's
658, 11520 24 St SE

📍 Edmonton: Pizza Hut
6504 28 Ave NW

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 Regional Museum
5029 45b Ave, Vegreville

Vintage Sports Car Club of Calgary

✉ scrosby1@telus.net

📅 2nd Wednesday, 7:30 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 8:00 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

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If you are an automotive enthusiast of whatever stripe – tuner, antique, street rod, to mention a few, you most likely have duplicate tools and perhaps some you never use or have replaced with power driven versions. One of your SVAA board members, Randy Rollo, found the KMS Tools for the World program on a shopping tour for, you guessed it, more tools. The program is such a good idea that the SVAA board decided to support it encouraging members to take part donating tools you no longer need.

Your surplus tools can help in at least two ways. First, by donating them to the Tools for the World Program, you contribute to improving people's lives in third world countries. KMS has been running the program for several years for the sole purpose of helping those in need. Volun-



teers check the donated tools and repair where possible. Pallets of tools are then sent to countries in need. Haiti, Thailand, Ghana and Malawi amongst 24 others have benefited from the program with over 80 pallets of tools shipped in 2015. Our own Fort McMurray benefited after the devastating fire in 2016.

To donate, take your old tools to an KMS store. While tools in good condition are appreciated, feel free to donate broken and damaged tools as well – remember the volunteers who do repairs. There is a box in each store to receive your donation.

You may be thinking that I forgot about the second way your making a donation helps – you gain more space in your shop for your future acquisitions.

With material from the Tool Corner: the official blog of KMS Tools.

TOOLS FOR THE WORLD FAQ

How did TFTW begin?

In 2009, KMS owner, Stan, was approached by an old friend who was involved in disaster relief efforts and mission work in Cuba. Together they came up with the plan for "Tools for Cuba." With the political situation in Cuba at the time, it became difficult to get things through the border, so KMS opened up the program to any country in need.

Where do the tools end up?

The tools you've donated have gone to more than 30 different countries all over the world! Uganda, Zambia, Malawi, Thailand, Philippines, Nepal, Haiti and Mexico, to name a few.

What are they used for?

- Building orphanages, hospitals, churches, schools etc.
- Trades schools - teaching skills to those who might otherwise have little opportunity to earn a living
- Creating employment opportunities such as furniture shops, building projects, etc.

How do tools get to their destinations?

The majority of items we collect go through an organization called Compassionate Resource Warehouse, that has contacts all over the world. Knowing where the greatest needs are, CRW sends containers out regularly, filled with our



tools, as well as school supplies, medical supplies, etc. We also send tools out with other organizations that contact us directly.

What kinds of tools are needed?

Construction, automotive, plumbing, electrical, carpentry, metalworking, etc. Most tools can be used somewhere in some way.

What about power tools with dead batteries?

We'll take 'em! Makita, Hitachi, Bosch, DeWalt, and Milwaukee have all been very helpful with supplying batteries and parts to ensure your donated tools are safe and functional.

Can I give big or awkward items?

Yes! We take pretty much anything in reasonable working order.

What about items not suitable for the cause?

Bring them in! Some tools or equipment may not be suitable for sending to developing nations, or may have higher value as an antique. In the event of receiving these items, KMS Tools will sell them, and forward 100% of the proceeds to the cause.

When and where can I drop off items?

At any KMS location during store hours, year round.

I know of a charitable organization that needs tools. Can TFTW help?

There's a good chance! We do our best to support worthy causes. For more information, email: toolsfortheworld@kmstools.com

I don't have any items to contribute but would love to support the cause. How can I help?

Tell your friends! You may know someone who has tools they no longer have use for. We'll make sure they get put to good use somewhere in the world. Also, any monetary donations will help get the tools to where they are needed.



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MORE DASTARDLY DEALERSHIP STORIES

By **Malcolm Fischer**

As was mentioned in earlier remembrances of the Old Editor, he worked at a darn fine Chev-Olds dealership all through high school an' fer a year after. He wuz the wash rack hand, or as they are called now, detailing and cleansing associates, an' so the well-equipped wash rack was his domain. An' right behind the wash rack was a laneway that ran right through the garage, an' across from thet one-lane-space was Billy's stall. Darin' Billy's domain. Billy was real good at suspension an' all kinds o' underneath type work, an' sometimes we'd banter back an' forth when he wuz under there on a creeper workin' away. Billy wuz in his 20s an' talked a perty tough streak, almost darin' ya ta' do sumthin'. But the Young Editor knew better than ta take 'im up on it. Prob'ly nuthin' but pure fear a-holdin' 'im back! But the same could not be said for Greaserack Jack.

Greaserack wuz one o' those guys who had thet dandy grin on 'im thet made ya wonder whut he wuz up to, and he wuz perty much always up ta sumthin'. One day, Greaserack wuz usin' the Young Editor's water hose ta rinse sumthin' off in the laneway behind the wash rack, an' Darin' Billy wuz under a big grain truck, right next space over, takin' out the tranny. Greaserack waved the hose around an' made a couple quick passes, quite near ta Billy, who reacted predictably. "Jes' go ahead, tuff guy, if ya got the guts!" Well, thet wuz all the invitation Greaserack needed an' before 'e knew whut hit 'im, Darin' Billy was soggy wet! An' Greaserack wuz on the run!

'Bout this same time, carb specialist Roy wuz under the hood of a one-ton jes' puttin' a nice newly-overhauled carburetor back on the ol' 283. Never one ta be left out of a good

joke, Roy-boy wuz listenin' to the Greaserack vs Billy commotion as he wuz all stretched out over the one ton's grille a-puttin' his proud work back on the ol' truck. All stretched out with head lowered, getting it JUST right! 'Bout that time, Greaserack came a-runnin' around the front end of Roy's truck an' was duckin' down behind the fender on the driver's side, usin' Roy's stretched-out body as a shield. Darin' Billy had meanwhile mostly filled up a empty gallon anti-freeze can thet laid nearby the wash rack, an' wuz in hot pursuit peerin' over Roy from the passenger side fender an' waitin' ta git a crack at Greaserack who wuz bobbin' his head up an' down ta tease yon wet Billy. Well, ya had ta be there ta see the perfect timin' of it all, but at the exact instant thet Jack ducked an' Roy lifted his head ta see what the heck was goin' on, Wet Billy let fly with the water. Now, if yer picturin' this right, y' c'n see that Greaserack Jack escaped perty much all the water-fall, but the same could not be said fer poor Roy, who as he blubbered threats through the barrage of water, scrambled ta keep his hands protectin' his dear carburetor from a water invasion. Kinda a helpless position, wouldn't ya say? It was indeed. So now, the war was on betwixt Roy an' Billy, an' there were several more mini-water-battles before it finally ended in a truce.

Sound like a fun place ta work? !t shore wuz! The Ol' Editor put together a couple o' reunions of thet dealership staff in recent years. Ain't nuthin' more fun than rewindin' them ol' stories!



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